



MEMORANDUM

DATE: August 18, 2023

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

RE: **Follow up information on the Evergreen & Grand overlay following a July 17 Council workshop on this topic.**

CC: Bryan Snodgrass, Principal Planner, and Becky Coutinho, Associate Planner, Community Development Department

Introduction

This memorandum is intended to provide additional information and clarification on the Evergreen and Grand commercial corridors implementation process, following discussion at a July 17 City Council workshop.

Response to Council Questions

- Potential impacts of HB 1110 and 1337:
HB 1110 will allow for 4 units per lot, 6 units per lot that are within a ¼ mile walk to a major transit stop, and 6 units per lot if 2 of the units are affordable on properties zoned for single family development. HB 1337 mandates that the City create development regulations to encourage the use of accessory dwelling units (ADUs), subject to a program adopted by the city with effective binding commitments or covenants that the units will be primarily utilized for long-term housing consistent with the public purpose generating the authorization. This includes the R-9 lower density zone adjacent to the Evergreen and Grand Corridors. Any units built on parcels within the R-9 zone will still have to follow the base zoning development requirements, including maximum height of 35 feet. While this law increases allowed density, it will not significantly impact the overall form of the residential development surrounding the Corridors. Regulations for the new density requirements established by both bills will be developed as part of the Comprehensive Plan and Title 20 update process that is currently underway.
- Potential impacts of HB 1220:
 - HB 1220 requires cities to plan for and accommodate set numbers of housing units for all income levels. The proposed Evergreen & Grand overlay standards accommodate for and encourage infill and medium density development, which is intended to create the maximum housing units appropriate for the Corridors. In

addition, the City extended the boundaries of the MFTE program to include the Corridors to encourage housing development that will support the production of housing units and in some cases encourage some level of affordability. A full vision for how the City will accommodate the total number of units at the affordability levels required based on our allocation (to be determined this fall through the County population and jobs allocation process) will be established through the Comprehensive Plan and Title 20 update process that is currently underway.

- Proposed bicycle parking standards:
 - Proposed required bicycle parking ratios are listed in the below table:

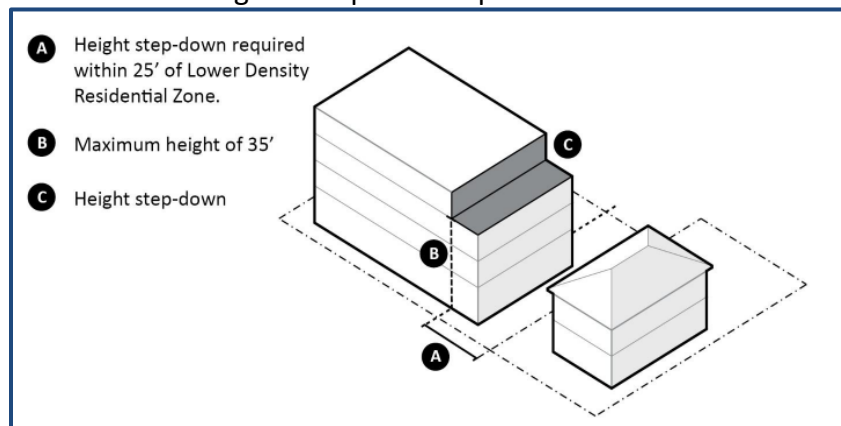
| Uses | Required Short-Term Bicycle Parking | Required Long-Term Bicycle Parking |
|-------------------------------|---|---|
| Residential | 0.05 per dwelling unit, 2 spaces minimum | 1 per dwelling unit for buildings with 5 or more dwelling units |
| Commercial | 1 per 5,000 sf of floor area, 2 spaces minimum | 1 per 15,000 sf of floor area, 2 spaces minimum |
| Office | 1 per 25,000 sf of floor area, 2 spaces minimum | 1 per 5,000 sf of floor area, 2 spaces minimum |
| Civic/Institutional Buildings | 1 per 5,000 sf of floor area, 2 spaces minimum | 1 per 15,000 sf of floor area, 2 minimum |
| Lodging | 2 spaces minimum | 1 per 10 rooms, 2 spaces minimum |
| Parks | 1 per 5,000 sf park area, 2 spaces minimum | None |

- Up to 50% of long-term bicycle parking spaces may be provided in individual units.
- In properties where more than 20 long-term bicycle parking spaces are required (this would be in buildings with more than 20 units) and provided in a shared bicycle parking facility inside the building rather than in individual dwelling units, additional standards apply including a minimum number of spaces that are not vertically stacked, a minimum number of larger spaces for cargo-type bikes, entry and directional signage, and standards around grade to ensure ease of access for users.

- Vehicle parking standards for use changes from commercial to residential or a flexible use:
 - See the reference [20.945.E Change of use](#) to address concerns about adequate parking. When an existing structure is changed from one use to another, the amount of required parking is required to meet the standards of the new use. This is determined through the site plan review process. If a project is proposed as a flexible use, the highest parking requirement must be followed.

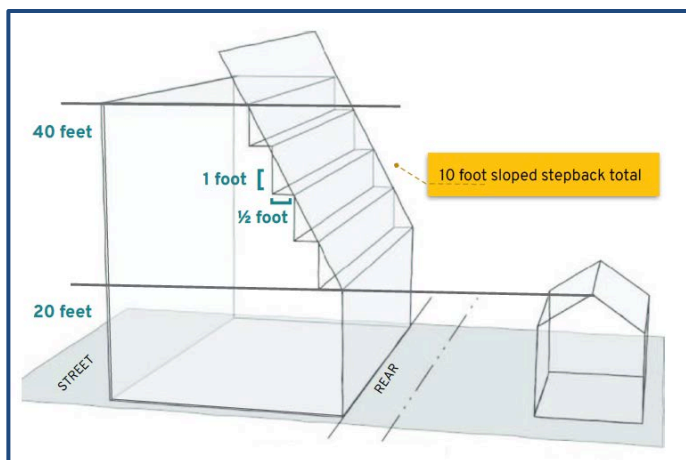
- Step-down at the rear of new buildings:
 - The proposed standard requires development abutting a lower density residential zone to step-down any portion of the building within 25 feet of that lower density residential zone. The maximum height of the stepped-down portion of the building must be no higher than 35 feet. The remaining portion of the building beyond 25 feet of the lower density residential zone can be a maximum height of 50 or 60 feet, depending on the location parcel within the Corridors. In addition, buildings abutting a residential zone must be setback 10 feet. See below image 1. The intention of this standard is to create opportunities for higher density development to meet the Cities housing goals, while also allowing for a gradual transition between the Corridors and surrounding neighborhood. The new proposed standard was calibrated so that properties abutting the Corridors would maintain access to privacy and light.

Image 1- Proposed Step-down standard



- The current zoning in the Corridors require buildings in the CC zone abutting lower density zones to step-down a 1/2 foot for every foot of building height over 20 feet with a maximum height of 50 ft and must be setback 5 feet- see below image 2.

Image 2 - Existing standard



- The project team is currently reevaluating the proposal to understand if there are alternative ways to balance compatibility with existing development and allowing for higher density development on corridors to address housing needs. This will be discussed in detail with the Planning Commission at the Sept. 12 public hearing, per direction from Council at the July 17 workshop.
- *Note: the project team is developing clearer graphics for existing versus proposed stepdown standards for the PC and Council process and will share these when available.
- Community Engagement conducted to date:
 - Outreach conducted as part of the planning phase of the Evergreen and Grand Commercial Corridors Strategy, which was adopted by Council in early 2022:
 - One-on-one and small group coordination with primary stakeholders, including neighborhood associations and leaders, property owners, businesses, neighborhood residents, agency partners like the State School for the Deaf, State School for the Blind, and C-TRAN, as well as other community stakeholders.
 - In person open house on February 13, 2020
 - Online survey in early 2020
 - Four virtual open houses on August 26, 2020, and August 27th, 2020, February 4th, 2021, October 21st, 2021
 - Offered and attended meetings with neighborhood associations.
 - Small group meetings with property owners
 - Regular email updates on project workshops and public hearings sent to project emailing list and neighborhood associations.
 - Physical mailing notice of open houses and public hearings
 - Outreach conducted to date as part of implementation of the Strategy document:
 - Virtual open house on March 16, 2023
 - Physical mailer notice of open house
 - Online survey and project webpage
 - Developer focus group on May 22, 2023

- Three Planning Commission workshops in February, April, and June of 2023
- Primary stakeholders included eight neighborhood associations and leaders, property owners, businesses, neighborhood residents, agency partners.
- Active communication with the eight neighborhood associations located in proximity to the project area throughout process, including notification of public hearings.
- Physical mailing notice of Planning Commission public hearing
- Ongoing opportunity to provide comment on project website.
- Regular email updates on project workshops and public hearings sent to project emailing list and neighborhood associations.

Next Steps

- The project team has deferred the Planning Commission public hearing to September 12 to provide additional time to notify key stakeholders and share the proposed standards, as well as to consider potential refinements to the proposed building stepdown standards based on Council feedback.
- Following Planning Commission public hearing, staff anticipate providing Council a brief update under Communications in advance of scheduled first read and public hearing.
- City Council first reading is scheduled on October 16th and the public hearing is scheduled on October 23rd. A mailer noticing the Council dates will be sent out to properties within the Evergreen and Grand Corridors and surrounding neighborhoods, in addition to email and notification and direct outreach to key partners.