

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 _____

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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

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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

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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.

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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.

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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'

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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

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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

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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.

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- 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

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.

Attachment A - Subarea Development Code Amendments

(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).

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.

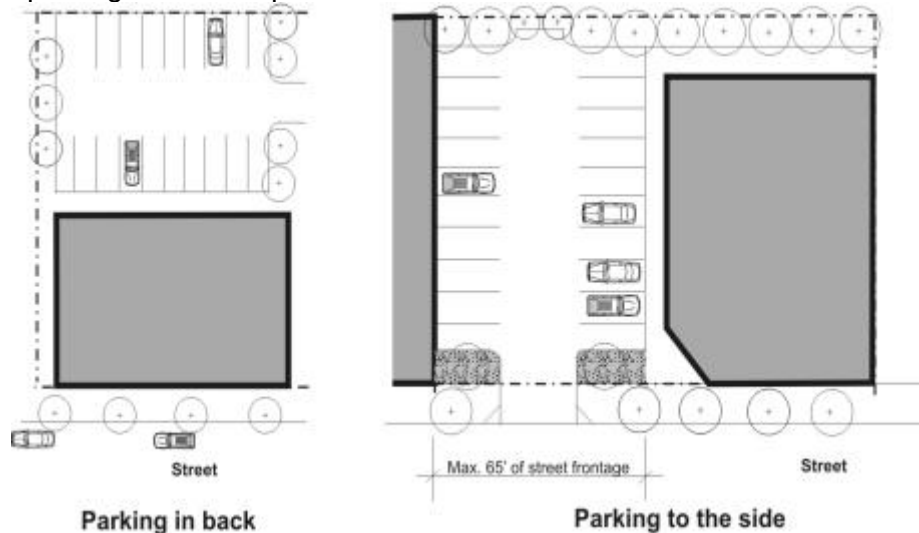
1. Development in NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street shall meet the following standards:

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.