



AGENDA

City Council Study Session

6:30 PM - Tuesday, April 9, 2019

City Hall Council Chambers, Sammamish, WA

Page		Estimated Time
	CALL TO ORDER	6:30 pm
	PUBLIC COMMENT	
	<p><i>Note: This is an opportunity for the public to address the Council. Three-minutes limit per person or five-minutes if representing the official position of a recognized community organization. If you would like to show a video or PowerPoint, it must be submitted or emailed by 5 pm, the end of the business day, to the City Clerk, Melonie Anderson at manderson@sammamish.us. Please be aware that Council meetings are videotaped and available to the public.</i></p>	
	TOPICS	7:00 pm
3 - 56	1. Discussion: Ordinance Adopting Permanent Updates to Development Regulations View Agenda Item	
57 - 70	2. Discussion: Puget Sound Regional Council (PSRC) Growth Pattern Alternatives for VISION 2050 View Agenda Item	
71 - 73	3. Discussion: Proposed City Council Goals for 2019/20 View Agenda Item	
	EXECUTIVE SESSION	9:30 pm
	Potential Litigation pursuant to RCW 42.30.110(1)(i)	
	ADJOURNMENT	10:00 pm

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.

Agenda Bill
 City Council Study Session
 April 09, 2019



SUBJECT:	A Study Session to consider an Ordinance adopting permanent updates to Development Regulations.	
DATE SUBMITTED:	April 09, 2019	
DEPARTMENT:	Community Development	
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Informational	
RECOMMENDATION:	Provide requested direction to staff for preparation of the packet materials for the April 16, 2019 City Council regular meeting.	
EXHIBITS:	1. Exhibit 1 - Planning Commission Recommended Permanent Development Regulations 01-31-2019 2. Exhibit 2 - City Council Code Amendment Matrix 04-01-2019 3. Exhibit 3 - ISD-LWSD Comment Letter 04-01-2019	
BUDGET:		
Total dollar amount	<input type="checkbox"/>	Approved in budget
Fund(s)	<input type="checkbox"/>	Budget reallocation required
	<input type="checkbox"/>	No budgetary impact
WORK PLAN FOCUS AREAS:		
<input type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input checked="" type="checkbox"/> Communication & Engagement	<input checked="" type="checkbox"/> Community Livability	
<input checked="" type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input checked="" type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

NEEDED FROM COUNCIL:
 Provide requested direction to staff for preparation of the packet materials for the April 16, 2019 City Council regular meeting.

KEY FACTS AND INFORMATION SUMMARY:
Summary Statement:
 The purpose of this Study Session is to follow up on direction received from City Council at its Special Meeting on March 14, 2019 related to the consideration of adopting permanent development regulations as recommended by the Planning Commission in **Exhibit 1**. Implementing the direction

received on March 14, 2019, staff has prepared an all-encompassing code amendment matrix based on 25 requests received from the public, City Council, City Attorney and staff as detailed in **Exhibit 2**. The preparation of this matrix has created a series of 4 subject matter areas for the City Council to provide additional direction. Staff is seeking this direction from City Council on April 9, 2019 related to these 4 subject matter areas to enable the production of a final draft Ordinance with attachments containing a code amendment matrix for City Council vote on April 16, 2019. Two additional subject matter areas related to a public comment letter received from the Issaquah and Lake Washington school districts as detailed in **Exhibit 3** will also be discussed and direction sought from City Council.

City Council Direction Required:

Exhibit 2: Code Amendment Tracking Matrix – 4 Subject Matter Areas Requiring Direction

1. **Item #5 v. Item #6 - SMC 16.15.090(2)(b)**
Design standards for garages on sloping lots.
 City Council direction is required to either delete this section (Item #5) or retain this section and amend the language to incorporate edits recommended by the City Attorney (Item #6).
If Item #5 is selected then Item #6 becomes obsolete.

2. **Item #13 v. Item #14 – SMC 21A.25.070(6)**
Rounding of density calculation fractions.
 City Council direction is required to either proceed as generally discussed on March 14, 2019 with treating all density calculations the same for long and short subdivisions and delete the rounding language that applies a different rounding to different project types and density calculations (Item #13) or amend the language to incorporate edits proposed by the public (Item #14).
If item #13 is selected then Item #14 becomes obsolete.

3. **Item #15 v. Items #16-19 – SMC 21A.25.100**
Adjustment of setbacks.
 City Council direction is required to either delete this section (Item #15) or retain this section and amend the language to incorporate edits recommended by the City Attorney (Items #16 through #19).
If Item #15 is selected, items #16 through #19 become obsolete.

4. **Item #24 v. Item #25 – SMC 21A.40.055**
Parking requirements for new long and short subdivisions.
 City Council direction is required to either delete this section (Item #24) or retain this section and amend the language to incorporate edits recommended by the City Attorney (Item #25).
If item #24 is selected, item #25 becomes obsolete.

Exhibit 3: ISD/LWSD Letter – 2 Additional Subject Matter Areas Requiring Direction

The Issaquah and Lake Washington school districts letter identifies two issues – 1) grading limitations and dimensional standards applied to schools and 2) concurrency requirements for schools. Regarding the former, staff agrees that the permanent development regulations could limit school construction efforts in that the development code does not discern between a school and a single-family residence and schools may need different standards than that of single-family residence. Regarding the latter,

the proposed amendments for permanent development regulations under consideration by City Council do not include amendments to the City's concurrency standards, therefore the letter and issues related to concurrency and schools has been forwarded to the Public Works Department for follow up.

This letter proposes two amendments to the draft permanent development regulations requiring City Council direction:

1. **New Item – SMC 16.15.090(2)(a)**
Add a grading restriction exception for schools.
City Council direction is required to add exceptions to the grading restrictions to apply exclusively to schools.
2. **New Item – SMC 21A.25.030(A), (B)**
Add a footnote to apply R-18 development standards to schools.
City Council direction is required to add a footnote to apply R-18 development standards to schools, regardless of residential zoning district.

**Development Code Update
Draft Code Amendments - January 31, 2019**

**Chapter 16.15
CLEARING AND GRADING**

...

SMC 16.15.020(16)(a) Mass Grading.

(16) "Grading and clearing permit" means the permit required by this chapter for grading and clearing activities, including temporary permits.

(a) "Mass Grading" means the movement or redistribution of large quantities of earth over large areas.

...

SMC 16.15.050 Clearing and grading permit required – Exceptions.

For development or clearing and grading activity located within critical areas and associated regulatory buffers as defined by SMC 21A.50, no person shall do any clearing or grading without first having obtained a clearing and grading permit. For development or clearing and grading activity located outside of critical areas and associated regulatory buffers as defined by SMC 21A.50, no person shall do any clearing or grading without first having obtained a clearing and grading permit except for the following:

(1) An on-site excavation or fill for basements and footings of a building, retaining wall, parking lot, or other structure authorized by a valid building permit. This shall not exempt any fill made with the material from such excavation nor exempt any excavation having an unsupported height greater than five feet after the completion of such structure;

(2) Maintenance of existing driveways or private access roads within their existing road prisms; provided, that the performance and restoration requirements of this chapter are met and best management practices are utilized to protect water quality;

(3) Any grading within a publicly owned road right-of-way, ~~provided this does not include clearing or grading that expands further into a critical area or buffer;~~

(4) Clearing or grading by a public agency for the following routine maintenance activities:

(a) Roadside ditch cleaning, provided the ditch does not contain salmonids;

- (b) Pavement maintenance;
 - (c) Normal grading of gravel shoulders;
 - (d) Maintenance of culverts;
 - (e) Maintenance of flood control or other approved surface water management facilities;
 - (f) Routine clearing within road right-of-way;
- (5) Cemetery graves; ~~provided, that this exception does not apply except for routine maintenance if the clearing or grading is within a critical area as regulated in Chapter [21A.50 SMC](#);~~
- ~~(6) Minor stream restoration projects for fish habitat enhancement by a public agency, utility, or tribe as set out in Chapter [21A.50 SMC](#);~~
- ~~(7)~~ Any clearing or grading that has been approved by the director as part of a commercial site development permit and for which a financial guarantee has been posted;
- ~~(8)~~ The following activities are exempt from the clearing requirements of this chapter and no permit shall be required:
- ~~(a)~~ Normal and routine maintenance of existing lawns and landscaping, including up to 50 cubic yards of top soil, mulch, or bark materials added to existing landscaped areas ~~subject to the limitations in critical areas and their buffers as set out in Chapter [21A.50 SMC](#);~~
 - ~~(b)~~ ~~Emergency tree removal to prevent imminent danger or hazard to persons or property;~~
 - ~~(c)~~ Normal and routine horticultural activities associated with commercial orchards, nurseries, or Christmas tree farms subject to the limitations on the use of pesticides in critical areas as set out in Chapter [21A.50 SMC](#). This does not include clearing or grading in order to develop or expand such activities;
 - ~~(d)~~ Normal and routine maintenance of existing public park properties and private and public golf courses. ~~This does not include clearing or grading in order to develop or expand such activities in critical areas;~~
 - ~~(e)~~ ~~Removal of noxious weeds from steep slope hazard areas and the buffers of streams and wetlands subject to the limitations on such removal and the use of pesticides in critical areas as set out in Chapter [21A.50 SMC](#);~~
 - ~~(f)~~ Pruning and limbing of vegetation for maintenance of above-ground electrical and telecommunication facilities; ~~provided, that the clearing is consistent with the electric,~~

~~natural gas, cable communication and telephone utility exemption in critical areas as regulated in Chapter 21A.50 SMC;~~

~~(98)~~ The cutting and removal of any coniferous tree of less than eight inches DBH or any deciduous tree of less than 12 inches DBH;

~~(409)~~ The pruning, limbing, and general maintenance of trees outside of environmentally critical areas and buffers, consistent with the requirements of Chapter 21A.3537 SMC;

~~(11) The pruning, limbing, and general maintenance of trees in buffers or that are otherwise required to be retained pursuant to Chapter 21A.50 SMC;~~

~~(4210)~~ An excavation that is less than two feet in depth or does not create a cut slope greater than five feet in height and steeper than one unit vertical in two units horizontal (66.7 percent slope), that does not exceed 50 cubic yards on any one lot and does not obstruct a drainage course, ~~excluding work in critical areas and their buffers;~~

~~(4311)~~ A fill less than one foot in depth and placed on natural terrain with a slope flatter than one unit vertical in five units horizontal (20 percent slope), or less than three feet in depth, not intended to support structures, that does not exceed 50 cubic yards on any one lot and does not obstruct a drainage course, ~~excluding work in critical areas and their buffers;~~

~~(4412)~~ Normal routine maintenance of existing single-family drainage systems, including but not limited to excavation to replace existing pipes, catch basins and infiltration trenches, that does not exceed 50 cubic yards on any one lot and does not obstruct a drainage course, ~~excluding work in critical areas and their buffers;~~ and

~~(4513)~~ Installation of sanitary septic systems with King County health district approval and inspection.

...

16.15.090 Operating conditions and standards of performance.

(1) Any activity that will clear, grade, or otherwise disturb the site, whether requiring a clearing or grading permit or not, shall provide erosion and sediment control (ESC) that prevents, to the maximum extent possible, the transport of sediment from the site to drainage facilities, water resources, and adjacent properties. Erosion and sediment controls shall be applied as specified by the temporary ESC measures and performance criteria and implementation requirements in the City's erosion and sediment control standards.

(2) Cuts and fills shall conform to the following provisions unless otherwise approved by the director:

(a) No mass grading shall be allowed and alterations to existing grade shall be minimized. Excavation shall not exceed ten feet. Fill shall not exceed five feet subject to the following provisions: all fill in excess of four feet shall be engineered; engineered fill may be approved in exceptional circumstances by the Director to exceed five feet. In no instance shall fill exceed a maximum of eight feet. Exceptional circumstances are: (1) instances where driveway access would exceed 15 percent slope if additional fill retained by the building foundation is not permitted; or (2) where the five-foot fill maximum generally is observed but limited additional fill is necessary to accommodate localized undulations or variations in existing topography. The excavation and fill limitations of this part shall not apply to road construction or necessary underground infrastructure and structures that do not change the surface elevation (e.g. vaults, utility trenches, foundations, basements, etc.).

(b) Garages on sites sloping uphill shall be placed below the main floor elevation where feasible to reduce grading and to fit structures into existing topography. Garages on sites sloping downhill from the street may be required to be placed as close to the right-of-way as feasible and at or near street grade. On slopes in excess of 25 percent, driveways shall be designed to minimize disturbance and should provide the most direct connection between the building and the public or private street.

(c) On sites where development is proposed or anticipated, land clearing shall not take place until a construction permit is approved, addressing all land use requirements and presenting final engineering design consistent with applicable development standards and adopted Public Works Standards.

(ad) Slope. No slope of cut and fill surfaces shall be steeper than is safe for the intended use and shall not exceed two horizontal to one vertical, unless otherwise approved by the director.

(be) Erosion Control. All disturbed areas including faces of cuts and fill slopes shall be prepared and maintained to control erosion in compliance with subsection (1) of this section.

(ef) Preparation of Ground. The ground surface shall be prepared to receive fill by removing unsuitable material such as concrete slabs, tree stumps, brush, and car bodies.

(dg) Fill Material. Except in an approved sanitary landfill, only earth materials that have no rock or similar irreducible material with a maximum dimension greater than 18 inches shall be used.

(eh) Drainage. Provisions shall be made to:

(i) Prevent any surface water or seepage from damaging the cut face of any excavations or the sloping face of a fill;

(ii) Carry any surface waters that are or might be concentrated as a result of a fill or excavation to a natural watercourse, or by other means approved by the City engineer.

(fi) Bench/Terrace. Benches, if required, at least 10 feet in width shall be back-sloped and shall be established at not more than 25 feet vertical intervals to control surface drainage and debris. Swales or ditches on benches shall have a maximum gradient of five percent.

(gj) Access Roads – Maintenance. Access roads to grading sites shall be maintained and located to the satisfaction of the City engineer to minimize problems of dust, mud, and traffic circulation.

(hk) Access Roads – Gate. Access roads to grading sites shall be controlled by a gate when required by the director.

(il) Warning Signs. Signs warning of hazardous conditions, if such exist, shall be affixed at locations as required by the director.

(jm) Fencing. Fencing, where required by the director, to protect life, limb, and property, shall be installed with lockable gates that must be closed and locked when not working the site. The fence must be no less than five feet in height and the fence material shall have no horizontal opening larger than two inches.

(kn) Setbacks. The tops and the toes of cut and fill slopes shall be set back from property boundaries as far as necessary for safety of the adjacent properties and to prevent damage resulting from water runoff or erosion of the slopes.

The tops and the toes of cut and fill slopes shall be set back from structures as far as is necessary for adequacy of foundation support and to prevent damage as a result of water runoff or erosion of the slopes.

Slopes and setbacks shall be determined by the director.

(lo) Excavations to Water-Producing Depth. All excavations must either be made to a water-producing depth or grade to permit natural drainage. The excavations made to a water-producing depth shall be reclaimed in the following manner:

(i) The depth of the excavations must not be less than two feet measured below the low water mark.

(ii) All banks shall be sloped to the water line no steeper than three feet horizontal to one foot vertical.

(iii) All banks shall be sloped from the low-water line into the pond or lake with a minimum slope of three feet horizontal to one foot vertical to a distance of at least 25 feet.

(iv) In no event shall the term “water-producing depth” as herein used be construed to allow stagnant or standing water to collect or remain in the excavation.

(v) The intent of this provision is to allow reclamation of the land that will result in the establishment of a lake of sufficient area and depth of water to be useful for residential or recreational purposes.

(mp) Hours of Operation. Hours of operation, unless otherwise authorized by the director, shall be between 7:00 a.m. and 7:00 p.m.

...

**Chapter 21A.15
TECHNICAL TERMS AND LAND USE DEFINITIONS**

...

21A.25.150 Setbacks – Modifications

The following setback modifications are permitted:

~~(1) When the common property line of two lots is covered by a building(s), the setbacks required by this chapter shall not apply along the common property line; and~~

~~(2) When a lot is located between lots having nonconforming front yard setbacks, the required front yard setback for such lot may be the average of the two nonconforming setbacks or 60 percent of the required front yard setback, whichever results in the greater front yard setback. (Ord. O2003-132 § 12)~~

...

21A.15.350 Dwelling unit, attached accessory.

“Dwelling unit, attached accessory” means a separate, complete dwelling unit attached to or contained within the structure of the primary dwelling, ~~or contained within a separate structure that is accessory to the primary dwelling unit on the premises.~~

21A.15.351 Dwelling unit, detached accessory.

“Dwelling unit, detached accessory” means a separate, complete dwelling unit contained within a separate structure that is accessory to the primary dwelling unit on the premises.

...

21A.15.428 Existing grade.

“Existing grade” means the existing elevation of land prior to any cuts and fills or other disturbances, which may, at the discretion of the Director, be determined by a topographic survey or soil sampling.

...

21A.15.7267 Lot coverage.

“Lot coverage” is the amount of a lot that a building footprint may cover. Lot coverage is expressed as a percent of the total lot area that a building or buildings may cover; for example, a 45 percent lot coverage standard indicates that 45 percent of the area of a lot may be covered by a building or combination of buildings.

...

21A.15.726.1 Lot Line, front yard.

“Lot Line, front yard” means the property boundary or property line abutting a street right-of-way. For property that does not abut a street right-of-way and abuts an access easement or private street the front yard is that property boundary or property line from which the lot gains primary access.

...

21A.15.727 Lot line, rear yard.

“Lot line, rear yard” means the property boundary or property line opposite the front yard lot line. Provided, lots with more than one front yard, or triangular shaped lots with three sides, shall have no rear yard lot line.

...

21A.15.728 Lot line, side yard.

“Lot line, side yard” means the property boundary or property line that delineate the property boundaries along the side portion of the property.

...

21A.15.1070 Setback.

“Setback” means the minimum required distance between a structure or a building and a specified line such as a property, lot, access easement, or buffer line that is required to remain free of structures or buildings.

...

21A.15.1071 Setback, structure.

“Setback, structure” means the minimum required distance between a structure and a specified line such as a property line, lot line, access easement line, or buffer line that is required to remain free of structures or buildings.

...

21A.15.1072 Setback, single detached dwelling unit

“Setback, single detached dwelling unit” means the minimum required distance between a single detached dwelling unit and a specified line such as a property line, lot line, access easement line, or buffer line that is required to remain free of structures.

...

21A.15.1073 Setback, detached accessory dwelling unit

“Setback, detached accessory dwelling unit” means the minimum required distance between a detached accessory dwelling unit and a specified line such as a property line, lot line, access easement line, or buffer line that is required to remain free of structures.

...

...

**Chapter 21A.25
DEVELOPMENT STANDARDS – DENSITY AND DIMENSIONS**

...

21A.25.030 Densities and dimensions – Residential zones.

A. Residential Zones.

Z O N E S	RESIDENTIAL					
	URBAN RESIDENTIAL					
STANDARDS	R-1 ⁽¹³⁾	R-4	R-6	R-8	R-12	R-18
Maximum Density DU/Acre (11)	1 du/ac	4 du/ac (5)	6 du/ac	8 du/ac	12 du/ac	18 du/ac
Minimum Density (2)				85% (14)	80% (14)	75% (14)
Minimum Lot Width	35 ft (7 6)	30 ft (6)	30 ft (6)	30 ft	30 ft	30 ft
<u>Minimum Front Yard Structure Setback (7)(22)</u>	<u>20 ft (25)</u>	<u>15 ft (16)(25)</u>	<u>15 ft (16)(25)</u>	<u>10 ft</u>	<u>10 ft</u>	<u>10 ft</u>
<u>Minimum Rear Yard Structure Setback (8)(21)(22)</u>	<u>10 ft</u>	<u>10 ft</u>	<u>10 ft</u>	<u>10 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Minimum Side Yard Structure Setback (2)(8)(12)(21)(22)</u>	<u>10 ft</u>	<u>10 ft</u>	<u>10 ft</u>	<u>10 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Minimum Front Yard Single Detached Dwelling Setback (7)(12)</u>	<u>20 ft (6)(25)</u>	<u>15 ft (6)(16)(23) (25)</u>	<u>15 ft (6)(16) (24)(25)</u>	<u>10 ft</u>	<u>10 ft</u>	<u>10 ft</u>
<u>Minimum Side Yard Single Detached Dwelling Setback (2)(8)(12)(21)</u>	<u>25 ft</u>	<u>8 ft (23)</u>	<u>8 ft (24)</u>	<u>5 ft (26)</u>	<u>5 ft</u>	<u>5 ft</u>

Z O N E S	RESIDENTIAL					
	URBAN RESIDENTIAL					
STANDARDS	R-1 ⁽¹³⁾	R-4	R-6	R-8	R-12	R-18
<u>Minimum Rear Yard Single Detached Dwelling Setback (8)(21)</u>	<u>30 ft</u>	<u>15 ft</u> <u>(23)</u>	<u>15 ft</u> <u>(24)</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>
<u>Minimum Side Yard Detached Accessory Dwelling Setback (17)(27)</u>	<u>5 ft</u>	<u>5ft</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Minimum Rear Yard Detached Accessory Dwelling Setback (17)(27)</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Maximum Structure Base Height (3)(15)</u>	<u>35 ft</u> <u>(20)</u>	<u>35 ft</u> <u>(20)</u>	<u>35 ft</u> <u>45 ft</u> <u>(4020)</u>	<u>35 ft</u> <u>45 ft</u> <u>(4020)</u>	60 ft	60 ft 80 ft (10)
<u>Maximum Detached Accessory Dwelling Structure Height</u>	<u>18 ft</u>	<u>18 ft</u>	<u>18 ft</u>	<u>18 ft</u>	<u>18 ft</u>	<u>18 ft</u>
Maximum Impervious Surface: Percentage (4)	30% (9)			75%	85%	85%
Minimum Yard Area (18)		45%	35%			

Z O N E S	RESIDENTIAL					
	URBAN RESIDENTIAL					
STANDARDS	R-1⁽¹³⁾	R-4	R-6	R-8	R-12	R-18
<u>Maximum</u> Lot Coverage (19)		40%	50%			

B. Development Conditions.

1. Also see SMC 21A.25.060.

2. These standards may be modified under the provisions for zero lot line and townhouse developments.

3. ~~Height limits may be increased when portions of the structure which exceed the base height limit provide one additional foot of street and interior setback for each foot above the base height limit, provided the maximum height may not exceed 75 feet.~~ Netting or fencing and support structures for the netting or fencing used to contain golf balls in the operation of golf courses or golf driving ranges are exempt from the structure height requirements; provided, that the maximum height shall not exceed 75 feet.

4. Applies to each individual lot. Impervious surface area standards for:

- a. Regional uses shall be established at the time of permit review;
- b. Nonresidential uses in residential zones shall comply with SMC 21A.25.130;
- c. Lot may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit.

5. Mobile home parks shall be allowed a base density of six dwelling units per acre.

6. ~~The standards of the R-4 zone shall apply if a lot is less than 15,000 square feet in area. All lots located within the R-1, R-4, and R-6 zoning districts created under Title 19A SMC must abut a public or private street and shall be orientated so that the average street frontage or average front yard width of each lot created equals the minimum lot width requirements pursuant to SMC 21A.25.030(A) with no individual lot having a street frontage or front yard abutting the street of less than 20 ft.~~

7. At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the street property line. The linear distance shall be measured along the center line of the driveway from the access point to such garage, carport or fenced area to the street property line.

8. For townhouse and apartment development, the setback shall be a minimum of 20 feet along any property line abutting R-1 through R-8. ~~a. For developments consisting of three or more single detached dwellings located on a single parcel, the setback shall be 10 feet along any property line abutting R-1 through R-8, except for structures in on-site play areas required in SMC 21A.30.160, which shall have a setback of five feet.~~

~~b. For townhouse and apartment development, the setback shall be 20 feet along any property line abutting R-1 through R-8, except for structures in on-site play areas required in SMC 21A.30.160, which shall have a setback of five feet, unless the townhouse or apartment development is adjacent to property upon which an existing townhouse or apartment development is located.~~

9. Lots smaller than one-half acre in area shall comply with standards of the nearest comparable R-4 through R-8 zone. For lots that are one-half acre in area or larger, the impervious surface area allowed shall be 10,000 square feet or 30 percent of the property, whichever is greater. On any lot over one acre in area, an additional five percent of the lot area may be used for buildings related to agricultural or forestry practices. For lots smaller than two acres but larger than one-half acre, an additional 10 percent of the lot area may be used for structures which are determined to be medically necessary, provided the applicant submits with the permit application a notarized affidavit, conforming with the requirements of SMC 21A.70.170(1)(b). Public projects shall be subject to the applicable impervious surface provisions of the R-4 zone.

10. ~~The base height to be used only for projects as follows:~~

~~a. In R-6 and R-8 zones, a building with a footprint built on slopes exceeding a 15 percent finished grade; and~~

~~b. In the R-18 zone using residential density incentives and transfer of density credits pursuant to this title. The 80-foot maximum structure height is to be used only for projects in the R-18 zone using residential density incentives and transfer of density credits pursuant to this title.~~

11. Density applies only to dwelling units and not to sleeping units.

12. Vehicle access points from garages, carports or fenced parking areas shall be set back from the property line on which a joint use driveway is located to provide a straight line length of at least 2630 feet as measured from the center line of the garage, carport or fenced parking area, from the access point to the opposite side of the joint use driveway.

13. All subdivisions and short subdivisions in the R-1 zone shall be required to be clustered away from critical areas or the axis of designated corridors such as urban separators or the wildlife habitat network to the extent possible and a permanent open space tract that includes at least 50 percent of the site shall be created. Open space tracts shall meet the provisions of SMC 21A.30.030.

14. See SMC 21A.25.090.

15. Subject to the increase in maximum structure height permitted pursuant to Chapter 21A.85 SMC, low impact development incentives, and SMC 21A.30.020.

16. Thirty percent of the area contained within the front yard setback shall be landscaped. This part of the front yard setback area may be used to comply with the minimum yard area percentage.

~~17. When constructed in accordance with SMC 21A.20.030(5), lots with three or more interior lot lines shall provide a combination of five foot, seven foot, and 15 foot interior setbacks. Lots with two interior lot lines shall provide a combination of two interior setback widths. For example, a lot with two interior lot lines could provide a five foot and a seven foot interior setback from interior lot lines.~~

18. For the purposes of this section, "yard" is any surface area that is not structured or hardened. Yard areas may be landscaped, contain uncovered decks of less than 18 inches above grade, and artificial turf, but do not include areas covered by pervious concrete or other similar materials.

19. The maximum lot coverage may be increased by five percentile points once, if a covered outdoor living space or an accessory dwelling unit is built on site. For the purposes of this section, a covered outdoor living space includes any structure with a roof that is not fully enclosed by walls.

20. For new single-family residential homes and additions in Single-Family Land Use Districts, the maximum height of any individual building façade is 40 feet. Facades taller than 40 feet may be permitted when architectural modulation is provided that includes:

- a. An upper story balcony, porch, deck, exterior stairway, or other functional architectural feature; and
- b. A floor line projection (e.g. skirt roof), roof ledger, window fenestrations, pillars, columns, or similar architectural design features (such as bay windows, window seats, or awnings) to provide articulation and reduce massing effects.

21. Reduction of minimum rear yard and/or side yard setbacks shall be granted when agreement with the adjoining affected property owner(s) of a parcel under separate ownership has been reached resulting in an executed agreement including an approved site plan consenting to a reduction of setback. The agreement shall be recorded prior to permit

issuance with King County Records. The agreement shall reference the parcel number of all affected properties and conform to a format specified by the Director. Provided, no side or rear setback may be reduced to less than five feet. Further provided that setback reductions granted under this part shall not cause for a violation or non-conformance with adopted Construction Codes.

22. Applies to all structures and buildings unless modified for Primary Single Detached Dwelling Units or Detached Accessory Dwelling Units.

23. R-4 Setbacks for Primary Single Detached Dwelling Units are dynamic. The minimum dimension listed in the table is modified as follows in response to home size:

a. For single family homes less than 2,500 SF

Front Setback - Not less than 15 ft (20 ft minimum for garages)

Side Setback - An average of 7 ft but at no point less than 5 ft

Rear Setback - An average of 15 ft but at no point less than 8 ft

b. For single family homes between 2,500 SF and 4,000 SF

Front Setback - Not less than 20 ft

Side Setback - An average of 9 ft but at no point less than 8 ft

Rear Setback - An average of 20 ft but at no point less than 12 ft

c. For single family homes greater than 4,000 SF

Front Setback - Not less than 25 ft

Side Setback - An average of 12 ft but at no point less than 10 ft

Rear Setback - An average of 25 ft but at no point less than 15 ft

24. R-6 Setbacks for Primary Single Detached Dwelling Units are dynamic. The minimum dimension listed in the table is modified as follows in response to home size:

a. For single family homes less than 2,500 SF

Front Setback - Not less than 15 ft (20 ft minimum for garages)

Side Setback - An average of 7 ft but at no point less than 5 ft

Rear Setback - An average of 15 ft but at no point less than 8 ft

b. For single family homes between 2,500 SF and 4,000 SF

Front Setback - Not less than 15 ft (20 ft minimum for garages)

Side Setback - An average of 9 ft but at no point less than 8 ft

Rear Setback - An average of 20 ft but at no point less than 12 ft

c. For single family homes greater than 4,000 SF

Front Setback - Not less than 20 ft
Side Setback - An average of 12 ft but at no point less than 10 ft
Rear Setback - An average of 25 ft but at no point less than 15 ft

25. The front yard setback along any Arterial Streets shall be 30 feet.

26. Side yard setbacks shall be a minimum of 10 feet when the abutting property is zoned R-1, R-4, or R-6.

27. Only applies to stand alone detached accessory dwelling units. Does not apply to detached accessory dwelling units that are combined with other structures or improvements such as pool houses, outdoor kitchens, detached garages, covered patios, etc. Standard minimum structure setbacks apply to detached accessory dwelling units that are combined with other structures and improvements.

...

21A.25.040 Densities and dimensions – Commercial zones.

A. Commercial Zones.

	Z O N E S	COMMERCIAL		
		NEIGHBORHOOD BUSINESS	COMMUNITY BUSINESS	OFFICE
STANDARDS		NB	CB	O
Maximum Density		8 du/ac	18 du/ac	18 du/ac
DU/Acre		(1)	(1)	(1)
Minimum Lot Area				
Maximum Lot Depth/Width Ratio			10 ft	10 ft
<u>Minimum Rear Yard Setback (4)</u>		<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>
		<u>(5)</u>	<u>(5)</u>	<u>(5)</u>

	Z O N E S	COMMERCIAL		
		NEIGHBORHOOD BUSINESS	COMMUNITY BUSINESS	OFFICE
STANDARDS		NB	CB	O
<u>Minimum Front Yard Setback</u>		<u>10 ft</u> (2)	<u>10 ft</u> (2)	<u>10 ft</u>
<u>Minimum Street Setback</u>		<u>10 ft</u> (2)	<u>10 ft</u> (2)	<u>10 ft</u>
<u>Minimum Interior Setback (4)</u>		<u>20 ft</u> (5)	<u>20 ft</u> (5)	<u>20 ft</u> (5)
<u>Minimum Side Yard Setback (4)</u>		<u>20 ft</u> (5)	<u>20 ft</u> (5)	<u>20 ft</u> (5)
<u>Base Maximum Structure Height (7)</u>		35 ft 45 ft (3)	35 ft 60 ft (3)	45 ft 60 ft (3)
Maximum Floor/Lot Ratio: Square Feet		1/1 (6)	1.5/1 (6)	2.5/1 (6)
Maximum Impervious Surface: Percentage (8)(9)		85%	85%	75%

B. Development Conditions.

1. These densities are allowed only through the application of mixed use development standards and for stand-alone townhouse development in the NB zone on property designated commercial outside of center in the urban area.
2. Gas station pump islands shall be placed no closer than 25 feet to street front lines.

3. This ~~base-maximum structure~~ height allowed only for mixed use developments and for stand-alone townhouse development in the NB zone on property designated commercial outside of center in the urban area.

4. Required on property lines adjoining residential zones.

5. Required on property lines adjoining residential zones for industrial uses established by conditional use permits.

6. The floor/lot ratio for mixed use developments shall conform to Chapter 21A.30 SMC.

7. Height limits may be increased when portions of the structure or building which exceed the ~~basemaximum structure~~ height limit provide one additional foot of ~~street and interior set backfront, rear, and side yard setback~~ for each foot above the ~~basemaximum structure~~ height limit, provided the maximum height may exceed 75 feet only in mixed use developments. Netting or fencing and support structures for the netting or fencing used to contain golf balls in the operation of golf courses or golf driving ranges are exempt from ~~the-this~~ additional ~~interior~~ setback requirement; provided, that the maximum height shall not exceed 75 feet.

8. The impervious surface area for any lot may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit.

9. Subject to the increase in maximum height permitted pursuant to SMC 21A.30.020, preferred low impact development incentives.

...

21A.25.050 Measurement methods.

The following provisions shall be used to determine compliance with this title:

(1) ~~Street setbacks~~ Front yard setbacks shall be measured from the property line or lot line of an existing edge of a street right-of-way or temporary turnaround, except as provided by SMC 21A.25.170;

(2) Lot widths shall be measured by scaling a circle of the applicable diameter within the boundaries of the lot; provided, that an access easement shall not be included within the circle;

(3) Building Structure height shall be measured from the average ~~finished-existing~~ grade of land prior to any cuts and fills or other disturbances associated with the proposed project to the highest point of the structure or roof. The average ~~finished-existing~~ grade shall be determined by first delineating the smallest square or rectangle that can enclose the structure or building and then averaging the existing grade elevations taken at the midpoint of each side of the square or rectangle; ~~provided, that the measured elevations do not include berms.~~

- (4) Lot area shall be the total horizontal land area contained within the boundaries of a lot; and
- (5) Impervious surface calculations shall not include areas of turf, landscaping, natural vegetation, surface water flow control, or water quality treatment facilities.

...

21A.25.070 Calculations – Allowable dwelling units, lots or floor area, lot coverage.

Permitted number of units, or lots or floor area shall be determined as follows:

- (1) The allowed number of dwelling units or lots (base density) shall be computed by multiplying the site area specified in SMC 21A.25.080 by the applicable residential base density number;
- (2) The maximum density (unit or lot) limits shall be computed by adding the bonus or transfer units authorized by Chapter ~~21A.75~~ or 21A.80 SMC to the base units computed under subsection (1) of this section;
- (3) The allowed floor area, which excludes structured or underground parking areas and areas housing mechanical equipment, shall be computed by applying the floor-to-lot area ratio to the project site area specified in SMC 21A.25.080; and
- (4) The allowed lot coverage shall be computed by dividing the total building footprint area by the total lot area. The total building footprint area is computed by adding the horizontal land area covered by a building or combination of buildings on the subject lot. The total building footprint does not include building eaves of up to 18 inches; for eaves and overhangs greater than 18 inches, that portion of the eaves and overhangs that extends beyond 18 inches shall count toward the building footprint.
- (5) When calculations other than density calculations result in a fraction, the fraction shall be rounded to the nearest whole number as follows:
- (a) Fractions of 0.5~~10~~ or above shall be rounded up; ~~and~~
- (b) Fractions ~~below of~~ 0.50 or below shall be rounded down; ~~and~~
- (c) For the purpose of the application of this part, rounding is based on a fraction that is truncated to two numbers past the decimal point. For example, 2.50823 is truncated to 2.50.
- (6) When density calculations result in a fraction:
- (a) For multi-family and attached dwelling projects located in the R-8, R-12, R-18, NB, CB, or O zones with density calculations resulting in a fraction, the fraction shall be rounded to the nearest whole number as follows:

i. Fractions of 0.51 or above shall be rounded up; and

ii. Fractions of 0.50 or below shall be rounded down.

(b) For subdivision proposals with density calculations resulting in 10 or more whole units of density before rounding fractions, the fraction shall be rounded to the nearest whole number as follows:

i. Calculations resulting in fractions of whole units equaling .51 or greater shall round up. For example, a subdivision proposal with a density calculation resulting 11.52 would result in 12 units. A subdivision proposal with a density calculation resulting 11.50 would result in 11 units. A subdivision proposal resulting in a density calculation of less than 10 units of density before rounding fractions (e.g. 9.56) is not eligible for rounding under this section. See Item c below.

ii. Calculations resulting in fractions of whole units equaling .50 or less shall round down. For example, a subdivision proposal with a density calculation resulting 11.52 would result in 12 units. A subdivision proposal with a density calculation resulting 11.50 would result in 11 units. A subdivision proposal resulting in a density calculation of less than 10 units of density before rounding fractions (e.g. 9.56) is not eligible for rounding under this section. See Item c below.

(c) For subdivision proposals with density calculations resulting in 9 or fewer whole units of density before rounding fractions, the fraction shall be rounded to the nearest whole number as follows:

i. Calculations resulting in fractions of whole units equaling .71 or greater shall round up. For example, a subdivision proposal with a density calculation resulting 4.71 would result in 5 units. A subdivision proposal with a density calculation resulting 4.69 would result in 4 units.

ii. Calculations resulting in fractions of whole units equaling .70 or less shall round down. For example, a subdivision proposal with a density calculation resulting 4.71 would result in 5 units. A subdivision proposal with a density calculation resulting 4.69 would result in 4 units.

(d) For subdivision proposals with density calculations resulting in fractions and where the project design utilizes townhomes or duplexes for at least 25% of the total project units, the fraction shall be rounded to the nearest whole number as follows:

i. Fractions of 0.21 or above shall be rounded up; and

ii. Fractions of 0.20 or below shall be rounded down.

(e) For the purpose of the application of this part, rounding is based on a fraction that is truncated to two numbers past the decimal point. For example, 2.50823 is truncated to 2.50.

...

21A.25.100 Administrative Adjustment of setbacks.

The purpose and intent of ~~administrative adjustment of setbacks~~ setback adjustments is to provide the flexibility to modify setbacks in all zoning districts ~~at the administrative level, for projects associated with a Type II, III, or IV action. Administrative adjustment of setbacks may modify setbacks established in this chapter;~~ Provided, that such modification shall not affect setbacks or other requirements established elsewhere in this title. Approval shall be based on a determination that the adjustment is consistent with the purpose and intent of this title.

(1) Process. Requests for ~~administrative adjustment of setbacks~~ shall only be reviewed and approved ~~accepted for projects associated with a Type II, III, or IV action and shall be reviewed and approved concurrent with the related development application. The director may approve or recommend an adjustment with a Type II action or recommend approval to the hearing examiner on an administrative a request for~~ adjustment of standards setbacks associated with a Type III or Type IV action based upon the factors listed in subsection (3) of this section and as provided in subsection (4) of this section.

(2) Review. The applicant shall have the burden of demonstrating that the requested adjustment of setbacks is warranted, that the adjustment is consistent with the purpose and intent of this title and shall provide such documentation to support the request as may be required by the director.

(3) Criteria. In issuing an ~~administrative adjustment of setbacks~~ approval or recommendation on a request for adjustment of setbacks, the director shall consider the following:

- (a) Any site-specific characteristics or constraints affecting the subject property that may warrant the adjustment;
- (b) The consistency of the requested adjustment with other regulatory requirements governing the development application;
- (c) The consistency of the requested adjustment with the policy direction provided by the Sammamish Comprehensive Plan or other adopted policy documents;
- (d) Whether the adjustment of setbacks is compatible in scale and character with existing neighboring land uses;
- (e) Whether the adjustment of setbacks is consistent with the intent and character of the zoning district involved;
- (f) Impacts upon:

- (i) Adjacent Property Owner(s). The adjustment of setbacks shall not negatively impact the adjacent property owners through incompatible height, bulk, design, color or other features;
 - (ii) Environmentally Critical Areas. The adjustment shall be consistent with the purpose and intent of the environmentally critical area regulations, and shall not negatively impact environmentally critical areas;
 - (iii) Public Services. The adjustment of setbacks shall not negatively impact public services, including emergency access, access to right-of-way, dedicated tracts, or easements;
- (g) The required impervious surface area for the property shall not be exceeded;
- (h) Whether the adjustment allows for the placement of a building to be made on the lot to allow for the retention of an existing significant tree or trees. Significant trees retained through this provision shall be considered protected trees and shall not be removed without replacement;
- (i) The reductions shall accomplish one or more of the following goals:
- (i) Allows buildings to be sited in a manner which maximizes solar access;
 - (ii) Allows zero lot line, semidetached (common wall construction) or other types of cluster development when allowed and in conformance with the provisions of this code;
 - (iii) Coordinates development with adjacent land uses and the physical features of the site;
 - (iv) Allows the development proposal to comply with later adopted setback provisions;
or
 - (v) Allows development consistent with the scale and character of the existing neighborhood.

~~(4) Adjustment of Setbacks.~~

~~(a) Residential and commercial street setbacks established pursuant to this chapter may be reduced by up to 30 percent;~~

~~(b) Residential interior setbacks may be reduced to a minimum of five feet (where not otherwise authorized); eaves and projections may extend 18 inches into setbacks; provided, that projections may not exceed a width of 10 feet and are limited to two per facade.~~

(4) Requests for residential and commercial setback adjustments pursuant to this chapter shall be limited to 30 percent of the required setback dimension.

(5) Public notification of requests for residential and commercial setback adjustments shall be included in the project public notice as required by SMC 20.05.060 and SMC 20.05.090.

...

21A.25.120 Measurement of setbacks.

~~(1) Interior Setback. The interior setback is measured from the interior lot line to a line parallel to and measured perpendicularly from the interior lot lines at the depth prescribed for each zone.~~

~~(2) Street Setback. The street setback is measured from the street right of way or the edge of a surface improvement which extends beyond a right of way, whichever is closer to the proposed structure, to a line parallel to and measured perpendicularly from the street right of way or the edge of the surface improvement at the depth prescribed for each zone.~~

~~(1) Side Yard Setback. The side yard setback is the setback between a structure and any lot line to which neither the street nor rear yard setback applies. The side yard setback is measured from a side yard lot line to a line parallel to and measured perpendicularly from the side yard lot line at the depth prescribed for each zone. Four-sided corner lots abutting streets on two sides shall have two side setbacks and no rear setback.~~

~~(2) Front Yard Setback. The front yard setback is measured between a structure and the front yard lot line. The front yard setback is measured from a front yard lot line to a line parallel to (offset to) and measured perpendicularly from the front yard lot line at the depth prescribed for each zone. In lots adjoining two or more front yards, including corner lots, the minimum front yard setback shall apply to all such street frontages.~~

~~(3) Rear Yard Setback. The rear yard setback is the setback measurement between a structure and the rear yard lot line. Four-sided lots adjoining more than one street shall have no rear yard setback. In triangular lots with one street frontage, the rear setback shall be measured from the shorter of the lot lines not adjoining the street.~~

...

21A.25.140 Setbacks – Livestock buildings and manure storage areas.

(1) The minimum ~~interior~~ setback for any building used to house, confine or feed swine shall be 90 feet. If a greater dimension is specified within this code the greater dimension shall apply.

(2) The minimum ~~interior~~ setback for any building used to house, confine or feed any other livestock shall be 25 feet. If a greater dimension is specified within this code the greater dimension shall apply.

(3) The minimum ~~interior~~ setback for any manure storage area shall be 35 feet. If a greater dimension is specified within this code the greater dimension shall apply.

...

21A.25.150 Setbacks – Modifications

The following setback modifications are permitted:

(1) When the common property line of two lots is covered by a building(s), the setbacks required by this chapter shall not apply along the common property line; and

(2) When a lot is located between lots having nonconforming front yard setbacks, the required front yard setback for such lot may be the average of the two nonconforming setbacks or 60 percent of the required front yard setback, whichever results in the greater front yard setback.

...

...

21A.25.190 Setbacks – Projections and structures allowed.

Provided, that the required setbacks from regional utility corridors of SMC 21A.25.160, as allowed in the environmentally critical areas of SMC 21A.50.210, the adjoining half-street or designated arterial setbacks of SMC 21A.25.180 and the sight distance requirements of SMC 21A.25.220 are maintained, structures may extend into or be located in required setbacks, as follows:

(1) Fireplace structures, bay or garden windows, enclosed stair landings, closets, or similar structures may project 30 inches into a ~~rear yard or front yard~~~~street~~ setback and 18 inches into ~~an interior~~ a side yard setback, provided such projections are:

(a) Limited to two per facade; and

(b) Not wider than 10 feet;

(2) Uncovered porches and decks that exceed 18 inches above the finished grade may project five feet into the front yard~~street~~ setback;

(3) Uncovered porches and decks not exceeding 18 inches above the finished grade may project to the street property line;

(4) Eaves may not project more than:

(a) Twenty-four inches into a ~~street~~rear yard or front yard setback; or

(b) Eighteen inches across a lot line in a zero lot line development, provided there are appropriate easements, and that any neighboring building and its associated eaves are 10 feet from the lot line; or

(c) Eighteen inches into ~~an interior~~a side yard setback;

(5) Fences with a height of six feet or less ~~may project into or be located in any setback may be located in the rear and side yard setbacks except that fences up to eight feet in height and not exceeding 32 linear feet for the segment exceeding six feet along any side or rear yard line may be located in the rear and side yard setbacks. Fences exceeding six feet within the rear or side yard setback shall only be allowed when located along a side or rear yard line shared with a property under separate ownership and when an agreement with the adjoining affected property owner(s) has been reached resulting in an executed agreement including an approved site plan and maintenance agreement consenting to a fence of up to eight feet recorded prior to building permit issuance with King County Records. Agreements shall reference the parcel number of all affected properties and conform to a format specified by the Director. Provided, no fence shall exceed eight feet. Further provided that fence height granted under this part shall not cause for a violation or non-conformance with adopted Construction Codes. Fences are limited to four feet in height in the front yard setback and shall be consistent with the sight distance requirements of SMC 21A.25.220. For corner or atypical shaped lots with more than one front yard a fence of six feet or less may be located within the front setback along the street frontage that does not provide access to the property when located outside of the vision clearance triangle.~~

(6) Rockeries, retaining walls and curbs may project into or be located in any setback provided these structures:

(a) Do not exceed a height of six feet in the R-1 through R-18 zones;

(b) Do not exceed the building height for the zone in commercial zones, measured in accordance with the standards established in the International Building Code, SMC Title 16; and

(c) Are in accordance with the requirements in Chapter 21A.50 SMC, Environmentally Critical Areas;

(7) Fences located on top of rockeries, retaining walls or berms are subject to the requirements of SMC 21A.30.190;

(8) Telephone poles and lines; power poles and lines; cable TV and Internet lines; light and flagpoles; trellises not exceeding eight feet in height, not wider than 10 feet; culverts; underground water facilities; underground sewer facilities; and accessory facilities for the provision of utilities, such as drains, but excluding electrical and cellular equipment cabinets, and similar utility boxes and vaults;

(9) The following may project into or be located within a setback, but may only project into or be located within ~~an interior-a rear yard or side yard~~ setback area if an agreement documenting consent between the owners of record of the abutting properties is recorded with the King County department of records and elections prior to the installment or construction of the structure:

(a) Sprinkler systems, heat pumps, air conditioning units, electrical and cellular equipment cabinets and other similar utility boxes and vaults;

(b) Security system access controls;

(c) Structures, except for buildings, associated with trails and on-site recreation spaces and play areas required in SMC 21A.30.140 and 21A.30.160 such as benches, picnic tables and drinking fountains; and

(d) Surface water management facilities as required by Chapter 9.04 KCC as adopted by SMC Title 13;

(10) Mailboxes and newspaper boxes may project into or be located within ~~street setbacks~~front yard setbacks;

(11) Fire hydrants and associated appendages;

(12) Metro bus shelters may be located within ~~street setbacks~~front yard setbacks;

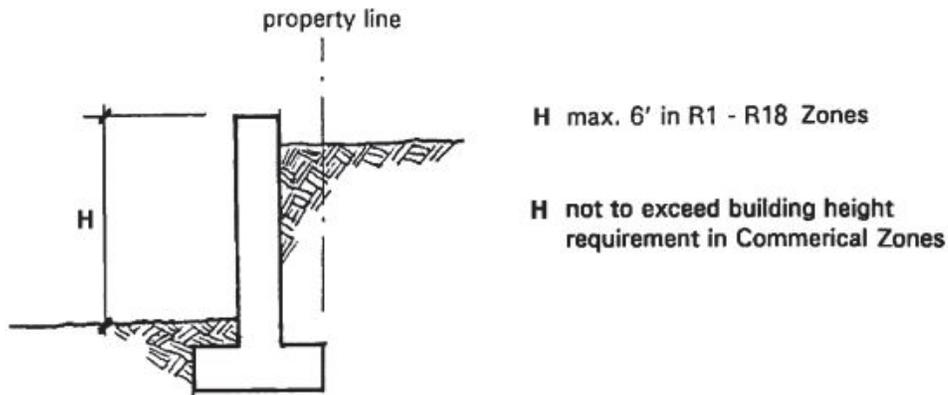
(13) Unless otherwise allowed in SMC 21A.45.060(1), freestanding and monument signs four feet or less in height, with a maximum sign area of 20 square feet may project into or be located within ~~street setbacks~~front yard setbacks; and

(14) Storm water vaults, structures, and conveyance systems, both above and below ground, provided such projections are:

(a) Consistent with setback, easement and access requirements specified in the current Surface Water Design Manual; or

(b) In the absence of said specifications, not within 10 feet of the property line for storm water vaults and structures, and not within five feet of the property line for conveyance systems.

RETAINING WALL IN SETBACK



...

**Chapter 21A.30
DEVELOPMENT STANDARDS – DESIGN REQUIREMENTS**

...

21A.30.020 Lot segregations – Zero lot line development.

In any R zone or in the NB zone on property designated commercial outside of center in the urban area, interior rear yard and side yard setbacks may be modified during subdivision or short subdivision review as follows:

(1) If a building is proposed to be located within a normally required interior rear yard or side yard setback in the NB zone:

(a) An easement shall be provided on the abutting lot of the subdivision that is wide enough to ensure a 10-foot separation between the walls of structures on adjoining lots, except as provided for common wall construction;

(b) The easement area shall be free of permanent structures and other obstructions that would prevent normal repair and maintenance of the structure’s exterior;

(c) Buildings utilizing reduced setbacks shall not have doors that open directly onto the private yard areas of abutting property. Windows in such buildings shall not be oriented toward such private yard areas unless they consist of materials such as glass block, textured glass, or other opaque materials, and shall not be capable of being opened, except for clerestory-style windows or skylights; and

(d) The final plat or short plat shall show the approximate location of buildings proposed to be placed in a standard setback area.

(2) If a building is proposed to be located within a normally required ~~interior rear yard or side yard~~ setback in an R zone:

(a) The residential development must qualify for the attached housing incentive provided in SMC 21A.85.040;

(b) An easement shall be provided on the abutting lot of the subdivision that is wide enough to ensure a 10-foot separation between the walls of structures on adjoining lots, except as provided for common wall construction;

(c) The easement area shall be free of permanent structures and other obstructions that would prevent normal repair and maintenance of the structure's exterior;

(d) Buildings utilizing reduced setbacks shall not have doors that open directly onto the private yard areas of abutting property. Windows in such buildings shall not be oriented toward such private yard areas unless they consist of materials such as glass block, textured glass, or other opaque materials, and shall not be capable of being opened, except for clerestory-style windows or skylights; and

(e) The final plat or short plat shall show the approximate location of buildings proposed to be placed in a standard setback area.

...

21A.30.190 Fences.

Fences are permitted as follows:

~~(1) Fences exceeding a height of six feet shall comply with the applicable street and interior setbacks of the zone in which the property is located, except: fences located on a rockery, retaining wall, or berm within a required setback area are permitted subject to the following requirements:~~

~~(a) In R-1 through R-18 zones:~~

~~(i) The total height of the fence and the rockery, retaining wall or berm upon which the fence is located shall not exceed a height of 10 feet. This height shall be measured from the top of the fence to the ground on the low side of the rockery, retaining wall or berm; and~~

~~(ii) The total height of the fence itself, measured from the top of the fence to the top of the rockery, retaining wall or berm, shall not exceed six feet.~~

~~(b) In the R-18 and commercial zones, the height of the fence, measured from the top of the fence to the top of the rockery, retaining wall or berm, shall not exceed six feet.~~

~~(c) Any portion of the fence above a height of eight feet, measured to include both the fence and the rockery, retaining wall, or berm (as described in subsection (1)(a)(i) of this section), shall be an open work fence.~~

(1) Fences with a height of six feet or less may be located in the rear and side yard setbacks except that fences up to eight feet in height and not exceeding 32 linear feet in length for the segment exceeding six feet along any side or rear yard line may be located in the rear and side yard setbacks. Fences exceeding six feet within the rear or side yard setback shall only be allowed when located along a side or rear yard line shared with a property under separate ownership and when an agreement with the adjoining affected property owner(s) has been reached resulting in an executed agreement including an approved site plan and maintenance agreement consenting to a fence of up to eight feet recorded prior to building permit issuance with King County Records. Agreements shall reference the parcel number of all affected properties and conform to a format specified by the Director. Provided, no fence shall exceed eight feet. Further provided that fence height granted under this part shall not cause for a violation or non-conformance with adopted Construction Codes. Fences are limited to four feet in height in the front yard setback and shall be consistent with the sight distance requirements of SMC 21A.25.220. For corner or a-typical shaped lots with more than one front yard a fence of six feet or less may be located within the front setback along the street frontage that does not provide access to the property when located outside of the vision clearance triangle and sight distance requirements of SMC 21A.25.220.

(2) Fences located on a rockery, retaining wall, or berm ~~outside within a~~ required setback areas ~~shall not exceed the building height for the zone, measured in accordance with the standards established in the Uniform Building Code, SMC Title 16,~~ are permitted subject to the following requirements:

(a) In R-1 through R-18 zones:

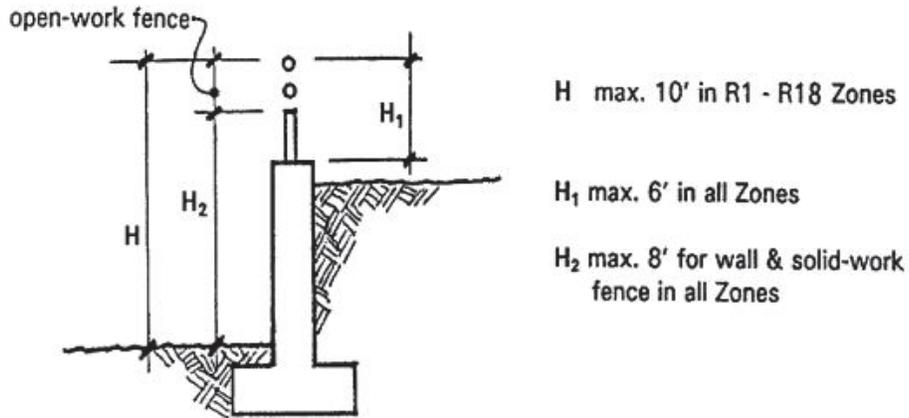
(i) The total height of the fence and the rockery, retaining wall or berm upon which the fence is located shall not exceed a height of 10 feet. The maximum height of 10 feet may be increased to 12 feet in accordance with section (1) above. This height shall be measured from the top of the fence to the ground on the low side of the rockery, retaining wall or berm; and

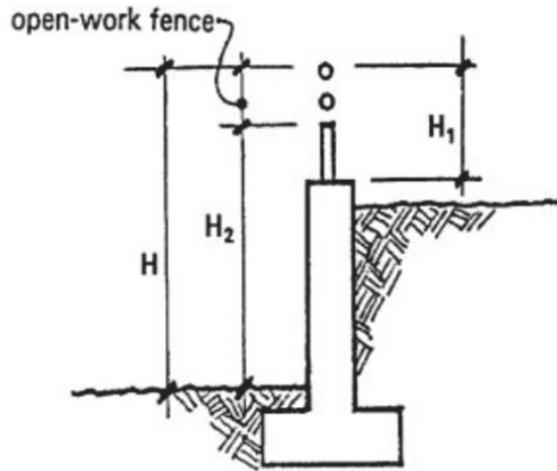
(ii) The total height of the fence itself, measured from the top of the fence to the top of the rockery, retaining wall or berm, shall not exceed six feet. The maximum height of six feet may be increased to eight feet in accordance with section (1) above.

(b) In the R-18 and commercial zones, the height of the fence, measured from the top of the fence to the top of the rockery, retaining wall or berm, shall not exceed six feet.

(c) Any portion of the fence above a height of eight feet, measured to include both the fence and the rockery, retaining wall, or berm (as described in subsection (1)(a)(i) of this section), shall be an open-work fence. The height of the solid-work style fence may be increased to 10 feet in accordance with section (1) above.

RETAINING WALL WITH FENCE IN SETBACK



RETAINING WALL WITH FENCE IN SETBACK

H max. 10' in R1 – R18 Zones
(may be increased to 12 feet)

H1 max. 6' in all Zones
(may be increased to 8 feet)

H2 max. 8' for wall & Solid-work fence in all Zones
(may be increased to 10 feet)

(3) Fences located on a rockery, retaining wall or berm outside required setback areas shall not exceed the building height for the zone.

(34) Electric fences shall:

(a) Be permitted in all zones; provided, that when placed within R-4 through R-18 zones, additional fencing or other barriers shall be constructed to prevent inadvertent contact with the electric fence from abutting property;

(b) Comply with the following requirements:

(i) An electric fence using an interrupted flow of current at intervals of about one second on and two seconds off shall be limited to 2,000 volts at 17 milliamp;

(ii) An electric fence using continuous current shall be limited to 1,500 volts at seven milliamp;

(iii) All electric fences in the R-4 through R-18 zones shall be posted with permanent signs a minimum of 36 square inches in area at 50-foot intervals stating that the fence is electrified; and

(iv) Electric fences sold as a complete and assembled unit can be installed by an owner if the controlling elements of the installation are certified by an A.N.S.I. approved testing agency.

(45) Except as specifically required for the necessary security related to a nonresidential use, no barbed or razor-wire fence shall be located in any R-4 through R-18 zone.

...

**Chapter 21A.35
DEVELOPMENT STANDARDS – LANDSCAPING AND IRRIGATION**

...

21A.35.050 Landscaping – Interior Side and rear lot lines.

The required width of perimeter landscaping along interior the side and rear yard lot lines shall be provided as follows:

- (1) Twenty feet of Type I landscaping shall be included in a commercial or industrial development along any portion adjacent to a residential development;
- (2) Five feet of Type II landscaping shall be included in an attached/group residence development, except that along portions of the development adjacent to property developed with single detached residences or vacant property that is zoned R(1-8), the requirement shall be 10 feet of Type II landscaping;
- (3) Ten feet of Type II landscaping shall be included in an industrial development along any portion adjacent to a commercial or institutional development; and
- (4) Ten feet of Type II landscaping shall be included in an institutional use, excluding playgrounds and playfields, or an above-ground utility facility development, excluding distribution or transmission corridors, when located outside a public right-of-way.

...

**Chapter 21A.40
DEVELOPMENT STANDARDS –
PARKING AND CIRCULATION**

...

21A.40.055 Parking for new lots created under Title 19A SMC.

All new single-family residential lots, created pursuant to the provisions of Title 19A SMC and located within the R-4 and R-6 zones, shall provide one on-street parking space along the street frontage of each lot within the project's public or private streets. If, through demonstration of design alternatives considered by the applicant on-street parking is proven infeasible, required parking may be permitted in alternative locations in the following order of preference: within a common shared space to be managed by the HOA; or within the driveway that services each new lot.

...

...

Development Regulations Update
City Council Proposed Amendments to Planning Commission Recommendation

No.	Page #	Code Section	Source	Description	Initial Council Direction	Proposed Code Language	Notes	Council Action
1.	4 of 32	SMC 16.15.090(2)(a)	MBAKS March 13, 2019 Letter	Increase allowance for excavation to from 10 feet to 20 feet.	Proceed with development of code language for final consideration on April 9.	<p>Amend Planning Commission Recommended Draft section SMC 16.15.090(2)(a) to read as follows:</p> <p>....</p> <p>(a) Mass Grading. No mass grading shall be allowed and alterations to existing grade shall be minimized. Excavation shall not exceed twenty feet. Fill shall not exceed five feet subject to the following provisions: all fill in excess of four feet shall be engineered; engineered fill may be approved in exceptional circumstances by the Director to exceed five feet. In no instance shall fill exceed a maximum of eight feet. Exceptional circumstances are: (1) instances where driveway access would exceed 15 percent slope if additional fill retained by the building foundation is not permitted; or (2) where the five-foot fill maximum generally is observed but limited additional fill is necessary to accommodate localized undulations or variations in existing topography. The excavation and fill limitations of this subsection shall not apply to road construction or necessary underground infrastructure and structures that do not change the surface elevation (e.g. vaults, utility trenches, foundations, basements, etc.).</p> <p>....</p>	This is a "dial" that can be adjusted for different outcomes.	
2.	4 of 32	SMC 16.15.090(2)(a)	MBAKS March 13, 2019 Letter	Increase allowance for fill from 5 feet to 10 feet and increase maximum allowed fill from 8 feet to 15 feet in exceptional circumstances.	Proceed with development of code language for final consideration on April 9.	<p>Amend Planning Commission Recommended Draft section SMC 16.15.090(2)(a) to read as follows:</p> <p>....</p> <p>(a) Mass Grading. No mass grading shall be allowed and alterations to existing grade shall be minimized. Excavation shall not exceed ten feet. Fill shall not exceed ten feet subject to the following provisions: all fill in excess of four feet shall be engineered; engineered fill may be approved in exceptional circumstances by the Director to exceed ten feet. In no instance shall fill exceed a maximum of fifteen feet. Exceptional circumstances are: (1) instances where driveway access would exceed 15 percent slope if additional fill retained by the building foundation is not permitted; or (2) where the ten-foot fill maximum generally is observed but limited additional fill is necessary to accommodate localized undulations or variations in existing topography. The excavation and fill limitations of this subsection shall not apply to road construction or necessary underground infrastructure and structures that do not change the surface elevation (e.g. vaults, utility trenches, foundations, basements, etc.).</p> <p>....</p>	This is a "dial" that can be adjusted for different outcomes.	
3.	4 of 32	SMC 16.15.090(2)(a)	Legal Review	Remove reference to term "Mass Grading". Add subsection title and amend language for consistency. Restructure section for clarity.	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 16.15.090(2)(a) to read as follows:</p> <p>....</p> <p>(a) Grading. No mass grading shall be allowed and alterations to existing grade shall be minimized.</p> <p>(i) Excavation. Excavation shall not exceed ten feet as measured from existing grade prior to the commencement of construction.</p> <p>(ii) Fill. Fill shall not exceed five feet as measured from existing grade prior to the commencement of construction subject to the following provisions:</p> <p>1. Fill in excess of four feet shall be engineered; engineered fill may be approved in exceptional circumstances by the Director to exceed five feet. In no instance shall fill exceed a maximum of eight feet.</p>	If selected requires partner amendment #4 below.	

						<p>2. Exceptional circumstances are: (1) instances where driveway access would exceed 15 percent slope if additional fill retained by the building foundation is not permitted; or (2) where the five-foot fill maximum generally is observed but limited additional fill is necessary to accommodate localized undulations or variations in existing topography.</p> <p>(iii) Exceptions. The excavation and fill limitations of this subsection shall not apply to road construction or necessary underground infrastructure and structures that do not change the surface elevation (e.g. vaults, utility trenches, foundations, basements, etc.).</p> <p>....</p>		
4.	1 of 32	SMC16.15.020(16)(a)	Legal Review	Remove references to term "Mass Grading". Term is ambiguous. Instead focus regulating grading through prescriptive requirements.	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 16.15.020 to remove item (16.a) definition of mass grading as follows:</p> <p>....</p> <p>SMC 16.15.020(16)</p> <p>(16) "Grading and clearing permit" means the permit required by this chapter for grading and clearing activities, including temporary permits.</p> <p>(a) "Mass Grading" means the movement or redistribution of large quantities of earth over large areas.</p> <p>....</p>	If selected requires partner amendment #3 above.	
5.	4 of 32	SMC 16.15.090(2)(b)	MBAKS March 13, 2019 Letter	Language can be viewed as subjective and discretionary. Excavation and fill limits of SMC 16.15.090(1)(a) should control. This part unnecessary. Suggest strike.	Proceed with development of code language for final consideration on April 9.	<p>Language can be viewed as subjective and discretionary. Excavation and fill limits of SMC 16.15.090(2)(b) should control. This part unnecessary. Strike/Eliminate Planning Commission Recommended Draft section SMC 16.15.090(1)(b) as follows:</p> <p>....</p> <p>(b) Garages on sites sloping uphill shall be placed below the main floor elevation where feasible to reduce grading and to fit structures into existing topography. Garages on sites sloping downhill from the street may be required to be placed as close to the right-of-way as feasible and at or near street grade. On slopes in excess of 25 percent, driveways shall be designed to minimize disturbance and should provide the most direct connection between the building and the public or private street.</p> <p>....</p>	If selected #6 below is rendered obsolete by way of deletion of language.	
6.	4 of 32	SMC 16.15.090(2)(b)	Legal Review	Add subsection title for consistency.	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 16.15.090(2)(b) to read as follows:</p> <p>....</p> <p>(b) Garages. Garages on sites sloping uphill shall be placed below the main floor elevation where feasible to reduce grading and to fit structures into existing topography. Garages on sites sloping downhill from the street may be required to be placed as close to the right-of-way as feasible and at or near street grade. On slopes in excess of 25 percent, driveways shall be designed to minimize disturbance and should provide the most direct connection between the building and the public or private street.</p>	If item #5 above is selected this edit not needed as language will be deleted.	

														
7.	4 of 32	SMC 16.15.090(2)(c)	Legal Review	Add subsection title for consistency.	Recommended by Legal.	Amend Planning Commission Recommended Draft section SMC 16.15.090(2)(b) to read as follows: (c) Permit Approval. On sites where development is proposed or anticipated, land clearing shall not take place until a construction permit is approved, addressing all land use requirements and presenting final engineering design consistent with applicable development standards and adopted Public Works Standards. 									
8.	7 of 32	SMC 21A.15.1070	Legal Review	Consistency additions.	Recommended by Legal.	Amend Planning Commission Recommended Draft section SMC 21A.15.1070 to read as follows: 21A.15.1070 Setback. "Setback" means the minimum required distance between a structure or a building and a specified line such as a property line , lot line , access easement line , or buffer line that is required to remain free of structures or buildings. 									
9.	10 of 32	SMC 21A.25.030	Councilmember Hornish	Add clarification that DADUs meeting standard setbacks may be taller than 18 feet up to the 35-foot height limit for structures and may be combined with other amenities such as detached garages.	Proceed with development of code language for final consideration on April 9.	Add a new Footnote 28 to Planning Commission Recommended Draft section SMC 21A.25.030 (subsections A and B) as a Development Condition to read as follows: <table border="1"> <tr> <td>Maximum Detached Accessory Dwelling Structure Height (28)</td> <td>18 ft</td> <td>18 ft</td> <td>18 ft</td> <td>18 ft</td> <td>18 ft</td> <td>18 ft</td> </tr> </table> 28. Does not apply to Detached Accessory Dwelling Units that conform to Minimum Structure Setbacks. 	Maximum Detached Accessory Dwelling Structure Height (28)	18 ft							
Maximum Detached Accessory Dwelling Structure Height (28)	18 ft	18 ft	18 ft	18 ft	18 ft	18 ft									
10.	13 of 32	SMC 21A.25.030(B)	Mayor Malchow	Amend Footnote 21 to restrict the use of setback adjustments to only existing lots.	Proceed with development of code language for final consideration on April 9.	Amend Planning Commission Recommended Draft section SMC 21A.25.030(B) Footnote 21 to read as follows: 									

						<p>21. Reduction of minimum rear yard and/or side yard setbacks shall be granted when agreement with the adjoining affected property owner(s) of a parcel under separate ownership has been reached resulting in an executed agreement including an approved site plan consenting to a reduction of setback. The agreement shall be recorded prior to permit issuance with King County Records. The agreement shall reference the parcel number of all affected properties and conform to a format specified by the Director. Provided, no side or rear setback may be reduced to less than five feet. Further provided that setback reductions granted under this part shall not cause for a violation or non-conformance with adopted Construction Codes. The setback reduction granted under this part shall not be available for or applicable to lots created through the subdivision process that remain vested under RCW 58.17.170.</p> <p>....</p>		
11.	13 of 32	SMC 21A.25.030(B) Footnote 21	Legal Review	Deletion of word and addition of code reference. Add reference to Type I Permit. Add reference to existing site restrictions (e.g. easements).	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 21A.25.030(B) Footnote 21 to read as follows:</p> <p>....</p> <p>21. Reduction of minimum rear yard and/or side yard setbacks shall be granted when bundled and submitted with a Type I permit application and when agreement with the adjoining affected property owner(s) of a parcel under separate ownership has been reached resulting in an executed agreement that includes an approved site plan consenting to a reduction of setback. The agreement shall provide that it runs with the land, and must be recorded with King County Records prior to permit issuance. The agreement shall reference the parcel number and legal description of all affected properties and conform to a format specified by the Director. Provided, no side or rear setback may be reduced to less than five feet. Further provided that setback reductions granted under this part shall not cause for a violation or non-conformance with existing site restrictions (e.g. easements) or adopted Construction Codes, Chapter 16.05.</p> <p>....</p>		
12.	14 of 32	SMC 21A.25.030(B) Footnotes 23 and 24	MBAKS March 13, 2019 Letter	<p>Reduce proposed setback dimensions in the R-4 and R-6 as follows:</p> <p>Homes size $\geq 4,000$ sf: 20' total side yard Home size $\leq 4,000$ and $\geq 2,500$ sf: 15' total side yard Homes size $\leq 2,500$ sf: 10' total side yard</p>	Proceed with development of code language for final consideration on April 9.	<p>Amend Planning Commission Recommended Draft section SMC 21A.25.030(B) Footnotes 23 and 24 to read as follows:</p> <p>....</p> <p>23. R-4 Setbacks for Primary Single Detached Dwelling Units are dynamic. The minimum dimension listed in the table is modified as follows in response to home size:</p> <p>a. For single family homes less than 2,500 SF</p> <p>Front Setback - Not less than 15 ft (20 ft minimum for garages) Side Setback – Not less than 5 ft Rear Setback - An average of 15 ft but at no point less than 8 ft</p> <p>b. For single family homes between 2,500 SF and 4,000 SF</p> <p>Front Setback - Not less than 20 ft Side Setback – 15 ft in total no less than 5 ft (e.g. 10 ft on one side and 5 ft on the other with a sum of 15 ft) Rear Setback - An average of 20 ft but at no point less than 12 ft</p> <p>c. For single family homes greater than 4,000 SF</p>	This is a "dial" that can be adjusted for different outcomes.	

					<p>Front Setback - Not less than 25 ft Side Setback – 20 ft in total no less than 5 ft (e.g. 15 ft on one side and 5 ft on the other with a sum of 20 ft) Rear Setback - An average of 25 ft but at no point less than 15 ft</p> <p>24. R-6 Setbacks for Primary Single Detached Dwelling Units are dynamic. The minimum dimension listed in the table is modified as follows in response to home size:</p> <p>a. For single family homes less than 2,500 SF</p> <p>Front Setback - Not less than 15 ft (20 ft minimum for garages) Side Setback - Not less than 5 ft Rear Setback - An average of 15 ft but at no point less than 8 ft</p> <p>b. For single family homes between 2,500 SF and 4,000 SF</p> <p>Front Setback - Not less than 15 ft (20 ft minimum for garages) Side Setback - 15 ft in total no less than 5 ft (e.g. 10 ft on one side and 5 ft on the other with a sum of 15 ft) Rear Setback - An average of 20 ft but at no point less than 12 ft</p> <p>c. For single family homes greater than 4,000 SF</p> <p>Front Setback - Not less than 20 ft Side Setback - 20 ft in total no less than 5 ft (e.g. 15 ft on one side and 5 ft on the other with a sum of 20 ft) Rear Setback - An average of 25 ft but at no point less than 15 ft</p> <p>....</p>		
13.	18 of 32	SMC 21A.25.070(6)	City Council	Adjust the rounding of density calculation fractions to only allow rounding up when using a duplex or townhome style unit.	<p>Proceed with development of code language for final consideration on April 9.</p> <p>Amend Planning Commission Recommended Draft section SMC 21A.25.070(6) to read as follows:</p> <p>....</p> <p>(6) When density calculations result in a fraction: (a) For multi-family and attached dwelling projects located in the R-8, R-12, R-18, NB, CB, or O zones with density calculations resulting in a fraction, the fraction shall be rounded to the nearest whole number as follows: i. Fractions of 0.51 or above shall be rounded up; and ii. Fractions of 0.50 or below shall be rounded down.</p> <p>(b) For subdivision and short subdivision proposals with density calculations resulting in fractions, the fraction shall be rounded to the nearest whole number when the additional unit being achieved is incorporated as a duplex unit. For example, a subdivision with a density calculation of 11.65 may construct a total of 12 units when the project includes 10 detached single-family units and one duplex unit for a total of 12 units. Nothing in this part precludes application of density incentives. For subdivision proposals with density calculations resulting in 10 or more whole units of density before rounding fractions, the fraction shall be rounded to the nearest whole number as follows: i. Calculations resulting in fractions of whole units equaling .51 or greater shall round up. For example, a subdivision proposal with a density calculation resulting 11.52 would result in 12 units. A subdivision proposal with a density calculation resulting 11.50 would result in 11 units. A subdivision proposal resulting in a density calculation of less than 10 units of density before rounding fractions (e.g. 9.56) is not eligible for rounding under this section. See Item c below. ii. Calculations resulting in fractions of whole units equaling .50 or less shall round down. For example, a subdivision proposal with a density calculation resulting 11.52 would result in 12 units. A subdivision proposal with a density calculation resulting 11.50 would result in 11 units. A subdivision proposal resulting in a density calculation of less than 10 units of density before rounding fractions (e.g. 9.56) is not eligible for rounding under this section. See Item c below.</p> <p>(c) For subdivision proposals with density calculations resulting in 9 or fewer whole units of density before</p>	If selected this item makes #14 below obsolete.	

						<p>rounding fractions, the fraction shall be rounded to the nearest whole number as follows:</p> <p>i. Calculations resulting in fractions of whole units equaling .71 or greater shall round up. For example, a subdivision proposal with a density calculation resulting 4.71 would result in 5 units. A subdivision proposal with a density calculation resulting 4.69 would result in 4 units.</p> <p>ii. Calculations resulting in fractions of whole units equaling .70 or less shall round down. For example, a subdivision proposal with a density calculation resulting 4.71 would result in 5 units. A subdivision proposal with a density calculation resulting 4.69 would result in 4 units.</p> <p>(d) For subdivision proposals with density calculations resulting in fractions and where the project design utilizes townhomes or duplexes for at least 25% of the total project units, the fraction shall be rounded to the nearest whole number as follows:</p> <p>i. Fractions of 0.21 or above shall be rounded up; and</p> <p>ii. Fractions of 0.20 or below shall be rounded down.</p> <p>(c) For the purpose of the application of this part, rounding is based on a fraction that is truncated to two numbers past the decimal point. For example, 2.50823 is truncated to 2.50.</p> <p>....</p>		
14.	18 of 32	SMC 21A.25.070(6)	MBAKS March 13, 2019 Letter	Round up for fractions of > .50 for short plats and round up for fractions of > .70 for long plats.	Proceed with development of code language for final consideration on April 9.	<p>Amend Planning Commission Recommended Draft section SMC 21A.25.070(6) item (b) and (c) to read as follows:</p> <p>(b) For subdivision proposals with density calculations resulting in 10 or more whole units of density before rounding fractions, the fraction shall be rounded to the nearest whole number as follows:</p> <p>i. Calculations resulting in fractions of whole units equaling .71 or greater shall round up. For example, a subdivision proposal with a density calculation resulting 11.72 would result in 12 units. A subdivision proposal with a density calculation resulting 11.70 would result in 11 units. A subdivision proposal resulting in a density calculation of less than 10 units of density before rounding fractions (e.g. 9.56) is not eligible for rounding under this section. See Item c below.</p> <p>ii. Calculations resulting in fractions of whole units equaling .70 or less shall round down. For example, a subdivision proposal with a density calculation resulting 11.72 would result in 12 units. A subdivision proposal with a density calculation resulting 11.70 would result in 11 units. A subdivision proposal resulting in a density calculation of less than 10 units of density before rounding fractions (e.g. 9.56) is not eligible for rounding under this section. See Item c below.</p> <p>(c) For subdivision proposals with density calculations resulting in 9 or fewer whole units of density before rounding fractions, the fraction shall be rounded to the nearest whole number as follows:</p> <p>i. Calculations resulting in fractions of whole units equaling .51 or greater shall round up. For example, a subdivision proposal with a density calculation resulting 4.51 would result in 5 units. A subdivision proposal with a density calculation resulting 4.50 would result in 4 units.</p> <p>ii. Calculations resulting in fractions of whole units equaling .50 or less shall round down. For example, a subdivision proposal with a density calculation resulting 4.51 would result in 5 units. A subdivision proposal with a density calculation resulting 4.50 would result in 4 units.</p>	If item #13 above is selected this proposed language is obsolete.	
15.	20 of 32	SMC 21A.25.100	Staff	Eliminate SMC 21A.25.100 - Adjustment of Setbacks. Eliminate entire section.	Proceed with development of code language for final consideration on April 9.	<p>Strike/Eliminate Planning Commission Recommended Draft section SMC 21A.25.100 as follows:</p> <p>....</p> <p>21A.25.100 Adjustment of setbacks.</p> <p>The purpose and intent of setback adjustments is to provide the flexibility to modify setbacks in all zoning districts for projects associated with a Type II, III, or IV action. Provided, that such modification shall not affect setbacks or other requirements established elsewhere in this title. Approval shall be based on a determination that the adjustment is consistent with the purpose and intent of this title.</p> <p>(1) Process. Requests for adjustment of setbacks shall only be accepted for projects associated with a Type II, III, or IV action and shall be reviewed and approved concurrent with the related development application. The director may approve an adjustment with a Type II action or recommend approval to the hearing</p>	If selected #'s 16, 17, 18, and 19 below are rendered obsolete by way of deletion of language.	

						<p>examiner on a request for adjustment of setbacks associated with a Type III or Type IV action based upon the factors listed in subsection (3) of this section and as provided in subsection (4) of this section.</p> <p>(2) Review. The applicant shall have the burden of demonstrating that the requested adjustment of setbacks is warranted, that the adjustment is consistent with the purpose and intent of this title and shall provide such documentation to support the request as may be required by the director.</p> <p>(3) Criteria. In issuing an approval or recommendation on a request for adjustment of setbacks, the director or Hearing Examiner shall consider the following:</p> <p>(a) Any site-specific characteristics or constraints affecting the subject property that may warrant the adjustment;</p> <p>(b) The consistency of the requested adjustment with other regulatory requirements governing the development application;</p> <p>(c) The consistency of the requested adjustment with the policy direction provided by the Sammamish Comprehensive Plan or other adopted policy documents;</p> <p>(d) Whether the adjustment of setbacks is compatible in scale and character with existing neighboring land uses;</p> <p>(e) Whether the adjustment of setbacks is consistent with the intent and character of the zoning district involved;</p> <p>(f) Impacts upon:</p> <p>(i) Adjacent Property Owner(s). The adjustment of setbacks shall not negatively impact the adjacent property owners through incompatible height, bulk, design, color or other features;</p> <p>(ii) Environmentally Critical Areas. The adjustment shall be consistent with the purpose and intent of the environmentally critical area regulations, and shall not negatively impact environmentally critical areas;</p> <p>(iii) Public Services. The adjustment of setbacks shall not negatively impact public services, including emergency access, access to right-of-way, dedicated tracts, or easements;</p> <p>(g) The required impervious surface area for the property shall not be exceeded;</p> <p>(h) Whether the adjustment allows for the placement of a building to be made on the lot to allow for the retention of an existing significant tree or trees. Significant trees retained through this provision shall be considered protected trees and shall not be removed without replacement;</p> <p>(i) The reductions shall accomplish one or more of the following goals:</p> <p>(i) Allows buildings to be sited in a manner which maximizes solar access;</p> <p>(ii) Allows zero lot line, semidetached (common wall construction) or other types of cluster development when allowed and in conformance with the provisions of this code;</p> <p>(iii) Coordinates development with adjacent land uses and the physical features of the site;</p> <p>(iv) Allows the development proposal to comply with later adopted setback provisions; or</p> <p>(v) Allows development consistent with the scale and character of the existing neighborhood.</p> <p>(4) Limit. Requests for residential and commercial setback adjustments pursuant to this chapter shall be limited to 30 percent of the required setback dimension.</p> <p>(5) Notice. Public notification of requests for residential and commercial setback adjustments shall be included in the project public notice as required by SMC 20.05.060 and SMC 20.05.090.</p> <p>....</p>		
16.	20 of 32	SMC 21A.25.100	Legal Review	Addition of reference to "this chapter" to clarify limitations on amendment of setbacks.	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 21A.25.100 to read as follows:</p> <p>....</p> <p><u>21A.25.100 Adjustment of setbacks.</u></p> <p>The purpose and intent of setback adjustments is to provide the flexibility to modify setbacks established in this chapter in all zoning districts for projects associated with a Type II, III, or IV action. Provided, that such modification shall not affect setbacks or other requirements established elsewhere in this title. Approval shall be based on a determination that the adjustment is consistent with the purpose and intent of this title.</p>	If item #15 above is selected this edit not needed as language will be deleted.	

							
17.	20 of 32	SMC 21A.25.100(3)	Legal Review	Add reference to Hearing Examiner for Type III and IV adjustments.	Recommended by Legal.	Amend Planning Commission Recommended Draft section SMC 21A.25.100(3) to read as follows: (3) Criteria. In issuing an approval or recommendation on a request for adjustment of setbacks, the director or Hearing Examiner shall consider the following: 	If item #15 above is selected this edit not needed as language will be deleted.	
18.	22 of 32	SMC 21A.25.100(4)	Legal Review	Add subsection title for consistency.	Recommended by Legal.	Amend Planning Commission Recommended Draft section SMC 21A.25.100(4) to read as follows: (4) Limit. Requests for residential and commercial setback adjustments pursuant to this chapter shall be limited to 30 percent of the required setback dimension. 	If item #15 above is selected this edit not needed as language will be deleted.	
19.	22 of 32	SMC 21A.25.100(5)	Legal Review	Add subsection title for consistency.	Recommended by Legal.	Amend Planning Commission Recommended Draft section SMC 21A.25.100(5) to read as follows: (5) Notice. Public notification of requests for residential and commercial setback adjustments shall be included in the project public notice as required by SMC 20.05.060 and SMC 20.05.090. 	If item #15 above is selected this edit not needed as language will be deleted.	
20.	22 of 32	SMC 21A.25.120(2)	Legal Review	Language correction of remnant term.	Recommended by Legal.	Amend Planning Commission Recommended Draft section SMC 21A.25.120(2) to read as follows: (2) Front Yard Setback. The front yard setback is measured between a structure and the front yard lot line. The front yard setback is measured from a front yard lot line to a line parallel to (offset to) and measured perpendicularly from the front yard lot line at the depth prescribed for each zone. In lots adjoining two or more front yards, including corner lots, the minimum front yard setback shall apply to all such front yards. street frontages.		

							
21.	24 of 32	SMC 21A.25.190(5)	Legal Review	Redundant and inappropriate location for fence rules. Delete in favor of reference to fence rules/SMC 21A.30.190.	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 21A.25.190(5) to read as follows:</p> <p>....</p> <p>(5) Fences in accordance with SMC 21A.30.190(1), with a height of six feet or less may be located in the rear and side yard setbacks except that fences up to eight feet in height and not exceeding 32 linear feet for the segment exceeding six feet along any side or rear yard line may be located in the rear and side yard setbacks. Fences exceeding six feet within the rear or side yard setback shall only be allowed when located along a side or rear yard line shared with a property under separate ownership and when an agreement with the adjoining affected property owner(s) has been reached resulting in an executed agreement including an approved site plan and maintenance agreement consenting to a fence of up to eight feet recorded with King County Records prior to building permit issuance. Agreements shall reference the parcel number and legal description of all affected properties and conform to a format specified by the Director. Provided, no fence shall exceed eight feet. Further provided that fence height granted under this part shall not cause for a violation or non-conformance with adopted Construction Codes, Chapter 16.05 SMC. Fences are limited to four feet in height in the front yard setback and shall be consistent with the sight distance requirements of SMC 21A.25.220. For corner or a typical shaped lots with more than one front yard a fence of six feet or less may be located within the front setback along the street frontage that does not provide access to the property when located outside of the vision clearance triangle;</p> <p>....</p>	See item #23 below.	
22.	25 of 32	SMC 21A.25.190(13)	Legal Review	Added a comma.	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 21A.25.190(13) to read as follows:</p> <p>....</p> <p>(13) Unless otherwise allowed in SMC 21A.45.060(1), freestanding and monument signs four feet or less in height, with a maximum sign area of 20 square feet, may project into or be located within front yard setbacks; and</p> <p>....</p>		
23.	28 of 32	SMC 21A.30.190(1)	Legal Review	Deletion of word and addition of code reference. Suggest adding clarity around who is an affected owner. Added reference to Chapter 16.05 SMC. Added semicolon.	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 21A.30.190(1) to read as follows:</p> <p>....</p> <p>(1) Fences with a height of six feet or less may be located in the rear and side yard setbacks except that fences up to eight feet in height and not exceeding 32 linear feet in length for the segment exceeding six feet along any side or rear yard line may be located in the rear and side yard setbacks. Fences exceeding six feet within the rear or side yard setback shall only be allowed when located along a side or rear yard line shared with a property under separate ownership and when an agreement with the adjoining affected property owner(s) has been reached resulting in an executed agreement including an approved site plan and maintenance agreement</p>		

						<p>consenting to a fence of up to eight feet recorded with King County Records prior to building permit issuance. Requests for fences exceeding six feet in height shall be approved when bundled and submitted with a Type I construction permit application. Agreements shall reference the parcel number and legal description of all affected properties and conform to a format specified by the Director. Provided, no fence shall exceed eight feet. Further provided that fence height granted under this part section shall not cause for a violation or non-conformance with existing site restrictions (e.g. easements) or adopted Construction Codes, Chapter 16.05 SMC. Fences are limited to four feet in height in the front yard setback and shall be consistent with the sight distance requirements of SMC 21A.25.220. For corner or a-typical shaped lots with more than one front yard a fence of six feet or less may be located within the front setback along the street frontage that does not provide access to the property when located outside of the vision clearance triangle and sight distance requirements of SMC 21A.25.220.</p> <p>....</p>		
24.	32 of 32	SMC 21A.40.055	MBAKS March 13, 2019 Letter	Eliminate requirement that new lots in R-4 and R-6 provide one on-street parking space. If additional parking is to be required, only require one additional parking space in a common area controlled by the HOA.	Proceed with development of code language for final consideration on April 9.	<p>Strike/Eliminate Planning Commission Recommended Draft section SMC 21A.40.055 as follows:</p> <p>....</p> <p>21A.40.055 Parking for new lots created under Title 19A SMC.</p> <p>All new single-family residential lots, created pursuant to the provisions of Title 19A SMC and located within the R-4 and R-6 zones, shall provide one on-street parking space along the street frontage of each lot within the project's public or private streets. If, through demonstration of design alternatives considered by the applicant on-street parking is proven infeasible, required parking may be permitted in alternative locations in the following order of preference: within a common shared space to be managed by the Homeowners' Association; or within the driveway that services each new lot.</p> <p>....</p>		
25.	32 of 32	SMC 21A.40.055	Legal Review	Spelled out term "HOA".	Recommended by Legal.	<p>Amend Planning Commission Recommended Draft section SMC 21A.40.055 to read as follows:</p> <p>....</p> <p>21A.40.055 Parking for new lots created under Title 19A SMC.</p> <p>All new single-family residential lots, created pursuant to the provisions of Title 19A SMC and located within the R-4 and R-6 zones, shall provide one on-street parking space along the street frontage of each lot within the project's public or private streets. If, through demonstration of design alternatives considered by the applicant on-street parking is proven infeasible, required parking may be permitted in alternative locations in the following order of preference: within a common shared space to be managed by the Homeowners' Association, or within the driveway that services each new lot.</p> <p>....</p>		



April 1, 2019

City of Sammamish
 Mayor Christie Malchow
 Members, City Council
 801 N 228th Avenue SE
 Sammamish WA 98075

RE: Proposed Development Regulations – K-12 School Facilities

Dear Mayor Malchow and Members of the City Council:

The Issaquah School District and the Lake Washington School District (the "School Districts") provide these comments regarding the City of Sammamish's proposed new Development Regulations (the "Proposed Regulations"). Our review of the Proposed Regulations indicates that some provisions could make it very difficult, if not impractical, to build new schools on property located within the City. We hope that our suggestions contained herein can be considered as a part of the City's current review.

As the City population continues to grow from new residential development, new school capacity is needed to serve the increasing student enrollment. Our Districts have limited options for adding students at existing schools while still providing a positive learning environment. For new schools, we face limited land choices and smaller sites. As a result, each of our districts have turned to school site design that makes the best use of the land with reduced footprints while still valuing sustainability. Three story high schools, middle schools, and even elementary schools are becoming standard. However, while increasing stories reduces the building footprint, it also results in a taller buildings, greater impervious surface coverage, and increased excavation and fill needs.

As drafted, the Proposed Regulations do not address unique siting considerations related to schools. The Proposed Regulations would require school projects to seek numerous variances even for the construction of an elementary school. This process removes the certainty of development and adds considerable time to the permitting process. These uncertainties and delays, at a minimum, increase school project costs. For a new undeveloped school site, the risk of variance uncertainty is significant given that the district must commit to first purchasing the property and expending the time and cost for design before the variance can be sought. The result is catastrophic if the variance is not approved.

To address these concerns and facilitate the construction of K-12 public schools to serve the City's residents, the School Districts propose the following:

Proposed Amendments to Address Height and Impervious Surface Standards:

The City permits school uses in all residential zones but certain elements of the “Densities and Dimensions” standards in the Proposed Regulations would limit our ability to construct a school in these zones. (The City’s zoning code does not permit K-12 schools generally in commercial zones.) In order to address this limitation and to provide a consistent and predictable standard for school construction, the School Districts request an amendment to Section 21A.25.030 of the Proposed Regulations to provide for increased height and impervious surface coverage for schools. Our proposal would apply the standards currently proposed in the R-18 zone to a school located within any residential zone. Please see Exhibit A attached hereto.

Proposed Amendments to Address Mass Grading Limits:

The School Districts request the ability to exceed the Mass Grading limits contain in Section 16.15.090 of the Proposed Regulations provided that the City’s Director of Community Development approves the engineered site design. This change would recognize that, while the allowable mass grading fill and cuts in the Proposed Regulations may work for small scale residential buildings, those standards would make developing a school site, with larger buildings, parking areas, and playfields, nearly impossible. The Districts have a particular interest in minimizing cuts and fills as these elements add to the expense of the project. However, they are sometimes necessary to accommodate the various school site uses, particularly on sites that already present building challenges. This is particularly true given that level to slightly sloped properties are virtually unavailable anywhere within the City. Again, as land becomes scarce, we are working hard to make even difficult to develop sites available for schools. Please see Exhibit B attached hereto.

Proposed Amendment for an exemption from Traffic Concurrency:

The School Districts realize that the Proposed Regulations do not address traffic concurrency. However, as a part of the current process or a separate process, the School Districts request that the City consider exempting schools from the traffic concurrency requirements in Chapter 14A.10 of the Sammamish Municipal Code. A concurrency failure anywhere could make it impossible to build a new school. The need for additional school capacity is generated by the issuance of new residential building permits. Those new residential units generate new students that must attend an existing school which would increase traffic flow at that location or attend a new school. A new school would change traffic flow patterns and would redirect trips from existing schools. New residential units generate new traffic. A new school changes traffic flow patterns but does not generate new traffic. The Districts understand the need for frontage improvements to be a part of the construction project.

We understand the Proposed Regulations are scheduled for City Council discussion at the Council’s April 9, 2019 study session. We feel it is critical that changes are made to the Proposed Regulations to allow

new schools to be built in a timely, predictable and sustainable manner. With these changes, the Schools Districts can work with the City to maintain the quality of education and the City's residents.

Please contact us to discuss the proposed revisions. Thank you for your consideration.

Sincerely,



Jacob Kuper
Chief Financial and Operations Officer
Issaquah School District



Barbara Posthumus
Associate Superintendent
Lake Washington School District

Cc: Larry Patterson, Interim City Manager
Jeffrey Thomas, Director of Community Development
David Pyle, Deputy Director of Community Development

**EXHIBIT A
PROPOSED AMENDMENTS TO SMC 21A.25.030**

21A.25.030 Densities and dimensions – Residential zones.

A. Residential Zones.

STANDARDS	RESIDENTIAL					
	URBAN RESIDENTIAL					
	R-1 ⁽¹³⁾	R-4	R-6	R-8	R-12	R-18
Maximum Density DU/Acre (11)	1 du/ac	4 du/ac (5)	6 du/ac	8 du/ac	12 du/ac	18 du/ac
Minimum Density (2)				85% (14)	80% (14)	75% (14)
Minimum Lot Width	35 ft (7)	30 ft (6)	30 ft (6)	30 ft	30 ft	30 ft
Minimum Front Yard Structure Setback (7)(22)	20 ft (25)	15 ft (16)(25)	15 ft (16)(25)	10 ft	10 ft	10 ft
Minimum Rear Yard Structure Setback (8)(21)(22)	10 ft	10 ft	10 ft	10 ft	5 ft	5 ft
Minimum Side Yard Structure Setback (2)(8)(12)(21)(22)	10 ft	10 ft	10 ft	10 ft	5 ft	5 ft
Minimum Front Yard Single Detached Dwelling Setback (7)(12)	20 ft (6)(25)	15 ft (6)(16)(23) (25)	15 ft (6)(16) (24)(25)	10 ft	10 ft	10 ft
Minimum Side Yard Single Detached Dwelling Setback (2)(8)(12)(21)	25 ft	8 ft (23)	8 ft (24)	5 ft (26)	5 ft	5 ft

Z O N E S	RESIDENTIAL					
	URBAN RESIDENTIAL					
	STANDARDS	R-1 ⁽¹³⁾	R-4	R-6	R-8	R-12
Minimum Rear Yard Single Detached Dwelling Setback (8)(21)	30 ft	15 ft (23)	15 ft (24)	20 ft	20 ft	20 ft
Minimum Side Yard Detached Accessory Dwelling Setback (17)(27)	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Minimum Rear Yard Detached Accessory Dwelling Setback (17)(27)	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Maximum Structure Base Height (3)(15) (23)	35 ft (20)	35 ft (20)	35 ft 45 ft (4020)	35 ft 45 ft (4020)	60 ft	60 ft 80 ft (10)
Maximum Detached Accessory Dwelling Structure Height	18 ft	18 ft	18 ft	18 ft	18 ft	18 ft
Maximum Impervious Surface: Percentage (4) (23) (9)	30%			75%	85%	85%
Minimum Yard Area (18)		45%	35%			

Z O N E S	RESIDENTIAL					
	URBAN RESIDENTIAL					
STANDARDS	R-1 ⁽¹³⁾	R-4	R-6	R-8	R-12	R-18
<u>Maximum Lot Coverage (19)</u>		40%	50%			

B. Development Conditions.

Add a new B(28): Elementary, middle/junior high school, and secondary or high school uses permitted under Sammamish Municipal Code Section 21A.20.050 shall be subject to the Density and Dimension Standards applicable in the R-18 zone.

EXHIBIT B

PROPOSED AMENDMENTS TO SMC 16.15.090

16.15.090 Operating conditions and standards of performance.

1) Any activity that will clear, grade, or otherwise disturb the site, whether requiring a clearing or grading permit or not, shall provide erosion and sediment control (ESC) that prevents, to the maximum extent possible, the transport of sediment from the site to drainage facilities, water resources, and adjacent properties. Erosion and sediment controls shall be applied as specified by the temporary ESC measures and performance criteria and implementation requirements in the City's erosion and sediment control standards.

(2) Cuts and fills shall conform to the following provisions unless otherwise approved by the director:

(a) No mass grading shall be allowed and alterations to existing grade shall be minimized. Excavation shall not exceed ten feet except that elementary schools, middle/junior high schools, and secondary or high schools projects may exceed the ten feet limitation by approval of the Director based upon engineered site design. Fill shall not exceed five feet subject to the following provisions: all fill in excess of four feet shall be engineered; engineered fill may be approved in exceptional circumstances by the Director to exceed five feet. In no instance shall fill exceed a maximum of eight feet except that elementary school, middle/junior high schools, and secondary or high schools projects may exceed the eight feet limitation by approval of the Director based upon engineered site design. Exceptional circumstances are: (1) instances where driveway access would exceed 15 percent slope if additional fill retained by the building foundation is not permitted; or (2) where the five-foot fill maximum generally is observed but limited additional fill is necessary to accommodate localized undulations or variations in existing topography. The excavation and fill limitations of this part shall not apply to road construction or necessary underground infrastructure and structures that do not change the surface elevation (e.g. vaults, utility trenches, foundations, basements, etc.).

(b) Garages on sites sloping uphill shall be placed below the main floor elevation where feasible to reduce grading and to fit structures into existing topography. Garages on sites sloping downhill from the street may be required to be placed as close to the right-of-way as feasible and at or near street grade. On slopes in excess of 25 percent, driveways shall be designed to minimize disturbance and should provide the most direct connection between the building and the public or private street.

(c) On sites where development is proposed or anticipated, land clearing shall not take place until a construction permit is approved, addressing all land use requirements and presenting final engineering design consistent with applicable development standards and adopted Public Works Standards.

(ad) Slope. No slope of cut and fill surfaces shall be steeper than is safe for the intended use and shall not exceed two horizontal to one vertical, unless otherwise approved by the director.

(be) Erosion Control. All disturbed areas including faces of cuts and fill slopes shall be prepared and maintained to control erosion in compliance with subsection (1) of this section.

(ef) Preparation of Ground. The ground surface shall be prepared to receive fill by removing unsuitable material such as concrete slabs, tree stumps, brush, and car bodies.

(dg) Fill Material. Except in an approved sanitary landfill, only earth materials that have no rock or similar irreducible material with a maximum dimension greater than 18 inches shall be used.

(eh) Drainage. Provisions shall be made to:

- (i) Prevent any surface water or seepage from damaging the cut face of any excavations or the sloping face of a fill;
- (ii) Carry any surface waters that are or might be concentrated as a result of a fill or excavation to a natural watercourse, or by other means approved by the City engineer.

(fi) Bench/Terrace. Benches, if required, at least 10 feet in width shall be back-sloped and shall be established at not more than 25 feet vertical intervals to control surface drainage and debris. Swales or ditches on benches shall have a maximum gradient of five percent.

(gj) Access Roads – Maintenance. Access roads to grading sites shall be maintained and located to the satisfaction of the City engineer to minimize problems of dust, mud, and traffic circulation.

(hk) Access Roads – Gate. Access roads to grading sites shall be controlled by a gate when required by the director.

(il) Warning Signs. Signs warning of hazardous conditions, if such exist, shall be affixed at locations as required by the director.

(jm) Fencing. Fencing, where required by the director, to protect life, limb, and property, shall be installed with lockable gates that must be closed and locked when not working the site. The fence must be no less than five feet in height and the fence material shall have no horizontal opening larger than two inches.

(kn) Setbacks. The tops and the toes of cut and fill slopes shall be set back from property boundaries as far as necessary for safety of the adjacent properties and to prevent damage resulting from water runoff or erosion of the slopes. The tops and the toes of cut and fill slopes shall be set back from structures as far as is necessary for adequacy of foundation support and to prevent damage as a result of water runoff or erosion of the slopes. Slopes and setbacks shall be determined by the director.

(lo) Excavations to Water-Producing Depth. All excavations must either be made to a water-

producing depth or grade to permit natural drainage. The excavations made to a water-producing depth shall be reclaimed in the following manner:

- (i) The depth of the excavations must not be less than two feet measured below the low water mark
- (ii) All banks shall be sloped to the water line no steeper than three feet horizontal to one foot vertical.
- (iii) All banks shall be sloped from the low-water line into the pond or lake with a minimum slope of three feet horizontal to one foot vertical to a distance of at least 25 feet.
- (iv) In no event shall the term "water-producing depth" as herein used be construed to allow stagnant or standing water to collect or remain in the excavation.
- (v) The intent of this provision is to allow reclamation of the land that will result in the establishment of a lake of sufficient area and depth of water to be useful for residential or recreational purposes.

(~~mp~~) Hours of Operation. Hours of operation, unless otherwise authorized by the director, shall be between 7:00 a.m. and 7:00 p.m.

Agenda Bill
 City Council Study Session
 April 09, 2019



SUBJECT:	A Study Session to consider PSRC growth pattern alternatives for VISION 2050.	
DATE SUBMITTED:	April 03, 2019	
DEPARTMENT:	Community Development	
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Informational	
RECOMMENDATION:	Provide direction to the Interim City Manager to prepare public comments on PSRC growth pattern alternatives for subsequent City Council action on April 16, 2019.	
EXHIBITS:	1. Exhibit 1 - Vision 2050 DSEIS Growth Pattern Alternatives	
BUDGET:		
Total dollar amount	<input type="checkbox"/>	Approved in budget
Fund(s)	<input type="checkbox"/>	Budget reallocation required
	<input checked="" type="checkbox"/>	No budgetary impact
WORK PLAN FOCUS AREAS:		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input checked="" type="checkbox"/> Communication & Engagement	<input checked="" type="checkbox"/> Community Livability	
<input checked="" type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input checked="" type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

NEEDED FROM COUNCIL:

A Study Session to consider PSRC growth pattern alternatives for VISION 2050.

KEY FACTS AND INFORMATION SUMMARY:

Summary

The Puget Sound Regional Council (PSRC) is seeking feedback on the Draft Supplemental Environmental Impact Statement (DSEIS) released on February 28, 2019 as part of the update to extend the region’s plan for growth – VISION 2040 – out to the year 2050.

Between now and 2050, the four-county region that makes up the PSRC region is projected to grow by 1.8 million people and 1.2 million jobs. The DSEIS analyzes three unique growth patterns – “Stay the Course”, “Transit Focused Growth” and “Reset Urban Growth” - for their performance and environmental impacts through 2050 as detailed in **Exhibit 1**.

On April 2, 2019, the Sammamish City Council directed the Interim City Manager to schedule a study session for the City Council to consider and discuss these growth patterns. After completing this study session, the City Council may provide further direction to the Interim City Manager to prepare public comments for subsequent City Council action on April 16, 2019 and submittal to PSRC.

The formal public comment period for the DSEIS runs through April 29, 2019. Following public comment, the Growth Management Planning Board (GMPB) will work to select a preferred growth pattern in Spring 2019 with the goal of issuing a draft of the full update to VISION 2050 in July.



March 13, 2019
SCA PIC Meeting

Item 11:
VISION 2050
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

SCA Members of the PSRC Growth Management Policy Board

Councilmember Jay Arnold, Kirkland (Caucus Chair); Councilmember Nancy Tosta, Burien (Caucus Vice Chair); Councilmember John Holman, Auburn; Councilmember Hank Margeson, Redmond; Councilmember Paul Winterstein, Issaquah; Councilmember Traci Buxton, Des Moines

Discussion

PSRC is seeking feedback on the Draft Supplemental Environmental Impact Statement (Draft SEIS) released on February 28, 2019 as part of the update to extend the region's plan for growth – VISION 2040 – out to the year 2050.

Between now and 2050, the four-county region that makes up the Puget Sound Regional Council region is projected to grow by 1.8 million people and 1.2 million jobs. The Draft SEIS analyzes three unique growth patterns for their performance and environmental impacts through 2050.

The formal comment period for the Draft SEIS will run through April 29, 2019. Following public comment on the Draft SEIS, the GMPB will work to select a preferred growth pattern in Spring of 2019 with the goal of issuing a draft of the full update to VISION 2050 in July.

Cities are encouraged to review the alternative growth scenarios presented in the Draft EIS and their potential impacts, and provide input to PSRC as well as SCA staff and representatives on the GMPB as they work toward developing a preferred alternative.

Background

On February 28, PSRC released for public comment the [Draft Supplemental Environmental Impact Statement](#) (Draft SEIS) as part of extending the region's adopted plan for growth – VISION 2040 – out to the year 2050. The comment period will run through April 29, 2019.

VISION is the adopted plan for growth for the four-county region that makes-up membership to the Puget Sound Regional Council (PSRC) - King, Snohomish, Pierce, and Kitsap counties. The plan was adopted in 2008 and sets a framework for a region-wide approach to guiding sustainable growth.

The plan includes overarching goals for regional growth; a Regional Growth Strategy that provides numerical guidance to counties in setting targets for accommodating growth; multicounty planning policies (MPP's) as required under GMA that support implementation of the growth strategy; and implementation actions.

Between now and 2050, the region is projected to grow by 1.8 million people and 1.2 million new jobs. The Draft SEIS includes analysis of three unique scenarios for how that growth could be accommodated for their performance and environmental impacts. The three growth scenarios modeled in the Draft SEIS are referred to as: Stay the Course, Transit Focused Growth, and Reset Urban Growth. Each build from the existing framework of VISION 2040, which seeks to focus growth within already urbanized areas – particularly in centers – developed in walkable, compact, and transit-oriented communities.

This summer, following the public comment period on the Draft SEIS, the PSRC Growth Management Policy Board (GMPB) will work to select one of the alternatives or a hybrid of more than one alternative that will form the basis of any changes to the Regional Growth Strategy in VISION.

A draft of the full update to VISION 2050, including any changes to the multicounty planning policies to support the selected growth alternative, is projected to be released in July 2019. Final adoption of the updated plan is slated for the Spring of 2020.

Regional Growth Strategy

Under GMA, counties, in consultation with cities, are responsible for adopting 20-year population and employment growth targets that form the basis of local comprehensive plans. The Regional Growth Strategy provides a region-wide framework to inform the countywide growth target-setting process. Growth targets set at the county level will be expected to be consistent with VISION 2050 following its adoption.

The Regional Growth Strategy sets growth expectations according to “regional geographies,” which classify cities and unincorporated areas into groups by their expected role in accommodating future growth. In the Draft SEIS, three alternatives are analyzed to compare differing distributions of growth among seven proposed regional geographies:

- **Metropolitan Cities:** Central cities in the county that serve as civic, cultural, economic, and transportation hubs and have at least one regional growth center;
- **Core Cities:** Major cities and urban areas with transit and designated regional growth centers;
- **High Capacity Transit Communities:** Other cities and unincorporated urban areas (planned for annexation or incorporation) with high-capacity transit. High-capacity transit is defined as existing or planned light rail, commuter rail, ferry, streetcar, and/or bus rapid transit;
- **Cities and Towns:** Cities and towns with local transit access or without fixed-route transit;

- **Urban Unincorporated Areas:** Urban areas without high-capacity transit and/or not affiliated for annexation or planned for incorporation;
- **Rural:** Designated rural lands;
- **Resource Lands:** Designated agricultural, mineral, and forest resource lands;
- **Major Military Installations:** Installations with more than 5,000 enlisted and service personnel (population growth is not allocated to these locations).

A complete list of regional geographies, including which cities are included in each category, can be found on [page 119](#) of the Draft SEIS. Regional geographies within King County are described in Table 1.

Table 1: Regional Geographies in King County

<i>Metropolitan Cities:</i>	Bellevue and Seattle
<i>Core Cities:</i>	Auburn, Burien, Bothell, Federal Way, Issaquah, Kent, Kirkland, Renton, Redmond, SeaTac, and Tukwila
<i>High Capacity Transit Communities:</i>	Des Moines, Federal Way PAA, Kenmore, Lake Forest Park, Mercer Island, Newcastle, North Highline, Renton PAA, Shoreline, and Woodinville
<i>Cities and Towns:</i>	Algona, Beaux Arts, Black Diamond, Carnation, Clyde Hill, Covington, Duvall, Enumclaw, Hunts Point, Maple Valley, Medina, Milton, Normandy Park, North Bend, Pacific, Sammamish, Skykomish, Snoqualmie, and Yarrow Point
<i>Unincorporated Urban Growth Area:</i>	Remaining UGA lands
<i>Rural:</i>	Designated rural lands
<i>Major Military Installations:</i>	Installations with more than 5,000 enlisted & service personnel (none in King County)

Growth Alternatives Evaluated in the Draft SEIS

The Draft SEIS presents and discusses the potential environmental impacts that may occur upon implementation of three Regional Growth Strategy alternatives: Stay the Course; Transit Focused Growth; and Reset Urban Growth.

Stay the Course: The Stay the Course alternative is a direct extension of the VISION 2040 Regional Growth Strategy and assumes a compact growth pattern, focused in the largest and most transit-connected cities in the region within the region’s 29 designated regional growth

centers. This alternative serves as the required no action alternative that must be evaluated in accordance with SEPA.

Transit Focused Growth: The Transit Focused Growth alternative considers a compact growth pattern based on the VISION 2040 Regional Growth Strategy that assumes accelerated growth near the region's existing and planned transit investments. This alternative analyzes the impacts of setting an explicit regional goal of having 75% of added population and employment from 2017-2050 occur within a half mile from current and planned high-capacity transit (up from the 48% of such growth analyzed under Stay the Course).

Reset Urban Growth: The Reset Urban Growth alternative assumes a more distributed pattern throughout the urban area. This alternative would continue to allocate the largest shares of growth to Metropolitan Cities and Core Cities, although the overall growth to these geographies and High Capacity Transit Communities would be less compared to Stay the Course or Transit Focused Growth due to the more dispersed overall pattern of growth. Growth allocations for Cities & Towns and Urban Unincorporated areas are based on land use capacities identified in currently adopted comprehensive plans.

Each of these alternatives are analyzed in the Draft SEIS for their relative impacts to quality of life in the region. For all of the alternative growth scenarios it is expected that transit ridership will grow substantially; average drive times will decrease while traffic delays will continue to worsen; air quality will improve and greenhouse gas emissions will be reduced; and redevelopment will increase the threat of displacement.

Each alternative involves tradeoffs that could have different impacts on residents' quality of life. A full summary comparison of the impacts of the three alternatives as provided in the Draft SEIS is included here as [Attachment A](#).

In addition, each of the alternatives would shift growth expectations among the regional geographies as well as the counties within the region. For cities, the alternatives also present different levels of growth among regional geography categories that will guide future updates to countywide growth targets and expectations for what must be accommodated in local comprehensive plans.

A summary of the distribution of population growth compared in the three alternatives is provided in Table 2 (below). A graphic display of population growth distribution across the region from 2017-2050 by alternative is included here as [Attachment B](#).

Cities are encouraged to review the alternative growth scenarios presented in the Draft EIS and their potential impacts, and provide input to PSRC as well as SCA representatives on the GMPB as they work toward developing a preferred alternative. This summer, following the public comment period on the Draft SEIS, the PSRC Growth Management Policy Board (GMPB) will work to select one of the alternatives or a hybrid of more than one alternative that will form the basis of any changes to the Regional Growth Strategy in VISION.

Table 2: Distribution of Growth by Alternative

Topic	Stay the Course	Transit Focused Growth	Reset Urban Growth
What would the growth pattern look like?	Compact growth focused in Metropolitan and Core cities with regional growth centers. Extends current growth plan.	More compact growth focused in high-capacity transit areas in Metropolitan, Core and HCT Communities. Less growth in outlying areas.	Growth is more distributed throughout the urban growth area, while still assuming a large share of growth to Metropolitan and Core cities. More growth in outlying areas.
Where would population growth go?	Metropolitan Cities: 35% Core Cities: 28% HCT Communities: 18% Cities & Towns: 9% Urban Unincorporated: 5% Rural: 5%	Metropolitan Cities: 36% Core Cities: 29% HCT Communities: 23% Cities & Towns: 6% Urban Unincorporated: 4% Rural: 2%	Metropolitan Cities: 31% Core Cities: 25% HCT Communities: 18% Cities & Towns: 8% Urban Unincorporated: 12% Rural: 6%
Where would employment growth go?	Metropolitan Cities: 44% Core Cities: 36% HCT Communities: 12% Cities & Towns: 5% Urban Unincorporated: 3% Rural: 1%	Metropolitan Cities: 44% Core Cities: 35% HCT Communities: 13% Cities & Towns: 4% Urban Unincorporated: 2% Rural: 1%	Metropolitan Cities: 41% Core Cities: 32% HCT Communities: 12% Cities & Towns: 6% Urban Unincorporated: 6% Rural: 2%

Next Steps

The formal comment period on the Draft SEIS for VISION 2050 opened on February 28 and will run through April 29. PSRC will be hosting open houses to review and comment on the Draft SEIS throughout March as follows: March 12 from 4:00-6:00 PM at Edmonds City Hall; March 13 from 4:00 to 6:00 PM at South Tacoma Public Library; March 18 from 4:00-6:00 at Bothell Police Community Room; March 19 from 4:00 to 6:00 PM at Bremerton City Council Chambers; and, March 21 from 12:00 to 2:00 PM at PSRC.

Following public comment on the Draft SEIS, the GMPB will work to select a preferred growth pattern in Spring of 2019 with the goal of issuing a draft of the full update to VISION 2050 in July. A pre-PIC workshop is being planned for July with presentation from PSRC to coincide with the release of the draft plan. For more information, contact SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.

Attachments

- A. [Summary Comparison of Alternative Impacts](#)
- B. [Distribution of Growth by Alternative \(maps\)](#)

Table ES-3. Summary Comparison of Alternatives Impacts

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
POPULATION, EMPLOYMENT, HOUSING			
What would the balance of jobs and housing be? In 2014, King County subareas: 1.19 to 1.32. Kitsap, Pierce, and Snohomish counties: 0.71 to 0.78. (jobs-housing ratios indexed to the regional average)	Generally improves job-housing ratios compared to baseline (2014). In King County subareas: 1.12 to 1.37. Kitsap, Pierce, and Snohomish counties: 0.65 to 0.77.	 Improves jobs housing ratios compared to Stay the Course. King County subareas: 1.03 to 1.29. Kitsap, Pierce, and Snohomish counties: 0.80 to 0.81.	 Improves jobs housing ratios compared to Stay the Course. King County subareas: 1.02 to 1.27. Kitsap, Pierce, and Snohomish counties: 0.79 to 0.81.
How dense would housing be? Regional housing stock in 2017: 16% high-density 20% moderate-density 64% low-density (regional housing stock by density)	Less moderate-density housing compared to baseline (2017). Moderate-density housing tends to provide more affordable housing choices. Regional housing stock growth (2017-2050): 46% high-density 15% moderate-density 39% low-density	 More moderate density housing compared to Stay the Course. Regional housing stock growth (2017-2050): 57% high-density 19% moderate-density 24% low-density	 Less moderate density housing compared to Stay the Course. Regional housing stock growth (2017-2050): 44% high-density 13% moderate-density 43% low-density
LAND USE			
How close would growth be to rural and resource lands? Population and employment growth in proximity to urban growth boundary (2017-2050)	9% of growth (2017-2050) throughout region occurs in proximity to the urban growth boundary.	 6% of growth throughout the region occurs in proximity to urban growth boundary, a decrease compared to Stay the Course.	 10% of growth throughout the region would occur in proximity to urban growth boundary, an increase compared to Stay the Course.
How much land would be needed for development? Acres of developed land (2017-2050)	322,000 acres of land developed.	 285,000 acres of land developed, a decrease compared to Stay the Course.	 331,000 acres of land developed, an increase compared to Stay the Course.
How close would transit be? Population and employment growth in proximity to high-capacity transit service (2017-2050)	48% of population and employment growth (2017-2050) occurs near high-capacity transit.	 75% of population and employment growth occurs near high-capacity transit, an increase compared to Stay the Course.	 44% of population and employment growth occurs near high-capacity transit, a decrease compared to Stay the Course.

KEY:  Increased impacts compared to Stay the Course  Similar impacts to Stay the Course / Neutral  Reduced impacts compared to Stay the Course

Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
TRANSPORTATION			
<p>How much would the average person drive?</p> <p>38 minutes, 16.1 miles in 2014 (average daily drive time and drive distance, per person)</p>	<p>35 minutes, 13.4 miles, in 2050, a decrease compared to baseline (2014).</p>	 33 minutes, 12.8 miles, a slight decrease compared to Stay the Course.	 35 minutes, 13.6 miles, similar to Stay the Course.
<p>How long would the average person be stuck in traffic each year?</p> <p>21 hours in 2014 (average annual time spent in congestion, per person)</p>	<p>31 hours in congestion in 2050, an increase compared to baseline (2014).</p>	 29 hours, a decrease compared to Stay the Course.	 32 hours, an increase compared to Stay the Course.
<p>How many transit trips would be taken?</p> <p>194 million trips in 2014 (annual transit boardings)</p>	<p>476 million trips in 2050, a substantial increase compared to baseline (2014).</p>	 502 million trips in 2050, an increase compared to Stay the Course.	 490 million trips in 2050, an increase compared to Stay the Course.
<p>How many jobs would be accessible by walking, biking, or transit?</p> <p>Job accessibility varies by county and mode (jobs accessible by walking, biking, or transit)</p>	<p>In 2050, substantial increase in number of jobs accessible by transit, walking, and biking across all four counties compared to baseline (2014).</p>	 Increases number of jobs accessible by transit, walking, and biking compared to Stay the Course.	 Reduces number of jobs accessible by transit, walking, and biking compared to Stay the Course.
AIR QUALITY			
<p>What would be the contribution to climate change and air pollution?</p> <p>Pollutant emissions: 47,200 tons per day CO₂e in 2014, see Section 4.4 for other pollutants. (CO₂e is a measure used for reporting greenhouse gas emissions)</p>	<p>Reduction in greenhouse gas emissions compared to baseline (41,000 tons per day CO₂e). Substantial reduction in emissions of other pollutants compared to baseline (2014).</p>	 Slight reduction in greenhouse gas emissions compared to Stay the Course (39,600 tons per day CO ₂ e). Slight reduction in emissions of other pollutants compared to Stay the Course.	 Slight increase in greenhouse gas emissions compared to Stay the Course (41,400 tons per day CO ₂ e). Slight increase in emissions of other pollutants compared to Stay the Course.
ECOSYSTEMS			
<p>How much land would be needed for development?</p> <p>Development and land cover (2017-2050)</p>	<p>322,000 acres would be needed for development. Some would occur on previously undeveloped lands where ecosystem impacts would be likely.</p>	 285,000 acres needed for development, a decrease compared to Stay the Course.	 331,000 acres needed for development, an increase compared to Stay the Course.
<p>Would important habitat be harmed?</p> <p>Development in areas of regionally-significant habitat</p>	<p>Growth would occur in areas with regionally significant habitat. Development to accommodate this growth would impact regionally significant habitat.</p>	 Less growth to areas with regionally significant habitat, reduced impacts compared to Stay the Course.	 Increased growth to areas with regionally significant habitat, increased impacts compared to Stay the Course.

KEY:  Increased impacts compared to Stay the Course  Similar impacts to Stay the Course / Neutral  Reduced impacts compared to Stay the Course

Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
WATER			
How much hardened surface would be added by growth? New impervious surface added to undeveloped areas (2017–2050)	23,200 acres impervious surface added to region (2017–2050).	 19,600 acres, less impervious surface added to region compared to Stay the Course.	 24,300 acres, more impervious surface added to region compared to Stay the Course.
How much would redevelopment improve old stormwater systems? Redevelopment (2017–2050)	Redevelopment of 22,800 acres of impervious surface in areas with outdated stormwater controls by 2050, resulting in potential water quality benefit.	 Redevelopment of 17,200 acres of impervious surface in areas with outdated stormwater controls.	 Redevelopment of 26,000 acres of impervious surface in areas with outdated stormwater controls.
PUBLIC SERVICES, UTILITIES, AND ENERGY			
How much new infrastructure would be needed?	Strong growth focus in urban areas would require service expansion or new infrastructure. Additional growth in outlying and rural areas may require new infrastructure.	 Less growth in outlying and rural areas may reduce the need to construct or expand facilities near open spaces, decreasing impacts compared to Stay the Course. Similar service expansion anticipated in urban areas as Stay the Course.	 Greater growth in outlying and rural areas may increase the need to construct or expand infrastructure in areas not currently served, increasing impacts compared to Stay the Course. Similar service expansion anticipated in urban areas as Stay the Course.
PARKS AND RECREATION			
Would parks be nearby? 59% of population was located near parks providing local urban access in 2017 (urban population in proximity to parks providing local urban access)	55% of population would be near parks in 2050.	 59% of population would be near parks in 2050, an increase compared to Stay the Course.	 55% of population would be near parks in 2050, similar to Stay the Course.
VISUAL QUALITY			
How would areas change visually?	Some development in outlying and rural areas could result in negative visual impacts in these areas.	 Less development in outlying and rural areas would slightly reduce negative impacts to these areas.	 More development in outlying and rural areas would slightly increase negative impacts to these areas.

KEY:  Increased impacts compared to Stay the Course  Similar impacts to Stay the Course / Neutral  Reduced impacts compared to Stay the Course

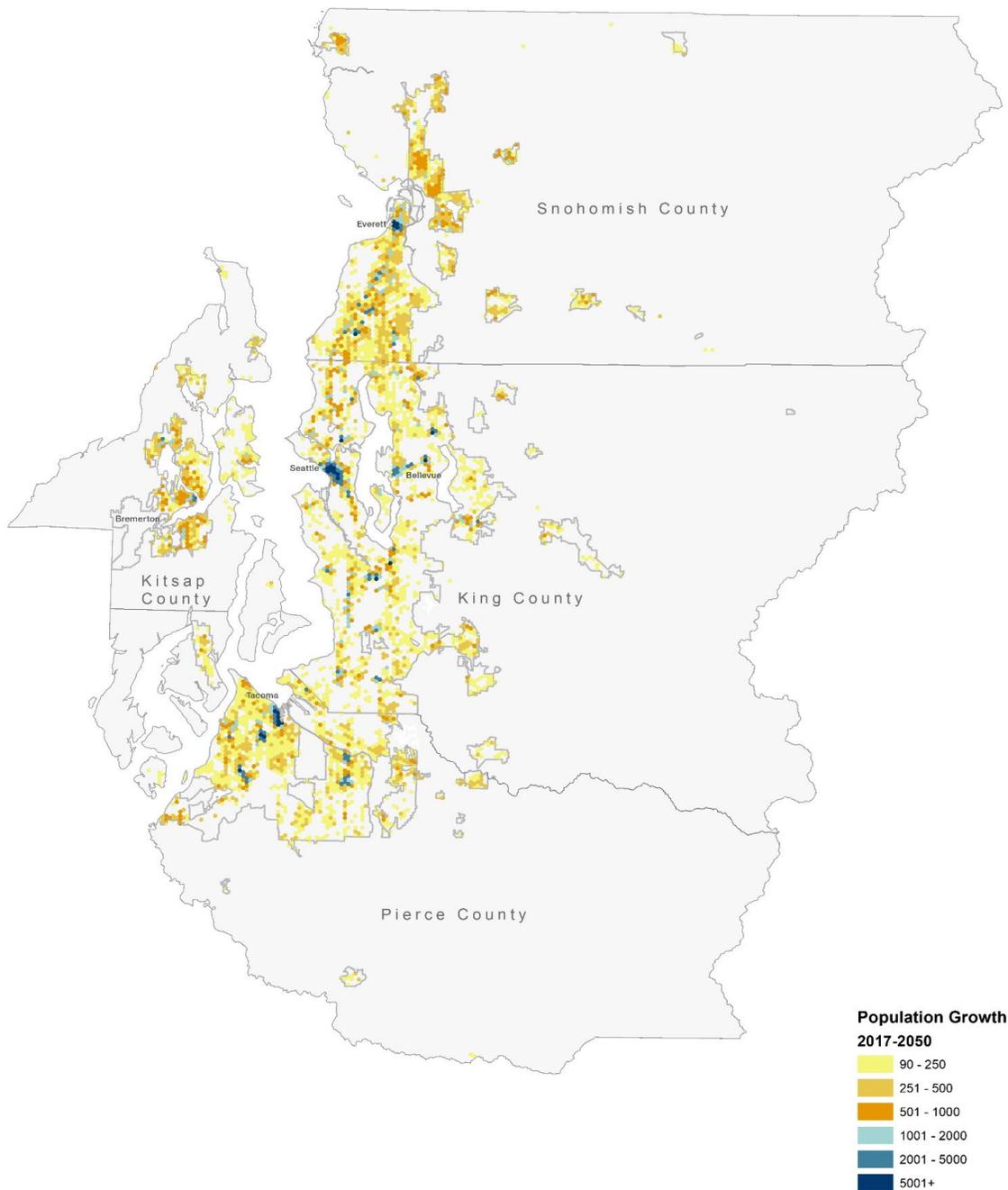
Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
ENVIRONMENTAL JUSTICE ¹			
How would communities of color and low-income communities be affected by changes in jobs and housing?	Communities of color and low-income communities compared to the region as a whole: <ul style="list-style-type: none"> – Jobs-housing ratios indicate housing may become more unaffordable or unavailable – Moderate-density housing growth is reduced compared to the region as a whole which may reduce the availability of affordable housing stock 	Compared to Stay the Course, for communities of color and low-income communities: <ul style="list-style-type: none"> – Improved balance of jobs and housing – Moderate-density housing growth is similar to Stay the Course and reduced compared to the region as a whole which may reduce the availability of affordable housing stock 	Compared to Stay the Course: <ul style="list-style-type: none"> – Worsened balance of jobs and housing for low-income communities; improved balance for communities of color – Moderate-density housing growth is similar to Stay the Course and reduced compared to the region as a whole which may reduce the availability of affordable housing stock
Would communities of color and low-income communities benefit from changes to land use and transportation?	Greater proximity to high-capacity transit for communities of color and low-income communities compared to baseline.	 Greater proximity to high-capacity transit for communities of color and low-income communities compared to Stay the Course.	 Reduced proximity to high-capacity transit for communities of color and low-income communities compared to Stay the Course.
Would access to parks change for communities of color and low income communities?	Slightly greater access to local parks in communities of color and low-income communities compared to the region as a whole.	 Greater access to local parks in communities of color and low-income communities compared to Stay the Course.	 Greater access to local parks in low-income communities compared to Stay the Course. Similar access to local parks in communities of color compared to Stay the Course.
Would the risk of displacement increase? Displacement has been occurring in the region (2017-2050 growth in areas of higher displacement risk)	18% of population growth would occur in areas of higher displacement risk.	 23% of population growth would occur in areas of higher displacement risk, an elevated displacement risk compared to Stay the Course.	 16% of population growth would occur in areas of higher displacement risk, a slightly reduced displacement risk compared to Stay the Course.

¹ Communities of color are census tracts that are greater than 50 percent people of color. Low-income communities are census tracts that are greater than 50 percent people with low incomes (households earn less than 200 percent of the federal poverty level).

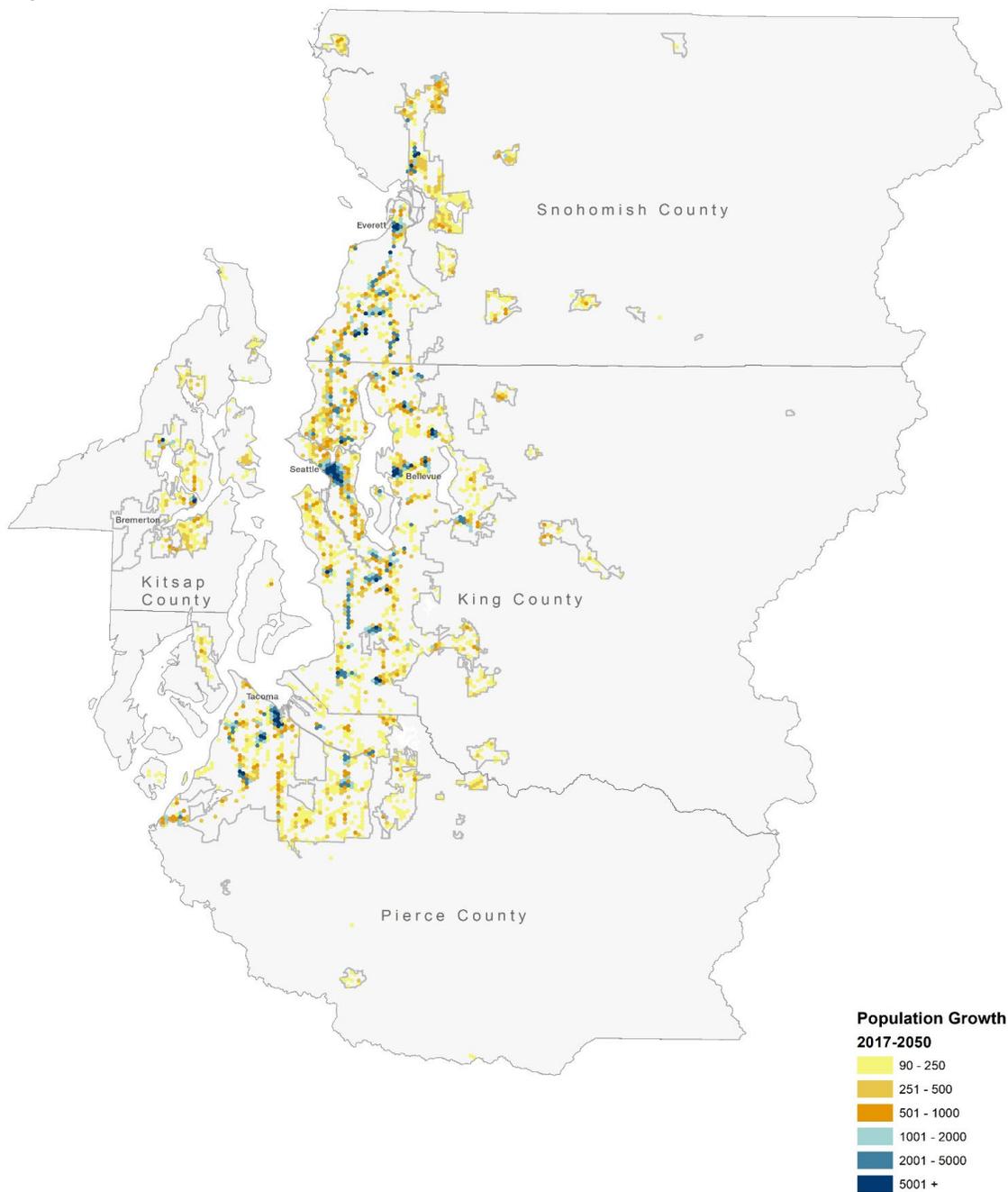
KEY:  Increased impacts compared to Stay the Course  Similar impacts to Stay the Course / Neutral  Reduced impacts compared to Stay the Course

Figure ES-3. Stay the Course: Population Growth Distribution 2017–2050



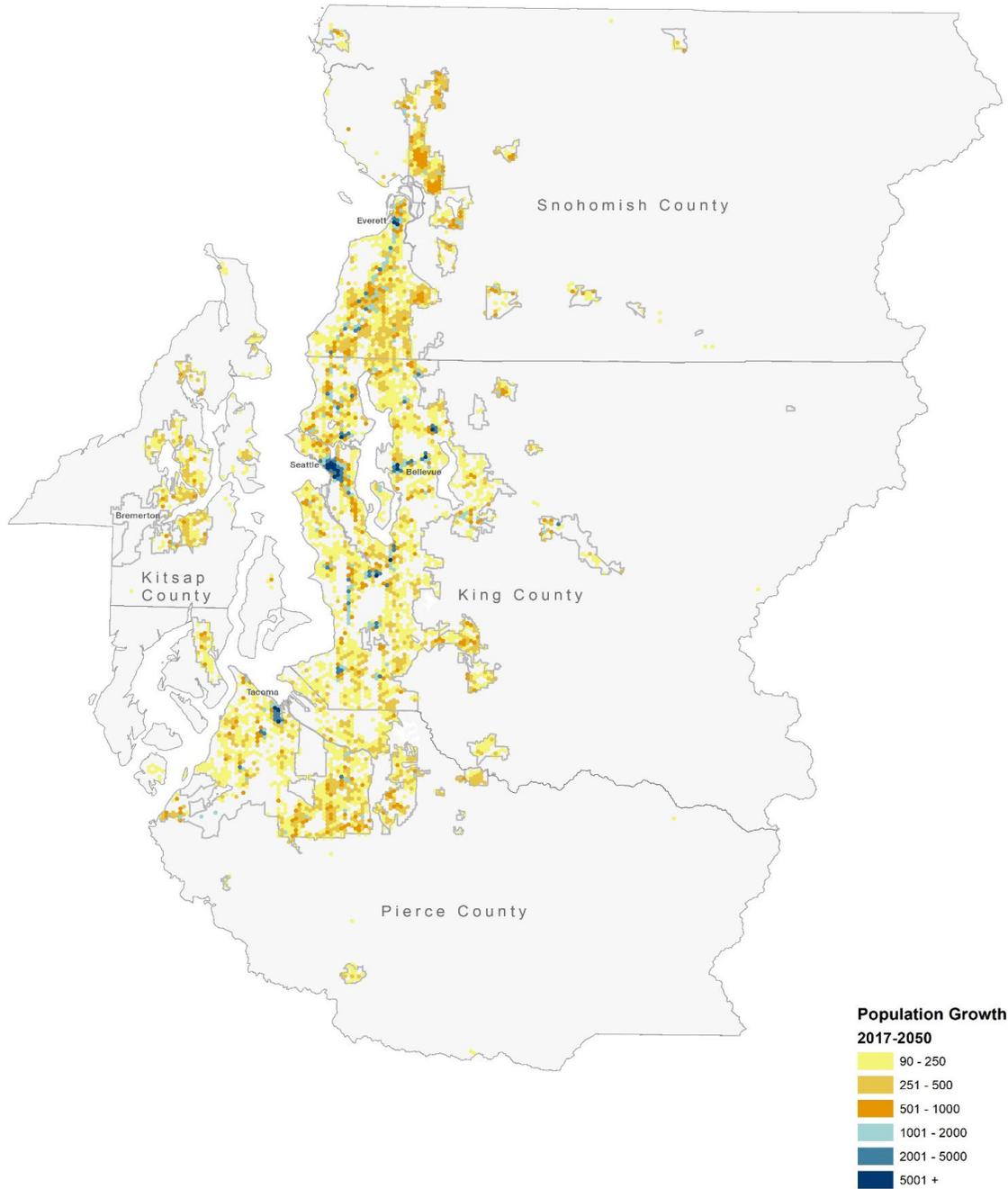
Source: PSRC

Figure ES-4. Transit Focused Growth: Population Growth Distribution 2017–2050



Source: PSRC

Figure ES-5. Reset Urban Growth: Population Growth Distribution 2017–2050



Source: PSRC

Agenda Bill
 City Council Study Session
 April 09, 2019



SUBJECT:	Proposed City Council Goals for 2019/20		
DATE SUBMITTED:	April 04, 2019		
DEPARTMENT:	City Manager's Office		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Informational		
RECOMMENDATION:	Discussion of Proposed City Council Goals for 2019/20		
EXHIBITS:	1. Exhibit 1 - City Council Goals 2019 2020 Council Draft 2		
BUDGET:			
Total dollar amount	None	<input type="checkbox"/>	Approved in budget
Fund(s)	None	<input type="checkbox"/>	Budget reallocation required
		<input type="checkbox"/>	No budgetary impact
WORK PLAN FOCUS AREAS:			
<input checked="" type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Community Safety
<input checked="" type="checkbox"/>	Communication & Engagement	<input checked="" type="checkbox"/>	Community Livability
<input checked="" type="checkbox"/>	High Performing Government	<input checked="" type="checkbox"/>	Culture & Recreation
<input checked="" type="checkbox"/>	Environmental Health & Protection	<input checked="" type="checkbox"/>	Financial Sustainability

NEEDED FROM COUNCIL:

Discuss draft of City Council Goals and Objectives for 2019/20

KEY FACTS AND INFORMATION SUMMARY:

This is the third touch for the Council of the proposed goals for 2019/20. Council has suggested some modification of the wording of the goals and the integration of economic development into Goal 6 dealing with Financial Sustainability. Council has discussed the concept of S.M.A.R.T. goals which stand for Specific, Measureable, Achievable, Realistic and Timely. I have developed a matrix of the objectives and task that staff and the council can refine in the coming months that provide specificity and will provide priority of objectives, and timeframes for achieving the goals. The objectives and task are developed around the work that is underway or being planned, which represents real action. ICMA has developed a number of measurements that address these type of actions. I will leave that to staff to work with the Council on which measures are more meaningful for you to determine the progress you are making toward these goals.

FINANCIAL IMPACT:

None

OTHER ALTERNATIVES CONSIDERED:

The alternative is to continue to operate as we have with identified priorities with out goal statements and defined objectives and task. That has seemed to lend itself to confusion of how items end up before the Council.

City Council 2019/20 Goals

Version 1 Draft

As Discussed at 4/1/19 Council Study Session

- Goal 1:** Improve Multi-Modal Mobility and Transportation Safety and Capacity Within Sammamish
- Goal 2:** Propose Reasonable and Specific Code Amendments to Enhance Community Livability, Neighborhood Character and Effectively Manage Growth of the City
- Goal 3:** Improve Police and Community Safety
- Goal 4:** Improve City's Environmental Health and Protection
- Goal 5:** Maintain High Performing Governmental Services
- Goal 6:** Maintain and Improve City's Financial Sustainability