CITY OF SUMNER WASHINGTON

PLANNING COMMISSION MEETING AGENDA
CITY HALL – 1104 MAPLE STREET
AUGUST 4, 2022 6:00 PM

The city is conducting this public meeting using a hybrid model. The public is welcome to attend tonight's meeting in-person at City Hall (Council Chambers), or virtually by using the meeting access link below.

CALL TO ORDER

The public is welcome to attend this meeting in-person at Sumner City Hall Council Chambers 1104 Maple Street, or virtually by using the meeting access link below.

Join Zoom Meeting
https://sumnerwa-gov.zoom.us/j/84922454873
Meeting ID: 849 2245 4873 Or call in by phone: 1 253 215 8782 (Tacoma)

MEMBERS OF THE PUBLIC: PLEASE REMEMBER TO MUTE YOUR DEVICE

ROLL CALL

Andy Elfers, Sharon Fochtman, Mark Isaacs, Kelly Locke, Bill Moody, Barry Walden

APPROVAL OF MINUTES

PUBLIC COMMENT

Members of the community who wish to give public comment are strongly encouraged to join the meeting via the virtual link or by telephone. If you are unable to join the meeting, please submit your public comment in writing via email to annsi@sumnerwa.gov no later than 5:30pm on the day prior to the meeting. Any written comments received will be read into the record.

NEW BUSINESS

1. Zero Lot Line Homes / Unit Lot Subdivisions

OLD BUSINESS

COMMISSION COMMENTS, STAFF COMMENTS

ADJOURNMENT

PLANNING COMMISSION MEETING
DATE: August 4, 2022
AGENDA BILL: 22-2464

SUBJECT: Zero Lot Line Homes / Unit Lot Subdivisions - Code Update Study Session **CATEGORY:** Information Only

BUDGET IMPACT:
Expenditure Required: None Within Budget Allocation: N/A

ATTACHMENTS:
1. LDC Memo - Zero Lot Line Subdivisions 072722
2. Draft Code - Zero Lot Line Subdivisions 072822

STAFF CONTACT: Ann Siegenthaler, Senior Planner

SUMMARY BACKGROUND:

Sumner's 2021 Housing Action Plan (HAP) examined housing needs in Sumner and identified gaps in available housing and affordable housing. The HAP includes strategies and implementation actions for addressing these gaps. The City Council subsequently ranked the HAP strategies/actions into priorities, and adopted their Priorities for Action. City staff is working on implementing the Council's housing priorities, including reducing barriers to Zero Lot Line Subdivisions.

What it is: A zero lot line subdivision is a way to create zero lot line homes, a type of single-family home that shares a common wall with another. Zero lot line homes can take various forms, such as a townhouse, attached cottages or duplex/fourplex. But unlike condominiums, the homeowner has separate ownership of the unit, the ground beneath, and often ownership of a private front and back yard. Zero lot line homes are created by subdividing the land into small "unit lots" about the size of the unit. This special subdivision process creates single-family attached housing units that are sold fee-simple, like a single-family home, making this a more affordable option for home ownership.

What is proposed: Staff, working with consultant LDC Inc., is proposing to streamline the zero lot line subdivision permit process and make them easier to develop. Strategies and concepts being explored include:

- Improve the permit process
- Reduce minimum lot sizes from typical single-family home
- Require privately owned open space
- Update rules for access to allow small private roads

The August 4, 2022 meeting will be a discussion of the proposed approach and draft code provisions.

COUNCIL COMMITTEE/STUDY SESSION: n/a
MEETING/STUDY SESSION DATE:
COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:
Discuss issues and provide comments on the proposed code.

DATE: July 27, 2022

FROM: Matt Covert, AICP - Planner, LDC, Inc.

TO: Ann Siegenthaler, Senior Planner, City of Sumner

CC: Ryan Windish, Community Development Director, City of Sumner
Clay White, Director of Planning, LDC, Inc.

SUBJECT: Code options for removing barriers to creating zero lot line homes in Sumner

Background

LDC, Inc. is assisting the City of Sumner with researching and developing code options for three different housing actions stemming from the Housing Action Plan that was completed in 2021: Expanding where Accessory Dwelling Units (ADUs) can be built, removing barriers to zero lot line homes (referred to in Sumner's municipal code and hereafter as *zero lot line subdivisions*), and raising the short plat subdivision threshold.

For the second topic, improving administration of zero lot line subdivisions, LDC is working with the city to analyze existing code, outline examples of site plans and plat maps, and engage with the Planning Commission and City Council. This memo will help outline potential code changes the city could implement as part of the final phase of the code project – drafting, revising, and adopting new code.

Discussion points

Based on our analysis of Sumner's code, the identified strategies and opportunities from the Housing Action Plan, and best practices observed in other jurisdictions, we are filtering potential code options through discussions with city staff and Planning Commission to outline the following code changes. These changes, if implemented, could improve how zero lot line homes are administered and create more site flexibility for accommodating this important homeownership option on small, difficult sites while remaining sensitive to the issues and priorities of staff as well as the concerns and interests of the public.

<u>Code Recommendations</u>

1. **Establish dimensional standards specific to zero-lot-line subdivisions in code.** These would ideally become a separate section of Sumner Municipal Code's dimensional regulations and subdivision statute.
    a. Eliminate requirement of maximum number of zero lot line structures per block. SMC 18.14.070 allows a maximum of one zero lot line structure per block in both the MDR and HDR zones. Design review can mitigate concerns about the visual impacts of long stretches of similar looking units, and code already contains maximum numbers of units per structure (4 per structure in MDR and 6 in HDR).
    b. Eliminate maximum lot coverage for zero lot line subdivisions. SMC 18.14.070 specifies that zero-lot-line single-family dwellings have a maximum lot coverage of 55 percent in the MDR zone and 65 percent in the HDR zone. While this might suffice for two-family attached dwellings, it presents a barrier to zero-lot-line townhome subdivisions with no side yards on either side. Required private open space and other dimensional elements already determine the footprint of a townhome on the lot.

HQ: 20210 142nd Avenue NE, Woodinville, WA 98072 • Kent: 1851 Central Place South, Suite 101, Kent, WA 98030

i. For smaller-form attached single family, there is an option to retain the lot coverage for three units or fewer attached, while four or more attached units would have no maximum lot coverage.

c. Reduce the minimum lot area for zero lot line single-family dwellings to be as small as the width and depth of the unit plus required private open space. This may need to be integrated into the subdivision ordinance with regard to tracts, easements, and what is allowed to be in and outside of a lot.

d. Minimum private open space - Develop provisions for required private open space for zero lot line subdivision developments. Sumner's design guidelines require a minimum of 200 square feet of private open space attached and accessible from each unit for townhomes (Sumner Design Guidelines, Table 3-2, p. 125).

e. Minimum common open space – Sumner design guidelines require 100 square feet of common open space per dwelling unit for developments with more than 10 units. This requirement should get moved to the municipal code since it is a dimensional issue. Consider adding a waiver for this if the development is within a quarter mile of a public park and adequate pedestrian facilities to that park serve the site. This can allow more of a small infill site to be used for housing units while taking advantage of existing high-quality public recreational spaces that are more likely to be used than a very small green space in a townhome development (as small as 1,100 square feet according to the existing design guidelines). However, since underground stormwater facilities often feature open space on the surface, projects that aren't required to provide any common open space may end up doing so anyway, making this a very low-risk change for the city.

f. Create section in subdivision ordinance for zero lot line subdivision development standards (SMC 17.28). This can include requirements for common ownership of access tracts and common areas.

2. **Access and streets:** Resolve inconsistencies with design standards and engineering standards. Design standards refer to townhouse driveways on private internal streets with the following language:

> *"Where townhouse units are served by private internal streets, developments are encouraged to limit the depth of driveways between the streets and the garage wall to deemphasize vehicular access. Driveway depths of 5-10 feet are appropriate to allow the maneuverability and provide space to include the required landscaping and entry elements for each unit. The shallow width also prohibits residents from parking cars in their driveways. By default, this encourages residents to keep their vehicles in their garage. Additional surface parking spots should be scattered around the development to provide space for guests." (Sumner Design Guidelines, p. 3-12 (p. 127 of PDF))*

However, SMC 17.28.200 specifies that no more than one lot shall be served by a private street. What's more, the city's engineering standards stipulate that private streets "shall serve no more than two lots, with one of the lots having access from a fronting public street." (Development Specifications and Standard Details, p. 6-6 (p. 96 of PDF)). The City should consider creating a standard for access for zero lot line subdivisions that permits private drive aisles and should create or adapt a standard detail and private drive aisle engineering standards that permit them to be used for zero lot line developments. Care should be taken to still allow the city to require public streets if a through-connection is identified in the comprehensive plan or if other factors necessitate it. The engineering standards and municipal code should be revised to reflect that private drive aisles are allowed to access lots in a zero lot line subdivision unless certain conditions are present.

3. Definitions: eliminate "townhome condominium" definition – zero lot line definitions are self-explanatory, and zero lot line/condominiums can take a number of different physical forms.

Draft code has been prepared for planning commission review in partnership with city staff. We look forward to getting feedback, discussing the issues, and moving this through the process.

Sincerely,

LDC, Inc.

Matt Covert, AICP
Senior Planner

LDC, Inc. • Surveying • Engineering • Planning

Service ABOVE the Standard

ATTACHMENT A
Zero Lot Subdivision Code Changes Summary

(Related) Zoning Code Chapter 18.04 Definitions

18.04.0353 Duplex.
"Duplex" means a type of ground-related housing that is a single structure containing only two dwelling units. Single-family dwellings with attached accessory dwelling units are not duplexes.

18.04.0725 Multiplex.
"Multiplex" means a type of ground-related housing consisting of three to four dwelling units within a single structure, such as a triplex and fourplex.

18.04.1010 Townhouse.
"Townhouse" means a type of ground-related housing that is a multistory building containing two or more dwelling units, each of which has primary ground floor access to the outside and which are attached to each other by common walls without openings.

18.04.1122 Zero lot line dwelling.
"Zero lot line dwelling" means a single-unit dwelling (house) that is attached to additional zero lot line dwellings at one or both common side lot lines by means of a common wall. A zero lot line dwelling is attached to no more than one other zero lot line dwelling at any common side lot line. Zero lot line dwellings may be constructed in groups of multiple units as provided in specific zones ~~chapters~~. Each zero lot line dwelling is located entirely on its own lot. A zero lot line dwelling may be in the form of a duplex, multiplex, townhouse or similar attached single-family dwelling.

18.04.1124 Zero lot line structures.
"Zero lot line structures" means a group of zero lot line dwellings connected to one another along common lot lines/walls.

(Related) Subdivision Code Chapter 17.04 Definitions

"**Private drive aisle**" means a road network element that is owned in common by all the property owners within a zero lot line subdivision or zero lot line short subdivision.

"**Private street**" means a street that is not deeded to the city and is used for access to lots which do not border on a public street. This includes, but is not limited to, access easements, pipestems, and panhandles accessing short subdivisions.

"**Subdivision, short**" means the division or redivision of land into four or fewer lots, including zero lot line lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.

Subdivision Code requirements

17.28.050 Required improvements – Full subdivisions.

Minimum improvements within each major plat or binding site plan and along contiguous arterials shall consist of paved streets or private drive aisles in zero lot line subdivisions per the requirements of this title, installed curbs and gutters, sidewalks, monuments, sanitary and storm sewers, street lights, water mains, street trees, street name signs and all appurtenances thereto in accordance with the adopted city transportation and utility comprehensive plans and the Sumner Development Specifications and Standard Details.

17.28.060 Required improvements – Short subdivisions.

Street, water, sewer and storm drainage facilities adjacent to or within a short subdivision shall be in conformance with the adopted city transportation and utility comprehensive plans and the Sumner Development Specifications and Standard Details. Access to zero lot line subdivisions shall consist of private drive aisles meeting the standards at SMC 17.28.205, unless a public street is otherwise required by this title. Easements for utilities recommended by such plans shall be provided to the city, the exact location of such easements to be determined by the city engineer.

17.28.130 Access for short subdivisions.

A. Private access allowed. All short subdivisions and zero lot line short subdivisions shall border on an opened, constructed and maintained public street. All lots within a short subdivision or zero lot line short subdivision shall either border on an opened, constructed and maintained public street, or shall be served by a private street or private drive aisle having direct access to a public street as set forth in this chapter.

B. Public streets required. Dedication of a public street or streets serving the subdivision or zero lot line short subdivision shall be required, and a proposed short subdivision shall be processed as a formal subdivision whenever the city engineer or his or her designee finds that one or more of the following conditions applies:
   1. The general alignment of a proposed private street follows the general alignment of a future arterial recommended by the comprehensive plan.
   2. The general alignment of a proposed private street can be reasonably modified to provide a desirable through connection between two or more existing or planned public streets.
   3. A public street would be necessary to provide adequate access to adjacent property not subject to the proposed short subdivision.
   4. The subdivision is an accumulative short subdivision under SMC 17.12.090.

C. All private streets shall meet the standards as set forth in SMC 17.28.200. All private drive aisles shall meet the standards as set forth in SMC 17.28.205.

D. When any approved public street lying adjacent to the property being short subdivided or zero lot line subdivided has insufficient width or for any other reason does not conform to minimum street standards, sufficient additional right-of-way shall be dedicated to the city and appropriate improvements shall be made by the subdivider to conform the abutting street to such standards in order to provide street and traffic infrastructure to support the development. Such improvements may be delayed if guaranteed to the satisfaction of the city engineer or his or her designee. Any such guarantee shall be recorded with the plat and shall be binding upon the property owner and the owner's heirs, successors and assigns. In deciding whether any delays should be allowed, the city engineer or his or her designee shall consider the present and future need for such improvement, the improved or unimproved nature of adjacent right-of-way, and whether or not street grades have been established.

17.28.205 Private drive aisles. (new section)

A. Access to individual dwelling units within a zero lot line subdivision or zero lot line short subdivision may be provided by a private street or private drive aisle, except that a public street shall be required whenever the city engineer or his or her designee finds that any of the conditions listed in SMC 17.28.130(B) Access for Short Subdivisions apply.

B. Private drive aisles shall meet the following minimum standards:
   1. Where private drive aisle takes access from another private drive aisle with no direct connection to a public street:
      a. Provide a minimum 15-foot-wide travel surface; provided the fire marshal approves an alternate access for fire/emergency vehicles;
      b. Provide a minimum 5-foot-wide pedestrian walkway unless the drive aisle provides access to the rear of the units and pedestrian access to the units is provided on another street or private drive aisle.
   2. Where private drive aisle directly connects to a public street:
      a. Provide a minimum 20-foot-wide travel surface;
      b. Provide two five-foot-wide sidewalks for a total 30-foot drive aisle width.
   3. Private drive aisles may include designated parking lanes, where adequate travel surface is provided.
   4. Surfacing:
      a. Private drive aisles must be paved with asphalt or concrete;
      b. Private drive aisles must comply with the adopted alley cross-section in the City of Sumner Development Specifications and Standard Details, specifically Detail R6-2.1 and R6-2.2, or as hereinafter amended.

C. Private drive aisles serving a zero lot line subdivision shall be placed in a separate tract or easement and owned in common between all property owners within said subdivision or short subdivision.

17.28.340 Development standards for zero lot line subdivisions and zero lot line short subdivisions (new section)

A. Applicability. The provisions of this section apply exclusively to the zero lot line subdivision of land for attached single-family dwellings, such as townhouse, cottage housing, or multiplex developments in zones where such uses are allowed.

B. Zero lot line subdivisions may be used to subdivide a parcel(s) into individual lots that each contain one housing unit. The development as a whole shall meet the development standards applicable to the underlying site and zone. Any private open space for each dwelling unit shall be provided on the same lot as the dwelling unit.

C. Zero lot line lot area and width per lot for purposes of subdivision may be as small as the coverage of the individual unit plus any required private open space.

D. Zero lot line subdivisions are also subject to the lot dimensions, lot coverage, open space requirements and other development standards at SMC 18.14.070 and performance standards at SMC18.14.080.

E. Portions of the parent site not subdivided for individual zero shall be owned in common by the owners of the individual lots, or by a homeowners association comprised of the owners of the individual lots located within the parent site.

F. Access easements, joint use and maintenance agreements, and covenants, conditions and restrictions identifying the rights and responsibilities of property owners and/or the homeowners association shall be executed for use and maintenance of common garage, parking, and vehicle access areas; on-site recreation areas; landscaping; underground utilities; common open space; exterior building facades and roofs; and other similar features, which shall be recorded with the county auditor's office.

G. A zero lot line subdivision shall make adequate provisions for ingress, egress, and utilities access to and from each lot created by reserving such common areas or other easements over, under, and across the parent site as deemed necessary to comply with all other design and development standards generally applicable to the underlying site, and such easements shall be recorded with the county auditor's office.

H. Parking for zero lot line subdivisions:
   a. 2 stalls per unit minimum, which may be covered;
   b. Required spaces and access drives shall be improved with a dustless, hard surface. Tandem parking may be allowed at a maximum of 30 percent of the per-unit on-site parking stalls.
   c. Visitor stalls shall be provided at 0.25 stalls per unit; may be provided on site or as on-street parking within 250 feet of the development on a public street that abuts the development.

I. Driveways. Driveways for any unit with a private driveway shall be a minimum of 18 feet deep.

J. Each lot in a zero lot line subdivision shall provide a five-foot wide building maintenance easement for walls, eaves, chimneys, and other architectural features that rest directly on the lot line. The maintenance easement shall be included in the covenants, conditions, and restrictions of the adjoining lots, and shall be recorded with the covenants, conditions, and restrictions.

K. Notes shall be placed on the plat recorded with the county auditor's office to acknowledge the following:
   1. Approval of the design and layout of the development was granted by the review of the development, as a whole, on the parent site by the site development plan approval;

2. Subsequent platting actions, additions or modifications to the structure(s) may not create or increase any nonconformity of the parent site as a whole, and shall conform to the approved preliminary zero lot line subdivision;
3. If a structure or portion of a structure has been damaged or destroyed, any repair, reconstruction, or replacement of the structure(s) shall conform to the approved preliminary zero lot line subdivision or short subdivision; and
4. Additional development of the individual zero lot line lots may be limited as a result of the application of special development standards to the parent site.

L. Prior to final subdivision approval and recording, site development may commence upon approval of clearing and grading plans, and building construction may commence upon approval of all applicable building design and construction approvals.

Zoning Code requirements – Medium Density and High Density Residential zones

18.14.020 Principal permitted uses.
The following uses are permitted in all MDR and HDR districts unless otherwise specified:

A. Townhouse and townhouse condominiums;
B. Duplexes;
C. Adult family homes;
D. Minor utility facilities;
E. Cottage housing in accordance with the density standards set forth;
F. Zero lot line dwellings and structures, including duplexes, multiplexes and townhouse dwellings created by a zero lot line subdivision;

[…]

18.14.060 Special conditions.

A. Required Parking for Single-Family Uses. All single-family dwellings~~, including zero lot line dwellings~~ in the MDR and HDR districts~~,~~ shall have two on-site automobile parking spaces. Each required space is to be located so as to be independent of any other required space. Further, at least one of the required spaces for single-family dwellings shall be located within the building site area and not within the required setback areas. Required spaces and access drives shall be improved with a dustless, hard surface. Tandem parking may be allowed.

B. Required parking for dwellings created through a zero lot line subdivision shall comply with parking requirements at SMC 17.28.340(G).

C. Required Parking for Multifamily and Conditionally Permitted Uses. All other permitted uses, except as provided above, and conditionally permitted uses in the MDR and HDR districts shall provide on-site automobile parking at ratios specified in chapter 18.42 SMC. Tandem parking may be allowed at a maximum of 30 percent of the on-site parking stalls.

18.14.070 Property development standards.
The following Table 18.14.070 sets forth the required development standards applicable to properties located in the MDR and HDR zones:

Table 18.14.070

		MDR	HDR
A.	Minimum lot area per building site in square feet[1]	5,000	5,000
	Minimum lot area in square feet for developments utilizing the "detached single-family dwelling" option of the city of Sumner design and development guidelines in square feet	4,000	4,000
	Minimum lot area for zero lot line single-family dwellings (per dwelling)	N/A[2]~~3,000~~	N/A[2]~~3,000~~
B.	Maximum development density in dwelling units per net acre	15	25

	~~In net square feet of lot area per dwelling unit~~	~~2,900~~	~~1,740~~
C.	Minimum lot width in feet	50	50
	Minimum lot width for developments utilizing the "detached single-family dwelling" option of the city of Sumner design and development guidelines in square feet	40	40
	Minimum lot width for ~~lots employing zero lot line option~~zero lot line dwellings	N/A~~30~~	N/A~~30~~
D.	Front, rear and interior side setbacks for duplexes and developments not requiring design review:		
	1. Front yard setback in feet	10	10
	2. Rear yard setback in feet	25	20
	3. Interior side yard setback in feet	5	5
	~~4. Interior side yard between zero lot line housing in feet~~	~~0~~	~~0~~
	~~5. Interior side yard adjacent to zero lot line single-family in feet~~	~~5~~	~~5~~
E.	Front, rear and interior side setbacks for developments requiring design review shall be in compliance with the city of Sumner design and development guidelines, except setbacks for zero lot line dwellings are as provided below. ~~except for setbacks for duplexes see subsection (D) of this section.~~		
	1. Front yard setback from public street or private drive aisle for zero lot line dwellings in feet	10	10
	2. Rear yard setback in feet, zero lot line dwellings	15	15
	3. Interior side yard between zero lot line dwellings in feet	0	0
	4. Interior side yard adjacent to exterior property line of a zero lot line development in feet	5	5
F.	Street side yard setback in feet	10	10
G.	Maximum building height in feet~~2~~	35	35
H.	Maximum lot coverage by percentage of net lot area	35	45
I.	Maximum lot coverage zero lot line ~~single-family~~dwellings by percent of net lot area, three units attached or fewer	55	65
J.	Maximum lot coverage zero lot line dwellings by percent of net lot area, four units attached or more	N/A	N/A
K.	~~J.~~ Minimum street frontage in feet~~3~~	30	30
L.	~~K.~~ Minimum setback from principal or minor arterial as designated in comprehensive plan	25	25
~~L.~~	~~Maximum number of zero lot line structures per block (as defined in chapter 18.04 SMC)~~	~~1~~	~~1~~
M.	Maximum number of zero lot line dwellings that may be attached	~~4~~6	6
N.	Public garage development standards		

	[…]		
O.	Minimum private open space per lot for zero lot line dwellings in square feet	200	200
P.	Minimum common open space per lot for zero lot line dwellings in square feet[5, 6]	100	150

[1] Variation of Minimum Lot Size. Except for lots to be occupied by zero lot line dwelling units, lots created through long subdivision in the MDR and HDR zones must vary lot sizes in the following manner. A maximum of 60 percent of lots may be platted at the minimum allowed lot size (1.5 times) and at least 20 percent of platted lots must not be less than 200 percent of the minimum allowed lot size (2.0 times). For purposes of meeting this requirement, lot counts may be rounded to the nearest full lot.

[2] The minimum lot area for zero lot line single-family dwellings is defined as the minimum needed to accommodate the width and depth of the unit plus the required private open space.

[3] Zero lot line lots and frontage may be as wide as the unit, provided that unit complies with building code.

[4] ~~Except that townhouse condominiums and duplexes~~ Except that zero lot line dwellings shall have a maximum building height of 30 feet when the interior side yard setback is less than 10 feet or the rear yard setback is less than 20 feet.

[5] Zero lot line subdivisions with 12 or fewer units or that provide private open space at an additional 25 percent per unit may receive a waiver from this requirement if the applicant can demonstrate that the development is within a quarter-mile of a public park and adequate pedestrian facilities to said park serve the site.

[6.] Open space shall be useable and directly accessible from the unit. Required setback areas with a dimension less than 10 feet shall not be counted toward the minimum required open space.

18.16.040 Residential uses in the General Commercial Zone

B. Senior Housing in the GC District. Senior housing is a permitted use in the GC district, except that single-family homes, zero lot line ~~homes~~ dwellings, cottage housing, duplex dwellings, and townhomes for seniors are allowed only as a secondary use in a development that is primarily senior apartments. Zero lot line dwellings shall comply with the standards in SMC 18.14.070. Senior housing may be located on the ground floor, and is not required to include commercial uses; provided, residential uses are not allowed on the ground floor fronting Main Street East/60th Street East. Development standards for senior housing may be modified through a planned residential development permit pursuant to chapter 18.24 SMC.18.16.040.

East Sumner Urban Village

18.30.080 Property development standards.

A. Unless otherwise stated in this section, new development must comply with the development and performance standards in the base zoning district. The development standards for the ESUV/LDR zones are the same as the base zone districts. Multifamily residential uses are subject to the ESUV development standards in this section and the ESUV/NC and ESUV/GC performance standards in SMC 18.30.090.

B. Zero lot line subdivisions in the ESUV/MDR and ESUV/HDR district are subject to the development standards for zero lot line developments in SMC 18.14.070 and in the Design Guidelines.

C. The dimensional standards for properties in the ESUV overlay district are in the table below:
[…]

~~[1] Zero lot line subdivisions in the ESUV/MDR and ESUV/HDR district are subject to the development standards for zero lot line developments in SMC 18.14.070 and in the Design Guidelines.~~

~~The development standards for the LDR/ESUV zones are the same as the base zone district~~

18.30.110 Private streets and ~~driveways~~ drive aisles

Private streets and ~~driveways~~ drive aisles shall be configured in such a manner as to promote a gridded street pattern of development that allows these private streets and driveways to function similar in character and scale as public streets and maintaining pedestrian scale and walkability. Said private street or driveway shall remain ungated...

[…]

Design Review

18.40.020 Types of review.

A. All development which falls under the thresholds provided in this section shall be subject to design review as provided for in chapter 18.56 SMC, Procedures for Land Use Permits.

B. Administrative review. The following types of projects shall require design review according to the procedures for Type III.b decisions, chapter 18.56 SMC, Procedures for Land Use Permits:
   1. Sign permits for permanent signs which are regulated by the design guidelines.
   2. Accessory units in residential zones.
   3. Building permits for exterior renovations on commercial, multifamily, light and heavy manufacturing, or mixed-use structures…

   […]

   13. Duplex and multiplex development of 9 or less units.
   14. Townhouse development of 9 or less units.
   15. Zero lot line dwelling development of 9 or less units.
      a. Duplexes and multiplex buildings shall be subject to the duplex design and development guidelines.
      b. Townhouse buildings shall be subject to the townhouse design and development guidelines.

C. Design Review Board review. The following types of projects shall require design review according to the procedures for Type III.c decisions, chapter 18.56 SMC, Procedures for Land Use Permits:
   1. Duplex or multiplex development that exceeds the threshold of subsection (B)(3) of this section.
   2. Townhouse development that exceeds the threshold of subsection (B)(3) of this section.
   3. Zero lot line dwelling development or single family detached subdivisions that exceeds the threshold of subsection (B)(3) of this section.
   4. Any ~~multiplex or~~ multifamily development, including apartments and attached condominiums, which exceeds the threshold of subsection (B)(3) of this section.
   5. Any new commercial development which exceeds…

   […]

Off Street Parking

18.42.040 Required number of parking spaces.

The minimum number of off-street parking spaces shall be as follows for the listed uses:

A. Single-family dwellings: two for each unit, except that zero lot line subdivisions may provide parking in accordance with SMC 17.28.340(G);
B. Multifamily dwellings:
   1. One space per studio; 1.5 for each one- or two-bedroom unit; two spaces for three or more bedroom units; visitor parking for any type of multifamily use at one space for every five units

[…]

Staff Comments

Planning Commission August 4, 2022

Short Course on Local Planning

Provided by WA State Department of Commerce
https://www.commerce.wa.gov/serving-communities/growth-management/short-course/

Below is an invitation for a webinar on general planning practices, called a "Short Course on Local Planning." The course provides useful context for Planning Commission work, and we encourage you to attend one of these presentations. The WA Dept. of Commerce Growth Management Services division is the State office that provides general oversight and guidance on local planning activities. They offer the "Short Course on Local Planning" several times a year, and it's free and open to all of our Planning Commissioners if you have an interest. Commissioners can use their City-assigned email when registering.

##

The Short Course on local planning offers an overview of land use planning laws in Washington, an introduction to comprehensive planning and plan implementation under the Growth Management Act (GMA). It also includes a review of roles in planning and mandatory training on the Open Public Meetings Act for local government officials. All courses are online, free and open to the public.

Month	Date	Time	Registration
September	Thursday, 9/29	6 - 9 p.m.	REGISTER
October	Tuesday, 10/25	6 - 9 p.m.	REGISTER
November	Wednesday, 11/16	1 - 4 p.m.	REGISTER
December	Thursday, 12/8	1 - 4 p.m.	REGISTER