

1 **SAMISH WAY URBAN VILLAGE**

2 **City Council Work Session**

3 November 9, 2009

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5
6 At the October 5th public hearing, City Council requested additional information on the
7 proposed extension of 35th Street and cross-sections for the design of Samish Way.
8 This information will be presented by staff and is not included in this document.

9
10 **Staff recommends the City Council move to adopt the proposed Ordinance for the**
11 **adoption of the Samish Way Urban Village, with the following changes:**

12
13 **1. Samish Way Subarea Plan (Attachment 1):**

- 14
15 a. Add language to Chapter 4 – Street Designs (pg. 26) allowing the City flexibility
16 in the design of Samish Way if enhancements to bike and pedestrian systems
17 are prioritized.
18
19 b. Add language to Chapter 5 - Parks, Plazas, and Pedestrian Connections (p. 34)
20 clarifying that the right-of-way adjacent to Bill McDonald Parkway should be
21 enhanced as a pocket park.

22
23 **2. Development Regulations – BMC 20.37 (Attachment 2):**

- 24
25 a. Require garages constructed in association with single-family residences in the
26 Residential Transition Areas to be setback at least 4-feet from the front of the
27 building (Section 20.37.120 – Table A, Permitted Uses #22). This condition will
28 eliminate the possibility of “snout-house” design.
29
30 b. Remove oversized single-family residences (greater than 5,500 square feet) as a
31 permitted or conditional use (Section 20.37.120 – Table A, Permitted Uses #23).
32
33 c. Prohibit Wireless Communication Facilities within the Residential Transition
34 Areas, and make them a Conditional Use in the Commercial Transition Areas
35 (Section 20.37.120 – Table A, Permitted Uses #37).
36
37 d. Prohibit vehicular access from the Commercial Transition Areas to 34th Street or
38 Edwards Street (Section 20.37.130 D). Although this policy was previously
39 added to the Subarea Plan for 34th Street, Edwards Street was not included, and
40 it was not incorporated into the development regulations.
41
42 e. Revise the threshold for required street improvements to be based on whether
43 the value of the project is greater than 50% of the assessed value of the existing
44 site improvements, instead of the assessed value of the building only (as
45 previously written - Section 20.37.140 - Street Improvements). This is consistent
46 with current Public Works Department policy.

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- f. Add language restricting new development from encroaching onto the proposed extension of the 35th Street right-of-way (Section 20.37.140 –Street Improvements).
- g. Revise Figure .140-A: Proposed Right of Way and Pedestrian Connections map to reflect new recommendations for 37th Street. This includes maintaining 37th Street as a 35-foot wide right-of-way (instead of 60-feet) and supporting the vacation of the alley.
- h. Add language clarifying that pole signs are prohibited except for freeway oriented signs; that the limitation of 300 square feet is for building-mounted signage only, and that LED/message board signs are permitted only in association with theaters (Section 20.37.170 - Signs).

1 The following options are provided for consideration in response to comments
2 received at the October 5th public hearing:
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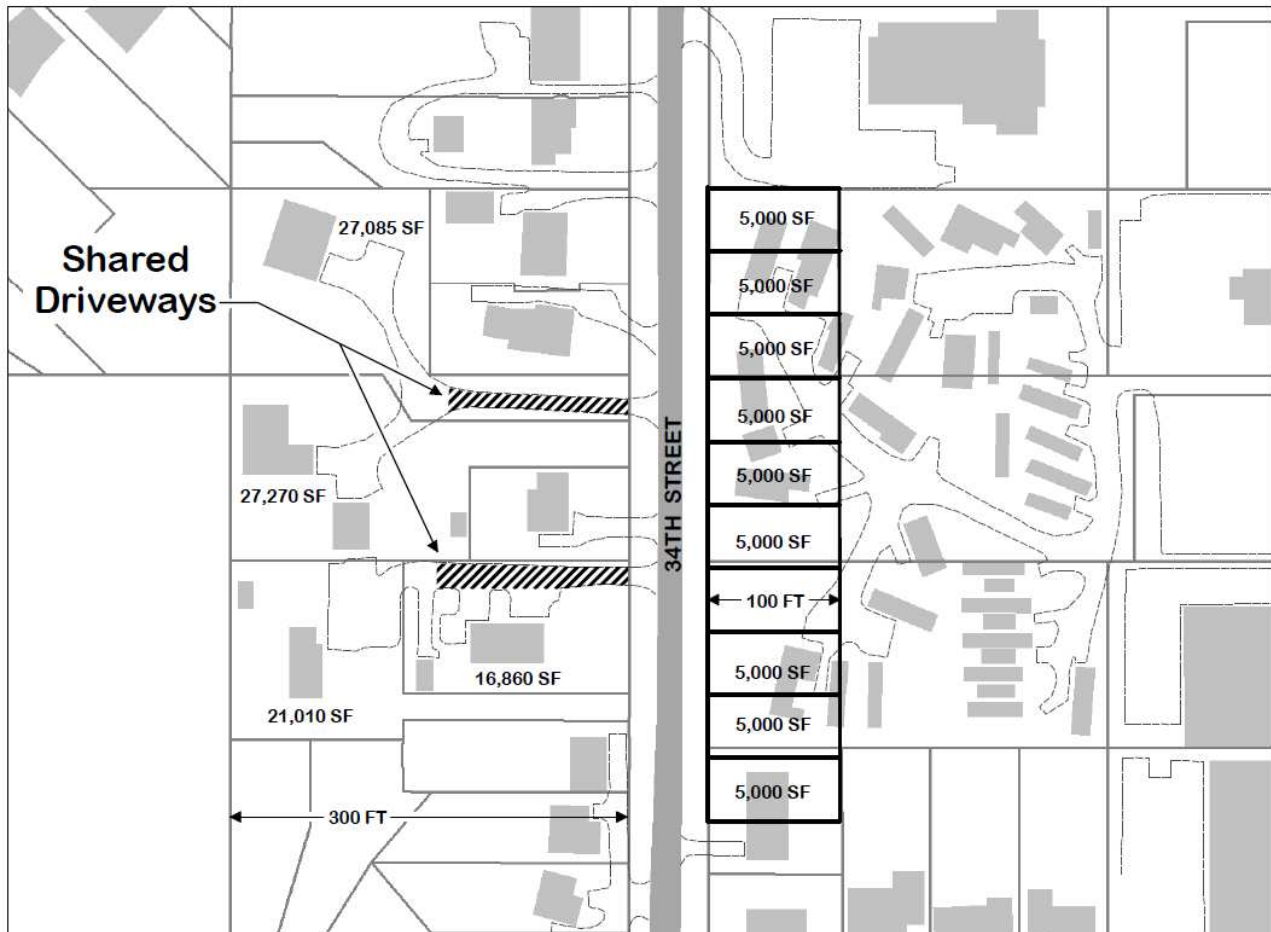
5 **1. Concern regarding the visual impact of garages on the aesthetic of 34th Street:**
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7 Staff comment: See proposed change 2.b in the preceding section.
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9

10 **2. Concern regarding vehicular access to residential streets (primarily 34th):**
11

12 Staff comment: See proposed change 2D in the previous section regarding the
13 restriction of commercial access. Staff recommends individual driveways be permitted
14 when an alley alternative is not available.
15

16 Shared driveways are not a predominant characteristic of 34th Street as it exists today.
17 There are 22 existing residences on the west side of 34th Street; out of these, only 9
18 share driveways. This is primarily due to large lot subdivisions that required the
19 creation of “pipestem” lots to comply with street frontage requirements. (See figure
20 below).
21



22

1 Shared driveways are inefficient on smaller lots, especially when the homes are located
2 closer to the front property line (which provides pedestrian interest, or may be
3 necessary due to site topography). In these instances, shared driveways result in a
4 short, wide “apron” of paving, making maneuverability difficult.

5
6 The addition of individual curb cuts for a small number of single-family homes will result
7 in minimal traffic, and would not preclude designation of 34th Street as a primary bike /
8 pedestrian corridor. The Public Works Department has sight distance standards for
9 driveways to ensure vehicles can safely enter the roadway. Concentrating traffic onto
10 fewer access points is inadvisable and would detract from the residential character of
11 the neighborhood.

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15 **Other options for development regulations:**

16
17 *Option A:*

18 Driveways having direct access to 34th Street shall be shared between two
19 adjoining properties.

20
21 *Option B:*

22 Require single-family development to be constructed to the design standards
23 established in the Infill Housing Toolkit (BMC 20.28.070). NOTE: This would also
24 establish a maximum lot size of 5,000 square feet.

25
26 **or additional policy language in the Subarea Plan:**

27
28 *Option C:*

29 Where possible, driveways access to 34th Street should be avoided, since this
30 is a primary bike/pedestrian thoroughfare. New construction should provide
31 shared driveways or access via the alternate street when located on a corner lot.

1 **3. Concern regarding transitions from Commercial to Residential zones in the**
2 **York Neighborhood.**

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4 Staff comment: The proposal sufficiently addresses the transition between commercial
5 and residential.

6
7 Design Standards (Section 20.37.130 C):
8

2. Yards

a. **Intent:** Provide appropriate transitions between Commercial and Residential areas.

b. **Standard:** A building shall be set back a minimum of 15 feet from a property line abutting or across a right-of-way from a Residential Single Zone or a Residential Transition area. (See Figure .130-A)

3. Height

a. **Intent:** The scale of those portions of a building facing an existing developed neighborhood should conform to the scale established in the neighborhood or the scale identified for the district.

b. **Standard:** The maximum height within 30' of a property line abutting or adjacent to a Residential Single Zone or a Residential Transition area shall be 2 stories and 30 feet. (See Figure .130-A)

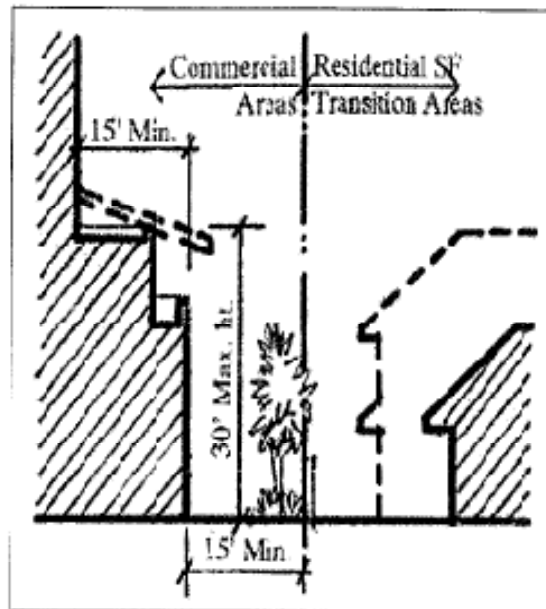


Figure .130-A. Massing and Articulation

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11 The proposed design regulations also require that commercial buildings be located
12 along the commercial street frontage, which results in the building mass being located
13 away from the residential areas. Reducing the height limit would discourage
14 redevelopment and development that does occur would likely be constructed with
15 surface parking.

16
17 **Other option for development regulations:**

18
19 Increase the setback or upper story step-back requirement when adjacent to a
20 residential zone.
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