

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Study Session on Development Code Amendments, Application #301543
DEPARTMENT: Planning and Development Services
PRESENTED BY: Steven Szafran, AICP, Associate Planner

BACKGROUND

Unlike Comprehensive Plan Amendments, revisions to the Shoreline Development Code may happen at any point during the year. However, staff generally attempts to group proposed changes into bundles so that they may be deliberated and adopted at the same time instead of spread out in a piecemeal fashion. This group of changes was generated by the City Council and staff from PDS and the City Attorney's office.

The changes would add regulations to require recycling areas and electric vehicle recharging facilities in commercial buildings and multi-family housing., Following up on several staff discussions, staff suggests revised North City Business District parking standards, In addition, staff proposes minor modifications to the regulations regarding adequate fire protection, preliminary subdivision review procedures, and provision of bicycle facilities. Finally, there is a proposal to modify the subdivision regulations to remove "condominiums" and "interests" as subdivision categories.

Since this is the first time the Commission will see these amendments; staff will present the changes and supporting rationale at the study session for Commission review and comment. Staff will modify the proposed changes following the study session and expects to schedule a public hearing on the amendments in early 2009.

The proposed modifications are attached in legislative format (with underlining and strikeouts). In addition, staff has included a written summary of the background and analysis on the particular amendment that preceded the requested changes; these are included in Appendix A.

Steven Szafran, AICP, Associate Planner and Steven Cohn, Senior Planner will attend the study session to respond to your questions and comments. If you have questions before then, please contact Steven Szafran at 206-801-2512 or email him at sszafran@ci.shoreline.wa.us prior to the meeting.

ATTACHMENTS

A: Proposed Development Code Amendments, Application #301543

Appendix A: Proposed Development Code Amendments Application #301543

*All insertions are marked as underlined, while all deletions are marked as ~~striketroughs~~.
Staff justification for each change is included below the suggested revision in italics.

Section 20.30.370 and Section 20.30.380 includes condominiums and interests as divisions of land. The City Attorney has determined condos and interests are not divisions of land and should not be subject to subdivision regulations. This code amendment will strike “condominium” and “interest” from these code sections.

20.30.370 Purpose

~~Subdivision is a mechanism by which to divide land into lots, parcels, sites, units, plots, condominiums, tracts, or interests for the purpose of sale.~~ The purposes of subdivision regulations are:

- A. To regulate division of land into two or more lots or, ~~condominiums~~, tracts ~~or~~ interests;
- B. To protect the public health, safety and general welfare in accordance with the State standards;
- C. To promote effective use of land;
- D. To promote safe and convenient travel by the public on streets and highways;
- E. To provide for adequate light and air;
- F. To facilitate adequate provision for water, sewerage, stormwater drainage, parks and recreation areas, sites for schools and school grounds and other public requirements;
- G. To provide for proper ingress and egress;
- H. To provide for the expeditious review and approval of proposed subdivisions which conform to development standards and the Comprehensive Plan;
- I. To adequately provide for the housing and commercial needs of the community;
- J. To protect environmentally sensitive areas as designated in the critical area overlay districts chapter, Chapter 20.80 SMC, Special Districts;
- K. To require uniform monumenting of land subdivisions and conveyance by accurate legal description. (Ord. 238 Ch. III § 8(b), 2000).

20.30.380 Subdivision categories.

- A. Lot Line Adjustment: A minor reorientation of a lot line between existing lots to correct an encroachment by a structure or improvement to more logically follow topography or other natural features, or for other good cause, which results in no more lots than existed before the lot line adjustment.
- B. Short Subdivision: A subdivision of four or fewer lots.
- C. Formal Subdivision: A subdivision of five or more lots.
- D. Binding Site Plan: A land division for commercial and industrial ~~and~~ ~~condominium~~ type of developments.

Note: When reference to “subdivision” is made in this Code, it is intended to refer to both “formal subdivision” and “short subdivision” unless one or the other is specified. (Ord. 238 Ch. III § 8(c), 2000

Off site impacts are not evaluated at the preliminary subdivison stage of development. Drainage review is conducted during building permit stage and the City of Shoreline does not have a view ordinance. It is misleading to the general public that comments regarding drainage and views will be evaluated at this stage of development. Staff recommends deleting #4 from 20.30.410 to eliminate confusion.

20.30.410 Preliminary subdivision review procedures and criteria.

The preliminary short subdivision may be referred to as a short plat – Type B action.

The preliminary formal subdivision may be referred to as long plat – Type C action.

Review criteria: The following criteria shall be used to review proposed subdivisions:

- A. Environmental.
 - 1. Where environmental resources exist, such as trees, streams, ravines or wildlife habitats, the proposal shall be designed to fully implement the goals, policies, procedures and standards of the critical areas chapter, Chapter [20.80](#) SMC, Critical Areas, and the tree conservation, land clearing and site grading standards sections.
 - 2. The proposal shall be designed to minimize grading by using shared driveways and by relating street, house site and lot placement to the existing topography.
 - 3. Where conditions exist which could be hazardous to the future residents of the land to be divided, or to nearby residents or property, such as, flood plains, steep slopes or unstable soil or geologic conditions, a subdivision of the hazardous land shall be denied unless the condition can be

permanently corrected, consistent with subsections (A)(1) and (2) of this section.

- ~~4. The proposal shall be designed to minimize off-site impacts, especially upon drainage and views.~~

Section 20.50.150 lists the regulations for storage space of garbage and recyclable materials. The section header is misleading and has been changed to make finding specific regulations easier. Staff is currently contacting Cleanscapes to make sure the ratio of one and a half square feet per residential dwelling unit is sufficient space for garbage and recycling areas.

20.50.150 Storage space for the collection of trash and recyclables and service area location and screening – Standards.

Developments shall provide storage space for the collection of garbage and recyclables consistent with Shoreline's current service provider as follows:

- A. The storage space shall be provided at the rate of:
1. **One and one-half square feet** per dwelling unit in multiple-dwelling developments except where the development is participating in a City-sponsored or approved direct collection program in which individual recycling bins are used for curbside collection;
 2. The storage space for residential developments shall be apportioned and located in collection points as follows:
 - a. The required storage area shall be dispersed in collection points throughout the site when a residential development comprises more than one building.
 - b. There shall be one collection point for every 30 dwelling units.
 - c. Collection points may be located within residential buildings, in separate buildings/structures without dwelling units, or outdoors.
 - d. Collection points located in separate buildings/structures or outdoors shall be no more than 200 feet from a common entrance of a residential building.
 - e. Collection points shall be located in a manner so that hauling trucks do not obstruct pedestrian or vehicle traffic on-site, or project into any public right-of-way.
- B. The collection points shall be designed as follows:
1. Dimensions of the collection points shall be of sufficient width and depth to enclose containers for recyclables.
 2. Architectural design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point shall be consistent with the design of the primary structure(s) on the site.

3. Collection points shall be identified by signs not exceeding two square feet.
4. A six-foot wall or fence shall enclose any outdoor collection point.
5. Enclosures for outdoor collection points and buildings used primarily to contain a collection point shall have gate openings at least 12 feet wide for haulers. In addition, the gate opening for any building or other roofed structure used primarily as a collection point shall have a vertical clearance of at least 12 feet.
6. Weather protection of garbage and recyclables shall be ensured by using weatherproof containers or by providing a roof over the storage area.

Table 20.50.390E is a new addition to the parking section of the Development Code. Councilmember Eggen suggested adding regulations concerning electric vehicles. Staff recommends placing the infrastructure necessary to accommodate future electric vehicle facilities since the market has not reached this part of the country yet. Installing the infrastructure during construction of new buildings is minimally more expensive and much less expensive than installing it later.

Adding facilities for electric vehicles will also support the goals and policies of the recently adopted Sustainability Strategy.

Table 20.50.390E – Electric Vehicle Parking Standards

<u>RESIDENTIAL USE</u>	<u>MINIMUM SPACES REQUIRED</u>
Developments with 100 units or more:	1 parking space per development
<u>COMMERCIAL USE</u>	
New commercial building:	1 parking space per building

In additional to required parking spaces, EV parking facilities shall include:

- EV parking spaces are required to be ADA accessible.
- EV parking shall be in a conspicuous location, close to a main building entrance and the EV charging station electrical panel.
- Prepare for future installation of EV charging stations by providing sufficient panel space, installing conduit, ventilation, and lighting.
- Charger and lighting electric panels should be located as close as possible to anticipated charging stations.

Staff was asked to look at other jurisdictions for bicycle parking standards and determine if Shoreline's regulations are sufficient. Staff has concluded Shoreline's bicycle parking standards are more stringent than all adjacent cities and more stringent than the Cities of Seattle and Portland. The major revision in this section is concerning the first exception (Exception 20.50.440 A 1) now listed as letter "B". Staff believes the new letter "B" should be a regulation and not an exception.

20.50.440 Bicycle facilities – Standards.

- A. In ~~any~~ developments required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified. Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles.
- B. ~~Exception 20.50.440(A)(1):~~ One indoor bicycle storage space shall be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. The Director may reduce the number of bike rack parking spaces if indoor storage facilities are available to all residents.

Exception 20.50.440(A)(~~1~~2): The Director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location provided bike rack parking is not completely eliminated.

Exception 20.50.440(A)(~~2~~3): The Director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include, but not be limited to,

1. Park/playfield;
2. Marina;
3. Library/museum/arboretum;
4. Elementary/secondary school;
5. Sports club; or
6. Retail business (when located along a developed bicycle trail or designated bicycle route).

C. ~~B.~~ Bicycle facilities for patrons shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.



Figure 20.50.440(B): Illustration of bicycle facility suitable for locking a bike to the structure.

D. E. All bicycle parking and storage facilities shall be located within 100 feet of the building entrance and shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.

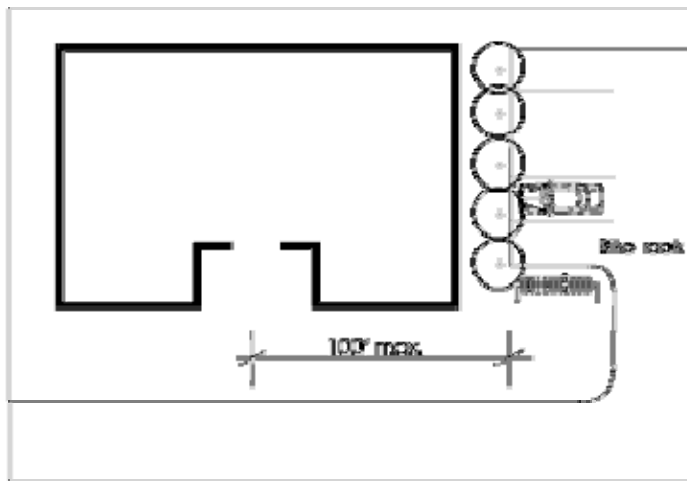


Figure 20.50.440(C): Illustration of desired bicycle facility location.

E. D. When more than 10 people are employed on-site, enclosed locker-type parking facilities for employees shall be provided. The Director shall allocate the required number of parking spaces between bike rack parking and enclosed locker-type parking facilities. (Ord. 238 Ch. V § 6(C-2), 2000).

This is an amendment from the City Attorney. The City Attorney wants section 20.60.050 to be consistent with the provisions of Chapter 15.05 of the SMC.

20.60.050 Adequate fire protection.

All new development shall be served by adequate fire protection as set forth below:

A. The site of the development proposal is served by a water supply system that provides at 1,000 gallons per minute at a fire hydrant located no farther than

350 feet from the site is consistent with the provisions to Chapter 15.05 of the SMC;

- B. The development proposal has adequate access to a street system or fire lane system that provides life safety/rescue access, and other adopted fire protection requirements for buildings;
- C. The timing of installation of required fire protection improvements for development proposals shall be stated in the project approval or approving ordinance, and installed prior to occupancy. The improvements may be secured with a bond or similar security upon approval from the Director and the Fire Marshal. (Ord. 238 Ch. VI § 2(C), 2000).

The next code amendment changes the parking ratios in the North City Business District. It has been determined that the ratio of 1 parking stall per residential unit is too low and is causing parking problems the City did not anticipate when the North City Business District plan was adopted. The proposed parking regulations mirror the regulation adopted for Planned Area 2 (Ridgecrest Commercial District).

20.90.080 Parking, access, and circulation.

- A. Alleys. A system of alleys and access lanes should provide easy access to buildings and parking lots located in the rear of the properties behind the buildings facing 15th Avenue N.E. This alley system is a secondary circulation system that helps avoid too many curb cuts on 15th Avenue N.E. Curb cuts would disrupt the desired pedestrian main street character.

In Figure 20.90.080 only a portion of the alley system is specifically located to allow for maximum flexibility for an alley system within the alley zone.

This system prohibits alleys or access lanes within 100 ft. from an intersection and 50 ft. from a pedestrian crosswalk.

Also this alley system should provide pedestrian linkages through mid-blocks and between properties. Lighting shall be provided for pedestrian safety.

- B. Parking Location. All surface parking lots shall be located behind buildings.
- C. Required Parking Spaces.

Residential: ~~Minimum 1 space/dwelling unit (regardless of number of bedrooms)~~
1 space for studio unit, 1.3 spaces for 1 bedroom unit, and 1.6 spaces for 2 or more bedroom unit.

Commercial: Minimum 1 space/500 sq. ft. gross floor area.

- D. Parking Access. The number of parking lot entrances, driveways, and curb cuts shall be minimized.
- E. All applicable standards of Chapter 20.50, Subsection 6 (Sections [20.50.380](#) through [20.50.520](#)) shall apply. (Ord. 281 § 7, 2001).