
Planning Commission Meeting Date: March 4, 2021

Agenda Item: 7a.

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: 2021 Development Code Amendments – Part 1
DEPARTMENT: Planning & Community Development
PRESENTED BY: Nora Gierloff, Planning Manager
Steven Szafran, AICP, Senior Planner

Public Hearing
 Discussion

Study Session
 Update

Recommendation Only
 Other

Introduction

The purpose of this study session is to:

- Review the first batch of 2021 Development Code Amendments – Part 1 (“2021 Batch Part 1”).
- Provide information for issues identified by staff.
- Respond to questions regarding the proposed development regulations; and
- Gather public comment.

The 2021 Batch Part 1 (**Attachment A**) includes administrative, clarifying, and policy amendments. The amendments being discussed tonight address issues that are time sensitive related to: changes in State law; unclear Code language; omissions caused by recent amendments to the Code; and may directly result in projects either being developed or not. Staff will bring another batch of amendments forward to the Planning Commission later this year that also address important issues such as tree protection, tree retention, and tree replacement, the Deep Green Incentive Program, SEPA, nonconforming structures, and Conditional Use Permits.

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 reviewing authority for legislative decisions and is responsible for holding an open record Public Hearing on the proposed Development Code amendments and making a recommendation to the City Council on each amendment.

Background

SMC 20.30.350 states, “An amendment to the Development Code is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City”. Development Code amendments may also be necessary to reduce confusion and clarify existing language, respond to regional and local policy changes, update references to

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other codes, eliminate redundant and inconsistent language, and codify Administrative Orders previously approved by the Director. Regardless of their purpose, all amendments are to implement and be consistent with the Comprehensive Plan.

The decision criteria for a Development Code amendment in SMC 20.30.350 (B) states the City Council may approve or approve with modifications a proposal for a change to the text of the land use code when all of the following are satisfied:

1. The amendment is in accordance with the Comprehensive Plan; and
2. The amendment will not adversely affect the public health, safety, or general welfare; and
3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

The 2021 Batch Part 1 consists of 12 Director-initiated amendments and two (2) privately initiated amendments. The privately initiated amendments include:

- Calculating Density when one parcel has multiple zoning categories (**Attachment B**); and

The 2021 Batch Part 1 is organized by the Development Code chapter: 20.20 – Definitions, 20.30 – Procedures and Administration, 20.40 – Zoning and Use Provisions, and 20.50 – General Development Standards.

Attachment A includes all the proposed 2021 Batch Part 1 amendments. Each amendment includes a justification for the amendment, the entire amendment in legislative format, and staff's recommendation. Because this meeting is a discussion of the amendments, staff has not made any recommendations at this time.

The proposed 2021 Batch Part 1 includes administrative changes (re-organization and minor corrections), clarifications, and policy amendments that have the potential to substantively change development patterns throughout the city. The last column of the Table of Contents in **Attachment A** indicates if the proposed amendment was submitted by staff or was privately initiated. All the amendments are listed in order of SMC Chapter. The proposed changes are generally as follows:

20.20 – Definitions

- 20.20.010 – A Definitions – Changes Adult Family Home –from 6 to 8 Residents
- 20.20.012 – B Definitions – Updates the definition of Best Available Science

20.30 – Procedures and Administration

- 20.30.100 – Application – Authorizes a Public Agency to Apply for Permits Before Property Acquisition
- 20.30.297 – Administrative Design Review (Type A) – Allows an applicant to apply for an ADR for Single Family Attached design standards, Landscaping, and Sign Design in the Community Renewal Area

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20.40 – Uses

- 20.40.140 – Other Uses – Clarifies that Parking Areas are an Accessory Use
- 20.40.467 – Parking Areas (New Section) – Parking Areas Indexed Criteria

20.50 – General Development Standards

- 20.50.020(1) – Dimensional Requirements – Rounding Density on Parcels with Multiple Zone Boundaries
- 20.50.020(2) – Dimensional Requirements – Front Setback in the MUR-70' Zone on Nonarterial Streets
- 20.50.020(B) – Dimensional Requirements – Rounding Density When Parcels Contain Multiple Zone Boundaries
- 20.50.390 – Minimum off-street parking requirements – Parking requirements for Unlisted Land Uses
- 20.50.400 – Reductions to Minimum Parking Requirements – Parking Reduction for Multifamily Dwelling Units within ¼ Mile of Light Rail and Other Clarifications
- 20.50.410 – Parking Design Standards – Assigned Parking Spaces in New Multifamily Buildings
- 20.50.457 – Administrative Design Review – Allow ADRs for Landscaping
- 20.50.630 – Deep Green Incentive Program – Clarifies that Expedited Permitting is Limited to Higher Levels of Green Building

Shoreline Municipal Code Amendments

- 13.12.500 – Add Floodplain Protection Standards in all Zones

Next Steps

The schedule for the 2021 Development Code (Part 1) amendments is as follows:

March 4	Planning Commission meeting: Discuss 2021 Batch Part 1 of Development Code Amendments (part 1)
April 1	Planning Commission Public Hearing on the 2021 Batch Part 1 of Development Code Amendments (Can be another discussion if needed)
May/June	City Council Study Session and Adoption of 2021 Batch Part 1 of Development Code Amendments

Attachments

Attachment A – Proposed 2021 Batch Part 1 of Development Code Amendments
Attachment B – Dawson Application

2021 DEVELOPMENT CODE AMENDMENT PART 1

TABLE OF CONTENTS

Number	Section	Topic	Submitted
20.20 – Definitions			
1	20.20.010	Adult Family Home – 6 to 8 Residents	Staff
2	20.20.012	Best Available Science	Staff
20.30 – Procedures and Administration			
3	20.30.100	Authorize Public Agencies to Apply for Permits Before Property Acquisition	Staff
4	20.30.297	ADR for SFR Attached, Landscaping, and Sign Design	Staff
20.40 – Uses			
5	20.40.140	Parking Areas as Accessory	Staff
6	20.40.467	Parking Areas Indexed Criteria	Staff
20.50 – General Development Standards			
7	20.50.020(1)	Rounding Density on Parcels with Multiple Zone Boundaries	Dawson
8	20.50.020(2)	MUR-70' Front Setback on Nonarterial Streets	Staff
9	20.50.020(B)	Base Density Calculation When Parcels Contain Multiple Zone Boundaries	Dawson
10	SMC 20.50.390	Minimum off-street parking requirement not specified	Staff
11	20.50.400	Parking Reduction for Multifamily within ¼ Mile of Light Rail	Staff
12	20.50.410	Individual Parking Spaces in New Multifamily Buildings	Staff
13	20.50.457	Administrative Design Review for Landscaping	Staff
14	20.50.630	Free Expedited Review under DGIP limited to Tiers 1-3	Staff
SMC Amendments			
	13.12.500	Flood protection standards in all zones	Staff/Ecology

DEVELOPMENT CODE AMENDMENTS

20.20 Amendments

Amendment #1 (Staff)

20.20.010 – Adult family home

Justification – Washington State now allows up to 8 unrelated adults to reside in an Adult Family Home pursuant to RCW 70.128. This amendment will increase the allowed number of individuals in an Adult Family Home in Shoreline to be consistent with the State.

Adult Family Home A residential home in which a person or persons provide personal care, special care, room, and board to more than one but not more than eight ~~six~~ adults who are not related by blood or marriage to the person or persons providing the services and licensed by the State pursuant to Chapter 70.128 RCW, as amended.

Staff Recommendation – None at this time.

Amendment #2 (Staff)

20.20.012 – B definitions

Justification – This amendment is a housekeeping amendment to update the definition of Best Available Science to be consistent with WAC 365-195 which is the section in the Growth Management Act that lists the background, purpose, and criteria for establishing Best Available Science.

Best Available Science Current scientific information used in the process to designate, protect, mitigate impacts to, or restore critical areas, that is derived from a valid scientific process as defined by and consistent with the criteria established in WAC 365-195~~6-900 through 365-196-925~~.

Staff recommendation – None at this time.

20.30 Amendments

Amendment #3 (Staff)
20.30.100 - Application

Justification – This amendment will allow public agencies like Sound Transit to apply for land use permits without the requirement of the property owners signature for property they do not currently own, but are in the process of acquiring, for public projects within the City of Shoreline.

A. Who may apply:

1. The property owner, a public agency, or an agent of the owner with authorized proof of agency may apply for a Type A, B, or C action, or for a site-specific Comprehensive Plan amendment.
2. Prior to purchase, acquisition, or owner authorization, a regional transit authority may apply for a Type A, B, or C action, or for a site-specific Comprehensive Plan amendment in order to develop any light rail transit facility or any portion of a light rail transit system for property that has been duly authorized by the public agency for acquisition or use. No work shall commence in accordance with issued permits or approvals until all of the necessary property interests are secured and/or access to the property for such work has been otherwise approved by the owner of the property.
3. Nothing in this subsection shall prohibit the regional transit authority and City from entering into an agreement to the extent permitted by the Code or other applicable law.
4. The City Council or the Director may apply for a project-specific or site-specific rezone or for an area-wide rezone.
5. Any person may propose an amendment to the Comprehensive Plan. The amendment(s) shall be considered by the City during the annual review of the Comprehensive Plan.
6. Any person may request that the City Council, Planning Commission, or Director initiate amendments to the text of the Development Code.

Staff Recommendation – None at this time.

Amendment #4 (Staff)
20.30.297 – Administrative Design Review (Type A)

Justification – This amendment will clarify that single-family attached developments are eligible for design departures. The amendment also clarifies that landscaping regulations are also

eligible for design departures. Ordinance No. 850, adopted in January 2019, added Subsection 20.50.122 which allowed ADRs for certain standards within the Multifamily and Single-Family Attached Design Standards. Then Ordinance No. 871, the townhouse design standards, which was adopted in January 2020, renumbered Subsection 20.50.122 to 20.50.130 and allowed design departures from all Single Family Attached design standards. But SMC 20.30.297 was never correspondingly updated to reflect the change in Ordinance No. 850 or 871. This proposed amendment corrects that omission and makes the code internally consistent.

This amendment also makes it possible for applicants to submit alternative landscape designs that meet the purpose and intent of the City's landscaping code. Many new developments, especially those in the station areas, are having a difficult time meeting the landscaping requirements in the landscaping code because of lack of space in the setbacks, vegetation that will not grow next to large buildings, and requirements for pedestrian circulation on and through the site. This amendment will not forgive the landscaping requirements required, it will allow staff and the applicant to be flexible with landscape design to choose the best landscape designs for a particular project.

The last amendment in this section clarifies that signs in the Community Renewal Area (Shoreline Place) are eligible for design departures.

A. Administrative Design Review approval of departures from the design standards in SMC 20.50.160 through 190, 20.50.220 through 20.50.250, 20.50.450 through 20.50.510 and SMC 20.50.530 through 20.50.6240 shall be granted by the Director upon their finding that the departure is:

1. Consistent with the purposes or intent of the applicable subsections; or
2. Justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.

B. Projects applying for the Deep Green Incentive Program by certifying through the Living Building or Community Challenge, Petal Recognition, Emerald Star, LEED-Platinum, 5-Star, 4-Star, PHIUS+, PHIUS+ Source Zero/Salmon Safe, or Zero Energy/Salmon Safe programs may receive departures from development standards under Chapters 20.40, 20.50, 20.60, and/or 20.70 SMC upon the Director's finding that the departures meet subsection (A)(1) and/or (2) of this section, and as further described under SMC 20.50.630. Submittal documents shall include proof of enrollment in the programs listed above.

Staff recommendation – None at this time.

20.40 Amendments

Amendment #5 (Staff) **20.40.140 – Other uses**

Justification – This amendment clarifies that parking areas are considered an accessory use to those primary uses allowed in each zone. The City does not allow standalone parking areas

when not associated with an approved use such as a residential dwelling unit, commercial business, or transit park and ride.

Table 20.40.140 Other Uses

NAICS #	SPECIFIC USE	R4-R6	R8-R12	R18-R48	TC-4	NB	CB	MB	TC-1, 2 & 3
EDUCATION, ENTERTAINMENT, CULTURE, AND RECREATION									
	Adult Use Facilities						P-i	P-i	
71312	Amusement Arcade							P	P
71395	Bowling Center					C	P	P	P
6113	College and University					S	P	P	P
56192	Conference Center	C-i	C-i	C-i	C-i	P-i	P-i	P-i	P-i
6111	Elementary School, Middle/Junior High School	C	C	C	C				
	Gambling Uses (expansion or intensification of existing nonconforming use only)					S-i	S-i	S-i	S-i
71391	Golf Facility	P-i	P-i	P-i	P-i				
514120	Library	C	C	C	C	P	P	P	P
71211	Museum	C	C	C	C	P	P	P	P
	Nightclubs (excludes Adult Use Facilities)						C	P	P
7111	Outdoor Performance Center							S	P
	<u>Parking Area</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	Parks and Trails	P	P	P	P	P	P	P	P
	Performing Arts Companies/Theater (excludes Adult Use Facilities)						P-i	P-i	P-i

P = Permitted Use
C = Conditional Use

S = Special Use
-i = Indexed Supplemental
Criteria

Staff recommendation – None at this time.

Amendment #6 (Staff)
20.40.467 – Parking Areas

Justification – This section is new and is related to Amendment #5 which adds the parking area use to SMC Table 20.40.140 – Other uses. The City is receiving questions about stand-alone pay parking lots and opportunities to lease existing parking areas in multifamily buildings where there may be excess parking for the residential units in the building. This is becoming a common question in the light rail station areas where they may be opportunities to locate pay parking areas near the light rail stations. Staff believes this use and the accompanying indexed criteria should be added to the Development Code to clarify that parking areas should be associated with uses allowed in the zone such as residential dwelling units, offices, restaurants, and other commercial uses that support a mixed-use, pedestrian oriented neighborhood. The land around the light rail stations and rapid transit corridors, especially the areas zoned MUR-70', should be reserved for development of high-density residential dwellings and commercial businesses to support the light-rail stations and not large parking areas.

Parking areas are allowed as an accessory use to the primary use allowed in that zone. Parking areas are not allowed as a primary use.

Staff recommendation – None at this time.

20.50 Amendments

Amendment #7 (Dawson)

Table 20.50.020(1) – Dimensional requirements

Justification – This proposed amendment is privately-initiated. This amendment seeks to clarify how density is calculated when one parcel has multiple zoning categories and is related to Amendment #9. Please refer to Amendment #9 for the explanation of the amendment.

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

Residential Zones								
STANDARDS	R-4	R-6	R-8	R-12	R-18	R-24	R-48	TC-4
Base Density: Dwelling Units/Acre	4 du/ac	6 du/ac (7)	8 du/ac	12 du/ac	18 du/ac	24 du/ac	48 du/ac	Based on bldg. bulk limits
Min. Density	4 du/ac	4 du/ac	4 du/ac	6 du/ac	8 du/ac	10 du/ac	12 du/ac	Based on bldg. bulk limits

Residential Zones								
STANDARDS	R-4	R-6	R-8	R-12	R-18	R-24	R-48	TC-4
Min. Lot Width (2)	50 ft	50 ft	50 ft	30 ft	30 ft	30 ft	30 ft	N/A
Min. Lot Area (2) (13)	7,200 sq ft	7,200 sq ft	5,000 sq ft	2,500 sq ft	2,500 sq ft	2,500 sq ft	2,500 sq ft	N/A
Min. Front Yard Setback (2) (3) (14)	20 ft	20 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Min. Rear Yard Setback (2) (4) (5)	15 ft	15 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft min.	5 ft min.	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Base Height (9)	30 ft (35 ft with pitched roof)	30 ft (35 ft with pitched roof)	35 ft	35 ft	35 ft (40 ft with pitched roof)	35 ft (40 ft with pitched roof) (16)	35 ft (40 ft with pitched roof) (8) (16)	35 ft (16)
Max. Building Coverage (2) (6)	35%	35%	45%	55%	60%	70%	70%	N/A
Max. Hardscape (2) (6)	45%	50%	65%	75%	85%	85%	90%	90%

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 unit lot developments, mixed single-family attached developments and 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 20.50.160.
- (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, except when lot is divided by a zone boundary. Refer to 20.50.020(D)(2)(a) for calculation of density when a lot is divided by a zone boundary.

Amendment #8 (Staff)

Table 20.50.020(2) – Dimensional requirements

Justification – This amendment makes the front yard setback in MUR-70’ zero feet (0’) regardless of street classification, like the front yard setback for all Commercial Zones (Neighborhood Business (NB), Community Business (CB), Mixed Business (MB) and Town Center (TC) 1,2 & 3). During the creation of the Station Subarea Plans, there was a concern about a “canyon effect” for buildings in the MUR-70’ zone. These concerns are already addressed through footnote (13), which requires buildings to 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. It should be noted that this proposed amendment would eliminate footnote (18) which allows a reduction in front setback from 10 feet to 5 feet if 20% of onsite trees are retained. The value of this incentive is questionable. The incentive has never been used and it is unlikely that a change from a 10 foot setback to a 5 foot setback would result in a greater ability to retain trees in MUR-70’ since structured parking, which is needed on most multifamily projects, virtually eliminates all tree retention potential.

Now that development proposals in the MUR-70’ zone are coming forward, especially proposed projects adjacent to the 148th Street Station, it has become evident that the required 10 foot front yard setback on nonarterial streets does not lend itself to the creation of transit oriented development (TOD). TOD generally includes compact development that places buildings at the back of the sidewalk creating direct connections to adjacent sidewalks, trails and the station.

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

STANDARDS	MUR-35'	MUR-45'	MUR-70' (10)
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density	12 du/ac (17)	18 du/ac	48 du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	N/A
Min. Front Yard Setback (2) (3)	0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15)	15 ft if located on 185th Street (15) 0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15)	15 ft if located on 185th Street (15) 22 ft if located on 145th Street (15) 0 ft if located on <u>all other streets</u> an arterial street 10 ft on nonarterial street (18)
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft (20)
Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft (20)
Base Height (9) (16)	35 ft	45 ft	70 ft (11) (12) (13)
Max. Building Coverage (2) (6)	N/A	N/A	N/A
Max. Hardscape (2) (6)	85%	90%	90%

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 and unit lot 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 20.50.160.
- (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 public and private K through 12 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) Base height in the MUR-70' zone may be increased up to 80 feet when at least 10 percent of the significant trees on site are retained and up to 90 feet when at least 20 percent of the significant trees on site are retained.
- (13) 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.
- (14) 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.
- (15) The exact setback along 145th Street (Lake City Way to Fremont Avenue) and 185th Street (Fremont Avenue to 10th Avenue NE), up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.
- (16) Base height may be exceeded by 15 feet for rooftop structures such as elevators, arbors, shelters, barbeque enclosures and other structures that provide open space amenities.
- (17) 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.

~~(18) The minimum front yard setback in the MUR-70' zone may be reduced to five feet on a nonarterial street if 20 percent of the significant trees on site are retained.~~

~~(18)~~(19) The maximum hardscape for public and private kindergarten through grade 12 schools is 75 percent.

~~(19)~~(20) Setback may be reduced to zero feet when a direct pedestrian connection is provided to adjacent light rail transit stations, light rail transit parking garages, transit park and ride lots, or transit access facilities.

Staff Recommendation – None at this time.

Amendment #9 (Dawson)

20.50.020(B) – Base density calculation

Justification – This is a privately initiated amendment that is related to Amendment #7. This amendment clarifies how density is calculated when one parcel has multiple zoning categories. Currently, parcels with zones of varying residential densities allow the transfer of density from the lower zoning district to the higher zoning district. The density is first calculated for one zoning district then calculated for the next zoning district. When the density is calculated for the first zoning district, the number, if a decimal, is rounded either up or down. The density for the second portion of the parcel is then calculated the same way. After the rounding is done separately, the two number are then added together to get the final density on the parcel.

For example, a parcel with both R-6 and R-12 zoning The Development Code gives examples of how the density is calculated.

This amendment clarifies that the density for a parcel with multiple zoning districts will be rounded after the density of each zone is calculated. The current and proposed examples of density rounding is shown below:

Current: A parcel with an R-6 and R-8 zone; R-6 portion of the site: 0.55 acres; R-8 portion of the site: 0.90 acres.

Calculation $(0.55 \times 6 = 3.3 \text{ rounding down} = 3) + (0.9 \times 8 = 7.2 \text{ rounding down} = 7) = 10$.

Conclusion: The base density for this site would be 10 dwelling units.

Proposed: A parcel with an R-6 and R-8 zone; R-6 portion of the site: 0.55 acres; R-8 portion of the site: 0.90 acres.

Calculation $(0.55 \times 6 = 3.3) + (0.9 \times 8 = 7.2) = 10.5$, which rounds up to 11.

Conclusion: The base density for this site would be 11 dwelling units.

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-acre 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-acre 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.

C. All areas of a site may be used in the calculation of base density (prior to any dedication for City facilities as required in Chapter 20.70 SMC), except that submerged lands shall not be credited toward base density calculations.

D. When a lot is divided by a zone boundary, the following rules shall apply:

1. When a lot contains both residential and nonresidential zoning, the zone boundary between the zones shall be considered a lot line for determining permitted building height and required setbacks on the site.

2. When a lot contains residential zones of varying density, the following shall apply:

a. Any residential density transfer within the lot shall be allowed from the portion with the lesser residential density to that of the greater residential density. The calculation of the transfer from the lesser residential density to the greater residential density shall be rounded as an aggregate number as demonstrated in the following examples.

Example #1 – R-6 zone and R-8 zone; R-6 portion of the site: 0.55 acres; R-8 portion of the site: 0.90 acres.

Calculation $(0.55 \times 6 = 3.3) + (0.9 \times 8 = 7.2) = 10.5$, which rounds up to 11.

Conclusion: The base density for this site would be 11 dwelling units.

Example #2 – R-8 zone and R-24 zone; R-8 portion of the site: 1.1 acres; R-24 zone portion of the site: 0.70 acres.

Calculation: $(1.1 \times 8 = 8.8) + (0.70 \times 24 = 16.8) = 25.6$ which rounds up to 26.

Conclusion: The base density for this site would be 26 dwelling units.

b. Residential density transfer from the higher density zone to the lower density zone may be allowed only when:

- The transfer enhances the efficient use of needed infrastructure;
- The transfer contributes to preservation of critical areas, or other natural features; and
- The transfer does not result in significant adverse impacts to adjoining lower-density properties.

Example: A development site is 3.8 acres. 1.5 acres is zoned R-12 and 2.3 acres is zoned R-24. The base density for the R-12 portion: $1.5 \times 12 = 18$ dwelling units, for the R-24 portion: $2.3 \times 24 = 55.2$ rounded to 55 dwelling units. The overall base density for the site is $18 + 55 = 73$ dwelling units.

Staff Recommendation – None at this time.

Amendment #10 (Staff)

20.50.390 Minimum off-street parking requirements – Standards

Justification – This amendment allows the Director to determine parking requirements for uses that are unlisted in the City's Development Code. Currently, when an application is submitted for development for a use not listed in Chapter 20.40, staff tries to find the closest match in the use tables. This amendment will allow an applicant to submit a parking demand study for a proposed use that is not listed in the code. This will prevent parking areas that may be too large for a specific use, saving the applicant development costs. This will also reduce the amount of impervious surface in the City which will lessen the amount of stormwater flowing into the City's system.

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

...

E. If this chapter does not specify a parking requirement for a land use, the Director shall establish the minimum requirement based on a study of anticipated parking demand. Transportation demand management actions taken at the site shall be considered in determining anticipated parking demand. The study shall provide sufficient information to demonstrate the parking demand for a specific land use will be satisfied. The study shall be prepared by a professional engineer with expertise in traffic and parking analyses, or a qualified professional as authorized by the Director.

Staff Recommendation – None at this time.

Amendment #11 (Staff)

20.50.400 Reductions to minimum parking requirements.

Justification – This amendment clarifies when staff can approve a 25% parking reduction when a new development is proposed with a ¼ mile of either the 148th or 185th light rail stations. Staff believes it is necessary to have the flexibility to approve the parking reduction before light rail is fully operational to the public. Buildings constructed a year or two before the opening of the stations should still qualify for the parking reduction so that developers do not have to construct excess parking and incur unnecessary expenses.

Because this amendment may allow a parking reduction before the light rail is open to the public, the developer must submit a parking management plan that addresses how parking will be managed between the time the building is built and when the station opens for regular service.

In cases where a developer or tenant believes that the parking requirement is unnecessarily high, they may provide a study to support a request for a parking reduction due to site or operational conditions. Traffic calming is removed as a justification for parking reductions as it does not directly impact parking demand.

- A. Reductions of up to 25 percent may be approved by the Director when subsection (A)(1) of this section is met, or when or when a combination of two or more of the following subsections (A)(2) through (9) of this section is met:
1. A high-capacity transit service stop (e.g. bus rapid transit, light rail) is within one-quarter mile of the development's property line with a complete pedestrian route from the development to the transit stop that includes City-approved curbs, sidewalks, and street crossings. For developments seeking reductions prior to revenue service at new stops, a parking management plan shall be prepared that at a minimum shall address how parking demand will be managed between occupancy and the start of revenue service to the new stop. The parking management plan shall be filed with the application(s) for land use approval or building permit, as applicable to the development.
 2. A parking demand analysis prepared by a qualified professional demonstrates that parking demand can be satisfied with a reduced parking requirement.
 3. There is a shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. A record on title with King County is required.

4. A parking management plan is prepared by the applicant according to criteria established by the Director.
 5. A City-approved residential parking zone (RPZ) is established for the surrounding neighborhood within a one-quarter mile radius of the development's property line. The management cost for the RPZ must be paid by the applicant and/or property owner on an annual basis.
 6. A public access easement that is a minimum of eight feet wide, safely lit, and connects through a parcel between at least two different rights-of-way. The access easement shall be developed with a sidewalk or shared use path that complies with the Engineering Design Manual. This easement may include other pedestrian facilities such as plazas and bike facilities.
 - ~~7. City-approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within a one-quarter mile radius of the development's property line.~~
 8. Retention of at least 20 percent of the significant trees on a site zoned MUR-70'.
 9. Replacement of all significant trees removed on a site zoned MUR-70' as follows:
 - a. One existing significant tree of eight inches in diameter at breast height for conifers or 12 inches in diameter at breast height for all others equals one new tree.
 - b. Each additional three inches in diameter at breast height equals one additional new tree, up to three trees per significant tree removed.
 - c. Minimum Size Requirements for Replacement Trees Under this Subsection. Deciduous trees shall be at least one and one-half inches in caliper and evergreens at least six feet in height.
 10. On-site dedicated parking spaces for a car-sharing service with an agreement with the provider(s).
- B. Parking reductions for Deep Green Incentive Program projects are set forth in SMC 20.50.630.
- C. A request for a parking reduction shall be processed as a Type A action, as set forth in SMC 20.30, Subchapter 2 ~~an interpretation of the Development Code.~~
- D. When granting a parking reduction, the Director may impose performance standards and conditions of approval on a project, including a financial guarantee.
- E. Reductions of up to 50 percent may be approved by the Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development. This parking reduction may be combined with parking reductions identified in subsection A of this section.
- ~~F. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail stations. This parking reduction may not be combined with parking reductions identified in subsections A and E of this section.~~
- G. Parking reductions for affordable housing or the Deep Green Incentive Program may not be combined with parking reductions identified in subsection A of this section.

Staff Recommendation – None at this time.

Amendment #12 (Staff)
20.50.410 – Parking design standards

Justification – SMC 20.50.390 Minimum off-street parking requirements – Standards. Table 20.50.390A – General Residential Parking Standards has been amended over time. As a result, the minimum spaces required has been reduced. The minimum required parking spaces

for studio and one-bedroom units has been reduced to .75 spaces per dwelling unit. This reduction no longer translates into each unit having its own parking space. Therefore, staff is recommending that SMC 20.50.410(B) be amended to delete the last sentence, "Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director". To approve a new development, the applicant must provide a parking plan that shows how parking impacts will be addressed. In some cases, the development may include car-sharing and proximity to high-capacity transit. In other cases, a development may provide more affordable units which can reduce the parking requirements of the entire building.

- A. All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface or pervious concrete or pavers. Any surface used for vehicle parking or storage must have direct and unobstructed driveway access.
- B. All vehicle parking and storage for multifamily and commercial uses must be on a paved surface, pervious concrete or pavers. All vehicle parking shall be located on the same parcel or same development area that parking is required to serve. ~~Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director.~~
- C. Parking for residential units must be included in the rental or sale price of the unit. Parking spaces cannot be rented, leased, sold, or otherwise be separate from the rental or sales price of a residential unit.

Staff recommendation – None at this time.

Amendment #13 (Staff)

20.50.457 – Administrative design review (New Section)

Justification – This amendment is related to Amendment #4 and makes it possible for an applicant to submit alternative landscape designs that meet the purpose and intent of the City's landscaping code. Many new developments, especially those in the station areas, are having a difficult time meeting the landscaping requirements in the landscaping code because of lack of space in the setbacks, vegetation that will not grow next to large buildings, and requirements for pedestrian circulation on and through the site. This amendment will not waive the landscaping requirements, it will allow staff and the applicant to be flexible with landscape design to choose the best landscape designs for a particular project.

Administrative design review approval under SMC 20.30.297 is required for all development applications that propose departures from the landscape standards in this subchapter.

Staff Recommendation – None at this time.

Amendment #14 (Staff)

20.50.630 – Deep Green Incentive Program (DGIP).

Justification – Expedited review is a major incentive for developers and can come at a significant cost to the City if projects need to be sent out for consultant review. The City has limited capacity to offer this incentive when there are high levels of development activity. Therefore, this level of incentive should be reserved for projects with a higher level of environmental achievement.

D. **Incentives.** A project qualifying for the Shoreline Deep Green Incentive Program will be granted the following tiered incentive packages, based on the certification program for which they are applying:

1. A project qualifying for Tier 1 – ~~Living Building Challenge or Living Community Challenge~~ may be granted a waiver of up to 100 percent City-imposed preapplication and permit application fees. A project qualifying for Tier 2 – ~~Emerald Star or Petal Recognition~~ may be granted a waiver of up to 75 percent of City-imposed application fees. A project qualifying for Tier 3 – ~~LEED Platinum, 5-Star, PHIUS+ Source Zero/Salmon Safe, or ZE/Salmon Safe~~ may be granted a waiver of up to 50 percent of City-imposed application fees. A project qualifying for Tier 4 – ~~PHIUS+ or 4-Star~~ may be granted a waiver of up to 25 percent of City-imposed application fees.
2. Projects qualifying for the DGIP may be granted a reduced Transportation Impact Fee based on a project-level Transportation Impact Analysis.
3. Departures from Development Code requirements when in compliance with subsection E of this section.
4. Expedited permit review without additional fees provided in Chapter [3.01 SMC](#) for Tier 1, 2 and 3 projects.

Staff Recommendation – None at this time.

Title 13

13.12.500(B) – General Flood Protection Standards

Justification – Recommended amendment to clarify that areas below the lowest floor can only be used for parking, storage, or building access. This amendment is being recommended by the State Department of Ecology as a requirement of continued membership in the National Flood Insurance Program (NFIP).

A. In the special flood hazard area, all new structures and substantial improvements shall be protected from flood damage below the flood protection elevation, including:

1. Construction or placement of a new structure.
2. Reconstruction, rehabilitation, or other improvement that will result in a substantially improved building.
3. Repairs to an existing building that has been substantially damaged.
4. Placing a manufactured home on a site.
5. Placing a recreational vehicle or travel trailer on a site for more than 180 days.

B. General Flood Protection Standards.

1. The structure shall be aligned parallel with the direction of flood flows where practicable.
2. The structure shall be anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads including the effects of buoyancy.
3. All materials below the FPE shall be resistant to flood damage and firmly anchored to prevent flotation. Materials harmful to aquatic wildlife, such as creosote, are prohibited below the FPE.
4. Electrical, heating, ventilation, ductwork, plumbing, and air conditioning equipment and other service facilities shall be elevated above the FPE. Water, sewage, electrical, and other utility lines below the FPE shall be constructed to prevent water from entering or accumulating within them during conditions of flooding.
5. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited, or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement shall meet or exceed the following minimum criteria:
 - a. Include a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided;
 - b. The bottom of all openings shall be no higher than one foot above grade;
 - c. Openings may be equipped with screens, louvers, or other coverings or devices; provided, that they permit the automatic entry and exit of floodwater; and
 - d. A garage attached to a residential structure, constructed with the garage floor slab below the base flood elevation, must be designed to allow for the automatic entry and exist of floodwaters.
6. If buildings or manufactured homes are constructed or substantially improved with fully enclosed areas below the lowest floor, the areas shall be used solely for parking of vehicles, building access, or storage.



City of Shoreline

Planning & Community Development

17500 Midvale Avenue North Shoreline, WA 98133-4905

Phone: (206) 801-2500 Fax: (206) 801-2788

Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov

Permit Hours: M - F * 8:00 a.m. to 4:00 p.m.

Attachment B

Print Form

DEVELOPMENT CODE AMENDMENT APPLICATION

Please note: Amendment proposals may be submitted at any time.

Purpose: An amendment to the Development Code (and where applicable amendment of the zoning map) is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City.

Decision Criteria: The City Council may approve or approve with modifications a proposal for the text of the Land Use Code if:

1. The amendment is in accordance with the Comprehensive Plan;
2. The amendment will not adversely affect the public health, safety or general welfare; and
3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

Please complete the following:

Applicant for Amendment Stephen Dawson

Address 14419 Greenwood Ave N STE-A205 City Seattle State WA Zip 98133

Phone 206/793-6000 Email mytanllc@comcast.net

PLEASE SPECIFY: Shoreline Development Code Chapter 20.50.020 Section (A)(7)/(D)(2)

AMENDMENT PROPOSAL: Please describe your amendment proposal.

Amendment 1&2

Amendment 1 please see page 1-3 of added pages

Amendment 2 please see page 4-5 of added pages

REASON FOR AMENDMENT: Please describe your amendment proposal.

I have two properties (see attached) that I am trying to build some affordable housing. I have R-6 and R-12 zoning. I would like to take a few feet of the R-6 and include it to the R-12 so I have three building lots in R-12 and one existing home (home to remain and in compliance to the R-6 zoning) After many meetings with house staff in the building and development dept. I felt we were all in agreement that the density plan was to encourage in fill and that This Amendment would allow and encourage such.

DECISION CRITERIA EXPLANATION:

Please describe how the amendment is in accordance with the Comprehensive Plan.

The comprehensive plan show a greater density and we hope to provide three smaller cost affective homes. The project is within walking distance to 145th and Greenwood which is a major bus hub.

Please describe how the amendment will not adversely affect the public health, safety and general welfare.

my plan takes a poorly used, unlevel, under-developed lot with two shed type buildings and cleans up the corner of 148th and Greenwood. This part of Greenwood does not have sidewalks

Please describe how the amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

This proposal is in the best interest of the folks of shoreline. My proposal would add sidewalks to a part of Greenwood that does not currently have them if mandated. It would add cost effective, affordable housing in the area. We would add to that section of 148th with sidewalks and trees. Making the connection between Westminster and greenwood a safer and walker friendly street.

Please attach additional sheets if necessary.

Please submit your request to the City of Shoreline, Planning & Community Development.

Proposed Amendments to 20.50.020(A)(7) and 20.50.020(D)(2):

Amendment 1

20.50.020 Dimensional requirements.

A. Table 20.50.020(1) – Densities and Dimensions in Residential Zones.

Residential Zones								
STANDARDS	R-4	R-6	R-8	R-12	R-18	R-24	R-48	TC-4
Base Density: Dwelling Units/Acre	4 du/ac	6 du/ac (7)	8 du/ac	12 du/ac	18 du/ac	24 du/ac	48 du/ac	Based on bldg. bulk limits
Min. Density	4 du/ac	4 du/ac	4 du/ac	6 du/ac	8 du/ac	10 du/ac	12 du/ac	Based on bldg. bulk limits
Min. Lot Width (2)	50 ft	50 ft	50 ft	30 ft	30 ft	30 ft	30 ft	N/A
Min. Lot Area (2) (13)	7,200 sq ft	7,200 sq ft	5,000 sq ft	2,500 sq ft	2,500 sq ft	2,500 sq ft	2,500 sq ft	N/A
Min. Front Yard Setback (2) (3) (14)	20 ft	20 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Min. Rear Yard Setback (2) (4) (5)	15 ft	15 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft min.	5 ft min.	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Base Height (9)	30 ft	30 ft	35 ft	35 ft	35 ft	35 ft	35 ft	35 ft (16)

Residential Zones								
STANDARDS	R-4	R-6	R-8	R-12	R-18	R-24	R-48	TC-4
	(35 ft with pitched roof)	(35 ft with pitched roof)			(40 ft with pitched roof)	(40 ft with pitched roof) (16)	(40 ft with pitched roof) (8) (16)	
Max. Building Coverage (2) (6)	35%	35%	45%	55%	60%	70%	70%	N/A
Max. Hardscape (2) (6)	45%	50%	65%	75%	85%	85%	90%	90%

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 unit lot developments, mixed single-family attached developments and 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 20.50.160.

(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-, except when lot is divided by a zone boundary. Refer to 20.50.020(D)(2)(a) for calculation of density when a lot is divided by a zone boundary.

(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 public and private K through 12 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) *Base height in the MUR-70' zone may be increased up to 80 feet when at least 10 percent of the significant trees on site are retained and up to 90 feet when at least 20 percent of the significant trees on site are retained.*
- (13) *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.*
- (14) *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.*
- (15) *The exact setback along 145th Street (Lake City Way to Fremont Avenue) and 185th Street (Fremont Avenue to 10th Avenue NE), up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.*
- (16) *Base height may be exceeded by 15 feet for rooftop structures such as elevators, arbors, shelters, barbeque enclosures and other structures that provide open space amenities.*
- (17) *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.*
- (18) *The minimum front yard setback in the MUR-70' zone may be reduced to five feet on a nonarterial street if 20 percent of the significant trees on site are retained.*
-

Amendment 2

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-acre 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-acre 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.

C. All areas of a site may be used in the calculation of base density (prior to any dedication for City facilities as required in Chapter 20.70 SMC), except that submerged lands shall not be credited toward base density calculations.

D. When a lot is divided by a zone boundary, the following rules shall apply:

1. When a lot contains both residential and nonresidential zoning, the zone boundary between the zones shall be considered a lot line for determining permitted building height and required setbacks on the site.
2. When a lot contains residential zones of varying density, the following shall apply:

a. Any residential density transfer within the lot shall be allowed from the portion with the lesser residential density to that of the greater residential density. The calculation of the transfer from the lesser residential density to the greater residential density shall be rounded as an aggregate number as demonstrated in the following examples.

Example #1 – R-6 zone and R-8 zone; R-6 zone portion of site: 0.55-acres; R-8 portion of site: 0.90-acres.

Calculation: $(0.55 \times 6 = 3.3) + (0.9 \times 8 = 7.2) = 10.5$, which rounds up to 11.

Conclusion: The base density for this site would be 11 dwelling units.

Example #2 – R-8 zone and R-24 zone; R-8 zone portion of site: 1.1-acres; R-24 zone portion of site: 0.70-acres.

Calculation: $(1.1 \times 8 = 8.8) + (0.70 \times 24 = 16.8) = 25.6$, which rounds up to 26.

Conclusion: The base density for this site would be 26 dwelling units.

b. Residential density transfer from the higher density zone to the lower density zone may be allowed only when:

- The transfer enhances the efficient use of needed infrastructure.
- The transfer contributes to preservation of critical areas, or other natural features; and
- The transfer does not result in significant adverse impacts to adjoining lower-density properties.

Reason for the Amendment: *Please describe your amendment proposal*

I have two properties (see attached) that I am trying to build some affordable housing. I have R-6 and R-12 zoning. I would like to take a few feet of the R-6 and include it to the R-12 so I have three building lots in R-12 and one existing home (home to remain and in compliance to the R-6 zoning) After many meetings with house staff in the building and development dept. I felt we were all in agreement that the density plan was to encourage in fill and that This Amendment would allow and encourage such.

Please describe how the amendment is in accordance with the Comprehensive plan:

The comprehensive plan show a greater density and we hope to provide three smaller cost affective homes. The project is within walking distance to 145th and Greenwood which is a major bus hub.

Please describe how the amendment would not adversely affect the public Health and General welfare:

my plan takes a poorly used, unlevel, under-developed lot with two shed type buildings and cleans up the corner of 148th and Greenwood. This part of Greenwood does not have sidewalks

Please describe how the amendment is not contrary to the best interest of the citizens and property owners of the city of shoreline.

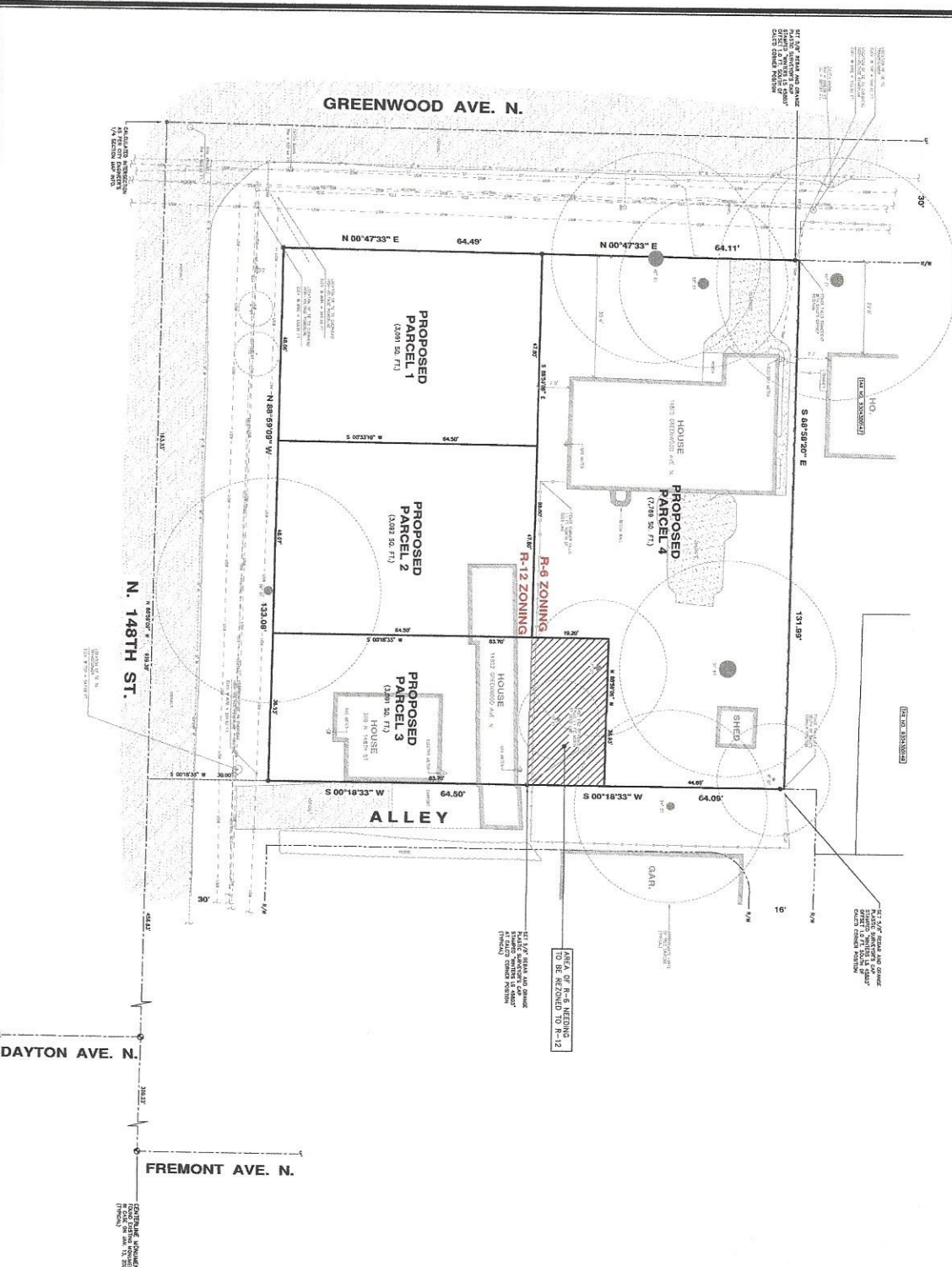
This proposal is in the best interest of the folks of shoreline. My proposal would add sidewalks to a part of Greenwood that does not currently have them if mandated. It would add cost effective, affordable housing in the area. We would add to that section of 148th with sidewalks and trees. Making the connection between Westminster and greenwood a safer and walker friendly street.



PROPOSED PARCEL LAYOUT
14802 & 14810 GREENWOOD AVE. N.
SHORELINE, WASHINGTON

CHADWICK WINTERS
 LAND SURVEYING AND MAPPING
 1422 N.W. 85TH ST., SEATTLE, WA 98117
 PHONE: 206.287.0998
 FAX: 206.287.0999
 WWW.CHADWICKWINTERS.COM

PROJECT # 15-04-04
 DRAWING PROPOSED.DWG
 CLIENT STEVE DAMSON
 DATE 04-16-2020
 DRAWN BY: SJA



NOTES

- THIS SURVEY WAS PERFORMED BY FIELD TRAVERS USING A 10 SECOND TAPE. THIS SURVEY METHOD IS CONSIDERED WITH A 1/8" STRENGTH OF ACCURACY. THE SURVEY METHOD OF EXERCISES IN THE BOUNDARY SURVEYS AS SET FORTH IN WAC CHAPTER 22A-120-090.
- CONTROL INTERNAL = 1 FT.
- EQUIPMENT ON ANNUAL CALIBRATION AS PER DIRECT OBSERVATIONS USING GPS EQUIPMENT ON ANNUAL CALIBRATION.
- COMBINED PARCEL AREA = 17243 SQ. FT.
- THE SURVEY IS RELIANT UPON THE INFORMATION CONTAINED WITHIN CHICAGO TITLE COMPANY TITLE ORDER NO. 0158917-04, DATED AUGUST 9, 2018.
- UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASED UPON CITY OF SEATTLE GIS AND ALSO AS PER TIES TO ABOVE SHOWN STRUCTURES.
- TREE DIAMETERS AND DIMENSIONS DISPLAYED HEREON ARE APPROXIMATE AND SHOULD BE EVALUATED BY A REGISTERED ARBORIST.
- WE HAVE DETERMINED TO THE BEST OF OUR ABILITY THE OVERHEAD HIGH VOLTAGE POWER LINES SHOWN ON THIS PLAN ARE NOT TO BE REMOVED. OUR BEST SERVICE LINES HAVE BEEN SHOWN AND WILL BE CONSIDERED TO BE REMOVED PRIOR TO DESIGN AND CONSTRUCTION. WE HAVE NOT CONDUCTED A FIELD SURVEY OF THESE LINES. IT IS THE RESPONSIBILITY OF THE CLIENT TO VERIFY THE LOCATION AND DEPTH OF ANY EXISTING UTILITY LINES PRIOR TO CONSTRUCTION. WE HAVE NOT CONDUCTED A FIELD SURVEY OF THESE LINES. IT IS THE RESPONSIBILITY OF THE CLIENT TO VERIFY THE LOCATION AND DEPTH OF ANY EXISTING UTILITY LINES PRIOR TO CONSTRUCTION.
- A 6 FT. WIDE EASEMENT FOR SIDE DRIVE ALONG THE LINE AS CONSTRUCTED, EXISTS AS PER KING COUNTY RECORDING NO. 5448791, OF THE DESCRIPTION, S4D EASMENT ON A CERTAIN TRACT.

PROPERTY DESCRIPTIONS

TAX PARCEL NO. 930400280 (4,478 SQ. FT.)
 TRACT 25, WESTMASTER, ACCORDING TO THE PLAT HEREOF RECORDED IN VOLUME 27 OF PLATS, PAGE 25, RECORDS OF KING COUNTY, WA.

TAX PARCEL NO. 930400281 (4,585 SQ. FT.)
 TRACT 56, WESTMASTER, ACCORDING TO THE PLAT HEREOF RECORDED IN VOLUME 27 OF PLATS, PAGE 25, RECORDS OF KING COUNTY, WA.