

**PLANNING COMMISSION AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b> Public Hearing on Development Code Amendments, Application #301543
<b>DEPARTMENT:</b> Planning and Development Services
<b>PRESENTED BY:</b> Steven Szafran, AICP, Associate Planner Steven Cohn, Senior Planner

**BACKGROUND**

The Commission held a study session to consider these proposed amendments to the Development Code on December 4, 2008. Tonight's hearing is an opportunity for the public to comment on the proposed amendments and for the Commission to review requested changes and additional information.

Based on comments at the study session, the amendment proposal for requiring electric vehicle recharging stations and parking has been deleted from this application. Language addressing food waste and adequate storage space for collection areas was added to the amendment for garbage and recycling areas. The other amendments have not changed in content, although some minor edits have been added.

The proposed modifications are attached in legislative format (with underlining and strikeouts). Staff has revised the written summary of the background and analysis on the particular amendment that preceded the requested changes based on discussions and comments at the study session.

Following the hearing, staff recommends that the Commission discuss the proposals and develop a recommendation that night to forward to the City Council for adoption.

Steven Szafran will attend the public hearing to respond to your comments. If you have questions before then, please contact Steven at 801-2512 or email him at [sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov) 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 ~~strikethroughs~~. Staff justification for each change is included below the suggested revision in *italics*. Revised staff comments based on Planning Commission discussion at the December 4, 2008 study session are in **bold**.

**AMENDMENT NO. 1**

*This code amendment would strike “condominium” and “interests” from certain code sections dealing with divisions of land.*

**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).

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### 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)

*Section 20.30.370 and Section 20.30.380 includes the terms “condominium” 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.*

*At the Planning Commission study session, public testimony and Commission discussion focused on why condominiums are not treated like subdivisions in the Shoreline Development Code. The City Attorney explained that condos are a form of ownership and not a division of land and does not believe condos should be listed in sections 20.30.370 and 20.30.380, sections that deal with land divisions.*

*In hearing from residents of the Highland Terrace neighborhood at the December 4, 2008 Planning Commission meeting, staff concluded that two of the issues that underlay their concerns about the subdivision code changes were: 1) the ability to “round up” and place an additional housing unit on the property even though there is not quite enough property area to meet minimum lot size requirements if a site were platted or short platted, and 2) the issue of tree removal that will occur as property is developed.*

*Staff believes that retention of the existing language will not materially impact the number of units that can be built or the number of trees retained on a site. If the Commission would like to address the issue of “rounding up”, staff suggests that the Commission review 20.50.020, Exception #7 later this year. As for the issue of tree cutting, staff has begun work on the tree code; Commission review of the tree code regulations will directly impact whether or not more trees will be left standing on a given site after development.*

**AMENDMENT NO. 2**

*Staff recommends deleting #4 from 20.30.410 to eliminate confusion and redundancy.*

**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.~~

*All preliminary subdivisions must demonstrate adequate levels of service. A review of a conceptual stormwater drainage system is performed in conjunction with preliminary plat review to verify adequacy of the existing and proposed drainage system. 20.30.410 (A) (4) is redundant as this regulation is addressed in Section 20.30.410 (D) and Section 20.60.070.*

*In addition to the redundancy regarding drainage review, #4 also makes reference to views. The City of Shoreline does not have any regulations, ordinances, or supporting language in the development code regarding views. It is impossible for staff to regulate offsite impacts concerning views. It is misleading to the general public that comments regarding views can be evaluated. Staff recommends deleting #4 from 20.30.410 to eliminate confusion and redundancy.*

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*As staff notes in the comments about 20.30.370, we believe adoption of the amendments will have no impact on the issues raised by residents of the Highland Terrace neighborhood.*

### **AMENDMENT NO. 3**

*This amendment would add additional explanation to the section title and add a requirement about the size of storage areas for waste and recycling in multifamily buildings of a specific size.*

#### **20.50.150 Storage space for the collection of trash, recyclables, and food waste and service area location and screening – Standards.**

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

- A. The storage space shall be provided at the rate of:
  1. One 16' X 10' (10' X 10' for garbage containers and 6' X 10' for recycle and food waste containers) collection area for every 30 dwelling units in a multifamily building ~~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.

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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~~ 10 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, recyclables, and food waste shall be ensured by using weatherproof containers or by providing a roof over the storage area.

*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.*

*The Planning Commission requested that “food waste” be added into this section. Staff has contacted CleanScapes and made the necessary additions to accommodate the added requirements.*

### AMENDMENT NO. 4

*Staff is no longer recommending this amendment.*

### ~~Table 20.50.390E — Electric Vehicle Parking Standards~~

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

In addition 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.

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~~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.~~

*Staff did not find enough examples to feel confident in developing a proposal at this time. The issue of electric vehicle recharging facilities might be a topic to be considered in future discussions of the Regional Business zone.*

### **AMENDMENT NO. 5**

*This proposal consists of one minor amendment.*

#### **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)(~~12~~): 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)(~~23~~): 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

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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. C. 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.

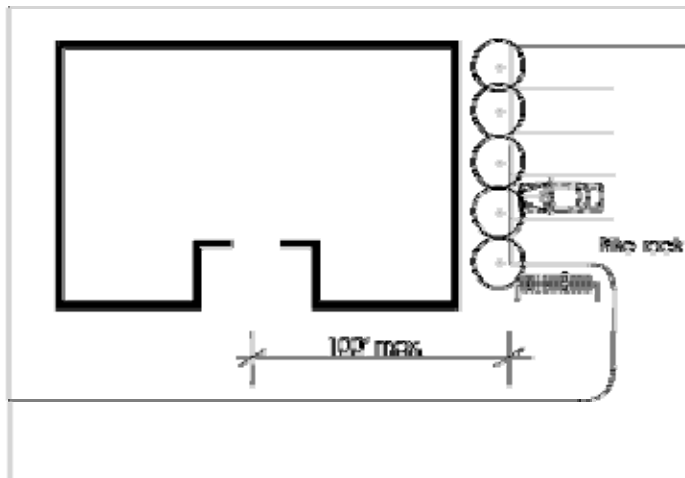


Figure 20.50.440(C): Illustration of desired bicycle facility location.

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).

*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*



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*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.*

***No additional analysis is included with this proposal.***

### **AMENDMENT NO. 6**

#### **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).

*This is an amendment from the City Attorney to ensure SMC 20.60.050 is consistent with the provisions of Chapter 15.05 of the SMC.*

***No additional analysis is included with this proposal.***

### **AMENDMENT NO. 7**

*This amendment would modify parking requirements for North City multifamily development.*

#### **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.

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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).

*This amendment changes the parking ratios in the North City Business District. The proposed parking regulations mirror the regulation adopted for Planned Area 2 (Ridgecrest Commercial District).*

*City staff believes that Shoreline's parking standards should be uniform throughout the City. Shoreline's parking code (in all other parts of Shoreline) is based on the number of bedrooms per unit and is not a flat ratio based on the number of units, regardless of unit size.*

*When the North City Business District plan was adopted, it was anticipated that different uses would share parking. Since most of the district has not yet been redeveloped, shared parking is not occurring. This may result in overflow parking onto nearby streets.*