

## **Testimony to November 2, 2023 Planning Commission Public Hearing**

Introduction:

My name is Robert Gregg. I live in Edmonds, Washington

I am a developer currently just completing the first MUR 70 development on the east side of I-5 at 304 152<sup>nd</sup> St NE. We have a second MUR 70 project in final stages of permit review at 305 152<sup>nd</sup> and a third project in design.

But I am also that unicorn developer that actually likes mixed use multifamily projects with commercial space. We have developed mixed use projects with commercial space since 1986 in Greenlake, Edmonds, and most recently in Kirkland completed in February of this year.

All of the commercial space in these buildings have 2 things in common:

They have been highly successful and they all front active arterials. Woodlawn & Greenlake Way, 85<sup>th</sup> in Kirkland, and 5<sup>th</sup> Ave & Main Street in Edmonds.

The MUR 70 zone east of I-5, north of the light rail station and west of 5<sup>th</sup> Ave has 45 developable parcels that could provide approximately 1500 apartments with over 300 Affordable Housing units.

Only 5 of these parcels front an arterial and they can support the regulations you are considering adopting.

The other 90% of these parcels do not front on any arterial and need to have some additional consideration in the proposed documents.

While the proposed regulations make some concessions to non-arterial sites, they have overlooked the following facts:

- The majority of these parcels are 60' wide. With 5' side yard setbacks the maximum building width is 50'. Requiring 60% non-residential frontage would be 30'. But, you are also allowed to deduct the 23' driveway for access to on-site parking. That leaves a 7' wide non-residential frontage minus some wall width !!
- Even if parking is solved some other way, a 30' wide by 30' deep non-residential space is 900 sf of the 6,500 sf ground floor. If the non-residential space has to be 15' floor-to-floor as per the current proposal, that means

over 85% of the ground floor will also have these high ceiling which is very contrary to Green Built and LEED environmentally appropriate design.

- Finally, one of the planning goals was not to have the rezone to multifamily eliminate existing commercial space. The section of the MUR70 zone I am concerned about does not have any commercial space. It is merely going from single family residence to multifamily residence with 20% Affordable Housing.

I submit that development fronting non-arterial streets should be exempt from nonresidential requirements, but as an alternative, I request that the proposed regulations be adopted as proposed with a simple change to the first sentence of 3.b. (page 19) regarding frontage abutting ***non-arterial streets***:

b. A minimum of 60 percent of the lineal **building** frontage **of 100' or more** abutting streets not designated as Principal, Minor, or Collector Arterials shall consist of nonresidential space.

This would allow property owners to redevelop their property similar to the new, single lot building at 304 152<sup>nd</sup> Street, but if multiple lots are assembled allowing for enough building width to make 60% commercial space buildable, nonresidential space would still be required.