Form-Based Code Circuit Training!

PAW Boot Camp
Mercer Island, November 15, 2019

Bob Bengford AICP
Scott Bonjukian AICP
Ian Crozier AICP
Training Exercises

1. Form-based codes calisthenics
2. Code initiation sprints
3. Land use reverse lunges
4. Housing diversity aerobics (including a VPS drill)
5. Community design jumping jacks
6. Block frontage bench dips
7. Site design sit-ups
8. Building design stair climb
9. Parking push-ups
10. Lessons learned stretches
Case Studies

• Anacortes: 2016 – 2019
• Mountlake Terrace: 2018- 2019
• South Tukwila: 2019 – Current
• Issaquah: 2019 – Current
• Carnation: 2017-2018
• Bozeman, MT: 2015-2018
• Waxhaw, NC: 2015-2018
• Ellensburg: 2010-2012
• Clark County HWY 99: 2008-2009
A Hybrid Approach to Form-Based Codes in the Northwest

March 1, 2012 by Bob Bengford
Category: Planning, Design
This Advisor column was originally published in January 2010.

Can form-based codes be applied to Nor
course.
Are they appropriate for your community.
Below are some things to think about if
upgrading your land use design codes can

Visualizing Compatible Density

April 10, 2017 by Bob Bengford
Category: Planning, Design

Providing for Usable Open Space for Multifamily Developments

March 1, 2012 by Bob Bengford
Category: Planning, Design
This Advisor column was originally published in January 2010.

Planned Unit Developments - Real World Experiences

November 1, 2012 by Bob Bengford
Category: Planning, Design

Introduction

The concept of planned unit developments has been around for quite some time. Most
cities and counties in Washington have adopted planned unit development ordinances.
Much has been written over the years about the technical and legal nature of PUDs. This
article, however, takes a look at how some of these ordinances are working in the real world.
What are the major issues and challenges? Are PUD ordinances even necessary?

What is a Planned Unit Development (PUD)?

A PUD is both a type of development and a regulatory process. Individual definitions can
vary greatly depending on the community or jurisdiction and its goals. The purpose of a PUD
is generally to allow greater flexibility in the configuration of buildings and/or uses on a site
than is allowed in standard zoning ordinances. A major goal of PUDs is often to encourage
mixed-use plans that provide a more complete and integrated package (hopefully including
special arrangements over parcel development. A typical PUD would include a cluster of
small lots in conjunction with a common usable open space with some recreational
Who’s Here?

- County planners?
- City planners?
- Consultants
- Public officials?
- Other?
Who’s Here?

• Current or long range planning?
Who’s Here?

• Current or long range planning?
• Have you been to any of the Form-Based Code Institute Training classes?
• Have you been involved in a code and/or design standards project?
Introductions…..

• Name
• Who you work for
• What elements of FBC/Hybrid FBC you are most interested in
Form-Based Code Calisthenics
Form-Based Codes?

Greater emphasis over physical form of development over specific land uses

- What the street looks like
- What private development looks like from the street
An alternative to .......
What is a Form-Based Code?

- FBC organized around development intensity and form (over uses)
What is a Form-Based Code?

• What it looks like from the street

<table>
<thead>
<tr>
<th>Storefront Street Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Building located adjacent to sidewalk with direct entry onto sidewalk</td>
</tr>
<tr>
<td>• Parking to the rear of buildings encouraged; no more than 60’ of street frontage may be occupied by parking</td>
</tr>
<tr>
<td>• Retail/Commercial use required on ground floor to min. 30’ depth</td>
</tr>
<tr>
<td>• Weather protection over all entries (at least 3’ deep) and at least 6’ deep along at least 70% of facades on north and east sides of streets</td>
</tr>
<tr>
<td>• Transparent window area along at least 70% of ground floor facade between 30” and 8’ above grade</td>
</tr>
</tbody>
</table>
What is a Form-Based Code?

- What it looks like from the street
What is a Form-Based Code?

• What it looks like from the street

Landscaped Street Standards

• 15’ minimum building setbacks
• No more than 50% of street frontage may be occupied by parking or vehicular access
• At least one building entry is visible from the sidewalk
• Weather protection at least 3’ deep over all entries
• Transparent windows/doors shall occupy at least 15% of facade
What is a Form-Based Code?

- What it looks like from the street
FBC’s Slow to Come to NW

• Origination far from NW
• Physical and political challenges
• NW’ strong history with design guidelines
Some Challenges to FBC’s

• Adapting to varied and unique local context (physical and political)
• Massive logistics of changing existing code
  o One district or whole city?
  o Entire code or just parts
  o Educating participants about the change
  o Awareness of the details, implications
  o Overcoming fears of change
  o $$$$$$$
Our Experience with FBC's

Highway 99 Sub-Area Plan

Clark County, Washington
December 16, 2008
Clark County Hwy 99 FBC

Title 40 Appendix F Highway 99 Overlay District Form Based Standards

Tolson Town Center

Tolson Town Center is located and will serve as the heart of the sub-area with a mix of entertainment, restaurant, and retail destinations, offices, and supportive multistory units. Future redevelopment will be compact in form and emphasize pedestrian connectivity and amenities.

HBC OBLAYS
- Activity Center Overlay
- Transit Oriented
- Mixed Use Street type
- Landscape Street type
- High Visibility Street Center

Internal Connections
- Off-street Traffic areas 1,000 square feet

Table 2-4: Permitted Frontages and how they relate to Street Types

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Permitted Frontages per Street Type, for more details see Chapter 1-Permit Type Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Type</td>
<td>Permitted Frontages per Street Type, for more details see Chapter 1-Permit Type Standards</td>
</tr>
</tbody>
</table>

Permitted Uses

- Building Height
- Density
- Parking
- Internal Open Space
- Internal Connectivity
- Permitted Housing types

Front yard setback

Permitted Uses

Building Height

Density

Parking

Internal Open Space

Internal Connectivity

Permitted Housing types
Clark County Hwy 99 FBC

4.2 Activity Center Overlay
Emphasizes uses and design that attract pedestrian activity.

Building Placement
- Distance: 0 - 20 feet
- See Chapter 3 for setbacks requirements related to applicable frontage types.

Site and Rear Setback Requirements:
- Front setback (minimum setbacks): 0 feet
- Side and rear setbacks (minimum setbacks): 0 feet
- See Section 3.2 for further setback requirements.

Internal Connectivity
Create internal vehicular and pedestrian access when indicated on regulatory maps.
- See Section 3.3.2 for further details.

Internal Open Space
See section 5.2 for design standards for the open space.

Commercial uses:
- At least 1% of parcels located adjacent to or within 3 feet along frontages.

Residential uses:
- At least 15% of visible front area

Parking
Location and maximum frontage:
- Streetfront Widths: 35% and subordinate
- At-Grade areas: 50% and subordinate

Amount and Design:
- See Section 3.1 for parking standards
- See Section 3.2 for parking design requirements

3.2 Permitted Frontage Types
The chart below illustrates a range of development frontages and the particular street types and overlays where they are permitted (shaded boxes). Variations, or hybrids of multiple frontage types are permitted.

6.3 Building Materials

6.3.1 Metal Siding Standards
- Metal siding, or other durable material must be incorporated between metal siding and the ground plane at least 2 feet above grade.

6.3.2 Concrete Block Standards
- Where used for the primary facade forming the primary pedestrian entrance, buildings are encouraged to incorporate a combination of textures and/or colors to add visual interest.

6.3.3 Stucco Standards
- (1) Exterior application: Stucco and similar traveled finishes (including Exterior Insulation and Finish System or "EIFS") must be covered with wood, masonry, or other material and must be shielded from extreme weather by roof overhangs or other methods and be limited to no more than 30% of façades containing a customer or resident entry.
- (2) Weather exposure: Horizontal surfaces exposed to the weather must be avoided.
- (3) Treatment at ground level: Stucco, EIFS, and similar surfaces should not extend below 2 feet above the ground plane. Concrete, masonry, or other durable material must be used below the 2 feet above-grade line to provide a durable surface where damage is most likely.

Section 6.3.1.2
- No more than 25% of the ground plane of the building may be covered with stucco.

Figure 4.1: This building features a single layer of stucco, no more than 25% of the building covered with stucco.

Figure 4.2: The building on the right incorporates a combination of siding, concrete block, and metal design (Urban, WA).

Figure 4.3: This example of an attractive facade with stucco and other materials (Pinecones, WA).
Development Example: TOTEM TOWN CENTER

Wide, tree-lined sidewalks, with storefront retail

Creation of a new and lively Storefront Street makes up for the large parking area along NE 78th Street

Mixed-use development with retail on ground floor and residential or office above

Development configured to use wetland as an amenity; locate trail along edge

Townhouses fronting on internal street

Private internal access road designed to look like a public street

Pedestrian-oriented space integrated with development

Distinctive building corners

Attractive pathways and landscaping in large parking lots

This is just an EXAMPLE and intended to illustrate what the area might look like in 50 years if developed consistent with the proposed development standards (with a few departures).

It is assumed in this example scenario that the area would be redeveloped in phases, with many key buildings constructed in later phases.
Outcomes in district slower than anticipated, but this grocery store went in quickly after the code, and the design if much better because of the code than otherwise.
A Hybrid Approach to Form-Based Codes in the Northwest

March 1, 2012 by Bob Bengford
Category: Planning Advisor

This Advisor column was originally published in January 2010.

Can form-based codes be applied to Northwest communities? Of course.

Are they appropriate for your community? It depends.

Below are some things to think about if you are considering updating your land use/design codes using a form-based approach.

About Form Based Codes

Established first in Florida in 1982 as an alternative to conventional codes (FBCs) regulate development to achieve a specific physical include prescriptive requirements on the location and form of buil

frontages and on the design of streets and sidewalks. Permitted u

existent. The Form-Based Code Institute's website (formbasedcodes) information on the topic.

Most form-based codes have been applied to historic downtowns with well established character and/or a well-defined vision, or m conso

lized ownership. By their nature, they are often very detai

Hybrid =

Districts for use & height provisions

Street Types for frontage standards

Design Guidelines for site & building design goals
Chelan Downtown Code
Sammamish Town Center
Code Initiation Sprints
Assessment

• What’s not working?
• Is it implementing the comprehensive plan?
Assessment

Implementing recently adopted comprehensive or subarea plan?

• Clark County Hwy 99
• Ellensburg
• Anacortes
• Mountlake Terrace
Goals for new Title 18

1. Clearer & more concise language, greater predictability
2. Enhanced code organization & usability
3. Improved consistency with adopted plans
4. Incorporate new code for Green Necklace implementation
5. Integrate CIDDs, Talus & Highlands into single land use code
6. Reduction of varying requirements by neighborhood
General Known Issues

- Changing community character from rural town to small city, many of the base standards were established in the 1970’s with some updates since – need standards updated for changed conditions.
- Infill supportive provisions which respect community character of existing development, e.g. transitions between differing intensities such as edge conditions of B-3 and R districts. Consideration of how transitions happen within districts.
- Accessory buildings
- Accessory dwelling units – general applicability of standards
- Differentiating zoning districts for long standing developed area and new area
- Solar and other sustainability features including water conservation, stormwater management practices and LED lighting
- Arterials setback standards
- Update of design standards and integration into districts rather than as a series
- Consider adjustments for site planning thresholds
- PLD – Overlay, separate district or use
- Open Space and park land clarity for code users
- Affordable Housing Incentives
- No infill development regulations
- No mixed use infill zone district or infrastructure standards
- Interface between B-3 zone district and historic residential neighborhoods
Objectives

• What’s most important?
• What’s workable?
• Involve the code users
• Communicate
Keys to a Good Code
Easy to Use!

Important Code Writing Style and Techniques

Courtesy of

Ryan Walters
Land Use Attorney
Anacortes City Council Member
Tribal Planner
Easy to Use

• Fewer words is better; say things only once
Easy to Use

• Fewer words is better; say things only once

• Be consistent
  o Adopt a naming convention
  o Use lists and tables
11.1 Intent

The intent of this Chapter is to establish building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm. Through varied building styles, materials, color and heights, buildings will contribute to a livable environment that attracts businesses and in particular residences to the valley floor. These design standards support and complement the other Chapters in this document.

5.4.1 Purpose

A. To ensure that buildings portray a sense of high architectural integrity.

B. To ensure that new buildings are appropriately designed for the site, address human scale, and become a positive element in the architectural character of the neighborhood.

C. To ensure that new buildings use high-quality building materials and architectural finishes in a manner that exemplifies craftsman quality and durability.
Easy to Use

• Fewer words is better; say things only once
• Be consistent
  o Adopt a naming convention
  o Use lists and tables
• Break up the code into manageable chunks
Easy to Use

• Fewer words is better; say things only once
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• Break up the code into manageable chunks
• Focus attention on substantive decision points
Easy to Use

• Fewer words is better; say things only once
• Be consistent
  o Adopt a naming convention
  o Use lists and tables
• Break up the code into manageable chunks
• Focus attention on substantive decision points
• Definitions
  o Don’t define obvious words
  o Don’t define words to mean something other than their normal English definition
  o Always, always use the same words in the same way
• Use Plain Language

Prefer normal English words over archaisms:

- Shall, will → Must, may
- Provided that → Except
- Notwithstanding → Despite
- Assure/insure → Ensure
Test It!
Test It!

Mercer Island
Test It!
Test It!

Bozeman
Floor Area Ratio (FAR)  
How It Works

The maximum Floor Area Ratio (FAR) standard limits the amount of building floor area that can be built proportional to the size of the lot. FAR has been removed from the mixed-use and industrial zones and added to the residential zones as an effective way to manage bulk and massing of Anacortes’s neighborhoods.

The definition from the draft code is: “Floor area ratio (FAR) refers to the floor area of all buildings on a lot divided by the area of that lot. See AMC 19.42.060 for details on certain floor areas that are excluded from FAR calculations.

### Proposed FAR Standards by Zone

<table>
<thead>
<tr>
<th>Zone</th>
<th>R1</th>
<th>R2</th>
<th>R2A</th>
<th>R3</th>
<th>R3A</th>
<th>R4</th>
<th>R4A</th>
<th>OT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.40</td>
<td>0.45</td>
<td>0.45</td>
<td>0.80</td>
<td>0.80</td>
<td>1.20</td>
<td>1.0</td>
<td>0.50</td>
</tr>
</tbody>
</table>

### What does FAR look like?

- **0.45 (R2 zone maximum)**

- **0.80 (R3 zone maximum)**

- **1.25 (R4 zone maximum is 1.20)**
Fig. 4-30. Examples of windows that are recessed from the facade by at least two inches. Notice how this creates shadows on the windows, which lends depth and interest to the facade.

Fig. 4-32. Example of window without sufficient depth or trim.
Illustrate It!

Mountlake Terrace

40’ Combined Easement

Access to parking from lane

Landscaped Area

Shared Lane

10’

10’

10’

Legend

Town Center Boundary

Light Rail Route (approx.)

Parks

Street

Streetfront

Corner streetfront required

Landscaped Area

Access Corridor

Planned Development Area

Proposed Freeway Connection

Veterans Memorial Park

Transit Center

2002-3rd St SW

2000-3rd St SW

2200-3rd St SW

2200-14th St SW

Figure 5.9 Proposed Town Center block frontage designations.
Illustrate It!

South Tukwila

Figure 2.1.C.2
Additional examples of ground-level residential frontages close to sidewalks, internal pathways, and open spaces.

Good examples: Image A includes a stoop design with brick terraced planters and low wrought iron fences. Images B and C includes low wrought iron fences that separate the common open space from the private open space/sidewalk. Images D and E include stoop designs with sidewalk level planters and concrete terrace planters.

Bad examples: Despite the raised ground level, the shallow setback design in Image F is insufficient to meet the intent of the standards. In Image G, the upper level building cantilever doesn’t meet the standards and creates a cold “cave stoop” like form. The large areas of unscreened concrete walls in both examples are undesirable.
### Integrating user-friendly tables WITH graphics!

<table>
<thead>
<tr>
<th>Illumination Type</th>
<th>Permitted zones</th>
<th>Other requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neon</td>
<td>All mixed-use and industrial zones</td>
<td>May be incorporated into a permitted wall, projecting, window, pole, or monument sign</td>
</tr>
<tr>
<td>Internally-illuminated cabinet signs.</td>
<td>LM, LM1, LS, I &amp; HM</td>
<td>May be incorporated into a permitted wall, pole, pylon, or monument sign</td>
</tr>
<tr>
<td>Digital message signage.</td>
<td>All mixed-use and industrial zones, except CBD</td>
<td>Only allowed to be integrated on permitted monument and pole signs per AMCs 19.67.080(7)</td>
</tr>
<tr>
<td>Internally-illuminated awning signs.</td>
<td>Not allowed in any zone</td>
<td></td>
</tr>
<tr>
<td>Externally-illuminated sign.</td>
<td>All zones</td>
<td>Illumination techniques must focus the light on the sign and avoid glare to the sky, streets, sidewalks, and other public spaces, and adjacent uses</td>
</tr>
</tbody>
</table>

---

**Anacortes**
## Integrating user-friendly tables WITH graphics!

<table>
<thead>
<tr>
<th>Sign type</th>
<th>Location and street setback</th>
<th>Maximum quantity</th>
<th>Maximum height above existing grade</th>
<th>Maximum sign area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monument sign</td>
<td>5' minimum street setback</td>
<td>1 monument, pylon, or post &amp; arm sign/lot frontage, except: 1 such freestanding sign per 150' of lot frontage where speed limit less than 35 mph 1 such freestanding sign per 200' of lot frontage where speed limit 35 mph or greater</td>
<td>See Table 19.67.080(B)(4) In LM1 and HM zones within 100' of SR-20 right-of-way, maximum height is 30'</td>
<td>See Table 19.67.080(B)(4) In LM1 and HM zones within 100' of SR-20 right-of-way, 1 sq. ft per linear foot of SR-20 frontage, up to a maximum of 160 sq. ft.</td>
</tr>
<tr>
<td>Pylon sign</td>
<td>5' minimum street setback</td>
<td>1 monument, pylon, or post &amp; arm sign/lot frontage, except: 1 such freestanding sign per 150' of lot frontage where speed limit less than 35 mph 1 such freestanding sign per 200' of lot frontage where speed limit 35 mph or greater</td>
<td>Monument sign standards apply per Table 19.67.080(B)(4) except pylon signs are limited to 8' in height In LM1 and HM zones within 100' of SR-20 right-of-way, maximum height is 30'</td>
<td>Monument sign standards apply per Table 19.67.080(B)(4) In LM1 and HM zones within 100' of SR-20 right-of-way, 1 sq. ft per linear foot of SR-20 frontage, up to a maximum of 160 sq. ft.</td>
</tr>
</tbody>
</table>
Code Organization
1950’s CODE

FRESH CODE
Zoning Code Organization

- For complete code overhauls:
- Create a code logical & adaptable organization/numbering hierarchy
Existing Zoning Code (Title 17)

- Chapter 17.04 - GENERAL PROVISIONS - (D1)
- Chapter 17.04 - GENERAL PROVISIONS - (D1)
- Chapter 17.05 - CONCURRENCY - (D2)
- Chapter 17.06 - DEFINITIONS - (D1)
- Chapter 17.08 - ADMINISTRATION - (D1)
- Chapter 17.10 - BOARD OF ADJUSTMENT, PLANNING COMMISSION, AND CONDITIONAL USES - (D1 & D3)
- Chapter 17.12 - ZONE MAPS AND BORDERS - (D4)
- Chapter 17.14 - AMENDMENTS AND REZONES - (D1)
- Chapter 17.15 - HEAVY MANUFACTURING USE DISTRICT - (D4)
- Chapter 17.16 - REZONING - (D4)
- Chapter 17.18 - LIGHT MANUFACTURING USE DISTRICT - (D4)
- Chapter 17.19 - LIGHT MANUFACTURING USE DISTRICT - (D4)
- Chapter 17.20 - CENTRAL BUSINESS USE DISTRICT - (D4)
- Chapter 17.21 - COMMERCIAL MARINE DISTRICT - (D4)
- Chapter 17.22 - COMMERCIAL MARINE 1 DISTRICT - (D4)
- Chapter 17.23 - COMMERCIAL MARINE 2 DISTRICT - (D4)
- Chapter 17.24 - COMMERCIAL DISTRICT - (D4)
- Chapter 17.25 - PUBLIC USE DISTRICT - (D4)
- Chapter 17.27 - OLD TOWN OVERLAY DISTRICT - (D4)
- Chapter 17.28 - RESIDENTIAL HIGH DENSITY DISTRICT (R1) - (D4)
- Chapter 17.30 - RESIDENTIAL HIGH DENSITY A DISTRICT (R4A) - (D4)
- Chapter 17.32 - RESIDENTIAL HIGH DENSITY B DISTRICT (R4B) - (D4)
- Chapter 17.34 - RESIDENTIAL MEDIUM DENSITY DISTRICT (R3) - (D4)
- Chapter 17.36 - RESIDENTIAL DISTRICT - (D4)
- Chapter 17.38 - RESIDENTIAL DISTRICT - (D4)
- Chapter 17.39 - AERONAUTICAL ZONE DISTRICT - (D4)
- Chapter 17.40 - SITES - (D5)
- Chapter 17.41 - LANDSCAPING REQUIREMENTS - (D6)
- Chapter 17.42 - SUBDIVISIONS AND REPLATS - (D2 and D5)
- Chapter 17.44 - PLANNED UNIT DEVELOPMENT (X) AND COTTAGE HOUSES - (D6)

Proposed Zoning Code (Title 19)

- Division 1 – General Legislative Provisions (City Staff)
- Division 2 – Procedures (City Staff)
- Division 3 – Permits (City Staff)
- Division 4 – Zoning & Land Uses (MAKERS)
- Division 5 – Community Design (MAKERS)
- Division 6 – Project Design (MAKERS)
- Division 7 – Environment (City Staff)
- Division 8 – Development Agreements (City Staff)

The (D#) reference and shading show what division the current chapter will be located in.
Land Use Reverse Lunges
Land Use/Zoning Components

• District intent statements
• Permitted uses
• Density & dimensional standards
• Special use standards
Zoning District Intent Statements

• Keep the intent statements at a high level
• Don’t put regulations in the intent statements
• Provide some useful locational criteria
• Tie the zone to the Comprehensive Plan
3.1.5 Residential Districts & Map Designations

A. Residential Existing Districts 1-5 (RX)
   1. The RX districts are intended to retain the single-family residential character of established Waxhaw neighborhoods.
   2. Use of this district is appropriate for:
      a. Areas designated X1 (Existing Neighborhood) in the comprehensive plan; or
      b. Other areas characterized by and/or approved as single-family residential development with a consistent range of lot sizes.

B. Residential Woodland District (RW)
   1. The RW district applies to rural woodland areas that are outside of utility service that intended to maintain the rural woodland character or preserve the opportunity for low density urban levels of development once urban services are extended into the area.
   2. Use of the RW district is appropriate for:
      a. Areas designated G1 (restricted growth) in the comprehensive plan; and
      b. Areas designated G2 (controlled growth) in the comprehensive plan.
# Clear & Simple Use Charts

## ZONING DISTRICTS

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>CONSERVANCY/RECREATION</th>
<th>RESIDENTIAL</th>
<th>COMMERCIAL</th>
<th>FACILITIES</th>
<th>MIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-Rec</td>
<td>C-Rec</td>
<td>SF-Res</td>
<td>SF-SL</td>
<td>SF-D</td>
<td>MUR</td>
</tr>
<tr>
<td>Automotive</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Automotive Emission Testing Facility</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Automotive Insurance Service Center</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Auto and Truck Maintenance/Service Shops</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Car Wash</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Auto Parts and Accessories (tires, batteries, etc.)</td>
<td>See Retail/Service</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Automobile Service Station</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>- Automobile and Truck Rental</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Automobile and Truck Sales/Dealership</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Automotive Wrecking or Dismantling Yard</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Large Vehicle and Heavy Equipment Sales/Dealership (RV, tractor trailer, construction equipment, etc.)</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## FOOTNOTES KEY:

1. See Design Checklist for screening requirements.
2. Service stations require a three hundred (300) foot distance radius from any children’s state-licensed school facility, including day care, preschool and grades K through 12.
3. Parking lots and garage (commercial) only permitted in the Community Facilities zone as an accessory use.
4. In all CARA classes, vehicle repair and servicing must be conducted indoors over impermeable pads. Underground storage tanks (UST) with hazardous substances are required to demonstrate to the City that the facility complies with federal and state laws. No dry wells shall be allowed. Weeping walls are prohibited in Class 1, 2, and 3 CARA.

## PERMITTED USE & LEVEL OF REVIEW KEY:

- **Level 0 Review**: 1; **Level 1 Review**: 2; **Level 2 Review**: 3; **Level 3 Review**, regardless of size/location of parcel; **Level 4 Review**: 4; **Level 5 Review**: NO NUMBER = NOT PERMITTED

*Level 3 Review required if Level 1 or 2 proposal is two (2) acres and 15 (15) acres. Level 3 Review is also required for Level 1 or Level 2 proposals located on Front St., Sunset Way, NW Maple St., Newport Way, Gilman Blvd. (east of SR 990), SR 990, NW Sammamish Rd., East Lake Sammamish Parkway (ELSP), SE 50th Street west to one thousand two hundred and two hundred (1,200) feet east of ELSP, Issaquah-Fall City Road, Issaquah-Pine Lake Road SE, 208th Avenue SE, SE 43rd Way, West Lake Sammamish Parkway (WLSP) or any street or street segment that abuts and is generally parallel to Interstate 90 (I-90), or the site abuts I-90; see Chapter 18.04 IMP. Procedures, for details on levels of review provided, that this provision shall not apply to property subject to Ordinance 2911, Olde Town Design Standards, as amended by Ordinance 3260. The level of review designated on the Table of Permitted Land Uses is required for property subject to the Olde Town Design Standards.*

*Level 5 Review required if project is > fifteen (15) acres.

Critical Aquifer Recharge Areas/Well Head Protection. Any proposed uses within critical aquifer recharge areas that have the potential to degrade water quality in the CARA may be prohibited, or conditioned as established in IMC 18.10.730, Critical aquifer recharge areas (CARRAs), and Chapter 13.29 IMP, Groundwater Quality Protection Standards.

Nonresidential uses that were permitted and established in the MUR Mixed Use Residential District prior to June 1, 2006 may continue as permitted uses. All subsequent MUR uses shall comply with this table.
Clear & Simple Use Charts
• bullet

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19.41.040 - Principal uses permitted in residential zones.

Table 19.41.040 below provides the list of permitted principal uses in residential zones.

NOTE: Accessory uses are not shown in these Principal Use charts. See AMC Chapter 19.47 Accessory Uses and Structures for applicable accessory use provisions.

<table>
<thead>
<tr>
<th>Principal Use</th>
<th>R1</th>
<th>R2</th>
<th>R2A</th>
<th>R3</th>
<th>R3A</th>
<th>R4</th>
<th>R4A</th>
<th>OT</th>
<th>Reference</th>
</tr>
</thead>
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<tr>
<td><strong>RESIDENTIAL</strong></td>
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<td></td>
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</tr>
<tr>
<td>Household Living, as listed below</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Single-family</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>AMC 19.43.010(A)</td>
</tr>
<tr>
<td>Single-family, small lot</td>
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<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Cottage housing</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>AMC 19.43.010(D)</td>
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<tr>
<td>Duplex</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>AMC 19.43.010(E)</td>
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<tr>
<td>Triplex</td>
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<td>P</td>
<td>P</td>
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<td>P</td>
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<td>P</td>
<td>AMC 19.43.010(F)</td>
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<tr>
<td>Townhouse</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>AMC 19.43.010(G)</td>
</tr>
<tr>
<td>Multifamily, 4 units</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<td>P</td>
<td>P</td>
<td>P</td>
<td>AMC 19.43.010(H) and (I)</td>
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<tr>
<td>Multifamily, 5 or more units</td>
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<td>Live-work</td>
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<td>AMC 19.43.010(J)</td>
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<td><strong>Group Living, as listed below</strong></td>
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<tr>
<td>Adult family home</td>
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<td>Nursing homes</td>
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<td>AMC 19.43.020(D)</td>
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<td>Rooming houses</td>
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<td>C</td>
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<td></td>
<td>AMC 19.43.020(E)</td>
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</table>

Use umbrella (and defined) use-terms

Split into multiple charts when needed

No footnotes!
<table>
<thead>
<tr>
<th>Principal Use</th>
<th>CBD</th>
<th>U</th>
<th>MMU</th>
<th>CM</th>
<th>CM2</th>
<th>L</th>
<th>LM</th>
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<th>MS</th>
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<th>HM</th>
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<td>P</td>
<td>P</td>
<td>P((\times))</td>
<td>P</td>
<td>P</td>
<td>P((\times))</td>
<td>AMC 19.44.120(A)</td>
</tr>
<tr>
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<td>((\times)) AMC 19.44.120(B-C)</td>
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<tr>
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<tr>
<td>&gt;50,000 NFA</td>
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</tr>
</tbody>
</table>

Retail Sales,
Except as listed below and based on net floor area (NFA)/individual use:
Chapter 19.43 - RESIDENTIAL USES

19.43.010 - Household living.

A. Household living use category.
   Residential occupancy of a dwelling unit by a household. Household living includes the following uses.
   2. Single-family, small lot.
   3. Cottage housing.
   4. Duplex.
   5. Triplex.
   6. Townhouse.
   7. Multifamily, 4 or more units.
   8. Live-work.

B. Single-family.

   1. Definition. A detached dwelling that is entirely surrounded by open space on the same lot, and which is designed for and occupied exclusively by one family and the household employees of the family, if any.

   2. District-specific standards.
      a. In the CBD and C zones, no new single-family residences may be constructed. Single-family uses are conditionally permitted in these zones if in an existing building that was a single-family residence at some time in its past.
      b. In the LMI zone single-family uses are permitted only for existing platted lots. In no event will this allow a residential subdivision.

   3. Standards - multiple single-family dwellings on one lot. Two or more single-family dwellings may be built on the same lot provided the applicable lot size standard (one dwelling unit/minimum lot area for single-family dwellings) is met. For example, if the minimum lot area for single-family dwellings is 7,500-square-feet, two single-family dwellings could be built on a 15,000-square-foot lot. Applicants must demonstrate how the lot could be subdivided in the future consistent with the density and dimensional standards of this title.
## Principal uses permitted in residential zones.

<table>
<thead>
<tr>
<th>Principal Use</th>
<th>R1</th>
<th>R2</th>
<th>R2A</th>
<th>R3</th>
<th>R3A</th>
<th>R4</th>
<th>R4A</th>
<th>OT</th>
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<td>Single-family</td>
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<td>P</td>
<td>P</td>
<td>P</td>
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<td>AMC 19.43.010(B)</td>
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<td>Single-family, small lot</td>
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<td>AMC 19.43.010(C)</td>
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<td>Cottage housing</td>
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<td>P</td>
<td>P</td>
<td>AMC 19.43.010(D)</td>
</tr>
<tr>
<td>Duplex</td>
<td>C</td>
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<td>P</td>
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<td>P</td>
<td>P</td>
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<td>AMC 19.43.010(E)</td>
</tr>
<tr>
<td>Triplex</td>
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<td>P</td>
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<td>P</td>
<td>P</td>
<td>P</td>
<td>AMC 19.43.010(F)</td>
</tr>
<tr>
<td>Townhouse</td>
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<td>P</td>
<td>P</td>
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<td>P</td>
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<td></td>
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<tr>
<td>Live-work</td>
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<td></td>
<td>AMC 19.43.010(J)</td>
</tr>
</tbody>
</table>
Figure 19.43.010(C)(3)(a)

Key single family - small lot, duplex, and triplex design standards.

- Covered entry feature at least 3' by 3' is required.
- Garage doors may occupy no more than 50% of the ground level facade.
Figure 19.43.010(D)(2)
Cottage housing site plan example.

- Private internal access road with parking (open and enclosed) placed to the side of cottages
- Cottages with porches facing common open space
- Private open space
- Connected internal pathway system
- Shared community building
- 10’ min. separation between cottages
Figure 19.43.010(G)(6)
Acceptable and unacceptable examples of garage/entry configurations.

The left example features a landscaped area and a trellis to highlight the entry. In the middle image, the balconies and landscaped areas deemphasize the garage. In the right image, the lack of landscaping near the entries would not be allowed (where this is the primary pedestrian entry to the unit).
Density & Dimensional Standards

• Again, use live cross-references over footnotes
• Simplify to the extent possible
<table>
<thead>
<tr>
<th>Measure</th>
<th>R1</th>
<th>R2</th>
<th>R2A</th>
<th>R3</th>
<th>R3A</th>
<th>R4</th>
<th>R4A</th>
<th>OT</th>
<th>Conditions/Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOT SIZE &amp; DEVELOPMENT INTENSITY</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Lot size for single-family dwelling, minimum (square-feet)</td>
<td>15,000</td>
<td>7,500</td>
<td>6,000</td>
<td>4,500</td>
<td>3,000</td>
<td>3,000</td>
<td>3,000</td>
<td>6,000</td>
<td>See AMC 19.43.010(C) for standards for lots &lt;5,000sf.</td>
</tr>
<tr>
<td>Lot size for duplex, minimum (square-feet)</td>
<td>9,000</td>
<td>9,000</td>
<td>7,500</td>
<td>5,000</td>
<td>4,200</td>
<td>4,200</td>
<td>7,500</td>
<td></td>
<td>See AMC 19.43.010(E) for duplex standards.</td>
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<tr>
<td>Additional lot size needed for additional dwelling unit beyond duplex, minimum (square-feet)</td>
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<td></td>
<td></td>
<td>2,500</td>
<td>2,000</td>
<td>1,200</td>
<td></td>
<td></td>
<td>See AMC 19.43.010(F) and (G) for applicable housing type standards</td>
</tr>
<tr>
<td>Minimum lot width circle</td>
<td></td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td>Lot with alley access (feet)</td>
<td>100</td>
<td>60</td>
<td>50</td>
<td>35</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>45</td>
<td>Applies to each newly created lot in residential zones. See AMC 19.42.090 for minimum lot width circle calculation and exceptions.</td>
</tr>
<tr>
<td>Lot without alley access (feet)</td>
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<td>50</td>
<td>40</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Density maximum (dwelling units/gross acre)</td>
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<td>4</td>
<td>6</td>
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<td></td>
<td></td>
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<td>See AMC 19.42.100 for calculating density</td>
</tr>
</tbody>
</table>
### Table 19.42.020
Form and intensity standards for residential zones.

<table>
<thead>
<tr>
<th>Measure</th>
<th>R1</th>
<th>R2</th>
<th>R2A</th>
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<th>R4A</th>
<th>OT</th>
<th>Conditions/Reference</th>
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<tbody>
<tr>
<td><strong>LOT SIZE &amp; DEVELOPMENT INTENSITY</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Lot size for single-family dwelling, minimum (square-feet) (AMC 19.42.080)</td>
<td>15,000</td>
<td>7,500</td>
<td>6,000</td>
<td>4,500</td>
<td>3,000</td>
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<td>3,000</td>
<td>6,000</td>
<td>See AMC 19.43.010(C) for standards for lots &lt;5,000sf.</td>
</tr>
<tr>
<td>Lot size for duplex, minimum (square-feet) (AMC 19.42.080)</td>
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<td>9,000</td>
<td>7,500</td>
<td>5,000</td>
<td>4,200</td>
<td>4,200</td>
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<td>See AMC 19.43.010(E) for duplex standards.</td>
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<tr>
<td>Additional lot size needed for additional dwelling unit beyond duplex, minimum (square-feet) (AMC 19.42.080)</td>
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<td>See AMC 19.43.010(F) and (G) for applicable housing type standards</td>
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<tr>
<td><strong>Minimum lot width circle</strong></td>
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</tr>
<tr>
<td>Lot with alley access (feet)</td>
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<td>35</td>
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<td>25</td>
<td>25</td>
<td>45</td>
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<td><strong>Density maximum</strong> (dwelling units/gross acre)</td>
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<tr>
<td>LOT SIZE &amp; DEVELOPMENT INTENSITY</td>
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<td>Minimum lot width circle</td>
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<td></td>
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<tr>
<td>Lot with alley access (feet)</td>
<td>100</td>
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<td>50</td>
<td>35</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>45</td>
<td>Applies to each newly created lot in residential zones. See AMC 19.42.090 for minimum lot width circle calculation and exceptions.</td>
</tr>
<tr>
<td>Lot without alley access (feet)</td>
<td>100</td>
<td>60</td>
<td>50</td>
<td>40</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Density maximum (dwelling units/gross acre)</td>
<td>2</td>
<td>4</td>
<td>6</td>
<td>See lot size min. above</td>
<td>None</td>
<td>18</td>
<td>9</td>
<td></td>
<td>See AMC 19.42.100 for calculating density</td>
</tr>
</tbody>
</table>
19.42.090 - Minimum lot width circle calculation and exceptions.

A. Purpose. The purpose of the minimum lot width circle requirement is to:

1. Ensure that each lot is wide enough to maintain a consistent and compatible land use pattern in residential neighborhoods;

2. Ensure that a minimum buildable area is included in each lot created.

B. Requirement. Table 19.42.020 identifies the minimum lot width circle diameter that must fit within each newly created lot in residential zones. This circle establishes that at least some portion of a lot must be at least as wide as the minimum lot width. The lot width circle must not include submerged lands, landslide hazard areas and buffers, regulated wetlands and buffers, and Category 1, 2, 3 and 4 streams and buffers.

C. The following lots are exempt from minimum lot width circle standards: Duplexes, triplexes, cottage and townhouse developments, where individual units are subdivided into separate lots via unit lot subdivision.

<table>
<thead>
<tr>
<th>Measure</th>
<th>RI</th>
<th>R1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot size for single-family dwelling, minimum (square-feet) (AMC 19.42.080)</td>
<td>15,000</td>
<td>7,500</td>
</tr>
<tr>
<td>Lot size for duplex, minimum (square-feet) (AMC 19.42.080)</td>
<td>9,000</td>
<td>4,500</td>
</tr>
<tr>
<td>Additional lot size needed for additional dwelling unit beyond duplex, minimum (square-feet) (AMC 19.42.080)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum lot width circle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot with alley access (feet)</td>
<td>100</td>
<td>60</td>
</tr>
<tr>
<td>Lot without alley access (feet)</td>
<td>100</td>
<td>60</td>
</tr>
<tr>
<td>Density maximum (dwelling units/gross acre)</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

Figure 19.42.090
Minimum lot width circle.

These lots meet the lot width requirements because the circle fits within the lots. The circle may extend into setbacks.

This lot does not meet the lot width requirements because the circle does not fit within the lot.

The lot width circle must not include regulated streams, wetlands, landslide hazards, floodplains, or associated buffers.
## Integrating lot size flexibility – Wenatchee

<table>
<thead>
<tr>
<th>Standard</th>
<th>RS</th>
<th>RL</th>
<th>RM</th>
<th>RH</th>
<th>RF</th>
<th>Conditions/Exceptions/Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Minimum Lot Dimensions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard lot</td>
<td>7,250sf, except 10,000sf for a duplex</td>
<td>5,500sf feet, except 8,000sf for a duplex</td>
<td>3,000sf, except 4,500sf for a duplex</td>
<td>3,000sf, except 4,000sf for a duplex</td>
<td>20,000sf</td>
<td>WCC 10.46.060</td>
</tr>
<tr>
<td>Cluster subdivision lot</td>
<td>3,600sf</td>
<td>3,000sf</td>
<td>N/A</td>
<td>N/A</td>
<td>Chapter 11.32 WCC</td>
<td></td>
</tr>
<tr>
<td><strong>Maximum Density</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Density</td>
<td>6 units/acre</td>
<td>8 units/acre</td>
<td>20 units/acre</td>
<td>40 units/acre</td>
<td>1 units/lot</td>
<td>WCC 10.46.110</td>
</tr>
</tbody>
</table>
Density Bonuses?
<table>
<thead>
<tr>
<th>Measure</th>
<th>CBD</th>
<th>C</th>
<th>MMU</th>
<th>CM</th>
<th>CM2</th>
<th>LM</th>
<th>LM1</th>
<th>MS</th>
<th>I</th>
<th>HM</th>
<th>Conditions/Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOT SIZE &amp; DEVELOPMENT INTENSITY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Density minimum (dwelling units/gross acre)                            | 15  | 15 | 15(X)|     |     |     |     |     |     |    | See AMC 19.42.100
|                                                                         |     |    |     |     |     |     |     |     |     |    | (X) East of Q Avenue only              |
| Maximum building size without a conditional use permit (gross floor area) |     |    |     | 200,000 | 300,000 | 200,000 |     |     |     |    | See AMC 19.65.030 for landscaped area provisions |
| Landscaped area, minimum percentage                                    | 10% | 10%| 10% | 15% | 15% | 10% | 10% | 10% | 10% | 10% |                                        |

**HEIGHT (feet) – PRINCIPAL STRUCTURES**

<table>
<thead>
<tr>
<th>Measure</th>
<th>CBD</th>
<th>C</th>
<th>MMU</th>
<th>CM</th>
<th>CM2</th>
<th>LM</th>
<th>LM1</th>
<th>MS</th>
<th>I</th>
<th>HM</th>
<th>Conditions/Reference</th>
</tr>
</thead>
</table>
| Height, base maximum             | 65  | 50 | 35-45(X) | 35 | 50 | 35 | 50 | 50 | 50 | 50 | See AMC 19.42.120 for building height exceptions and modifications
|                                  |     |    |     |     |     |     |     |     |     |    | (X) AMC 19.42.120(C)(4-5)              |
| Height, maximum with bonus       | 50-65(X) | 50 | 50 |     |     |     |     |     |     |    | See AMC 19.42.060-.080
|                                  |     |    |     |     |     |     |     |     |     |    | (X) AMC 19.42.120(C)(4-5)              |
19.42.050 - Bonus incentives in the R4 zone.

A. **Purpose.** To allow flexibility in building height in exchange for the integration of affordable dwelling units into the development.

B. **Applicability.** Height bonuses are available to development in the R4 zone as established in Chapter 19.42 Form and Intensity Standards provided it complies with one of the affordable housing options in this section.

C. **Option 1: Small units.** Developments where at least 25-percent of the total dwelling units contain no more than 600-square-feet of gross floor area qualify for the height bonus.

D. **Option 2: Affordable units.** Developments that integrate affordable dwelling units per the standards below qualify for the height bonus.

   1. For every three dwelling units occupying floor area above the base height limit, at least one affordable dwelling unit must be integrated into the development. Dwelling units larger than
Re-examine the MMU Height Bonus Options

Provision allows a height increase from 45’ to 65’ in subject area below
B. **Bonus incentives in the portion of the MMU zone east of Q Avenue.** Buildings integrating one feature from the list below have a bonus height limit addition of ten-feet above the base height limit. Buildings integrating two features from the list below have a bonus height limit addition of 20-feet above the base height limit.

### Table 19.42.070

**Height bonus incentive features for the portion of the MMU zone east of Q Avenue.**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vertical mixed-use building design</td>
<td>Ground level spaces designed to accommodate non-residential uses must occupy at least 50% of the building’s primary façade. Such spaces must be at least 50’ deep and contain 13’ minimum floor to ceiling heights. Residential lobbies and structured parking areas do not qualify as non-residential space for the purposes of this incentive option.</td>
</tr>
</tbody>
</table>

**Examples**

![Examples](image-url)
<table>
<thead>
<tr>
<th>Height bonus incentive features for the portion of the MMU zone east of Q Avenue.</th>
</tr>
</thead>
</table>
| 2 | **Provide additional ground level pedestrian-oriented space** [meeting design requirements in AMC 19.62.040(C)] equal to at least 2% of the development site.  
Such space must be above and beyond minimum sidewalk, esplanade, and applicable pedestrian-oriented space requirements. This could include a small entry plaza (left image), or it could include a widened sidewalk (middle image). |
<p>| 3 | <strong>Provide space for a public park</strong> at least 10,000sf in area on a site agreed upon by the City. The space should be configured and located so it is able to incorporate common municipal park features such as playgrounds, fitness areas, picnic areas, pavilions, etc. |
| 4 | <strong>Integrate ornamental stormwater management features.</strong> Include creative and expressive techniques to celebrate stormwater management. The feature must be a significant visible design feature of the site and must include educational signage or a plaque explaining the incorporated stormwater techniques as determined and approved by the City. The design and management plan for the features must demonstrate long term success of the ornamental stormwater management element. See examples below. |</p>
<table>
<thead>
<tr>
<th>Number</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Integrate visible landscaping elements on buildings. This could include a combination of green walls and green roof elements integrated as a prominent visual feature of the building. To qualify, at least 50% of applicable roof areas or 5% of street facing façades must be vegetated. Reduced and/or a combination of green roofs/walls may be acceptable provided the visible placement and high quality of the installations achieves the intent of the amenity feature. The design and management plan for the landscaping features must demonstrate long term success of the landscaping element. See examples below.</td>
</tr>
<tr>
<td>6</td>
<td>Integrate upper level building step backs. Stepbacks must be at least 8’ deep, along at least 75% of building frontage, and located on the building’s street facing façade(s). See example below.</td>
</tr>
</tbody>
</table>

Example: Minimum 8’ horizontal stepback

Required stepback must be placed somewhere between the ground floor and the top floor.
### Table 19.42.070

**Height bonus incentive features for the portion of the MMU zone east of Q Avenue.**

<table>
<thead>
<tr>
<th>Table</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Integration of permanent public art in visible location.</td>
<td>This could include a mural, mosaic, sculptural element, or gateway feature that is clearly recognizable as public art as determined by the director in consultation with the City of Anacortes Arts Commission. Feature may be located in a plaza, within the streetscape adjacent to the building, and/or on the building. Off-site features may be considered by the City provided they are placed within the Central Waterfront MMU zone. To qualify as an amenity, the estimated cost of the feature must be at least 1% of the construction cost of the development.</td>
</tr>
<tr>
<td>8</td>
<td>Exceptional landscaping display in visible location.</td>
<td>The display must cover an area equal to at least 2% of the development site and function as a prominent visual feature of the development. The design and management plan for the landscaping display must demonstrate long term success of the landscaping elements. See examples below.</td>
</tr>
<tr>
<td></td>
<td>Height bonus incentive features for the portion of the MMU zone east of Q Avenue.</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>--------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Integrating brick as the primary cladding material on the building. In order to qualify, brick must occupy at least 50% of the cladding on the street facing façades of the applicable building.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Provide freely accessible public restrooms. Must be available to the general public (not only commercial customers) and available daily.</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Provide indoor meeting space available for free to the general public (3,000sf min.). See example below.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Other similar features that function as a permanent public amenity. Such features must be comparable in cost and public benefit to the features above.</td>
<td></td>
</tr>
</tbody>
</table>
Density Bonuses – Lessons Learned

• What’s most important?
• Craft bonus provisions so applicants will “want to use them”
• Do your best to make options measurable
• Do your best to make options relatively equal/proportional
• Don’t waste time on features that will never get used
• Find/illustrate examples of options!
Housing Diversity Aerobics
What’s the Situation/Need?

- Home prices rising faster than incomes
- Market rate middle-income housing doesn’t pencil
  - Expensive construction
  - Limited building capacity in desirable areas
- Duplexes, townhomes, cottages have the lowest construction costs per unit and provide the most gentle density increase

Source: Housing Memorandum: Issues Affecting Housing Availability and Affordability, Dept. of Commerce, 2019
What’s the Situation/Need?

• Demographics
• Unit mix (housing type/form of ownership)
• Housing condition
• Housing cost
• Development market conditions
• Development context (parks, streetscape, safety, livability issues)
What are the local opportunities for new housing?

- Vacant development sites
- Infill opportunities
- Redevelopment
  - Underutilized commercial areas
  - Transit corridors
  - CBD/neighborhood commercial centers
Considering Options & Preferences

1. Visual Preference Surveys
Switch to VPS!
VPS resource: Missing Middle Photo Library:
flickr.com/photos/sightline_middle_housing/
Free and open source photos of missing middle housing
VPS Outcome in.....Carnation
• Site is 18.71 gross acres
• 12 unit/net acre density maximum (R12)
Outcomes/Directives

• Promote “traditional” design
  • Pitched roofs
  • Articulated facades
  • Integrate human-scale design details
  • High quality durable materials

• Encourage a mixture of housing types

• Avoid monotony

• Extend downtown’s street grid (but allow some flexibility)

• Integrate parks and usable open space
R-12 Changes

Adjustments to ensure a mix of housing types:

• Allow duplexes and multifamily – provided they meet strict design standards

• Require a mix of housing types
  • Detached single family
  • Cottages
  • Duplexes (*only when served by alley or shared access*)
  • Townhouses (*only when served by alley or shared access*)
  • Multifamily
…..Mixture of Housing Types

10-acre site or more

• At least three different housing types
  • Detached single family
  • Cottages
  • Duplexes (only when served by alley or shared access)
  • Townhouses (only when served by alley or shared access & only up to 5 attached)
  • Multifamily

• No single housing type may occupy more than 60% of total dwelling units on the site
5-10-acre site

- At least three different housing types
  - Detached single family
  - Cottages
  - Duplexes (only when served by alley or shared access)
  - Townhouses (only when served by alley or shared access & only up to 5 attached)
  - Multifamily
- No single housing type may occupy more than 60-80% of total dwelling units on the site
Sites less than five acres are exempt from this housing mix requirement
Other R-12 Changes

• Instituting a minimum density: 8 dwelling units/acre
  • Promotes integration of a mixture of housing types
  • Close in development within walking distance of downtown businesses

• Reducing minimum lot width (from 60-40’)

• Adjusting 25’ max building height:
  • Allow increase to 35’ when over 100’ from a single family zone
Increase from 25’ to 35’ when 100’+ from edge of the zone

Allows more flexibility for townhouses and multifamily uses
R-12......Integrate a Street Grid

Generally consistent downtown

• Alley loaded east-west blocks no longer than 650 feet and between 200-250 feet wide

• Extensions of existing streets around the edge of the site are required.

• Exceptions and variation from the street grid will be allowed for the integration of parks, trails, and public facilities.
R-12....Design Standards for Single Family & Duplexes

Similar to what’s been adopted for R-6

All homes must feature a covered entry that projects at least 5’ from the front face of the residence (measured from the front face of the house to the farthest roofline projection). The covered entry feature must be no less than 1/3 of the width of the residence.

Garages must be set back at least 5’ from the front projection of the residence (including the porch or covered entry projection).
Rather than legislate specific styles, the standards focus on the following façade design elements

- Façade articulation
- Façade details
- Window design
- Materials
- Roofline design
Housing Diversity – Other Considerations & Case Studies
Exploring / Evaluating Options
Increased density with better design assurances

GREATER ZONING FLEXIBILITY
- Dimensional adjustments
- Greater densities if compatibility is achieved
- Increased housing types
- Permit process simplified.

GREATER DESIGN CONTROL
- Compatibility with neighbors
- Adequate parking
- Privacy and livability maintained
- Higher quality and better street appearance
Educating participants

1. Clearly communicate issues & challenges
2. Bring in experts
3. Go on tour – real or virtual
4. Case studies
Educating Participants
Clearly communicating issues/challenges

### Considerations

<table>
<thead>
<tr>
<th>Consideration</th>
<th>Possible Benefits</th>
<th>Potential Drawbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1a</strong> Keep the proposed approach, but further clarify how buildings with multiple pitched rooflines are measured (including providing examples) and add an absolute limit for pitched roof forms.</td>
<td>Prevents 3-story flat roofed buildings and provides greater flexibility to pitched roof forms while limiting loopholes for much taller buildings</td>
<td>Provision makes buildings on a sloping site more challenging (with reduced limit)</td>
</tr>
</tbody>
</table>

**See images above for graphic example**

<table>
<thead>
<tr>
<th>Consideration</th>
<th>Possible Benefits</th>
<th>Potential Drawbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1b</strong> Retain the current method of measuring height (to the top of the structure), reduce limit from 35' to 30', but offer between 5-10' of additional height for pitched roof forms (of a particular roof pitch or greater)</td>
<td>Prevents 3-story flat roofed buildings and provides greater flexibility to pitched roof forms while limiting loopholes for much taller buildings</td>
<td></td>
</tr>
</tbody>
</table>

![Diagram showing heights of different roof types](image-url)
Educating Participants

Bring in experts
Educating Participants

Go on our tour – real or virtual

The Tour

1. Mill Creek Town Center
2. Kenmore
3. Bothell
4. Woodinville
5. Redmond
6. Newcastle
## Educating Participants

What tools are other communities using.....

<table>
<thead>
<tr>
<th>City and subarea</th>
<th>Approach</th>
<th>Key station area minimum parking ratios</th>
</tr>
</thead>
</table>
| **Shoreline**                           | 25 percent reduction for all uses within ¼ mile of light rail station.  | • Multifamily  
  o 0.56 per studio and 1 bedroom  
  o 1.13 per 2+ bedrooms  
  • Professional office, 0.75 per 500sf  
  • Retail, 0.75 per 400sf  
  • Restaurant, 0.75 per 75sf  
  • Hotel, 0.75 per unit                                                     |
| Base: 20.50.390                         |                                                                          |                                                                                                        |
| Reduction: 20.50.400(A)(5) and 20.50.400(F) |                                                                          |                                                                                                        |
| **SeaTac**                              | Variable percentage reduction for most uses within approximately ¼ mile of light rail station. | • Multifamily  
  o 0.65 per studio  
  o 0.98 per 1 bedroom  
  o 1.3 per 2+ bedrooms  
  • Professional office, 0.6 per 300sf  
  • Retail, 0.7 per 250sf  
  • Restaurant, 0.7 per 150sf  
  • Hotel (no shuttle service), 0.63 per room                              |
| Base: 15.455.120                        |                                                                          |                                                                                                        |
| Reduction: 15.310.310                    |                                                                          |                                                                                                        |
| **Lynnwood - City Center zones**        | Hybrid of specific ratios by zone and 20 percentage reduction for most other land uses. City Center zoning extends up to 1 mile from the future light rail station. Includes maximums. | • Residential, 0.5 per unit  
  • Professional Office, 2 per 1,000gfa  
  • Retail, 3 per 1,000gfa  
  • Restaurant, 1 per 4 seats  
  • Hotel, 1 per room                                                        |
| Base: 21.18.800                         |                                                                          |                                                                                                        |
| Reduction: 21.60.400(D)                 |                                                                          |                                                                                                        |
Case Studies/Solutions

1. Anacortes
2. Wenatchee
Anacortes

A little of Everything!
Exploring / Evaluating Options
Statistics, bang for buck, +/-
Anacortes

A little of Everything!
Anacortes

A little of Everything!

Accessory Dwelling Units (ADUs)

What is an ADU?
ADUs are extra living units associated with a single family home. They can either be within the home, such as in a basement or above a garage, or detached and located in a yard (often referred to as a “backyard cottage”).

Are they allowed now?
- Yes, allowed in all residential zones and subject to standards
- The home or ADU must be occupied by one or more property owners
- May be within a single family home (attached) or detached
- May be up to 900sq ft in area
- A total of 3 off-street parking spaces for the home & ADU are required
- Height limit is 16’ for detached ADUs

Proposed Concepts
- ADU proposed in primary house
- Screen door for privacy
- Additional 10 square feet between house and ADU

Examples
- Detached Accessory Dwelling Unit (ADU) provides rear parking
- Driveway allowed to serve as rear parking space

Permitted Housing Types
Proposed Concepts

[Table with permitted housing types and proposed concepts]

Standard
- R-1
- R-2
- R-3
- R-4
- C/CBD
- MMU

[Diagram with permitted housing types and proposed concepts]
Anacortes

Height bonus – one extra floor in multiple zones via:
Option 1: Small units
Option 2: Affordable units

<table>
<thead>
<tr>
<th>Floor 1 (10’)</th>
<th>Floor 2 (10’)</th>
<th>Floor 3 (10’)</th>
<th>Floor 4 (10’)</th>
<th>Floor 5 (10’)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Max. Height with Bonus (50’)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Base Height Limit (40’)</td>
</tr>
</tbody>
</table>

129
Anacortes

Proposed development utilizing small unit option on site below
Wenatchee

• A little bit of everything!
Encourage a greater range of housing types.
Strategic lot size reduction / clustering flexibility
Remove mixed-use requirements for commercial zones.
Entries and relationship to the street – private and welcoming

Parking and open space arrangements
Community Design Jumping Jacks
Community Design Chapter

Integrating those code provisions that impact the larger community design framework:

1. Streets
   • When required?
   • What are the standards
2. Access/driveways
3. Subdivision/master plan design
4. Block sizes and connectivity
5. Park integration
6. Lot design alternatives
Street Improvements

1. Applicability

Construction or provision of public right-of-way improvements consistent with the requirements in this chapter and AMC Chapter 19.52 Public Street Design is required as condition of approval of the following development activities:

A. Creation of any new dwelling units, except for accessory dwelling units.
B. Creation of any new non-residential development.
C. The establishment of new lots with a subdivision, short subdivision, or binding site plan when such lots do not otherwise have access from a public right-of-way.
D. Alteration of, or addition to, a single family residence when the estimated value of the proposed structural improvements exceeds 50-percent of the Skagit County Assessor’s value of the existing structure(s) on the subject property within a 12-month period.
E. Alteration of, or addition to, a commercial, industrial, or multi-family development when the estimated value of the proposed improvements exceeds 50-percent of the Skagit County Assessor’s value of the existing structure(s) on the subject property, within a 12-month period.

Exception: Tenant improvements to existing buildings (no new increase in gross floor area) are exempt from the public right-of-way improvements in this chapter.
Street Improvements

1. Applicability

2. Clarifications

D. Transition to existing improvements. If improvements required by this chapter will connect with improvements in the same ROW that do not conform to this chapter, the following applies:

1. If the improvements will connect with existing improvements of a greater dimension, the improvement must be built at the greater dimension unless the public works director determines that the dimensions of the existing improvement will be decreased in the future.

2. If the improvements will connect with existing improvements of a lesser dimension, the following applies, as determined by the public works director:

   a. If the dimensions of the existing improvements will not be increased in the future, the new improvement must be permanently flared or tapered to match the existing improvements.

   b. If the dimensions of the existing improvements will be increased in the future, the required improvements must be installed in the full length of the right-of-way abutting the subject property with temporary flaring or tapering on the existing improvements.
Street Improvements

1. Applicability
2. Clarifications
3. Modifications, deferments, waivers, sidewalk construction-in-lieu program

D. Deferment.
   1. A deferment to the installation of required improvements may be granted for any of the following reasons:
      a. The required improvement is part of a larger project that has been scheduled for implementation and is fully funded in the City’s six-year Capital Facilities Plan.
      b. Construction or alteration of a single-family dwelling unit on an existing lot greater than one acre (net) in size where there are no frontage improvements meeting city standards within 200-feet of the lot, or identified through approved plats, and potential exists for future development of the lot.
      c. Other unusual circumstances preclude the construction of the improvements as required.
   2. If the applicant meets the above criteria in Section 19.51.060(D)(1) for deferment, the applicant is only obligated to install, at a future date, improvements subject to AMC 19.51.040.
   3. If the city approves a deferment, the applicant must sign a concomitant agreement to run with the property, in a form acceptable to the city attorney, specifying that the applicant must install or reimburse the city for construction of the deferred improvements as directed by the public works director. The applicant must record this agreement with the Skagit County Auditor’s Office.
   4. The applicant must grade the subject portion of the right-of-way as though the public improvement were to be immediately installed and stabilize the graded area in a manner approved by the public works director. The applicant may be relieved of this requirement if the public works director determines that unusual circumstances preclude the grading.

E. Waiver.
   A waiver to the requirement to install all or a portion of the required improvements may be granted for any of the following reasons:
   1. The installation of the improvements will cause a safety hazard or an environmental impact that cannot be mitigated; or
   2. The current level and extent of the improvements in the ROW adjacent to the subject property are not likely to be changed in the future.
Street Design

• Decide on what’s in the zoning code vs detailed engineering standards
Street Design

- Standards for new streets
- Note that the modifications provisions noted above
- Some cities include optional X-section standards for residential streets
Private Driveways & Access

- Driveway location
- Driveway width
- Driveway spacing
- Lots with alleys

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Minimum Width</th>
<th>Maximum Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Lot width = 50-feet or greater</td>
<td>10-feet</td>
<td>20-feet</td>
</tr>
<tr>
<td>Lot width &lt; 50-feet</td>
<td>10-feet</td>
<td>12-feet or 20-feet if shared with adjacent lot</td>
</tr>
<tr>
<td>Commercial and Industrial</td>
<td>20-feet</td>
<td>30-feet</td>
</tr>
</tbody>
</table>
Residential Shared Driveways
Draft Proposal

AMC 19.53.040 & and 19.54.040(C): Shared driveways may be allowed for single-family, duplex, or triplex developments (or any combination thereof) when the City determines a public street is not necessary and sufficient emergency vehicle access is provided (per guidance from the Anacortes Fire Department). Shared driveways may provide access for a maximum of six dwelling units in any combination of single-family, duplex, and triplex buildings.

Table 19.53.040(B)

Residential shared driveway standards.

<table>
<thead>
<tr>
<th>Max. # units</th>
<th>Max. length</th>
<th>Min. Paved width</th>
<th>Min. Easement width</th>
<th>Turnaround?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 3</td>
<td>150’</td>
<td>16’</td>
<td>20’</td>
<td>No</td>
</tr>
<tr>
<td>Up to 6</td>
<td>150’</td>
<td>20’</td>
<td>20’</td>
<td>No</td>
</tr>
<tr>
<td>Up to 6</td>
<td>&gt;150’</td>
<td>20’</td>
<td>20’</td>
<td>Yes – approved turnaround</td>
</tr>
</tbody>
</table>

Shared driveways can serve up to 6 lots. Beyond that, lots must be served by a public street, including:

- 7-9: “Lane standard” – public road with approved turnaround
- 10+: Low volume residential public road
Residential Shared Driveways

Shared driveway (20’ wide easement)

Street

150’
Shared driveway (20' wide easement)
Lot Design

Adding provisions allowing

• Zero lot line
• Pedestrian-only entry lots
• Alley access lots
Zero lot line.

This is a configuration where the house and/or garage is built up to one of the side property lines, providing the opportunity for more usable side setback space. Examples are below.

Example of side yard on a zero lot line configuration (adjacent home to the right doesn’t contain transparent windows on the side wall)

The lots in the left image (from Bellingham) date back to early 1900s and include zero lot line configurations where the side yard successfully functions as the residents private and usable open space.
Pedestrian-only entry lots.

This includes configurations where one or more lots are clustered around a pedestrian easement and/or common open space and do not front on a street. Most cottage housing developments are an example of this. Parking may be accessed off an alley or shared driveway in a manner similar to examples illustrated below.
Alley access lots.

This includes configurations where lots front onto an alley and are not adjacent to public street.
Block Frontage Bench Dips
Block Frontage Standards

1. What are they?
2. Why would we need them?
Block Frontage Standards

- Identify where storefronts are required
- Identify where landscaped frontages are required
- Identify where storefronts are optional
- Identify any blocks with special frontage design
Where are They Most Useful?

1. Reinforcing / strengthening form of an existing downtown or neighborhood center
2. Transforming auto-oriented centers or strips into a more pedestrian-oriented form
3. Guiding “new” town or neighborhood center development consistent with community vision
Why?

• **It recognizes not all streets are the same.**
  For example, Commercial Avenue in the Downtown core obviously warrants a different treatment than side streets off of South Commercial Avenue.

• **Standards can be tailored for desired building/streetscape form.**
  Requirements for sidewalk widths, landscaping types, transparency, parking location, and other design issues can be adjusted to help shape the built environment.

• **The approach is adaptable to changing conditions.**
  If the context or community objectives change, the block frontage designation can also change.

• **The approach has been successful elsewhere.**
  Numerous Washington cities have employed this approach for years - and it’s helped them achieve community design objectives.
## Where Has it Been Used

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Kirkland</td>
</tr>
<tr>
<td>2.</td>
<td>Carnation</td>
</tr>
<tr>
<td>3.</td>
<td>Sumner</td>
</tr>
<tr>
<td>4.</td>
<td>Bonney Lake</td>
</tr>
<tr>
<td>5.</td>
<td>Sammamish</td>
</tr>
<tr>
<td>6.</td>
<td>Woodinville</td>
</tr>
<tr>
<td>7.</td>
<td>Ellensburg</td>
</tr>
<tr>
<td>8.</td>
<td>Chelan</td>
</tr>
<tr>
<td>9.</td>
<td>Anacortes</td>
</tr>
<tr>
<td>10.</td>
<td>Mountlake Terrace</td>
</tr>
<tr>
<td>11.</td>
<td>Everett</td>
</tr>
<tr>
<td>12.</td>
<td>Snoqualmie</td>
</tr>
<tr>
<td>13.</td>
<td>Duvall</td>
</tr>
<tr>
<td>14.</td>
<td>Tumwater</td>
</tr>
<tr>
<td>15.</td>
<td>Tacoma</td>
</tr>
<tr>
<td>16.</td>
<td>Eatonville</td>
</tr>
<tr>
<td>17.</td>
<td>Renton</td>
</tr>
<tr>
<td>18.</td>
<td>Newcastle</td>
</tr>
<tr>
<td>20.</td>
<td>Normandy Park</td>
</tr>
<tr>
<td>21.</td>
<td>Des Moines</td>
</tr>
<tr>
<td>22.</td>
<td>Freeland</td>
</tr>
<tr>
<td>23.</td>
<td>Pierce County</td>
</tr>
<tr>
<td>24.</td>
<td>Woodland</td>
</tr>
<tr>
<td>25.</td>
<td>Mercer Island</td>
</tr>
<tr>
<td>26.</td>
<td>Blaine</td>
</tr>
<tr>
<td>27.</td>
<td>Seattle</td>
</tr>
<tr>
<td>28.</td>
<td>Olympia</td>
</tr>
<tr>
<td>29.</td>
<td>Boise, ID</td>
</tr>
<tr>
<td>30.</td>
<td>Bozeman, MT</td>
</tr>
</tbody>
</table>
Mountlake Terrace Town Center
Storefronts
Landscaped
Mixed

OR
High Visibility Street Corners

Examples
Anacortes

Downtown
Anacortes

South Commercial Ave
Anacortes

Central Waterfront
City of Chelan
Downtown Master Plan

Regulating Map

Street Types
- Storefront Street
- Storefront Street: Pedestrian/Retail (Pedestrian-oriented retail required on ground floor)
- Secondary Street
- Landscape Street

Land Use Districts (and height limits)
- # Downtown Mixed-Use
- # Tourist Mixed-Use
- Downtown Mixed Residential (2-3 story max building height)
- Downtown Single Family (2-story max building height)
- Public

* One additional story is allowed provided the facade incorporates an upper level building setback along the street
Site Design Sit-Ups
Site Planning

1. Relationships to adjacent properties
2. Residential open space
3. Commercial open space
4. Landscaping
Relationship to adjacent properties

Most important in areas with zero or minimal side yard setbacks
Residential Open Space

The upper left example includes a combination of open lawn area for informal recreation plus pathways and decorative landscape areas to enhance the setting for residents. The upper right courtyard includes pathways, seating areas, landscaped beds, and decorative lighting to provide a visual and physical amenity for residents.

The left image above includes a covered gathering space with outdoor grills adjacent to a landscaped commons with a central pathway. The right image includes a pond/wetland type area with boardwalk and seating areas.
Residential Open Space – Min. Area

- A critical element to livability – and also marketability
- MAKERS’ approach: Minimum square footage based on number and size of units

<table>
<thead>
<tr>
<th>Recreation Space</th>
<th>Tukwila South Proposed</th>
<th>Current Code: MDR/HDR</th>
<th>Current Code: TUC</th>
<th>Newcastle Commons</th>
<th>Greenbridge King County</th>
<th>Discovery Heights Issaquah Highlands¹</th>
<th>City of Anacortes</th>
<th>City of Shoreline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>100 SF per unit</td>
<td>400 SF per unit</td>
<td>200 SF per unit</td>
<td>50 SF per unit</td>
<td>90 SF per unit</td>
<td>48 SF per unit</td>
<td>100 SF per unit</td>
<td>100 SF per unit</td>
</tr>
<tr>
<td>1-BR</td>
<td>100 SF per unit</td>
<td>400 SF per unit</td>
<td>200 SF per unit</td>
<td>65 SF per unit</td>
<td>90 SF per unit</td>
<td>48 SF per unit</td>
<td>100 SF per unit</td>
<td>100 SF per unit</td>
</tr>
<tr>
<td>2-BR</td>
<td>150 SF per unit</td>
<td>400 SF per unit</td>
<td>200 SF per unit</td>
<td>80 SF per unit</td>
<td>170 SF per unit</td>
<td>48 SF per unit</td>
<td>150 SF per unit</td>
<td>130 SF per unit</td>
</tr>
<tr>
<td>3-BR+</td>
<td>200 SF per unit</td>
<td>400 SF per unit</td>
<td>200 SF per unit</td>
<td>80 SF per unit</td>
<td>170 SF per unit</td>
<td>48 SF per unit</td>
<td>150 SF per unit</td>
<td>170 SF per unit</td>
</tr>
</tbody>
</table>

¹ Issaquah Zoning code allows for recreation space to be provided as Individual Private Community Space such as patios, balconies or decks or Common Private Community Space which is easily accessible to all residents of the complex.
Residential Open Space - Proportion

- Allow multiple types of space to meet the development’s cumulative requirements – up to a point. Diversity is desirable.
- Provide design standards for each option to ensure usability.

<table>
<thead>
<tr>
<th>Recreation space type</th>
<th>Maximum allowable percentage of required useable recreation space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared outdoor open space</td>
<td>100%</td>
</tr>
<tr>
<td>Ground level individual open space</td>
<td>100% (for adjacent units only)</td>
</tr>
<tr>
<td>Balconies</td>
<td>50%</td>
</tr>
<tr>
<td>Common indoor recreation areas</td>
<td>20%</td>
</tr>
</tbody>
</table>
Residential Open Space - Examples

Indoor rec rooms

Shared outdoor space

Roof decks

Individual outdoor space

Balconies
C. Usable commercial open space. New developments with non-residential uses with more than 10,000-square-feet of gross floor area in the C, CBD, and MMU zones must provide open space equal to at least two-percent of the development site. The open space may be in the form of pedestrian-oriented open space per subsection (D) below, garden, play area and/or other open space feature that serves both as a visual amenity and a place for human activity. Portions of sidewalks that are wider than 12-feet and which meet the standards of pedestrian-oriented open space may be counted toward this requirement.

DEPARTURE: Open space area may be reduced to one-percent of the development site if the director finds the project includes exceptional design features and elements that meet the purpose of the standards. This includes open spaces that feature a combination of design (site materials, amenities, and configuration) and location/context that clearly exceed typical plaza designs found in the region.

Figure 19.62.040(C)
Example of site development integrating usable commercial open space.
Commercial Open Space

- Can be strategically limited to certain zones or large sites
- Provide a sense of respite and community gathering space
- Provide standards for usability
Landscaping

A

Trees at 1 per 150-300sf of landscaped area (depending on size) and arranged in a manner to obstruct views into the property

Groundcover

Shrubs at 1 per 20sf of landscaped area

At least 50% of trees must be evergreen

B

Trees at 1 per 150-300sf of landscaped area (depending on size)

At least 50% of trees must be deciduous

At least 30% of trees must be evergreen

Shrubs at 1 per 20sf of landscaped area

C

Trees at 1 per 150-300sf of landscaped area (depending on size)

At least 70% of trees must be deciduous

Shrubs at 1 per 20sf of landscaped area

Maintain trees and shrubs to maximize pedestrian visibility (generally open between 3 and 8 feet above grade)

Groundcover
Landscaping Types

• Just three types can cover a range of screening requirements
• Type A – dense screen for unwanted views
• Type B – filtered screen for visual separation
• Type C - see-through screen for parking lots and building elevations
### Buffer Matrix

- Refer to the types here – and throughout code for other functions.

<table>
<thead>
<tr>
<th>Developing Use</th>
<th>Street</th>
<th>Existing Uses and Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Multifamily</strong></td>
<td>See block frontage standards</td>
<td>R-1 &amp; R-2 zones: Fence, plus BC-5'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R-3 &amp; R-4 zones or Multi-family use: Fence, ABC-5', or path</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C, CBD, MMU &amp; CM zones: Fence, BC-5', or path</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HM, MS, CM2, I &amp; LM zones: Fence plus ABC-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park &amp; trails: Fence or ABCD-10'</td>
</tr>
<tr>
<td><strong>Low intensity non-residential use</strong></td>
<td>See block frontage standards</td>
<td>R-1 &amp; R-2 zones: Fence, plus ABC-5'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R-3 &amp; R-4 zones or Multi-family use: Fence or AB-5'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C, CBD, MMU &amp; CM zones: Site site planning standards in chapter 19.62</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HM, MS, CM2, I &amp; LM zones: See trail frontage standards</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park &amp; trails: See trail frontage standards</td>
</tr>
<tr>
<td><strong>Moderate intensity non-residential use</strong></td>
<td>See block frontage standards</td>
<td>R-1 &amp; R-2 zones: Fence, plus ABC-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R-3 &amp; R-4 zones or Multi-family use: Fence plus ABC-5'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C, CBD, MMU &amp; CM zones: Site site planning standards in chapter 19.62</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HM, MS, CM2, I &amp; LM zones: See trail frontage standards</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park &amp; trails: See trail frontage standards</td>
</tr>
<tr>
<td><strong>High intensity non-residential use</strong></td>
<td>See block frontage standards</td>
<td>R-1 &amp; R-2 zones: Fence, plus ABC-15'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R-3 &amp; R-4 zones or Multi-family use: Fence plus ABC-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C, CBD, MMU &amp; CM zones: Site site planning standards in chapter 19.62</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HM, MS, CM2, I &amp; LM zones: See trail frontage standards</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park &amp; trails: See trail frontage standards</td>
</tr>
<tr>
<td><strong>Outdoor storage</strong></td>
<td>See block frontage standards, plus A-10'</td>
<td>R-1 &amp; R-2 zones: Fence, plus ABC-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R-3 &amp; R-4 zones or Multi-family use: Fence plus ABC-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C, CBD, MMU &amp; CM zones: Fence or A-5' or B-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HM, MS, CM2, I &amp; LM zones: Fence plus ABC-5' or A-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park &amp; trails: Fence plus ABC-5' or A-10'</td>
</tr>
<tr>
<td><strong>Heavy industry</strong></td>
<td>See block frontage standards</td>
<td>R-1 &amp; R-2 zones: Fence, plus ABC-20'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R-3 &amp; R-4 zones or Multi-family use: Fence plus ABC-20'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C, CBD, MMU &amp; CM zones: Fence plus ABC-5' or A-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HM, MS, CM2, I &amp; LM zones: Fence plus ABC-5' or A-10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park &amp; trails: Fence plus ABC-10' or AB-20'</td>
</tr>
</tbody>
</table>
Other Site Planning Elements

- Internal pedestrian access and design
- Vehicular circulation and parking
- Service areas and mechanical equipment

**Figure 19.62.050(D)(5)**
Example of a successful pedestrian sidewalk between parking lot and storefront.

**Figure 19.62.070(B)**
Service element location

Locate service elements to reduce impacts on the residential and pedestrian environment, and provide appropriate enclosure.
Building Design Stair Climb
Building Design

1. Façade articulation & massing
2. Building details
3. Exterior materials
4. Blank walls
Figure 20.131.040.C
Residential façade articulation examples.

Below examples use a combination of vertical building modulation, window patterns, material changes, and roofline modulation.
Façade Articulation – Commercial

• Most important for storefronts and mixed-use developments

• Typically a 30’ interval, based on historic storefront size and column spacing
Maximum Façade Width

• Critical for retaining a sense of human scale
• Typically suggest a maximum width of 100-120’
• Major feature required to break up façade – not necessarily a courtyard as shown here
Really Bad
New examples being used for South Tukwila

The central portion of the left building (Image A) employs substantial horizontal and vertical modulation (from adjacent building elevation segments), a different mix of façade materials, distinctive rooflines and different window fenestration techniques to effectively break up the building massing. Image B building employs distinct facades to lend the appearance that it’s several different buildings.

Image C and D buildings feature a combination of modest vertical modulation, roofline modulation, and window fenestration techniques, but lack the more effective techniques to visually break up its expansive and repetitious façade length.
Building Details: Doors, Windows, Etc.

Figure 19.63.040(B)(1)
Examples of decorative or specially designed windows and entries.


Figure 19.63.040(C)
Acceptable and unacceptable window design examples.

Recessed and/or trimmed windows.

This window lacks any other detail that adds visual interest.
Building Details

Toolbox approach

B. Façade details - non-residential and mixed-use buildings. All commercial and mixed-use buildings must be enhanced with appropriate details. All new buildings and additions and buildings associated with Level II and III Improvements (see section 20.128.020) must employ at least one detail element from each of the three categories below for each façade facing a street or public space for each façade articulation interval (see section 20.131.040). For example, a building with 120 feet of street frontage with a façade articulated at 40-foot intervals will need to meet the standards for each of the three façade segments below.

1. Window and/or entry treatment, such as:
   a. Display windows divided into a grid of multiple panes.
   b. Transom windows.
   c. Roll-up windows/doors.
   d. Other distinctive window treatment that meets the purpose of the standards.
   e. Recessed entry.
   f. Decorative door.
   g. Other decorative or specially designed entry treatment that meets the intent of the standards.
Decorative Windows & Entries

Figure 20.131.050.B.1
Examples of decorative or specially designed windows and entries.

Figure 20.131.050.B.2

Examples of attached elements that enhance the visual intrigue of the building.

Building Elements & Façade Details

Examples of elements attached to facades that enhance the visual intrigue of the building. A = retractable awning. B = custom hanging bike rack and repair station integrated as a storefront design element. C = decorative façade/sign lighting D and E = custom decorative canopy. F decorative tower.
### Building Materials & Other Facade Elements

#### Figure 20.131.050.B.3
Examples of decorative surface materials.

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>decorative brick/design</td>
</tr>
<tr>
<td>B</td>
<td>decorative tile-work and column pattern</td>
</tr>
<tr>
<td>C</td>
<td>decorative medallion</td>
</tr>
<tr>
<td>D</td>
<td>decorative mosaic tile work</td>
</tr>
<tr>
<td>E</td>
<td>decorative bulkhead</td>
</tr>
<tr>
<td>F</td>
<td>Decorative materials and design</td>
</tr>
</tbody>
</table>

---

D = decorative mosaic tile work. E = decorative bulkhead. F = Decorative materials and design.
Window Design

Figure 20.131.050.C
Acceptable and unacceptable window design examples.

Recessed and/or trimmed windows.

The window in the left image lacks any other detail that adds visual interest.
Building Material Standards

• The most commonly used exterior materials typically warrant some conditions for their use
  o Concrete block
  o EIFS
  o Metal siding
  o Hardi-panels/planks

• Can regulate in different ways – focus on the ground floor and public-facing elevations
C. Special conditions and limitations for the use of certain cladding materials.

1. Concrete block (a.k.a. CMU) may be used as a cladding material if it is incorporated with other permitted materials and/or incorporates a combination of textures and/or colors to add visual interest. For example, combining split or rock-façade units with smooth blocks can create distinctive patterns. The figures below illustrate acceptable concrete block use/designs.

**Figure 20.131.060.C.1**
Acceptable concrete block use/design.

CMU is the primary cladding for the corner element above, but secondary to brick on the main façades. The corner element uses a combination of decorative split faced CMU closer to the sidewalk and smooth-faced CMU that is colored to look more like traditional white terra cotta tiles.

The above façade illustrates an acceptable alternative example, as CMU is used as the primary cladding material. Note the use of split-façade CMU's above each of the awnings and coupled with the use of smooth-façade CMU's on the vertical columns (which employ black accent tiles for added interest).
2. Metal siding may be used as a secondary cladding material if it is incorporated with other permitted materials and complies with the following standards:
   a. It must feature visible corner molding and trim and does not extend to the ground level of non-residential and mixed-use buildings and no lower than two feet above grade for residential buildings. Masonry, concrete, or other durable material must be incorporated between the metal siding and the ground plane.
   b. Metal siding must be factory finished, with a matte, non-reflective surface.
   ☺ Departures will be considered provided the material’s integration and overall façade composition meets the intent of the standards.

Figure 20.131.060.C.2
Acceptable metal siding examples.

The use of metal siding in each example above is secondary to masonry. The left and right images are more contemporary in character, whereas the middle image is more rustic and industrial, with more refined windows.
3. Standards for the use of Exterior Insulation and Finish System (EIFS). Such material/finishes may be used as a decorative accent cladding material if it is incorporated with other permitted materials and it complies with the following:

a. EIFS is limited to no more than 20 percent of the total façade area and may not be the primary cladding material.

b. EIFS must feature a smooth or sand finish only.

c. EIFS must be trimmed in wood, masonry, or other material and must be sheltered from weather by roof overhangs or other methods.

d. EIFS must not be used on the ground floor when facing a street, internal access road or pathway. Concrete, masonry, or other durable material must be used for ground level wall surfaces to provide a durable surface where damage is most likely.

Figure 20.131.060.C.3
Acceptable and unacceptable EIFS examples.

Note the use of brick and decorative concrete block on the ground level and EIFS on the second floor of the left image. The window treatments visible on the second floor add depth and interest to the façade. The right image employs EIFS between the window and sidewalk - this design is prohibited.
Building Materials: EIFS
Building Materials:

EIFS
Blank Walls

Figure 20.131.070.B
Blank wall definition.
## Blank Walls

- Treatment is key for enhancing the pedestrian realm
- Reduce graffiti targets

<table>
<thead>
<tr>
<th>Figure 3.5.B Blank wall treatment examples.</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.jpg" alt="Image A" /></td>
</tr>
<tr>
<td><img src="image3.jpg" alt="Image C" /></td>
</tr>
</tbody>
</table>

Image A uses an artistic mural and Image B uses a landscape planting bed. Image C includes a landscape planting bed with shrubs too low to meet the screening requirement. Image D includes simple detailing (color changes) and a landscape planting bed which are ineffective in screening or treating the blank wall.
Corporate Architecture

Some communities prohibit it in case of change of use
Corporate architects will conform to your local standards if they are in place!
Parking Push-Ups
Why Are We Concerned About Parking?

Parking effects everything we plan for:

• Transportation systems
• Housing market
• Economic development
• Environment
• Urban design and character
• Building form and site layout
Aesthetics, Cost, Pollution, Safety, Etc.
Planning Grant Options

• For transit-oriented zoning updates, minimum must be no more than 0.5 parking spaces per bedroom in multifamily zones
• No parking may be required for ADUs

New RCW 36.70A.620 for housing within ¼ mile of good transit (with exceptions):

• Very and extremely low-income housing: Minimums limited to 1 space per bedroom or 0.75 spaces per unit
• Disabled and senior housing: No minimums allowed for residents, but allowed for visitors and staff
Is Parking A “Necessary Evil”? 
Yes, But It’s A Balance

PICK 2

FREE

CLOSE

AVAILABLE
What Planners Can and Can’t Control

**Influences on Travel**
- Land use mix and distribution
- Demographics (age, income)
- Jobs that require driving
- Private parking rates
- Transit availability and quality
- Bicycle network safety
- Fuel prices
- Weather

**Shaping the Impacts of Parking**
- Parking availability and quantity
- Allowing alternative amounts and uses of parking
- Parking lot location and entries
- Parking lot/structure design
- Employer/developer incentives
- On-street parking prices
- Local environmental regulations
Typical (Outdated) Parking Codes

- Detailed requirements for a litany of land uses
- Assume everyone and their dog is driving
- Little or no flexibility for unique situations or community context
- Minimal or no requirements for landscaping and screening
- Silent on relationship to buildings, streets, and pedestrian circulation
Not Everyone Drives

• Young
• Old
• People with disabilities
• Low-income
• Suspended license
• Environmentalists
Driverless Cars Are Still Cars

They’re not coming to save us
Town Center vs. Suburban Contexts
Parking Demand

Same distance – but sometimes, a different willingness to walk

370 feet

1 block
Parking Demand

Same distance – but sometimes, a different willingness to walk
Development Feasibility Example

2.6 acre town center block

Proposal for 4-floor, 25,000 SF footprint mixed-use building
Development Feasibility Example

Program
• Ground floor – 6,250 SF restaurant and 18,750 SF retail (25% and 75%)
• 3 floors residential - 85 units averaging 1.5 bedrooms = 128 bedrooms (700 SF per unit @ 80% efficiency)

Parking code
• 1.5 spaces per bedroom (!) = 191 spaces
• Restaurant, 10 spaces per 1,000 GFA = 63 spaces
• Retail, 2.85-4 spaces per 1,000 GFA = 59 spaces

Minimum required spaces = 313
Development Feasibility Example

Parking Area: 400sf x 313 spaces = 125,200sf (2.9 acres)

Unbuildable without expensive structured parking – if it is even feasible with geotechnical conditions, height limits, and market economics.
Various Approaches

...To aligning your parking policies with community goals and desires, market realities, and fostering sustainability

<table>
<thead>
<tr>
<th>Levels of Parking Policy Complexity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>Require plentiful parking for everything and everywhere</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>Adjust parking minimums for key locations and land uses based on actual use (or remove and let the market decide, where appropriate)</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>Create parking maximums, alternative compliance options and incentives, and parking lot/structure design standards</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>Coordinate parking policy with multi-modal transportation investments to reduce the need for driving and parking</td>
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</table>
Today’s Focus

Incremental opportunities to right-size the quantity and quality of parking

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How Did Parking Numbers Come To Be?
How Did Parking Numbers Come To Be?

• No one really knows

• It’s not clear there is a scientific basis for most community’s parking codes

• Many cities rely on the requirements of other cities, which may repeat mistakes without proper context

• The ITE Parking Generation handbook provides decent occupancy survey data, but the sample sizes are small, seem to involve free parking, and do not account for transit service

http://shoup.bol.ucla.edu/Trouble.pdf
Effects of Parking Supply

• Oversupply leads to induced demand: Increased automobile ownership, vehicle miles traveled, and congestion.

• Parking is expensive to build. Construction of parking in multi-family projects costs between $20,000 - $40,000 per stall (10-20% of construction cost), which has an impact on rent charged to tenants.

• On average, multi-family buildings in King County supply 40% more parking than is utilized.

• Too little parking can have negative impacts on marketability of multi-family housing projects, and on-street parking spillover impacts when on-street parking is not sufficiently managed and priced.
Right Size Parking

• King County research project and development tool with broader use for general trends
• Ongoing research based on 200+ multifamily properties throughout King County
Right Size Parking – Online Map + Calculator

https://rightsizeparking.org/
Multifamily Parking Ratio Considerations

- Parking is an equity issue when it affects housing cost and the environment
- Rental households are 6 times more likely to have no cars than owner households
- If rental households do have cars, 1 is most common
- If owner households have cars, 2 is most common

**Vehicle Ownership by Tenure of Unit Washington State**

Census Table B25044, 2017
Multifamily Parking Ratio Considerations

The same trends are true even in rural areas

Census Table B25044, 2017
Don’t Forget Commercial - #BlackFridayParking

If the lot is not full all day on Black Friday, it may be oversized.
Towns Removing/Overhauling Parking Minimums

You’re not alone – many resources and peer cities are available!

Incremental Steps for Right-Sizing Quantity

• Reducing and removing parking minimums requires political support and public education

• Incremental options (pilot programs):
  • Location: Start in business districts and areas served by good transit
  • Rate: And/or offer a percent reduction less than 100%

• Guest parking ratios can help justify major residential reductions in areas concerned about street parking

• Parking maximums for large in-town uses (retail, multifamily, office, institutional, etc.) can be supported by a parking survey
Case Study: Anacortes, WA
Development Regulations Update
Anacortes Parking Study

• In 2015 Transportation Solutions, Inc. conducted a parking study as part of the Comprehensive Plan update.

• Scope: Downtown and waterfront

• Purpose: Help the community understand the relationship between parking and land use, identify parking strategies, and find potential changes to land use policy.
Anacortes Parking Study - Key Findings

• Anacortes’ parking requirements were generally higher than actual need.

• For residential development, the number of parking spaces required is roughly 20% more than the peak demand.

• Restaurant parking requirements exceed actual parking needs by 250%.

The study compared Anacortes’ parking requirements to nationally-observed standards maintained by the Institute for Transportation Engineers (ITE).
Anacortes Parking Study – On-Street Findings

• Downtown has 2,114 parking stalls, about 55% of which are on-street
• During peak summer weekday times, about 50% of all Downtown parking spaces are occupied
• More than 90% of people visiting Downtown park for two hours or less
Anacortes Parking Study – Recommendations

• Conduct comprehensive review of zoning code and align parking requirements with desired land-use changes
• Reduce parking requirements for retail and commercial uses
• Tailor requirements for specialty land-uses such as high density multifamily
• Distinguish Downtown parking requirements from citywide parking requirements
• Lower minimum parking standards to no more than 15% of forecasted needs
• Establish an in-lieu fee policy to improve or fund public parking lots
# Anacortes Parking Update - MAKERS’ Approach

Lower minimums across the board

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family detached</td>
<td>1 per unit</td>
</tr>
<tr>
<td>Single-family detached, small lot (&lt;5,000 square feet) [NEW]</td>
<td>1.2 per unit</td>
</tr>
<tr>
<td>Single-family attached (townhomes, duplex, triplex) [NEW]</td>
<td>Based on number of bedrooms (multifamily)</td>
</tr>
<tr>
<td>Cottage housing [NEW]</td>
<td>1.2 per unit</td>
</tr>
<tr>
<td>Multifamily, one-bedroom or studio</td>
<td>1.0 1.2 per unit</td>
</tr>
<tr>
<td>Multifamily, two-bedrooms</td>
<td>1.4 1.6 per unit</td>
</tr>
<tr>
<td>Multifamily, three or more bedrooms</td>
<td>1.6 1.8 per unit</td>
</tr>
<tr>
<td>Hotel/motel</td>
<td>1 per guest room</td>
</tr>
<tr>
<td>Office</td>
<td>2.5 4 per 1,000sf NFA</td>
</tr>
<tr>
<td>Personal services</td>
<td>2.5 3 per 1,000sf NFA</td>
</tr>
<tr>
<td>Restaurant</td>
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</tr>
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</tr>
<tr>
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<td>3 4 per 1,000sf NFA</td>
</tr>
<tr>
<td>Light manufacturing or industrial</td>
<td>1.5 per 1,000sf NFA</td>
</tr>
</tbody>
</table>
Anacortes Parking Update - MAKERS’ Approach

Implement maximums for the major/large land uses

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</thead>
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</tr>
<tr>
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<td>8 per 1,000sf NFA</td>
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<tr>
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<td>2 per 1,000sf NFA</td>
</tr>
</tbody>
</table>
Anacortes Parking Update - MAKERS’ Approach

Plus:

• Reduce minimums by 50% in the CBD zone
• No minimum for ground-floor commercial uses in the CBD zone
• Building expansions of less than 50% in non-residential zones are exempt from conforming to the minimum

CBD zone
Provide **Director discretion** for uncommon uses:

- Hospitals
- Passenger terminals
- Most commercial indoor and outdoor recreation
- Vehicle sales/rental
- Marijuana facilities
- Public/civic, religious, resource, and institutional uses

The applicant must supply one of the following:

1. Documentation regarding actual parking demand for the use.
2. Technical studies prepared by a qualified professional relating to the parking need for the proposed use.
3. Documentation of parking requirements for the proposed use from other comparable jurisdictions.
Adjustment Opportunities

Minimums may be reduced in all commercial and multifamily zones if:

1. Reduce up to 50% if supported by a parking study
Adjustment Opportunities – Parking Study

• May be based on scientific data, census data, transit service, academic studies, similar uses in the city or comparable cities, or other sources accepted by the director

• May be required for adjusting minimum and maximum quantitative requirements, determining times of peak parking demand, and determining impacts to on-street parking

• Must be prepared by either a professional engineer with expertise in traffic and parking analyses or an equally qualified individual authorized by the director
Adjustment Opportunities – Carpooling

Minimums may be reduced in all commercial and multifamily zones if:

1. Reduce up to 50% if supported by a parking study

2. For non-residential uses >5,000 GSF, two parking spaces may be replaced by one space reserved for employee carpools, up to a 10% reduction
Adjustment Opportunities – Bike Facilities

Minimums may be reduced in all commercial and multifamily zones if:

1. Reduce up to 50% if supported by a parking study

2. For non-residential uses >5,000 GSF, two parking spaces may be replaced by one space reserved for employee carpools, up to a 10% reduction

3. For non-residential uses >5,000 GSF provide long-term bicycle parking facilities, up to a 5% reduction
Adjustment Opportunities – Bike Facilities

Provide showers, changing rooms, and day-use lockers near secure, long-term bicycle parking (intended to support employee commutes). Separate short- and long-term bike facility design guidelines are provided.
Adjustment Opportunities – Car-Sharing

Minimums may be reduced in all commercial and multifamily zones if:

1. Reduce up to 50% if supported by a parking study
2. For non-residential uses >5,000 GSF, two parking spaces may be replaced by one space reserved for employee carpools, up to a 10% reduction
3. For non-residential uses >5,000 GSF provide long-term bicycle parking facilities, up to a 5% reduction
4. For new residential uses with >20 dwelling units, three parking spaces may be replaced by one space reserved for a car-sharing provider, up to a 15% reduction.
Adjustment Opportunities – Car-Sharing

• Requires long-term agreement between the property owner and a car-sharing provider.

• The agreement must be recorded with the title to the property before a certificate of occupancy is issued.

• **Car-share provider definition:** Membership-based and licensed business that offers use of motor vehicles 24 hours a day and seven days a week to members who reserve vehicles in advance, and that charges members for the time and/or miles.
Adjustment Opportunities – Car-Sharing

• A Transportation Research Board/National Academy of Sciences study (2005) found, on average, each shared car takes about 13 private cars off the road

• The benefits of car-ownership without the downsides

• Popular with more than millennials – 15% of Zipcar members are over 50 years old

• Cars sit unused 90-95% of their lives

• **Downside**: Private operator must be present in your community (not currently in Anacortes)
Adjustment Opportunities – Car-Sharing

Scott’s own research: Save about $8,000/year

The Northwest Urbanist

The Benefits of Living Car-Free

Posted on January 15, 2018

Yes, you can take a Zipcar camping! (Photo by the author)

### 2016 Trips

<table>
<thead>
<tr>
<th>Date</th>
<th>Destination</th>
<th>Purpose</th>
<th>Car</th>
<th>Miles Driven</th>
<th>Total Cost</th>
<th>Split?</th>
<th>Individual Cost</th>
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</thead>
<tbody>
<tr>
<td>February</td>
<td>San Juan Islands</td>
<td>Recreation</td>
<td>Ford Escape</td>
<td>11,737</td>
<td>$1,227</td>
<td>Y</td>
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<td>Renton</td>
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<th>Split?</th>
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</thead>
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<tr>
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<td>Honda Fit</td>
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<td>Snoqualmie Pass</td>
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<td>Subaru Crosstrek</td>
<td>196</td>
<td>$188.77</td>
<td>Y</td>
<td>$94.39</td>
</tr>
<tr>
<td>August</td>
<td>Renton</td>
<td>Recreation</td>
<td>Volkswagen Golf</td>
<td>57</td>
<td>$20.85</td>
<td>N</td>
<td>$10.43</td>
</tr>
<tr>
<td>August</td>
<td>Aukland</td>
<td>Recreation</td>
<td>Volkswagen Golf</td>
<td>56</td>
<td>$26.24</td>
<td>N</td>
<td>$13.12</td>
</tr>
<tr>
<td>August</td>
<td>Renton</td>
<td>Shopping</td>
<td>Honda Odyssey</td>
<td>52</td>
<td>$32.85</td>
<td>N</td>
<td>$16.42</td>
</tr>
<tr>
<td>September</td>
<td>Olympic Peninsula</td>
<td>Camping</td>
<td>Subaru Crosstrek</td>
<td>217</td>
<td>$217.92</td>
<td>Y</td>
<td>$108.96</td>
</tr>
<tr>
<td>November</td>
<td>Tukwila</td>
<td>Shopping</td>
<td>Honda Civic</td>
<td>60</td>
<td>$86.00</td>
<td>N</td>
<td>$43.00</td>
</tr>
<tr>
<td>December</td>
<td>Capital Hill</td>
<td>Errand</td>
<td>Mazda 3</td>
<td>12</td>
<td>$39.39</td>
<td>N</td>
<td>$19.69</td>
</tr>
<tr>
<td>2017 Totals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1,931.19</td>
<td></td>
<td>$965.60</td>
</tr>
</tbody>
</table>

### 2016-2017 Averages

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2017</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>3,728</td>
<td>2,975</td>
<td>6,688</td>
</tr>
<tr>
<td>Cost</td>
<td>$3,733.36</td>
<td>$1,960.00</td>
<td>$5,693.36</td>
</tr>
<tr>
<td>Savings</td>
<td>$8,000</td>
<td></td>
<td>$8,000</td>
</tr>
</tbody>
</table>
Fee-In-Lieu

- Placeholder to give the City time for developing a downtown parking plan
- Would allow up to 50% reduction, plus another 50% with a parking study
- Funds required to fund shared public parking facilities
Parking for ADUs

• One parking space is often required – but small lots not designed for extra parking will not be able to comply
• Baby step: Allow on-street parking to count for the required space
• Big step: Remove the requirement
• State House Bill 1923 encourages removal as one option to receive planning grant
Residential Guest Parking

• In our research, about half of parking codes explicitly address guest parking, and half do not.

• Calling out guest parking can help ease a transition to lower base parking requirements, and also address a practical need.

• Consider that different housing types and demographics have different guest needs – overnight visitors, party-goers, nursing care, etc.

• Don’t overdo it and allow flexibility.
Residential Guest Parking – Anacortes

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Guest Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family</td>
<td>1 per 2 units</td>
</tr>
<tr>
<td>Cottage</td>
<td>1 per 4 units</td>
</tr>
<tr>
<td>Duplex or Triplex</td>
<td>1 per 4 units</td>
</tr>
<tr>
<td>Townhouse</td>
<td>1 per 4 units</td>
</tr>
<tr>
<td>Multifamily</td>
<td>• 1 per 8 units</td>
</tr>
<tr>
<td></td>
<td>• 1 per 10 units if the multifamily use parking is provided entirely by structured parking</td>
</tr>
</tbody>
</table>

- CBD zone is exempt
- On-street parking may fulfill the requirement
- Multifamily *1 per 10* provision encourages structured parking, and also acknowledges that structured parking is already expensive as it is
## Residential Guest Parking – Other Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Guest Parking Requirement</th>
</tr>
</thead>
</table>
| Renton | • In two residential zones, 10% of the minimum required spaces must be set aside for guest parking (as opposed to being extra spaces).  
• Other zones in Renton don’t have a specific guest requirements. |
| Shoreline | One extra space per 10 dwelling units. This can be partially or wholly reduced if a traffic study demonstrates on-street parking is adequate. |
| Redmond | One extra space per 5 dwelling units.                                                     |
| Kent   | No specific guest parking requirements.                                                   |
| SeaTac | No specific guest parking requirements.                                                   |
| Bothell | No specific guest parking requirements.                                                   |
Transit-Oriented Parking

- Concept: High-quality transit service reduces need for residents, workers, and shoppers to own cars and get to destinations by car
- High-quality urban environment encourages walking and short trips
- Station areas: The better the transit, the larger the area. Typically 5-10 minute walk or ¼ to ½ mile radius.
- Other cities provide a variety of examples on how to approach parking around transit
Transit-Oriented Parking - Examples

A sampling of the variety of distance and reduction techniques

<table>
<thead>
<tr>
<th>City</th>
<th>TOD Reduction</th>
<th>Resulting Ratio Examples</th>
</tr>
</thead>
</table>
| Bothell  | Reduction opportunity within 600 feet (1/8 mile) of bus stops scheduled to run weekdays 7-9am and 4-6pm  
Majority employee parking: 4% per bus run, up to 40%  
Majority non-employee parking: 2% per bus run, up to 20% | • 1.6 per dwelling unit  
• Office, 0.60 per 300sf  
• Retail, 0.80 per 300sf  
• Restaurant, 0.80 per 300sf |
| Shoreline | Flat 25% reduction for all uses within 1/4 mile of a light rail station (two opening by 2024). | • 0.56 per studio and 1 bedroom  
• 1.13 per 2+ bedrooms  
• Office, 0.75 per 500sf  
• Retail, 0.75 per 400sf  
• Restaurant, 0.75 per 75sf |
| SeaTac   | Variable reduction for most uses within 1/4 mile of light rail station (two existing).  
35% - Residential  
40% - Government, business services, manufacturing  
30% - Recreational and cultural, retail and commercial | • 0.65 per studio  
• 0.98 per 1 bedroom  
• 1.3 per 2+ bedrooms  
• Professional office, 0.60 per 300sf  
• Retail, 0.70 per 250sf  
• Restaurant, 0.70 per 150sf |
Case Study: Seattle Frequent Transit Lawsuit

- Neighborhood lawsuit delayed a 57-unit building with no parking in Phinney Ridge over definition of “frequent transit”

- Previous definition: “Transit service headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and transit service headways of 30 minutes or less for at least 18 hours every day.”

- Neighbors argued the Route 5 bus was frequently off-schedule and did not qualify. Hearing Examiner agreed.

- City updated its definition to refer to published scheduled arrival times rather than actual arrival times

Electric Vehicle-Ready Parking

• Reduced parking for electric charging spots doesn’t make sense – fuel type does not change reasons to drive

• Shoreline example: 10% of the minimum required spaces must be ready for electric vehicle infrastructure, if the chargers are not also provided

• In other words, wiring conduit and electrical capacity must be prepared up front to prepare for future installation
Bicycle Parking – Anacortes Example

• Don’t base on proportion of car spaces
• Distinguish between short-term parking and long-term parking – different security vs. convenience considerations
• At a minimum, two short-term and two long-term spaces per development
• Refinements after substantial research from APBP “Bicycle Parking Guidelines” (2010), City of Redmond code (“Bicycle Capital of the Northwest”), Census commute data
• Guidance provided for on-street bike parking managed by property owners
Bicycle Parking – Anacortes Example

More generalized than vehicle parking

<table>
<thead>
<tr>
<th>Use</th>
<th>Short-Term, Minimum</th>
<th>Long-Term, Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multifamily, group living</td>
<td>0.5 per 10 dwelling units, and 2 minimum</td>
<td>5 per 10 dwelling units, and 2 minimum</td>
</tr>
<tr>
<td>Overnight lodging</td>
<td>0.5 per 10 guest rooms, and 2 minimum</td>
<td>0.3 per 10 guest rooms, and 2 minimum</td>
</tr>
<tr>
<td>Place of assembly, civic, indoor recreation, day care</td>
<td>Fixed seats: 3 per 100</td>
<td>Fixed seats: 2 per 100</td>
</tr>
<tr>
<td></td>
<td>No fixed seats: 0.20 per 1,000-square-feet of NLA</td>
<td>No fixed seats: 0.10 per 1,000-square-feet of NLA</td>
</tr>
<tr>
<td></td>
<td>2 minimum</td>
<td>2 minimum</td>
</tr>
<tr>
<td>Retail sales, general service, personal service</td>
<td>0.25 per 1,000-square-feet of NLA, and 2 minimum</td>
<td>0.10 per 1,000-square-feet of NLA, and 2 minimum</td>
</tr>
<tr>
<td>Restaurant/bar</td>
<td>0.5 per 1,000-square-feet of NLA, and 2 minimum</td>
<td>0.10 per 1,000-square-feet of NLA, and 2 minimum</td>
</tr>
<tr>
<td>Office</td>
<td>0.10 per 1,000-square-feet of NLA, and 2 minimum</td>
<td>0.20 per 1,000-square-feet of NLA</td>
</tr>
<tr>
<td>Medical</td>
<td>0.05 per 1,000-square-feet of NLA, and 2 minimum</td>
<td>0.05 per 1,000-square-feet of NLA, and 2 minimum</td>
</tr>
<tr>
<td>Industrial, utilities</td>
<td>0.05 per 1,000-square-feet of NLA, and 2 minimum</td>
<td>0.05 per 1,000-square-feet of NLA, and 2 minimum</td>
</tr>
<tr>
<td>Schools, pre-kindergarten and K-12</td>
<td>0.75 per 10 students of planned capacity, and 2 minimum</td>
<td>1 per 10 employees and 1 per 20 students of planned capacity, and 2 minimum</td>
</tr>
<tr>
<td>Colleges and universities</td>
<td>1 per 10 students of planned capacity, and 2 minimum</td>
<td>1 per 10 employees and 1 per 10 students of planned capacity, and 2 minimum</td>
</tr>
</tbody>
</table>
Other Considerations

• Non-residential building net square feet vs. gross square feet can be a 20-30% difference. Using net square footage is a better link to trip demand and could result in less wasted parking.

• Shared parking. Usually voluntary and not mandatory, and thus rarely implemented. At least basic provisions should be included in code in case the opportunity arises.

• Park-once districts: Allow multiple trips without moving the car, based out of a central public or private parking facility
Other Considerations

• Office workers tend to be the most flexible on commute options, and may respond best to incentives

• Affordable/subsidized housing needs less parking than moderate-high income housing

• Bars/taverns – Port Orchard exempts areas that serve alcohol from parking requirements (discourage drunk driving)
Best Practices in Parking Design
Urban Design Considerations

• Location of parking
• Parking lot landscaping
• Garage design and pedestrian sightlines
Parking Location

• In the highest-priority pedestrian areas, parking in back is often preferred (especially if alleys are available)
• Parking on the side can be acceptable in certain areas, with limits
Parking Lot Landscaping Types

• Interior landscaping – to break up the monotony of parking stalls
• Perimeter landscaping – to screen/buffer parking from the street
Interior Landscaping Standards

Methods and standards vary greatly. MAKERS’ typical recommendations keep it simple:

• Required in lots with 20 or more spaces
• Constitute at least 5% of the parking area and distributed throughout the lot.
• Planting areas must have a minimum average width of 10 feet (measured inside the curb) and must be the same length as the parking stall or column.
• Type C (at right) landscaping must be used in required planting areas.
Perimeter Landscaping Standards

• Because context varies significantly, a variety of treatments can work on parking lot edges
• Where 5-10 feet landscape buffers are infeasible, low walls and raised planters can be an effective alternative
• Consider more flexibility along internal lot lines
Structured Parking Design

Order of preference

1. Hidden/underground
2. Wrapped by active uses (Texas Donut)
3. Exposed with appropriate treatment (in-structure or standalone)
Structured Parking Design – Hidden Examples

Avoid floating setups with buildings on stilts
Structured Parking Design – Texas Donut

Residential or commercial uses fronting parking garages
Structured Parking Design – Texas Donut

Left – Courtyard between garage and building
Right – Exposed parking visible form the alley is acceptable
Structured Parking Design – Design Treatments

• Goal: Integrate lower parking levels with the upper floors, and add visual interest to the façade
• This can be achieved through similar fenestration, articulation interval requirements, screening and grills, etc.
Structured Parking Design – Design Treatments

Avoid a “detached” look
Structured Parking Design – Design Treatments

These examples do not enhance the pedestrian realm
Structured Parking Design – Garage Entries

• Parking garage entries should be well-integrated into the design of the building and must not dominate the streetscape.

• They should be designed and sited to complement, not subordinate, the pedestrian entry.

• Direct visibility between pedestrians and motorists should be provided. Options include setback entries, cropped wall corners, wall openings, or other treatments to enhance safety and visibility.
Structured Parking Design – Freestanding

• The more visible the structure from public streets, the stronger design treatments are warranted

• Landscaped buffer elements such as setbacks and trellis structures are desirable
Resources

- https://medium.com/sidewalk-talk/less-parking-can-mean-more-housing-heres-how-14b9e50fe646
- https://medium.com/sidewalk-talk/less-parking-can-mean-more-housing-heres-how-14b9e50fe646
- https://www.sightline.org/2019/10/02/in-mid-density-zones-portland-has-a-choice-garages-or-low-prices/
- https://urbanland.uli.org/development-business/developers-reduce-parking-via-car-sharing/
Multi-Modal Transportation Investments

Investing in transit is making a difference in Seattle

But what about smaller towns?
Lessons Learned Stretches
Lessons Learned

1. Determine what’s most important - in terms of land uses, community design, and economic development objectives
2. Choose a “workable” regulatory approach – with special attention to the review process and available staffing/expertise
3. Look at a lot of case studies – both in terms of codes and actual communities
4. Involve the full range of stakeholders – help them foster a sense of ownership in the codes
5. Help participants understand the implications of various options
6. Pick your battles – it’s OK to “parking lot” some items
Thank You!