



PLANNING COMMISSION

REGULAR MEETING

AGENDA

Thursday, June 2, 2016
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	7:05
3. APPROVAL OF AGENDA	7:07
4. APPROVAL OF MINUTES	7:08
a. May 19, 2016 Meeting Minutes - Draft	
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	7:10
6. STUDY ITEM	7:15
a. Development Regulations Related to Light Rail Station Subareas	
• Staff Presentation	
• Public Comment	
7. DIRECTOR'S REPORT	8:15
8. UNFINISHED BUSINESS	8:20
9. NEW BUSINESS	8:22
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:27
11. AGENDA FOR JUNE 16, 2016	8:28
a. Development Regulations Related to Light Rail Station Subareas	
12. ADJOURNMENT	8:30

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DRAFT

CITY OF SHORELINE

**SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING**

May 19, 2016
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Craft
Vice Chair Montero
Commissioner Chang
Commissioner Maul
Commissioner Mork
Commissioner Moss-Thomas

Staff Present

Rachael Markle, Director, Planning & Community Development
Steve Szafran, Senior Planner, Planning & Community Development
Miranda Redinger, Senior Planner, Planning & Community Development
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Commissioner Malek

CALL TO ORDER

Chair Craft called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Craft, Vice Chair Montero, and Commissioners Chang, Maul, Mork, and Moss-Thomas. Commissioner Malek was absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of May 5, 2016 were adopted as submitted.

GENERAL PUBLIC COMMENT

There were no general public comments.

STUDY ITEM: DISCUSSION OF POTENTIAL POLICIES FOR THE 145TH STREET STATION SUBAREA PLAN

Staff Presentation

Ms. Redinger said the focus of the study session is the policies that will be included in the 145th Street Station Subarea Plan. She briefly reviewed the timeline for the subarea plan, which is intended to conclude with City Council review and adoption in September of 2016. She advised that the staff and consultant are currently working on the Final Environmental Impact Statement (FEIS), which will be followed by the subarea plan document.

Ms. Redinger explained that subarea plan policies are adopted into the Comprehensive Plan and then filtered into the functional master plans (Transportation, Parks and Surface Water) that are integrated into the Capital Improvement Program (CIP). The CIP filters into the annual budget and staff work programs. Some subarea plans, such as the Southeast Neighborhood Subarea Plan, include changes to the Comprehensive Plan Map and the Zoning Map. Other subarea plans, such as the 145th Street Station Subarea Plan, also include development regulations that will influence site design and building permits.

When discussing policy, Ms. Redinger cautioned that it is important to keep in mind how they will be implemented and who will be responsible for implementation. Policies for transportation, parks and surface water are addressed in separate master plans, and the Commission can provide high-level direction for how the policies will filter down into actual capital projects. The Commission is also responsible for providing specific direction to the City Council relative to development regulations.

Ms. Redinger explained that the intent of the study session is to review the policies that were included in the 185th Street Station Subarea Plan, which have been adopted as part of the Comprehensive Plan. In order for them to apply to the 145th Street Station Subarea Plan, they must be specifically included in that subarea plan. This is an opportunity for the Commission to identify the development regulations and policies in the 185th Street Station Subarea Plan that should also be included in the 145th Street Station Subarea Plan. They can also provide general direction about the types of policies they would like to see included relative to transportation, parks and surface water. Staff will work with the various departments to craft specific language to incorporate the general direction, which could then be presented to the Light Rail Subcommittee for consideration before it is included in the subarea plan that will be presented to the full Commission.

Ms. Redinger provided a map to illustrate the boundaries of the Southeast Subarea Plan, which was adopted in 2010. She also provided a map of the Planning Commission's recommendation for the boundaries of the 145th Street Station Subarea Plan, specifically pointing out the area where the two plans overlap. She explained that it is important that this overlap be corrected so that the Comprehensive Plan is an internally-consistent document. To do this, the City Council could amend the boundary of the Southeast Neighborhood Subarea Plan when the 2016 Comprehensive Plan Docket is finalized on June 13th. If the City Council chooses to change the boundaries so the two subareas zip together, the following three policies would need to be moved from the Southeast Neighborhood Subarea Plan to the 145th Street Station Subarea Plan:

- **Transportation.** Implement improvements along 15th Avenue to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.
- **Community Design.** Improve the area around 145th Street and 15th Avenue with place-making treatments, such as lighting, benches, and landscaping to identify it as a gateway to the city.
- **Parks, Recreation and Open Space.** Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood.

Ms. Redinger invited the Commissioners to identify other policies in the Southeast Neighborhood Plan that they would like to move to or replicate in the 145th Street Station Subarea Plan.

Ms. Redinger briefly reviewed the current schedule for moving the subarea plan forward, noting that the Commission would continue its discussion on potential Development Code amendments on June 2nd. Staff hopes to present the FEIS to the Commission on July 7th, followed by the subarea plan document on July 21st. On August 4th, the Commission will discuss the Planned Action, and the entire subarea plan package will be presented to the Commission for a final recommendation to the City Council on August 18th.

As requested by Commissioner Moss-Thomas, Ms. Redinger advised that three maps were included in the Commission's packet: the Off-Corridor Bike Network from the 145th Street Corridor Study and two maps that show the current street classifications. She suggested that the Commission could have a discussion about the specific characteristics of different streets within the subarea. She recalled that the policies in the 185th Street Station Subarea Plan talked about the need to perform a corridor study on the 185th Street Corridor. Since that study has already been done for the 145th Street Station Subarea Plan, it may be more important to discuss the characteristics of streets that are internal to the subarea.

Commissioner Moss-Thomas asked if the intent is to have separate policy documents for the 185th and 145th Street Station Subarea Plans. Ms. Redinger answered that starting with the 185th Street Station Subarea Plan policies, the Commission is being asked to consider what policies would also apply to the 145th Street Station Subarea Plan, what policies could be changed, and what unique policies could be added. No changes are being proposed to the 185th Street Station Subarea Plan.

Commissioner Mork clarified that the Commission is being asked to provide general direction for the elements that would be handled by the Transportation, Surface Water, or Parks Master Plans. Ms. Redinger explained that each would have its own process, and this is the Commission's opportunity to influence the outcome of future updates. For example, the Commission could provide general direction about what should be considered as part of the next Transportation Master Plan update. Once the general direction is adopted as policy in the Comprehensive Plan, it would provide guidance when the Transportation Master Plan is updated in the future. There would be a separate public process to implement the Comprehensive Plan policies into the various master plans.

Public Comment

Janet Way, Shoreline, said she was present to represent the Shoreline Preservation Society. She recalled that the Southeast Neighborhood Subarea Plan was being considered when she served on the

City Council in 2009. She asked if the 145th Street Station Subarea Plan would supersede or cancel out the Southeast Neighborhood Subarea Plan or if it would have the same value and importance. Would the new plan cancel out the zoning that was established in the previous plan, which was primarily single-family residential? She recalled that after she left the Council, she wrote several letters on behalf of the Paramount Park Neighborhood Group relative to a number of issues, including the path through the park and fixing the culvert. In recent months, an attorney for the Shoreline Preservation Society has sent several letters to the City, specifically pointing out the confusion between the two plans and asking which plan would have precedence.

Ms. Way recalled that the City Council recently voted to have no preferred alternative for the 145th Street Station Subarea Plan, and several Councilmembers proposed alternatives for further discussion. Staff indicated that all of the suggested alternatives would be studied as part of the FEIS, but they have not been included in the Commission's packet for consideration. She commented that, at this time, all alternatives should be on the table for discussion, including those put forth by Councilmembers.

Chair Craft asked staff to discuss how the Council's decision to not identify a preferred alternative will impact the overall process. He also asked staff to talk about how the inconsistencies between the Southeast Neighborhood Subarea Plan and the 145th Street Station Subarea Plan could be addressed in light of the various alternatives that are currently on the table.

Ms. Way advised that the Shoreline Preservation Society likes many of the policies contained in the Southeast Neighborhood Subarea Plan, including the path through the park and other environmental aspects. However, she noted that both 5th and 8th Avenues are identified as neighborhood streets in the Southeast Neighborhood Subarea Plan, and she questioned if these designations would be changed if the streets are incorporated into the 145th Street Station Subarea Plan. She commented that 8th Avenue is a neighborhood street, and additional traffic could result in a negative impact.

Patty Hale, Shoreline, said she was present to represent the Ridgecrest Neighborhood Association. She said her comments would be limited at this time, since she had anticipated a more in-depth staff report. She agreed with Ms. Way that the Commission must do due diligence when considering how to meld the two subarea plans together. She reminded them that the Southeast Neighborhood Plan represents two years of citizen and staff work, as opposed to six months the Commission will have to deliberate on the 145th Street Station Subarea Plan. She urged them to not only look at what the Southeast Neighborhood Subarea Plan planned for, but the boundary lines that were the topic of considerable public input.

Ms. Hale suggested a tighter (smaller) boundary for Phase 1 the 145th Street Station Subarea Plan. Early development should be concentrated directly around the station rather than allowing it to spread into the neighborhood. She asked them to remember that 185th Street is not like 145th Street in any way, shape or form. Many of the policies in the 185th Street Station Subarea Plan are completely wrong for the 145th Street Station Subarea Plan, including wide-spread density and extreme building heights.

Ms. Hale reported that on May 17th, the Ridgecrest Neighborhood Association met with the Parks Department to look at long-range planning for the Parks, Recreation, and Open Space (PROS) Plan. The 145th Street Station Subarea Plan was a topic of discussion; and unilaterally, citizens at the meeting agreed that development must pay for development. There was also concern about the loss of park land,

and no consideration has been made yet for how this loss of public property would be mitigated. General comment was that park land lost in the Ridgecrest Neighborhood needs to be replaced with new park space in the Ridgecrest Neighborhood.

Dia Dreyer, Shoreline, reiterated that if phased zoning is going to happen, it must be done logically and tightened down. She voiced opposition to the proposed Mixed Use Residential (MUR-35') zoning on the west side of the freeway. This area is outside of the watershed of a half mile. If the boundary is ratcheted down on the east side where it is more logical (on the same side of the freeway), the area on the west side of the freeway should also be excluded from Phase 1.

Ms. Dreyer voiced concern about what appears to be an attempt to squeeze through minimum-density zoning in the MUR-35' zone. She asked that the staff and Commission publicly explain the logic of how the minimum density requirement would satisfy detached town homes. She suggested that it is simply an excuse to apply a minimum density of 35, when it was decided that would not be the case.

Continued Staff and Commission Discussion

Ms. Redinger reviewed that on May 2nd, the City Council deliberated about the preferred alternative map that the Commission forwarded to them. Four Councilmembers came to the meeting with proposed amendments, assuming they would get to a preferred alternative. Staff can provide maps of the potential amendments. However, it is important to understand that none of the amendments were adopted, as the City Council took action to not select a preferred alternative. This action was followed by a motion to look at phasing for each of the three action alternatives (Compact Community, Connecting Corridor, and Compact Community Hybrid). When the FEIS is published, it will analyze not only the No-Action alternative and the two action alternatives (Compact Community and Connecting Corridor) that were considered in the Draft Environmental Impact Statement (DEIS), but a fourth alternative (Compact Community Hybrid), as well as consideration of phasing for the three action alternatives.

Ms. Redinger said it is important to note that the four alternatives, plus phasing for three of them, will move through the FEIS, but the maps will not change again until the adoption phase. After the public hearing in August, it is anticipated the Commission will make a recommendation to the City Council on the entire subarea plan package (subarea plan, Comprehensive Plan designations, zoning designations, development code regulations, and Planned Action). The Commission could also choose to recommend changes to the zoning map as part of their recommendation to the City Council. At that point, the City Council could bring fourth the amendments that were previously discussed. Chair Craft asked if the City Council's proposed amendments would be studied as part of the FEIS, and Ms. Redinger answered that the changes would fall under the umbrella of what is being studied, but they would not be specifically studied. She reminded the Commission that the City Council can adopt something that is less intense than what was studied, but not something more intense. All of the City Council's proposed amendments would fall under the category of less intense than what was studied.

Ms. Redinger advised that the FEIS would look at the zoning scenarios over a 20-year time frame and at build-out using a growth rate of 1.5% to 2.5% to address population, employment, housing, transportation, utilities, parks, schools, public services, etc. The result of the FEIS will be a list of required mitigations to accommodate the growth level at 20 years and at build-out. As per the phasing

proposed by the City Council, Phase 1 would become affective in 2016 when the plan is adopted and Phase 2 in 2033. In a lot of ways, this phasing would be similar to the 20-year and build-out scenarios. She explained that as part of the FEIS, traffic models will be run for all three of the action scenarios. The traffic models will also extrapolate how it would be different if only the Phase 1 areas are open for development in the next 20 years.

Ms. Redinger recalled that the primary impetus for the Southeast Neighborhood Subarea Plan was that when the Briarcrest Neighborhood was annexed into the City, it was not given specific Comprehensive Plan designations. Instead, it was given the designation of “Special Study Area.” The initial purpose of the plan was to work with citizens to identify the desired characteristics and lay down Comprehensive Plan designations and zoning that represent the long-term vision for the neighborhood. If the boundaries of the Southeast Neighborhood Subarea Plan are changed, all of the policies will still apply to the area that remains in the plan. Most of them are complimentary to the 145th Street Station Subarea Plan. For example, a lot of time was spent on how to create compatible development that maintains the desired neighborhood characteristics. The Briarcrest Neighborhood would not be impacted by the 145th Street Subarea Plan, and the policies would still apply. However, if the boundaries are changed, the three policies identified earlier would be more appropriately housed in the 145th Street Station Subarea Plan. The intent is to preserve the work done by those who crafted the Southeast Neighborhood Subarea Plan.

Ms. Redinger said the intent of the proposed change to the boundaries of the Southeast Neighborhood Subarea Plan is to provide consistency in the Comprehensive Plan designations. Chair Craft summarized that staff is proposing to integrate the area on the west side of the 15th Avenue/145th Street intersection into the 145th Street Station Subarea Plan. Everything to the east would remain part of the Southeast Neighborhood Subarea Plan, and the policies would not change.

Commissioner Moss-Thomas clarified that the Commission is being asked to consider the critical elements that pertain to the portion of the Southeast Neighborhood Subarea Plan that is proposed to be moved to the 145th Street Station Subarea Plan. Ms. Redinger said staff is proposing that three policies be moved from the Southeast Neighborhood Subarea Plan to the 145th Street Station Subarea Plan if the boundary change is approved. However, the Commission can recommend other applicable policies, as well.

Chair Craft asked staff to talk about the potential loss of parks and open space, including the idea of preserving existing parks and providing incentives for potential park expansions. Ms. Redinger said the City is in the process of updating its PROS Plan. Based on the proposed zoning, which defines the impacts and mitigations, it is clear that more park space will be needed to accommodate the growing population. However, it is up to the Parks Board, Parks Department, City Manager and City Council to talk about the mechanisms to get there. It is great that the PROS Plan will include an entire section about light rail station planning and the specific services that will be needed. In the past, the Parks Department has preferred, from a maintenance standpoint, to have larger parks (3 acres minimum) rather than smaller parks that are spread out. However, given the density proposed for the light rail stations, it may be appropriate to have smaller spaces or more specifically defined spaces. It is also important to consider what the demographics will be over time, and it is the Parks Board’s responsibility to address these details in the PROS Plan. The proposed subarea plan would not result in the loss of park space, but the goal is to provide more.

Director Markle advised that part of Ridgecrest Park would be impacted by the alignment, and Sound Transit is aware that they have to replace what is impacted. They are working with staff, and there will be a public process to discuss the issue. Chair Craft asked if Sound Transit would be the entity that holds the hearings. Director Markle answered that it would be guided by Sound Transit, but the City would participate. Chair Craft asked if public notice would be provided, and Director Markle answered affirmatively. She referred to the Southeast Neighborhood Subarea Plan Map and noted the exact location of Ridgecrest Park, as well as the portion of the park that would be impacted. Chair Craft summarized that Sound Transit would have to mitigate for the loss of park space, and Ms. Hale suggested that the new park space be located within proximity of the Ridgecrest Neighborhood. Director Markle said her understanding is that the new park space would be located next to the existing park.

Commissioner Moss-Thomas referred to the maps that were submitted by Ms. Way and asked that staff also provide the narrative that accompanied the maps for the Commission's information. She agreed there is a lot of information the Light Rail Subcommittee needs to look at, and she anticipates that more than one meeting will be needed. The subcommittee can provide updates to the full Commission.

Commissioner Moss-Thomas asked if updates to the Transportation, Surface Water and Park Master Plans would come to the Commission for review before final adoption. Ms. Redinger answered affirmatively, noting that all Comprehensive Plan amendments are presented to the Commission for a public hearing and recommendation to the City Council.

Chair Craft referred to the policies in the 185th Street Station Subarea Plan (Page 28 of the Staff Report) that apply to parks. He reviewed that the Commission has already expressed a willingness to advocate for programs and incentives to increase parks and open space, so the same policies should also apply to the 145th Street Station Subarea Plan. The idea about paths in the Paramount Open Space is important; but at the same time, it would be nice to have some guidance from the Parks Board and/or Parks Department about how implementation could occur via impact fees, potential acquisition, etc.

Chair Craft referred to the proposal to change the boundary of the Southeast Neighborhood Subarea Plan by transferring a portion of the area to the 145th Street Station Subarea Plan and asked staff to explain the impacts this change could have to the specific properties involved, as well as the surrounding neighborhood. Ms. Redinger said the policies would be similar. Many of the conversations during the course of developing the Southeast Neighborhood Subarea Plan were the same issues that people brought to the design workshops and visioning sessions for the 145th Street Station Subarea Plan. The major difference is the Comprehensive Plan designations and zoning. The Comprehensive Plan designations for the 145th and 185th Street Station Subarea Plans are very specific to MUR zoning (SA-1 = MUR-70', SA-2 = MUR-45', and SA-3 = MUR-35'). The MUR zoning would supersede in this area. The DEIS lists all of the policies from the Southeast Neighborhood Plan that actually complement the 145th Street Station Subarea Plan, and there were not a lot of discrepancies other than the three policies identified earlier.

Ms. Redinger reviewed the policies that were adopted as part of the 185th Street Station Subarea Plan and also integrated into the full Comprehensive Plan. She invited the Commissioners to provide comments and direction about how they do or do not apply to the 145th Street Station Subarea Plan.

Land Use:

Ms. Redinger referred to Land Use Policy 3 and explained that the Commission will receive a code amendment package at some point to recommend adoption of an ordinance and specific regulations in the building code related to the Living Building Challenge Ordinance. This policy was originally in the 185th Street Station Subarea Plan, but it has not been adopted yet. Staff believes it would also be applicable to the 145th Street Station Subarea Plan. The language has been updated to be consistent with what is currently being considered by the City of Seattle.

Ms. Redinger said Land Use Policy 4 makes it clear that more planning is needed to determine the specific requirements for meeting future demands on infrastructure, schools, parks, etc. Commissioner Mork asked if this needs to be a policy statement. Ms. Redinger agreed that it is an obvious policy statement, since it addresses something that would happen anyway. The point is to make it clear that more planning is needed.

Transportation:

Ms. Redinger referred to Transportation Policy 1, which emphasizes the importance of developing a multi-modal transportation network within the subarea. Commissioner Mork suggested that the policy be changed to read, *“Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities, such as (separated and dedicated) sidewalks and bicycle paths, as well as improvements that support greater transit speed and reliability. The bicycle/pedestrian network must have robust connectivity with existing and proposed paths (non-motorized corridors) within the City or region.”*

Vice Chair Montero said it is important to consider where people will come from in Shoreline for the 145th Street Station. There needs to be a more formal plan in place to figure out how to provide non-motorized methods for people to access the station. He suggested that a new Transportation Policy should be added to read:

“Create a cross-corridor connection plan between the Interurban Trail (Aurora Avenue) on the west side and 15th Avenue NE on the East and the light rail station(s).

- a. Analyze an east-west (Highway 99 – 15th Avenue NE) non-motorized connection route utilizing N and NE 155th Street.*
- b. Include north-south connection recommendations such as 15th Avenue NE, 5th Avenue NE and Meridian Avenue N.*
- c. Explore sub-route connections between the corridors for access to Shoreline Community College and Aurora Square on the west and Briarcrest Neighborhood on the east, as well as extended connection(s) to the Burke-Gilman Trail.*
- d. Identify “marked” sub-route connections between these major routes and the 145th Street Station.*

- e. *Incorporate the designation of these road(s) as alternative “non-motorized arterial(s).”*
- f. *Identify needed bicycle and pedestrian improvements to these routes to reduce conflicts between motorized and non-motorized use.*
- g. *Review plans from development projects for recommendations for connections to the designated routes.”*

Vice Chair Montero noted that, while the routes are currently gently marked, it is easy to get lost if you don't know where you are going. The goal should be to steer people off of 145th Street and onto more pleasant ways of getting to the station. Commissioner Moss-Thomas commented that not only are the current markings confusing to cyclists, they are also confusing to drivers. In many cases along 155th, the existing sharrows are also in line with parking, which creates even more confusion.

Commissioner Chang recalled that the Southeast Neighborhood Subarea Plan includes a policy about traffic-calming measures and cut through traffic, which seem to be important elements. Ms. Redinger said that traffic-calming measures will be considered when discussing the particular characteristics of 1st, 5th and 15th Avenues and 155th Street. For example, the Commission may provide some high level recommendations on the various street classifications, and perhaps the neighborhood streets could include policy language about traffic calming measures to discourage cut-through traffic.

Ms. Redinger explained that the policies outlined in Transportation Policy 3 are not relevant to the 145th Street Station Subarea Plan because a corridor study has already been completed. However, staff is seeking direction on whether any of the bullets should be kept or moved to other sections to address other streets within the subarea. Commissioner Mork voiced her opinion that Transportation Policy 3 could still apply to streets within the subarea other than 145th Street. Ms. Redinger acknowledged that analyzing the arterials and streets within the subarea was not part of the mandate for the 145th Street Corridor Study. This type of study would occur through the Transportation Master Plan process, and Policy 3 would be the appropriate place for the Commission to provide guidance to be considered when the Transportation Master Plan is updated.

Commissioner Moss-Thomas asked if the City would consider reclassifying some of the streets within the subarea as part of the Transportation Master Plan update. For example, 10th Avenue NE is currently designated as a local primary street and it may take on more of the characteristics of a collector arterial street as the area is developed. The street runs from 175th Street all the way to 155th Street and is already used extensively by neighborhood residents in order to avoid 5th and 15th Avenues. Chair Craft suggested policy language about directing non-local traffic to the major arterials and creating traffic-calming and other mitigation devices in the streets that are primarily residential.

Vice Chair Montero asked when King County Metro Transit would come out with projections for new routes to accommodate station growth. Ms. Redinger said they are currently working on a long-range plan, but she is not sure when it is scheduled to be completed. Vice Chair Montero commented that Metro's plans could have a huge impact on traffic associated with the station. Ms. Redinger said staff is keeping abreast of the progress of the different plans, and they can provide updates as they become available.

The Commission discussed the various elements of Transportation Policy 3 and agreed that most of the items would be applicable to the 145th Street Station Subarea Plan, but some would need to be changed to more accurately reflect the needs of the subarea. They agreed to change the first sentence of Policy 3 to read, *“The next update of the Transportation Master Plan should:”* They also agreed to change Item I to read, *“Provide site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians and transit.”* In addition, they agreed to eliminate Items e, h and j, move Item f to the Utility Policies, and add the following new policies:

- *“Consider reclassifying arterials within the subarea to accommodate potential growth projections.”*
- *“Develop traffic-calming for non-arterial streets.”*

Questions were raised about why Transportation Policy 7 is limited to just 15th Avenue. Ms. Redinger answered that Transportation Policy 7 came directly from the Southeast Neighborhood Subarea Plan, and it could be amended to be more inclusive. Commissioner Moss-Thomas suggested that the policy should also include 5th Avenue. Chair Craft pointed out that if the reference to 15th Avenue is eliminated, the policy would speak to the entire station area and would not be limited. The remainder of the Commission concurred.

Community Design:

Commissioner Mork reminded the Commission that the goal of the subarea is to have it be a place that is pleasant and safe to walk and bicycle. She suggested that a new policy could be added to encourage the development of livable communities. The Commission agreed that a new Community Design Policy 7 should be added to read, *“Develop livable community.”*

Commissioner Moss-Thomas suggested it would be helpful to have a representative from one of the coalitions on livable cities do a presentation to the Commission so they all have a better idea of what a livable city is and can share that with the citizens, as well. Ms. Redinger noted that the agenda for June 16th is free for topics the Commission wants to explore further. Staff will continue to work with other departments that will be impacted by the policies and then schedule a subcommittee meeting. The June 16th agenda can be arranged based on feedback from the subcommittee.

Economic Development:

Commissioner Maul suggested there is a point to be made about 15th Avenue, which is struggling right now with businesses opening and closing. There have been a lot of public comments that the subarea needs to support rather than detract from business opportunities on 15th Avenue. Ms. Redinger suggested that 15th Avenue could be addressed by a specific Economic Development Policy. Commissioner Moss-Thomas pointed out that the intersection at 145th Street and 15th Avenue is a gateway to the City, and the area needs to be improved. Ms. Redinger asked for clarification on whether Commissioner Maul was suggesting that the focus be on revitalizing the entire 15th Avenue Corridor or just the intersection at 145th Street. Commissioner Maul said his intent was to encourage revitalization of the entire corridor. The Commission agreed that Economic Development Policy 5 should be changed to read, *“Encourage redevelopment at the intersection of 145th and 15th to identify it as a gateway to the community.”*

Chair Craft asked staff to elaborate on Economic Development Policy 3, which calls for considering an incentive program for new buildings to incorporate Combined Heat and Power Systems and other innovative energy saving solutions. Ms. Redinger responded that Combined Heat and Power Systems is a term related to eco-districts. Where eco-districts tend to be a block or neighborhood scale, Combined Heat and Power Systems can happen within one building. For example, within a 200-unit apartment building, you could capture the heat off of the sewage pipes and use it to heat hot water. This would create a smaller delta that the water heater in the building would have to raise the temperature of the water. She explained that the policy originated from a project being considered that wanted the City to pay for the delta for the project and then be reimbursed through the savings for the building. Perhaps it is worth looking at an actual policy and/or regulation at some point to provide this as an incentive. She summarized that part of the scope for the Eco-District Feasibility Study that the City Council authorized will look at potential incentives for Combined Heat and Power Systems, as well.

Vice Chair Montero referred to Economic Development Policy 4 and asked if the word “initial” should be changed to “initiate.” Ms. Redinger said the sentence would be fine with either word.

Utilities:

The Commission agreed that Item f of Transportation Policy 3, related to undergrounding of utilities, should be moved to the Utility Policies.

Parks, Recreation and Open Space (PROS)

Chair Craft recommended that PROS Policy 1 be amended by replacing the words “consider potential” with “prioritize.” In PROS Policy 2, he suggested that the word “explore” should be replaced with “encourage or promote or implement.”

Chair Craft referred to PROS Policy 3 and suggested there should be a policy that calls for a comprehensive approach to parks, so that all parks can be approached with the same type of vigor and idea towards preservation and enhancement. The Commission suggested that a new PROS Policy 5 should be added to read, *“Through parks master planning processes, develop a comprehensive approach to preservation, enhancement, and creation of new parks and open space.”*

Vice Chair Montero spoke to the importance of researching and mitigating the impacts that increased density and/or uses will have on the Paramount Park Open Space. The Commission recommended that a new PROS Policy 4 should be added to read, *“Consider impact of increased surrounding density to Paramount Open Space and plan for mitigation.”* The Commission also agreed that there should be policy language encouraging plaza or other public space at the stations themselves and that there should be additional language encouraging the City to acquire available land adjacent to existing parks and open space.

Natural Environment:

The Commission agreed that a new Natural Environment Policy 3 should be added to address streams, wetlands, buffers and potential mitigation.

Housing:

It was noted that the Development Code was recently updated to include some very specific language relative to housing. Ms. Redinger said there are still a few steps the City must take to finish implementing the program.

Chair Craft encouraged Commissioners to continue to review the policies and provide comments to staff as appropriate. He also invited the public to email their comments to the City.

DIRECTOR'S REPORT

Director Markle did not have any items to report.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Vice Chair Montero reported that there was a meeting relative to Point Wells, but he did not have details to share with the Commission. Chair Craft suggested that the June 16th agenda could include an update on Point Wells from the staff and subcommittee.

AGENDA FOR NEXT MEETING

Chair Craft reviewed that the June 2nd agenda includes continued discussion of the Development Code Regulations for the 145th Street Station Subarea. Mr. Szafran advised that staff received some clarifying questions since the Commission's last meeting. At the June 2nd meeting, staff will spend some time reviewing the amendments that they received questions on. They will also provide more examples to clarify what is being proposed.

ADJOURNMENT

The meeting was adjourned at 8:42 p.m.

Easton Craft
Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

Staff Report - Subarea Development Code Amendments

Planning Commission Meeting Date: June 2, 2016

Agenda Item: 6

PLANNING COMMISSION AGENDA ITEM CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Development Regulations Related to Light Rail Station
Subareas Continuation

DEPARTMENT: Planning & Community Development

PRESENTED BY: Steven Szafran, AICP, Senior Planner

Public Hearing
 Discussion

Study Session
 Update

Recommendation Only
 Other

Introduction

The purpose of this study session is to:

- Respond to questions and concerns by Commission;
- Review the Development Code regulations for the proposed 145th Street Light Rail Station Subarea Plan and Development Code regulations that apply to both subareas;
- Provide information for issues identified by staff;
- Ask direction on options for certain Development Code regulations;
- Respond to questions regarding the proposed development regulations; and
- 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 is the review authority for the 145th Street Station Subarea Plan which includes amendments to the Comprehensive Plan; zoning map amendments; and these implementing Development Code regulations. The Planning Commission is responsible for holding an open record Public Hearing on the package of Development Code amendments and making recommendations to the City Council.

Background

At the May 5 meeting, the Planning Commission reviewed proposed amendments that apply to the MUR zones in both the 185th and 145th street station subarea plans. These amendments are based on staff experience implementing the existing MUR regulations, issues raised by the community, and new information. The staff report and attachment for May 5 can be found at <http://www.shorelinewa.gov/home/showdocument?id=25845>.

The proposed Development Code amendments include:

Approved By: Project Manager _____

Planning Director _____

Amendment 1

20.30.336 – Critical Areas Reasonable Use Permit

This proposed Development Code amendment is new and will add another layer of environmental protection to development within the light rail station subareas. If a parcel is zoned MUR-35', MUR-45', or MUR-70' and contains a critical area or a critical area buffer, and necessitates a Critical Areas Reasonable Use permit to approve the development of the site then the uses and development standards will revert to Residential six (6) units per acre- (R-6).

The R-6 zone and the MUR zones are much different in terms of allowable hardscape. The R-6 zone has a 50 percent limitation on hardscape while the MUR-35' zone has an 85 percent hardscape maximum and the MUR-45' and MUR-70' have a 90 percent hardscape maximums. Also, with greater allowable heights reasonable use of the MUR zoned property are likely to allow larger buildings than R-6 development with greater coverage and height. Another idea to consider is to require that development approved through a Critical Areas Reasonable Use permit be designed to meet net zero energy or net positive energy standards or comply with the living building imperatives.

Amendment 2

Table 20.40.160 – Station Area Uses

This proposed amendment will prohibit single-family, attached housing in the MUR-70' zone and allow single-family, detached in the MUR-35' and MUR-45' subject to the Mixed-Use Residential development standards in SMC Table 20.50.020(2).

The MUR-70' zone is intended to be the most intensive zoning district since it closely surrounds the future light rail stations. The MUR-70' zone allows buildings up to 70-feet in height, no density limitations, and reduced parking standards. These regulations are intended to encourage more housing close to the stations. Townhomes and other single-family, attached housing types are more suited to the MUR-35' and MUR-45' zones and may not provide the density envisioned around the stations and are better land uses to be transitional to single family zones.

The other part of this amendment is to allow single-family, detached housing in the MUR-35' and MUR-45' zone. On some sites, single-family, detached housing could meet all of the zoning regulations of the MUR-35' and 45' zones but would be able to create more housing choice with smaller, planned communities that have open area and landscaping. The City will not be losing any density or development potential within the light rail station subareas by allowing single-family, detached housing in these zones with the additional requirement to meet minimum density (Amendment #4).

Amendments 3, 4, and 5 were the Development Code topics that the Planning Commission had additional questions and concerns from the last meeting. Below is the same information from the last meeting with additional explanation.

Amendment 3

Staff Report - Subarea Development Code Amendments

20.40.506 – SFR detached in the MUR-35' and MUR-45'

This amendment builds on the previous amendment and changes the indexed criteria for single-family, detached housing in the MUR-35' zone. The amendment makes it possible to develop single-family, detached housing within the MUR-35' and MUR-45' development standards without the current limitation that the development comply with the R-6 zoning standards.

Amendment 4

20.50.020(2) – Minimum Density in the MUR-35' Zone

This amendment will allow single-family, detached housing in the MUR-35' without limiting the development to R-6 zoning standards if the site meets minimum density standards.

The City may not have to lose density or development potential within the light rail station subareas by allowing single-family detached in the MUR – 35' zone if a minimum density is established. Staff recommends a minimum density of 12 dwelling units/acre in the MUR-35' zone. (Minimum density requirements are currently 18 dwelling units/acre for MUR 45'.) This amendment will encourage owners to develop more options for housing choice within the MUR-35' zone.

The purpose of Amendments #3 and #4 is to encourage more single-family detached housing choices by using MUR-35' and MUR-45' development standards. This group of proposed Development Code amendments seek to allow denser, single-family, detached development on a parcel in the MUR-35' and MUR-45' zones that still allow single family and possibly in smaller cluster communities with more open space.

The attributes of this type of development are:

- Increased housing choices such as cottage housing
- Design could lead to more open space
- Design could lead to fewer driveways onto public right-of-ways

NOTE: Single family detached units that do not meet minimum density are still allowed in the MUR-35' zone but are limited in scope due to required compliance with the R-6 development standards.

Amendment 5

20.50.020(2) – Minimum Lot Area in the MUR-70' Zone

The City Council is still concerned about how redevelopment will occur over time. In the interim between now and full redevelopment there will be existing single family development next to new multifamily and mixed-use buildings in the MUR 70'. How can we encourage quality development that will come together cohesively over time? Below are three possible aspects to this question.

1. Minimum Lot Area

Staff Report - Subarea Development Code Amendments

The City can facilitate parcel aggregation by requiring a minimum lot size for redevelopment in the MUR-70' zone. This will result in more aggregated parcels with fewer isolated parcels of single family lots surrounded by tall buildings. However, it could discourage redevelopment until the development market for full MUR-70' potential becomes much stronger.

2. Maximum Building Development

If the goal for the MUR-70' zone is to eventually develop to full capacity, then the City may want to be more direct and only accept applications that maximize the allowable building height of 70 feet. However, this may be too unfeasible and cause proposals that are close but under the maximum allowable height to be turned down by the City. Also other potentially desirable development types would be eliminated from this zone, such as four story mixed use buildings.

3. Transition Area Requirements and Tall, Narrow Buildings

Currently, if development proposals want to maximize MUR-70' on a standard single family lot of 7,200 SF or 10,000 SF they may stand out with triple the height and lot coverage of the surrounding parcels. By contrast to the existing neighborhood, this may appear like isolated, tall, narrow buildings. The City could amend the Code to apply the existing, transitional areas requirement setback and step-back code to MUR-70' development to mitigate the impact on adjoining neighbors. However, this code applies to adjoining single family zoning - not single family development. This was considered in the adoption of the 185th Street Subarea Plan and Development Code by the Commission and Council. They found that transition area requirements within the MUR zones run counter to reaching full redevelopment potential. Proposals for tall and narrow products designed to maximum allowable height on existing 7,200 to 10,000 sf lots would be alleviated by requiring a minimum lot size that will accommodate traditionally designed and sized multi-family and mixed use developments.

Staff Recommendation

Staff researched other jurisdictions in the region and found that some had minimum parcel sizes for some zones but with no discernable pattern as to how they were applied. Staff also surveyed several developers and architects who have worked in Shoreline. They had no answer to the question of what is the minimum parcel size or dimension to develop in MUR-70'. At this point, staff believes there is no one answer or formula.

However, Shoreline's approved multifamily projects – Arabella I and II, Ballinger, Malmo, Artiste, and Centerpointe all have parcels that are 20,000 square feet or larger with under-building parking and a minimum width of 100 feet or larger. Three of these projects are in the Community Business (CB) zone with a maximum height of 60 feet; two projects are in the Mixed Business (MB) zone with a maximum height of 65 feet and one project in the Town Center-2 zone with a maximum height of 70 feet. This last project has a parcel size of 39,000 square feet and a minimum width of 150 feet of which 50 feet are ground floor units and a drainage easement. They could not meet the maximum height of 70' using wood construction over a concrete podium.

Staff Report - Subarea Development Code Amendments

The projects shown below all have parcels that are 20,000 square feet or larger with under-building parking, or a combination of under-building and surface parking, and a minimum width of 100 feet or larger. Six of these projects are in the CB zone with a maximum height of 60 feet; five projects are in the MB zone with a maximum height of 65 feet and two projects in the TC-2 zone with a maximum height of 70 feet.

Shoreline's approved, proposed, and built multifamily projects –

- Malmo – 49,741 square feet lot size, 6-stories, under-building parking, 220 feet of frontage.
- Potala – 78,000 square feet lot size, 6-stories, under-building parking, over 700 feet of frontage.
- Super China Buffett Site – 38,358 square feet lot size, 6-stories, under-building parking, 180 feet of frontage.
- Aurora Micro-Apartments – 20,382 square feet lot size, 5-stories, surface-parking, 100 feet of frontage.
- Aurora 172 – 61,673 square feet lot size, 6-stories, under-building parking, 273 feet of frontage.
- Centerpointe – 50,862 square feet lot size, 6-stories, under-building parking, 183 feet of frontage.
- Artiste – 46,438 square feet lot size, 6-stories, under-building parking, 219 feet of frontage.
- Ballinger Apartments – 32,200 square feet lot size, 6-stories, under-building and surface parking, 236 feet of frontage.
- Sunrise Eleven – 25,090 square feet lot size, 5-stories, under-building parking, 100 feet of frontage.
- Arabella I – 29,756 square feet lot size, 6-stories, under-building parking, 287 feet of frontage.
- Arabella II – 25,661 square feet lot size, 6-stories, under-building parking, 120 feet of frontage.
- Polaris - 107,517 square feet lot size, 6-stories, under-building parking, 184 feet of frontage.
- Post Office Site– 81,550 square feet lot size, 5-stories, under-building parking, 560 feet of frontage.

If the Commission wants to go in this direction, staff recommends establishing a minimum lot area in the MUR-70' zone of 20,000 square feet. Staff chose 20,000 square feet to create sites that can meet all of the City's development requirements and potential. Based on the average size of the existing parcels in the subareas, at least two, perhaps three, parcels must be assembled.

The City will continue to learn more from developers who want to build in Shoreline. We believe the proposed code amendments are a good starting point until the development market for MUR-70' arrives and evolves over the next 20 years.

In regards to whether or not the City should require developments in the MUR-70' zone to develop to their maximum potential, staff does not have a recommendation. This is a question to explore with the Commission.

Staff Report - Subarea Development Code Amendments

The purpose of Amendment #5 is to encourage redevelopment to occur at the maximum potential of the zone and to minimize isolated parcels that are difficult to redevelop fully in neighborhoods with small single-family residential parcel sizes.

The attributes of requiring a minimum lot size in the MUR-70' zone are:

- Full MUR-70' development will likely occur later than sooner as parcels need to be aggregated and the development market to arrive.
- Remnant parcels with smaller buildings will break up the mass of larger buildings and provide variety.
- Limited amount of MUR-70' zoned parcels make full development potential more important.

Amendment 6

20.50.020(2) – Maximum Setback on 145th and 185th Street

This proposed amendment requires the Public Works Department to determine what a specific setback should be along 145th Street and 185th Street until a final design is selected for these streets. Staff does not yet know exactly what the setbacks along 145th and 185th will need to be. We do know what the preferred design concept for 145th is and this gets the City closer to determining a minimum setback. These amendments allow the City's Public Works Department to look at a particular development application and decide what the appropriate setback for that section of road should be. As the design and engineering for these corridors progress, the City will be able to refine the area needed to accommodate the future right of way for 145th Street and 185th Street in the subareas. This approach was used when the City embarked on the Aurora Corridor project.

Amendment 7

20.50.020(2) – Additional Height for Rooftop Amenities

The proposed amendment will allow for building amenities to go over the maximum base building height. The City currently allows for certain mechanical and environmental elements to go over the base building height. Roof structures such as elevators, stairways, tanks, mechanical equipment, skylights, flagpoles, and chimneys may be erected 10 feet above the height limited of the zone. Solar and other environmental equipment have no height limit.

This amendment will allow weather protected sitting areas, arbors, outside rooms in addition to the currently allowed amenities of roof top decks, barbeque enclosures, fireplaces to go over the base height of the zone. As bigger buildings are constructed, ground level amenities are becoming less common and more difficult to achieve as those amenities are now being placed on the roof.

Amendments 8, 9, 10, 11

20.50.120, 20.50.125, 20.50.220, 20.50.230 – Townhomes in the MUR-45'

Staff Report - Subarea Development Code Amendments

These four proposed Development Code amendments address the development of single-family attached (townhomes) in the MUR-45' zone. When staff drafted the original MUR development standards for the 185th Street Station Subarea, the MUR-45' zone was included in the commercial section of the Development Code (SMC 20.50.220). The purpose of the commercial design standards is to create better development that promotes and enhances public walking and gathering spaces, provides distinctive features at high visibility areas, provides safe routes for pedestrians across parking lots, and promotes economic development.

Staff has spent the last year reviewing development proposals for townhomes and other single-family attached housing units in the MUR-45' zone and has found that strict application of the commercial design standards does not make sense for this type of development. The commercial design standards were intended to regulate large apartment, mixed-use, and commercial development. The commercial design standards include site frontage, right-of-way lighting, public spaces, distinctive facades, internal site walkways, open space, and outdoor lighting. These standards make sense for large multifamily or commercial projects but not single-family attached development.

The proposed language provides an exception for single-family attached development in the MUR-45' zone. The proposed language points the reader to the single-family attached residential design section of the code. SMC 20.50.120 is the section of the Development Code that establishes standards for multifamily and single-family attached residential development. This section of the Development Code encourages development of attractive residential areas and enhances the aesthetic appeal of new multifamily residential buildings, provides open space, establishes well-defined streetscapes, minimizes the visual and surface water runoff impacts, and promotes pedestrian accessibility.

Amendment 12

20.50.240(C) – Access to Development from 5th Ave NE

This amendment seeks to limit access points on NE 145th and to new multifamily, commercial, and mixed-use buildings on 5th Avenue NE between 145th Street and 148th Street when redevelopment occurs. This portion of 5th Avenue NE has a number of limitations/issues that are or will become present when the light rail station is operational. These issues are described below:

The Washington State Department of Transportation has what they call a “compatibility line” along the 5th Avenue NE street frontage. The compatibility line restricts access to 5th Avenue NE because of its proximity to the freeway on-ramps. Property owners on 5th Avenue have a deed restriction that states each single-family home may have a driveway. The proposed rezone to MUR-70' does not allow new single-family homes so all new development will either be commercial or mixed-use. The City, WSDOT, and most likely Sound Transit are concerned about increased vehicles entering and exiting from 5th Avenue so close to the freeway on ramp.

The proposed light rail station at 145th will create additional bus, car, pedestrian, and bicycle traffic along 5th Avenue NE. Driveways serving new multifamily or commercial

Staff Report - Subarea Development Code Amendments

buildings along 5th Avenue may create conflicts by residents trying to access buildings and commuters trying to access the light rail station.

5th Avenue NE is designated as an Arterial Street in the Transportation Master Plan. 5th Avenue NE is also planned as a bicycle route with plans for a bike lane. The City seeks to limit vehicular, pedestrian, and bicycle traffic as much as possible so limiting access to new development along 5th Avenue will decrease conflicts in the future.

Amendment 13

20.50.020 Dimensional requirements

This amendment seeks to clarify the way that the City calculates minimum density requirements. Currently, the Development Code specifies that when a maximum density calculation results in a fraction it allows fractions of .50 and above to be rounded up and fractions below .50 are to be rounded down. The problem with using the current method for minimum density is that when a fraction is rounded down the minimum density requirement will not be met if the minimum density is calculated to be, for example, 12.1 units. Since 12.1 units cannot be built then 13 units would have to be built to meet the 12.1 units calculation.

The proposal is to create a new requirement, 20.50.020(B)(3), that states, "For development in the MUR zones: minimum density calculations resulting in a fraction shall be rounded up to the next whole number". This language is consistent with the intent that more dwelling units and density is provided for on MUR zoned parcels.

Public Comment

Following the May 5th Planning Commission meeting, a member of the public brought to the attention of staff a potential Development Code amendment related to the MUR zones. The concern raised was in regards to the conversion of existing single family structures to commercial uses such as coffee shops, offices and restaurants in the MUR zone. Specifically, would the thresholds for site improvements be triggered for these types of conversions? Site improvements include signs, parking, lighting, and landscaping. Since the threshold for requiring a property to include full site improvements as part of the project are triggered when the value of construction exceeds 50 percent of the County assessed valuation of all existing land and structures, it is conceivable that the threshold would not be met and site improvements would not be required.

The public comment is concerned that conversions will not be designed and operated in a way that enhances the neighborhood and fits in with both existing and new developments. A conversion could be partial from adding a small coffee shop to a residence to total commercial overhaul. If a remodel meets the City thresholds then all site improvements would be made. Even if the thresholds are not met a change of use would minimally require updated parking and, if a sign is proposed, updated sign standards. The two site improvements then would not be met below this threshold are site lighting and landscaping. Staff agrees that the conversions should meet the site lighting and landscaping standards for commercial zone design at a minimum. The thresholds sections in the Code were not developed with minor adaptations from

Staff Report - Subarea Development Code Amendments

residential to commercial use in mind. Therefore, it seems reasonable to discuss and address this situation to determine if it warrants a unique standard.

Below is the section of the Development Code in question:

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, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. 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. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013).

Staff would like the Planning Commission's feedback on this issue. Staff could bring back an amendment to SMC 20.50.230. An amendment could be drafted to trigger all or specific site improvements whenever a single family, residential structure is converting to a commercial use. This could be contemplated for just the MUR zones and city-wide in all commercial zones as well.

Related to this topic is the following question: Should frontage improvements be required when a residential structure is converted to a commercial use if it does not meet the current threshold below?

20.70.320 Frontage improvements.

A. Standard frontage improvements shall be upgraded or installed pursuant to standards set forth in the Transportation Master Plan Street Classification Map, the Master Street Plan adopted in Chapter 12.10 SMC, and the Engineering Development Manual for the specific street which is substandard to satisfy adequate public roadways required for subdivisions by Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7, and to mitigate direct impacts of land use approvals.

B. Standard frontage improvements consist of right-of-way dedication, curb, gutter, sidewalk, amenity zone and landscaping, drainage improvements and pavement overlays up to one-half of each right-of-way abutting a property as defined in the Master Street Plan. Additional improvements may be required to ensure safe movement of traffic, including pedestrians, bicycles, transit, and nonmotorized vehicles. The improvements can include transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage and channelization.

Staff Report - Subarea Development Code Amendments

- C. Frontage improvements are required:
1. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing structure(s) on the parcel (except for detached single-family homes). This shall include all structures on other parcels if the building under permit review extends into other parcels; or
 2. 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 structure(s) at the time of the first issued permit;
 3. For subdivisions;
 4. For development consisting of more than one dwelling unit on a single parcel (accessory dwelling units are exempt); or
 5. One detached single-family dwelling in the MUR zones.

Next Steps for the 145th Street Station Subarea Plan, Planned Action Ordinance and Development Code amendments

May-June	Consultant and staff team creates Final EIS
July 7	Planning Commission meeting: Discuss Final EIS
July 21	Planning Commission meeting: Discuss Subarea Plan
August 4	Planning Commission meeting: Discuss Planned Action and adopting ordinances
August 18	Planning Commission PUBLIC HEARING: Discuss Subarea Plan package (Subarea Plan, Planned Action Ordinance, Development Code amendments) and make recommendation to Council
September 12	Council meeting: Study Session on Subarea Plan package
September 26	Council meeting: Council adopts Subarea Plan package

Attachment

Attachment 1 – Proposed Station Subarea Related Development Code Amendments

Attachment A - Subarea Development Code Amendments

Attachment 1 – Proposed Station Subarea Related Development Code Amendments

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8	20.50.120 – Townhomes in the MUR-45'
9	20.50.125 – Townhomes in the MUR-45'
10	20.50.220 – Townhomes in the MUR-45'
11	20.50.230 – Townhomes in the MUR-45'
12	20.50.240(C) – Access to Development from 5 th Ave NE
13	20.50.020 Dimensional requirements

Attachment A - Subarea Development Code Amendments

Amendment # 1

20.30.336 Critical areas reasonable use permit (CARUP)(Type C action).

A. Purpose. The purpose of the critical areas reasonable use permit is to allow development and use of private property when the strict application of the critical area regulations would otherwise deny all reasonable use of a property. This type of permit does not apply to flood hazard areas or within the shoreline jurisdiction.

B. Decision Criteria. A reasonable use permit shall be granted by the City only if the applicant demonstrates that:

1. The application of the critical area regulations, Chapter 20.80 SMC, Critical Areas, would deny all reasonable use of the property; and
2. There is no other reasonable use of the property with less impact on the critical area; and
3. Any alterations to the critical area would be the minimum necessary to allow for reasonable use of the property; and
4. The proposed development does not create a health or safety hazard on or off the development site, will not be materially detrimental to the property or improvements in the vicinity, is consistent with the general purposes of this title and the public interest, and all reasonable mitigation measures have been implemented or assured; and
5. The inability to derive reasonable economic use is not the result of the applicant's action unless the action 1) was approved as part of a final land use decision by the City or other agency with jurisdiction; or 2) otherwise resulted in a nonconforming use, lot or structure as defined in this title;
6. Any alterations permitted to the critical area are mitigated in accordance with SMC 20.80.082 and relevant mitigation standards for the impacted critical area(s);
7. Consistent with SMC 20.80.050, Alteration of critical areas, the proposal attempts to protect the existing critical area functions and values consistent with the best available science and attempts to mitigate adversely impacted critical area functions and values to the fullest extent possible; and
8. The proposal is consistent with other applicable regulations and standards.
9. If the proposal is located in a Mixed-Use Residential zone, then reasonable use shall be based on the allowable uses and standards for the R-6 zone.

C. Development Standards. To allow for reasonable use of property and to minimize impacts on critical areas, the decision making authority may reduce setbacks by up to 50 percent, parking requirements by up to 50 percent, and may eliminate landscaping requirements. Such reductions shall be the minimum amount necessary to allow for reasonable use of the property, considering the character and scale of neighboring development.

Attachment A - Subarea Development Code Amendments

Amendment # 2

20.40.160 Station area uses.

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
RESIDENTIAL				
	Accessory Dwelling Unit	P-i	P-i	P-i
	Affordable Housing	P-i	P-i	P-i
	Apartment	P	P	P
	Bed and Breakfast	P-i	P-i	P-i
	Boarding House	P-i	P-i	P-i
	Duplex, Townhouse, Rowhouse	P-i	P-i	P-i
	Home Occupation	P-i	P-i	P-i
	Hotel/Motel			P
	Live/Work	P (Adjacent to Arterial Street)	P	P
	Microhousing			
	Single-Family Attached	P-i	P-i	P-i
	Single-Family Detached	P-i	P-i	
	Tent City	P-i	P-i	P-i

Attachment A - Subarea Development Code Amendments

Amendment # 3

20.40.506 Single-family detached dwellings.

A single-family detached dwellings that does de not meet the minimum density is are permitted in the MUR-35' zone subject to the R-6 development standards in SMC 20.50.020.

Single-family detached dwellings are permitted in the MUR-35' and MUR-45' zone subject to minimum density standards in SMC 20.50.020(2) and single-family attached and multifamily design standards in SMC 20.50.120.

Amendments #4-7: There are several proposed amendments to Table 20.50.020(2). The proposals are discussed below:

Table 20.50.020(2) Dimensional Standards for MUR Zones

STANDARDS	MUR-35'	MUR-45'	MUR-70' (10)
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density	<u>12 du/ac(16)</u>	18 du/ac	48 du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	<u>20,000 sq ft</u>
Min. Front Yard Setback (2) (3)	0 ft if located on an arterial street 10 ft on nonarterial street <u>20 ft maximum if located on 145th Street (14)</u>	15 ft if located on 185th Street 0 ft if located on an arterial street 10 ft on nonarterial street <u>20 ft maximum if located on 145th Street (14)</u>	15 ft <u>maximum</u> if located on 185th Street <u>(14)</u> <u>20 ft maximum if located on 145th Street (14)</u> 0 ft if located on an arterial street 10 ft on nonarterial street
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Base Height (9)	35 ft <u>(15)</u>	45 ft <u>(15)</u>	70 ft (11) (12) <u>(15)</u>
Max. Building Coverage (2) (6)	N/A	N/A	N/A
Max. Hardscape (2) (6)	85%	90%	90%

Attachment A - Subarea Development Code Amendments

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-18, 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) *Dimensional standards in the MUR-70' zone may be modified with an approved development agreement.*

(11) *The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.*

(12) *All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-70' zone may be set back 10 feet at ground level instead of providing a 10-foot step-back at 45 feet in height. MUR-70' fronting on 185th Street shall be set back an additional 10 feet to use this alternative because the current 15-foot setback is planned for street dedication and widening of 185th Street.*

(13) *The minimum lot area may be reduced proportional to the amount of land needed for dedication of facilities to the City as defined in Chapter 20.70 SMC.*

(14) *The exact setback along 145th Street and 185th Street, up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.*

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(15) Base height may be exceeded by 15 feet for rooftop structures such as arbors, shelters, barbecue enclosures and other structures that provide open space amenities.

(16) Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards.

Amendment 8:

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA 3, and R-8 through R-48 zones, and the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached dwellings as follows:

- A. To encourage development of attractive residential areas that are 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. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).
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Amendment # 9

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, PA 3, and R-8 through R-48 zones and, the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached dwellings. 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

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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.

Amendment #10

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3), the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached dwellings in the MUR-35' and MUR-45' zones. 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.

Amendment #11

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, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached dwellings in the MUR-35' and MUR-45' zones. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

Amendment #12

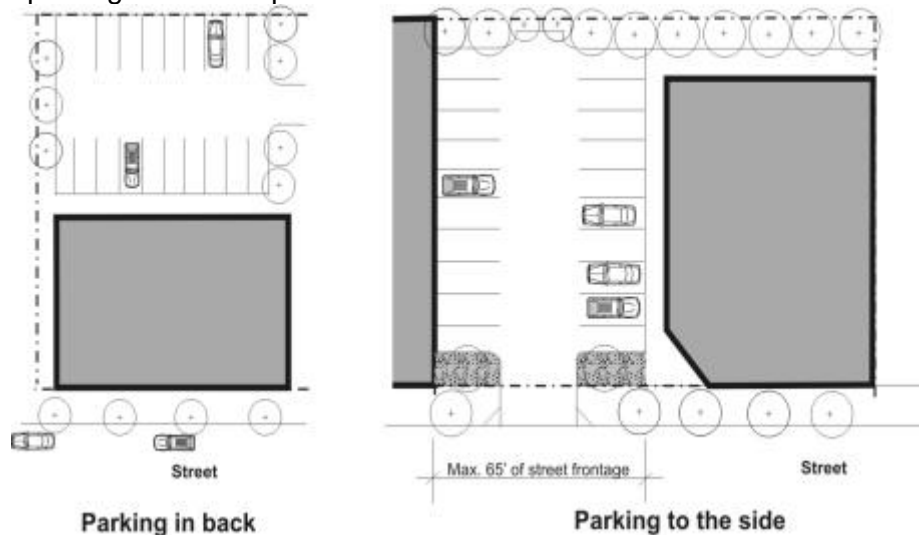
20.50.240 Site Design

C. Site Frontage.

1. Development in NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street shall meet the following standards:
 - a. Buildings and parking structures 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 are included or future right-of-way widening or a utility easement is required between the sidewalk and the building;
 - b. All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Reference dimensional Table 20.50.020(2) and exceptions;

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- c. 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. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;
- d. Minimum window area shall be 50 percent of the ground floor facade for each front facade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;
- e. 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;
- f. 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;
- g. 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
- h. 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

- i. New development on: 185th Street; NE 145th Street; and 5th Avenue between NE 145th Street and NE 148th Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the administrative design review process.
- j. Garages and/or parking areas for new development on 185th Street shall be rear-loaded.

Amendment #13

20.50.020 Dimensional requirements

B. Base Density Calculation. The base density for an individual site shall be calculated by multiplying the site area (in acres) by the applicable number of dwelling units. When calculation results in a fraction, the fraction shall be rounded to the nearest whole number as follows:

1. Fractions of 0.50 and above shall be rounded up except for lots less than 14,400 square feet in R-6 zones. See Exception (7) to Table 20.50.020(1).
2. Fractions below 0.50 shall be rounded down.

Example #1 – R-6 zone, 2.3 acres site: $2.3 \times 6 = 13.8$
The base density for this site would be 14 dwelling units.

Example #2 – R-24 zone, 2.3 acres site: $2.3 \times 24 = 55.2$
The base density for the site would be 55 dwelling units.

Example #3 – R-6 zone, 13,999-square-foot site: $(13,999/43,560 = .3214 \text{ acres})$ so $.3214 \times 6 = 1.92$. The base density for single-family detached dwellings on this site would be one unit.

Example #4 – R-6 zone, 14,400-square-foot site $(14,400/43,560 = .331 \text{ acres})$ so $.331 \times 6 = 1.986$. The base density for the site would be two units.

3. For development in the MUR zones: minimum density calculations resulting in a fraction shall be rounded up to the next whole number.