City of Kenmore

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City of Kenmore
Planning Commission Meeting Agenda

April 5, 2022 @ 7 p.m. via Zoom

Log-in Information for the Commission Meeting:
Please click the link below to join the webinar or copy and put this link in your address bar in your web browser:
https://us02web.zoom.us/j/84775260623
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If you have any questions or to confirm agenda items prior to the meeting, or if you require special accommodations, please email Rita Moreno at rmoreno@kenmorewa.gov.

1. CALL TO ORDER

2. PUBLIC COMMENTS

This is an opportunity to express your views on issues that are important to you and to the community. Please email comments to Rita Moreno at rmoreno@kenmorewa.gov by 5:00 p.m. on Tuesday, April 5, 2022. All comments received will be forwarded to the Planning Commission for consideration. You also may use the "raise hand" feature in Zoom during the Citizen Comment portion of the meeting or call in at the number listed above. A 3-minute comment limit applies.

3. APPROVAL OF MINUTES

- March 15, 2022 Planning Commission Meeting Minutes will be available at the 4/19/22 meeting.

4. AGENDA ITEMS

- “Missing Middle” Zoning Code Amendments

040522 Staff Memo
Attachment 1 - 040522 Draft MISSING MIDDLE CODE AMENDMENTS
Attachment 2 - R6_quarter_mile_transit_corridor_simple
Attachment 3 -Missing Middle Illustrations
Attachment 4 - Porte Cochere

5. ADJOURNMENT

6. UPCOMING MEETINGS:

April 19, 2022, 7:00 p.m.

City Of Kenmore, Washington

Memorandum

Date: March 30, 2022

To: Planning Commission

From: Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner

Regarding: "Missing Middle" Zoning Code Amendments

Attached for your first review (Attachment 1) are the Zoning Code amendments that would allow duplexes and triplexes in the R-6 Residential zoning district within ¼ mile of Kenmore's two major transit routes. The affected geographic areas are shown on Attachment 2.

These amendments were drafted in conjunction with Opticos Design—whose principal, Daniel Parolek, coined the term "Missing Middle" housing. We asked for assistance from Opticos as the most common concern we've heard about these housing types is "fit" into the neighborhood, mostly related to compatibility with existing single-family housing stock.

At the City Council's March 28 meeting, several comments were made about "Missing Middle" housing in the context of the Comprehensive Plan update schedule. You can listen to that discussion here: City Council - Mar 28 2022 - YouTube.

Significant components of the proposed amendments include:

New definitions for duplexes and triplexes.

The new definitions of duplexes and triplexes are on page 1 of Attachment 1. A stacked duplex is one in which the units are placed one over the other. A side-by-side duplex has the two units next to each other (see images, Attachment 3). The definition of townhouse also has been adjusted to clarify the difference between a 3-unit townhouse and a triplex, for example.

Focus on lot dimensions rather than lot sizes.

The current minimum lot size in the R-6 Residential zoning district is 5,400 sq.ft. The new standards don't include a minimum lot size but do specify minimum lot dimensions for a duplex or triplex (see page 6 of Attachment 1). These dimensional standards would allow a stacked duplex on a lot of 4,000 sq.ft. and a side-by-side duplex or triplex on a 5,000 sq.ft. lot.

Dimensional standards for new duplex and triplex buildings.

These regulations would control how wide and how deep a building could be as viewed from the street or accessway and would mimic the dimensional standards of traditional single-

family houses. (See tables on pages 8-9 of Attachment 1.) The dimensions vary based on the lot dimensions and, in some cases, restrict the location of the building to allow room for future subdivision and development.

The regulations were developed to provide enough space for a 10'-wide driveway to the rear of the lot for lots with smaller frontages and for a garage or carport next to the building for lots with more frontage (see Attachment 3). On lots less than 60' in width, a garage or carport must be located behind the building (see Attachment 1, page 10).

The regulations include a provision allowing the "city manager" (usually his or her designee in the Development Services Department) to allow up to a 20% increase in the building dimensions in unusual circumstances (see Attachment 1, page 9).

Reduced height.

R-6 Residential standards allow a maximum height of 35'—enough for a 3-story structure. The proposed regulations would reduce building height to 30' and mandate that eaves not exceed a height of 24'—guaranteeing no more than a 2 1/2 -story structure. (See draft regulation on page 6 of Attachment 1 as well as Attachment 3.)

Increased densities.

While the focus is on lot and building dimensions, densities are specified to direct future subdivision of vacant or redevelopable land. Initial calculations done by staff assumed that densities would be double or triple the current density limits. However, the change to lot dimensional requirements results in increased densities (see Attachment 1, page 5). For example, on an acre of land (43,560 sq.ft.), the base density calculation to create 40' by 100' lots to allow stacked duplexes would be as follows:

43,560 / 4,000 = 10.89 stacked duplexes

However, because each structure includes 2 units, the per unit density is higher:

10.89 x 2 = 21.78 dwelling units per acre, rounded to 22.

In this example, it may not be possible to achieve the base density because lot dimensions are the overriding standard.

Likewise, for a triplex on a 5,000 square foot lot, calculations would be:

43,560 / 5,000 = 8.7 triplexes

Because each structure includes 3 units, the unit density would be:

8.7 x 3 = 26.1 dwelling units per acre, rounded to 26.

The higher maximum densities (110% of the base density) are for projects that provide a public benefit through the Residential Density Incentive standards in the Zoning Code. (See KMC 18.80:

https://www.codepublishing.com/WA/Kenmore/#!/Kenmore18/Kenmore1880.html#18.80).

These benefits could include affordable housing, assisted housing, or open space, trails, or parks. A new sentence has been added to the footnote describing maximum density to explain that additional units could only take the form of a single family detached unit, a duplex or a triplex.

Building placement and entry design standards.

Proposed amendments require that the duplex or triplex face the street. The main entrance must either be on the front façade or a side entrance(s) that provides a recognizable building element (entry porch) to flag the location from the street. Side entries must provide a walkway to the street. (See Attachment 1, page 9.)

Garage standards.

A garage or carport would be set back 20' from the front façade of the building and could not have more than the equivalent of two garage doors facing the street. To preserve the focus of the streetscape on residential buildings rather than cars, the draft regulations allow a garage to be located in the rear yard, with a 10' setback from the rear property line (rather than 20') unless an alley is present that would allow a further reduced setback. (See Attachment 1, pages 10 and 13.)

The standards encourage use of a porte-cochere (see Attachment 4) if no garage or carport is provided. (See Attachment 1, page 10.)

Surface parking standards.

Surface parking would not be allowed in a street setback or closer than 5' to a side or rear property line. Screening would have to be provided. (See Attachment 1, pages 10 and 15.)

Driveway design standards.

Also, to minimize the appearance of wide driveways from the street, driveway widths would be limited to 12' in front of the duplex or triplex building and could be reduced to 10' in side yards behind the building façade and at the rear of the lot. Driveways could be within 3' of side property lines if a 3' landscape strip is provided. (See Attachment 1, pages 17 and 19.)

Tree preservation.

By not changing Zoning Code sections related to tree preservation, new duplexes and triplexes would be required to meet the multifamily tree preservation standards which are more prescriptive than those for single-family residences.

Nonconformances.

As previously discussed, the nonconformance section has been revised to address existing legal "Missing Middle" housing. (See Attachment 1, page 16.)

Changes to other code sections.

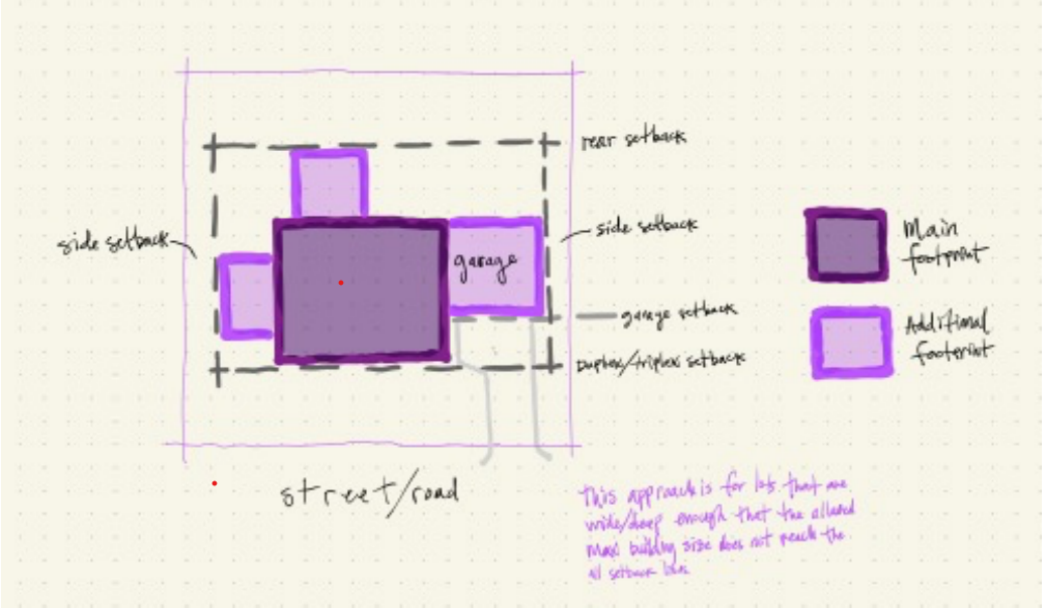
Several other code sections have been revised for clarification and consistency. Additional changes will be required (and will be presented before the public hearing) to address elimination of the term "apartment" in the Code.

Attachment 1 also includes some unchanged Code sections to provide context for the amendments.

Additional policy choice

As Opticos prepared the building dimension standards, they suggested an additional approach that could allow a duplex or triplex to take full advantage of a lot without creating a building mass too large for neighborhood compatibility. They term this approach "wings" and have described it as follows:

> "Articulating Building Size through Main Body and Wing Approach. The sketch diagram below illustrates this concept that we've been including in our zoning work for 20 years. The approach is intended for lots that are wide and/or deep enough that the building, if allowed to reach the setbacks, will appear too large for its context. By applying maximum "main body" building width and depth dimensions (as you are doing), you can then apply the second part of this through the "wing" part of the approach..."



In this diagram, the "wings" are shown as "additional footprint" in lighter purple.

Staff has not incorporated “wings” into the recommendations in Attachment 1. However, if the Planning Commission wishes to pursue this opportunity, additional standards could be crafted that dictate building articulation and appropriate “wing” sizes.

Attachments
Attachment 1: Draft “Missing Middle” regulations
Attachment 2: Map of potential duplex/triplex area
Attachment 3: Illustrations of concepts
Attachment 4: Photo of porte-cochere

DRAFT "MISSING MIDDLE" HOUSING CODE AMENDMENTS

~~Text~~ = deleted text
Text = new text

Related Definitions

18.20.340 Building.

"Building" means any *structure* having a roof.

18.20.835 Dwelling, multiple-family.

"Multiple-family dwelling" means ~~a one-family~~one dwelling unit attached to one or more ~~one-family~~ dwelling~~s~~ units by common roofs, walls, or floors. Also includes one or more dwelling~~s~~ units attached to nonresidential *uses*. This definition does not include *accessory dwelling units*, *community residential facilities*, *supportive living facilities*, or nursing and personal care facilities. Subsets of "multiple-family dwelling" include:

~~A. Apartment. A residential *building* containing two or more *dwelling units* or a single *dwelling unit* and a nonresidential use, which are attached at one or more common roofs, walls, or floors. Typically, the unit's habitable area is provided on a single level. Unit entrances may or may not be provided from a common corridor. *Microhousing dwelling units* are considered apartments.~~

A. Duplex. A multiple-family dwelling on a single *lot* designed to look like a *single detached dwelling unit* and containing two *dwelling units*. The two units share a common roof, wall, or floor, although floorplans may vary. Individual units may be side-by-side or stacked one on top of the other. Both *dwelling units* and the *lot* are under a single ownership.

B. Triplex. A multiple-family dwelling on a single lot designed to look like a *single detached dwelling unit* and containing three *dwelling units*. The three units share a common roof, wall, or floor, although floorplans may vary. Individual units may be side-by-side, stacked on top of one another or a combination of side-by-side and stacked. The three *dwelling units* and the *lot* are under a single ownership.

~~B~~C. Townhouse. A row of similar or identical ~~one-family,~~ attached ~~ground-related~~ *dwelling units* ~~attached to one or more such units or to a nonresidential *use*~~ in which each unit has its own ~~exterior,~~ ground-level access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common walls. Most~~Typically the~~ townhouse units are multi-story. Each *dwelling unit* is independently owned.

18.20.1860 Nonconformance.

"Nonconformance" means any *use*, improvement or *structure* established in conformance with the *City* rules and regulations in effect at the time of establishment that no longer conforms to the

range of *uses* permitted in the *site*'s current zone or to the current development standards of the code due to changes in the code or its application to the subject property.

18.20.2080 Porte cochere.

"Porte cochere" means a covered porch-like *structure* through which a motor vehicle on a driveway can pass, allowing occupants to enter or leave the vehicle under shelter. A porte cochere does not contain habitable space either under or over the roof and does not serve as a permanent *parking space*.

18.20.2530 Setback.

"Setback" means the required distance between a *structure* and a specified line such as a lot, easement or *buffer* line that is required to remain free of *structures*.

18.20.2910 Street.

"Street" means a public or recorded *private* thoroughfare providing pedestrian and vehicular access through neighborhoods and communities and to abutting property.

18.20.2920 Street frontage.

"Street frontage" means any portion of a *lot* or combination of *lots* which directly abut a *street*.

18.20.2930 Structure.

"Structure" means anything permanently constructed in or on the ground, or over the water; excluding *fences* eight feet or less in height, decks less than 18 inches above grade, paved areas, and structural or nonstructural fill.

Zones, Maps and Designations

18.15.040 Residential zones.

A. The purpose of the residential zones (R and MHC) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. These purposes are accomplished by:

1. Providing, in the R-1 through ~~R-6~~R-4 zones, for ~~a mix of~~ predominantly *single detached dwelling units*, ~~with a variety of~~at lower densities, ~~and sizes in locations appropriate for residential use~~to protect and preserve environmentally sensitive areas;

2. Providing, in the R-6 zone, for a mix of *single detached dwelling units* and, in areas near higher-capacity transit, smaller-scale multiple-family uses such as *duplexes* and *triplexes*;

~~2~~3. Providing, in the R-12 through R-48 zones, for a mix of predominantly ~~*apartment* and *townhouse*~~*multiple-family dwelling units*, with a variety of densities and sizes ~~in locations appropriate for residential use~~;

~~3~~4. Providing, in the MHC zone, for continuation of existing *manufactured housing communities*;

~~4~~5. Allowing only those accessory and complementary nonresidential *uses* that are compatible with residential communities; and

~~5~~6. Establishing density designations to facilitate advanced area-wide planning for public facilities and services, and to protect environmentally critical sites from overdevelopment.

R-6 Residential Zoning Standards

18.21.020 Residential zones R-1, R-4 and R-6 – Use allowances.

The following *uses* listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-1, R-4 and R-6:

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Air transportation service[1]	*Ambulatory surgery center*[25]	*Adult entertainment business*
Arts, entertainment, indoor[2,3]	*Arts, entertainment, outdoor*[26]	*Animal kennel/shelter*
Day care[4]	*Cemetery, columbarium or mausoleum*[27]	*Auction house*
Educational service[5]	*College/university*[25]	*Automotive sales and service, marine*
Family child-care home[6]	*Community residential facility*[28]	*Automotive sales and service, non-*

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
		marine
Fire or police facility[7,8]	*Eating and drinking place*[3,29]	*Business service, intensive*
Health care and social assistance[9,10]	*Hospital*[25]	*Business service, standard*
Multiple-family dwelling[11]	*Manufactured housing community*[30]	*Construction and trade*
Office[12]	*Personal service*[31]	*Funeral home/crematory*
Park[13]	*Recreational facility, indoor*[3,16,32]	*Laboratory*
Recreational facility, outdoor[14,15,16]	*Regional land use*[33,34,35]	*Manufacturing, heavy*
Religious institution[17]	*Retail sales*[31,36]	*Manufacturing, light*
Resource land use[18]	*Temporary lodging*[37]	*Marijuana business*
Single detached dwelling unit[19,20]		*Marijuana cooperative*
Standalone parking[21]		*Mobile food service*
Supportive living facility[22]		*Retail sales, bulk*
Utility facility[23,24]		*Secure facility*
		Transportation
		Vehicle or equipment rental
		Vehicle refueling station
		Warehousing
		Wholesale trade

. . .

11. *Townhouse* units ~~only~~ permitted ~~and~~ only on *lots* in a subdivision or short subdivision designed for *townhouse* units or through a~~. Other townhouse units require a~~ *conditional use permit* with a binding site plan.

Duplexes and *triplexes* permitted only in the R-6 zone, generally within ¼ mile of higher-capacity transit service. See 18.21.025 for a map of possible locations. *Duplexes* and *triplexes* are allowed on a *lot* only if the entire parcel is within the ¼-mile area and if the *lot* dimensions are adequate as described in KMC 18.21.030, See also KMC 18.21.035 for design standards for *duplexes* and *triplexes*.

~~*Apartments*~~Other types of *multiple-family dwellings* are prohibited.

. . .

18.21.025 Map of Potential Duplex/Triplex Locations

The area where a *duplex* or *triplex* may be permitted is shown on Figure _____. A *duplex* or *triplex* shall not be authorized in this area, however, unless 100% of the *lot* is inside the boundaries of this area, and if the *lot* dimensions are adequate as described in KMC 18.21.030.

18.21.030 Residential zones R-1, R-4 and R-6 – Development standards.

The following zone-specific development standards in Table B apply in the R-1, R-4 and R-6 residential zones:

Table B. R-1, R-4 and R-6 Residential Zones Development Standards

STANDARDS	ZONES	R-1[1]	R-4	R-6
Base Density (other than *Duplex* or *Triplex*): *Dwelling Unit*/Acre[2]		1 du/ac	4 du/ac[3]	6 du/ac
Maximum Density (other than *Duplex* or *Triplex*): *Dwelling Unit*/Acre[4]			6 du/ac	9 du/ac
Duplex Base Density: *Dwelling Unit*/Acre[2]		--	--	22 du/ac
Duplex Maximum Density: *Dwelling Unit*/Acre[4]		--	--	24 du/ac
Triplex Base Density: *Dwelling Unit*/Acre[2]		--	--	26 du/ac
Triplex Maximum Density: *Dwelling Unit*/Acre[4]		--	--	29 du/ac
Minimum Density		None	None	None
Minimum Lot Width (other than *Duplex* or *Triplex*)[6]		35 ft.[7]	30 ft.	30 ft.
Side-by-side *Duplex* Minimum Lot Dimensions[18]		--	--	50' wide 100' deep
Stacked *Duplex* Minimum Lot Dimensions[18]		--	--	40' wide 100' deep
Triplex Minimum Lot Dimensions[18]		--	--	50' wide 100' deep
Minimum *Street Setback*		20 ft.[7]	15 ft.[8,9]	15 ft.[8,9]
Minimum Side *Setback*[5,10]		5 ft.[7]	15 ft. total[11]	15 ft. total[11]
Minimum Rear *Setback*[5,10]		5 ft.[7]	20 ft.	20 ft.
Maximum Height (Other than *Duplex* or *Triplex*)[12]		35 ft.	35 ft.	35 ft. 45 ft.[13]
Duplex/*Triplex* Maximum Height				30 ft. (2 ½ stories), but no more than 24' to the eaves (not including the eaves on

Table B. R-1, R-4 and R-6 Residential Zones Development Standards

STANDARDS	ZONES	R-1[1]	R-4	R-6
				dormers)
Base *Impervious Surface*: Percentage		30%	45%	60%
Maximum *Impervious Surface*: Percentage[14]		30%[15]	55%	70%
Minimum Lot Size (does not apply to *Duplex* or *Triplex*)		2,500 sq. ft.	7,200 sq. ft.[16,17]	5,400 sq. ft.[16,17]

. . .

[2] Density applies only to *dwelling units* and not to sleeping units.

. . .

[4] This maximum density may be achieved only through the application of residential density incentives pursuant to Chapter 18.80 KMC or *transfers of density credits*, or any combination of density incentive or density transfer. Maximum density may only be exceeded pursuant to KMC 18.80.040(E)(1)(f). Bonus density for *duplexes* or *triplexes* shall only be permitted in the form of a *single detached dwelling unit*, a *duplex* or a *triplex*.

[5] These standards may be modified under the provisions for *zero-lot-line developments*.

. . .

[8] If *development* provides *alleys* or consists of *townhouses*, then the *street setback* may ~~equal~~be reduced to 10 feet.

[9] ~~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 centerline of the driveway from the access point to such garage, carport or fenced area to the *street* property line.~~Driveways providing ingress and egress between off-street parking areas and abutting *streets* shall be designed, located and constructed in accordance with the provisions of Chapter 12.50 KMC, Road Standards.

[10] ~~Vehicle access points from~~ gGarages, 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 26 feet as measured from the centerline of the garage, carport or fenced parking area~~, from the access point~~ to the opposite side of the *joint use driveway*.

[11] Any side yard shall equal a minimum of five feet but the two side yards combined must equal a minimum of 15 feet.

. . .

[14] 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 KMC 18.21.060 and 18.30.170;
c. Individual lots in the R-4 ~~through R-6~~ zone~~s~~ which are less than 9,076 square feet in area shall be subject to the applicable provisions of the nearest comparable R-6 zone;
d. Lots may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit;
e. The base impervious surface percentage may be exceeded, up to the maximum impervious surface percentage, provided low impact development strategies are implemented subject to approval by the city manager.

. . .

[18] Lot width is measured at the *street setback* line. Lot depth is measured on a line perpendicular to the *street frontage*. Lot dimensions for panhandle lots or *lots* of unusual shape shall be evaluated on a case-by-case basis by the *city manager* to determine whether lot width and depth are adequate for construction of a *duplex* or *triplex*.

18.21.035 Additional duplex and triplex development standards

A. *Building* dimensions

1. Maximum *building* dimensions for a *duplex* apply as follows:

***LOT* WIDTH:**	40-49'	50'-59'	60'-69'	70'-79'	>80'
Side-by-side *duplex*: Maximum *building* width along *street frontage*	Not permitted	32'	42'	50'	42' if *building* is sited to allow future development with at least a 40' *street frontage*
Stacked *duplex*: Maximum *building* width along *street frontage*	22'	32'	42'	50'	32' if *building* is sited to allow future development with at least a 40' street frontage

***LOT* DEPTH:**	<100’	100-124’	125-149’	150-199’	>200
Side-by-side *duplex*: Maximum *building* depth perpendicular to the *building’s* street facade	Not permitted	40’	50’	50’	60’ for 1 story structure 50’ for 2 story structure
Stacked *duplex*: Maximum *building* depth perpendicular to the *building’s* street facade	Not permitted	40’	50’	50’	50’

2. Maximum *building* dimensions for a *triplex building* apply as follows:

***LOT* WIDTH:**	40-49’	50-59’	60-69’	70-79’	>80’
Maximum *building* width along *street frontage*	Not permitted	32’	42’	50’	50’

***LOT* DEPTH:**	<100’	100-124’	125-149’	150-199’	>200’
Maximum *building* depth perpendicular to the *building’s* street facade	Not permitted	40’	40’	50’	60’ for 1 story structure 50’ for 2 story structure

3. In rare cases, the *city manager* may adjust maximum *building* widths and depths by up to 20% to make more efficient use of land or to address unique circumstances.

B. Design standards. To ensure that new *buildings* are of similar size and scale to neighboring *single detached dwelling units*, the following design standards apply to *duplex* and *triplex buildings*:

1. Building orientation.

a. A *duplex* or *triplex building* shall be oriented with the front of the *building* parallel to the *street*.

2. Dwelling Unit Entrances.

4.

a. Each *duplex* or *triplex building* shall have its primary *building* entrance oriented toward the *street*, located on the front façade and/or along the sides(s) of the *building* via an entry porch visible from and connected to the *street* by a walkway.

b. Access to second floor dwelling units may be by an external stair, which may be open or enclosed, but shall not be located between the *building* and the *street*. If enclosed, the stair shall be within the *building*' s overall massing and roof.

3. Garage and carport size and location.

a. On lots narrower in width than 60', a garage or carport shall be located at the rear of the lot.

b. Garages and carports shall be located a minimum of 20' behind the street façade of the *duplex* or *triplex* and have a maximum width of 20' as measured parallel to the *street*. The equivalent of no more than 2 single-car garage doors may be visible on the street facade.

c. Garages may be entered from the side of the *building* (parallel to the *street*). If entered from the side, any garage wall facing the *street* shall incorporate windows so that the garage appears to contain habitable space.

d. A *porte cochere* up to 12 feet wide overall is allowed at the same front setback as the street façade of the *duplex* or *triplex* and must allow access to the rear of the *lot*. A *porte cochere* is not included in the maximum *building* width. The *porte cochere* shall be designed in the same style and level of detail as the *duplex* or *triplex*.

3. Surface Parking

a. Surface parking for a *duplex* or *triplex* shall be limited to groups of no more than 3 spaces.

b. Parking areas with more than two spaces shall be located to the rear of the *building*, shall be visually separated by at least a distance of 5' from perimeter property lines, and shall be screened from neighboring properties through site plan design and/or landscaping.

Landscaping

18.35.030 Land use grouping.

To facilitate the application of this chapter, land *uses* have been grouped in the following manner:

A. "Residential *development*" refers to *residential land uses*.

B. "Attached/group residences" refers to:

1. *Multiple-family dwellings*, except *duplexes* and *triplexes,* and as provided in subsection (C)(1) of this section;

4.

2. *Single detached dwelling units* developed on common property at a density of 12 or more units per acre;

3. *Supportive living facilities*;

4. *Temporary lodging*;

5. *Adult family homes*; and

6. *Manufactured housing communities*.

C. "Single-family *development*" refers to:

1. Residential subdivisions and short subdivisions, including attached and detached *dwelling units* on individually platted or short platted *lots*;

2. Any detached *dwelling units* located on a *lot*;

3. *Family child-care homes*; and

4. Type I *community residential facilities*.

. . .

18.35.050 Landscaping – Street trees for ~~single-family~~residential subdivisions.

For ~~single-family~~residential subdivisions:

A. Trees shall be planted ~~at the rate of one tree for every 40 feet of frontage along a neighborhood collector *street* or arterial *street*. Native vegetation cultivars are preferred~~in accordance with the provisions of Chapter 12.50 KMC, Road Standards~~;~~.

B. The trees shall be:

1. Located within the street right-of-way in accordance with the provisions of Chapter 12.50 KMC, Road Standards~~if permitted by the *City*~~;

2. Located ~~N~~no more than 20 feet from the street right-of-way line if located within a *lot*. Sight distance shall be reviewed in accordance with the provisions of Chapter 12.50 KMC, Road Standards;

3. Maintained as follows:

a. Right of way trees shall be ~~M~~maintained by the adjacent landowner in accordance with the provisions of Chapter 12.70 KMC, Sidewalks, Planting Strips and Street Trees.

b. Trees on private *streets* shall be maintained by the adjacent landowner unless part of a homeowners' association program~~unless part of a *City* maintenance program~~; and

4. A species in accordance with the provisions of Chapter 12.50 KMC, Road Standards ~~approved by the *City*~~ if located within the street right-of-way and compatible with overhead utility lines;

C. The trees may be spaced at irregular intervals to accommodate sight distance requirements for driveways and intersections.

General Development Standards

18.30.230 Setbacks – Projections and structures allowed.

Provided that the required *setbacks* from *regional utility corridors* of KMC 18.30.200, the adjoining half-street or designated arterial *setbacks* of KMC 18.30.220 and the sight distance requirements of KMC 18.30.240 are maintained, *structures* may extend into or be located in required *setbacks*, including *setbacks* as required by KMC 18.21.060(B), as follows:

. . .

Q. In a rear *setback* in the R-4 and R-6 residential zones, the following *structures* are permitted if it is determined by the *city manager* that they will not have any substantial detrimental effect on abutting properties or the *City* as a whole; and provided, that they shall be no closer than five feet to the rear lot line:

1. Children's play *structures* not otherwise regulated by this title;

2. No more than one storage shed or similar *use*, limited in height to eight feet for a flat roof or 10 feet for a pitched roof, with a maximum dimension of 15 feet on any side and a total area not exceeding 200 square feet;

3. An *arbor*, not attached to a building and limited in height to eight feet, with a maximum footprint of 100 square feet, including eaves. If latticework is used, there shall be a minimum opening of two inches between crosspieces.

R. In a rear *setback* in the R-4 and R-6 residential zones, an *accessory dwelling unit* shall be permitted; provided, that the *accessory dwelling unit* shall be no closer than 10 feet to the rear *lot* line. All of the other standards for *accessory dwelling units* specified in Chapter 18.73 KMC shall be met.

S. In a rear *setback* for a *duplex* or *triplex* in the R-6 residential zone, a garage for a maximum of 3 vehicles shall be permitted; provided, that the garage shall be no closer than 10 feet to the rear *lot* line unless an alley access is provided. If an alley access is provided, this setback may be further reduced to a minimum of 5'.

Parking

18.40.030 Computation of required off-street parking spaces.

A. Except as modified in KMC 18.40.040, 18.40.050 or 18.40.090, off-street parking areas shall contain at a minimum the number of *parking spaces* as stipulated in the following table. Off-street parking ratios expressed as number of spaces per square feet means the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not limited to building maintenance areas, storage areas, closets, restrooms and exterior walls. If the formula for determining the number of off-street *parking spaces* results in a fraction, the number of off-street *parking spaces* shall be rounded to the nearest whole number with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

LAND USE	MINIMUM PARKING SPACES REQUIRED Citywide, Except in Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE	MINIMUM PARKING SPACES REQUIRED Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE
***RESIDENTIAL*:**		
Single detached dwelling unit	2.0 per *dwelling unit*	2.0 per *dwelling unit*; tandem stalls permitted
Townhouse	2.0 per *dwelling unit*	1.5 per *dwelling unit*; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units
Duplex	.75 per *dwelling unit*	.75 per *dwelling unit*
Triplex	.75 per *dwelling unit*	.75 per *dwelling unit*
~~*Apartment*~~Other *multiple-family dwellings*:		
Microhousing dwelling unit	Within 1/4 mile of SR-522: 0.75 per dwelling unit. Otherwise, 1.2 per dwelling unit	Within 1/4 mile of SR-522: 0.75:du. Otherwise, 1.0:du. Tandem stalls permitted
Studio unit	1.2 per *dwelling unit*	1.0:du; tandem stalls permitted
One-bedroom unit	1.5 per *dwelling unit*	1.0:du; tandem stalls permitted
Two-bedroom unit	1.7 per *dwelling unit*	1.5:du; tandem stalls permitted
Three-bedroom unit or larger	2.0 per *dwelling unit*	1.7:du; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units

18.40.110 Off-street parking plan design standards.

A. Off-street parking ~~areas~~spaces shall not be located more than 600 feet from the *building* they are required to serve for all *uses* except those specified as follows; where an off-street parking area does not abut the *building* it serves, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

1. For all single detached dwellings, *duplexes*, and *triplexes*, the *parking spaces* shall be located on the same *lot* they are required to serve;

. . .

E. Driveways providing ingress and egress between off-street parking areas and abutting *streets* shall be designed, located and constructed in accordance with the provisions of Chapter 12.50 KMC, StreetRoad Standards. Driveways for *single detached dwelling units*, no more than 20 feet in width, may cross required *setbacks* or landscaped areas to provide access between the off-street parking areas and the *street*, provided no more than 15 percent of the required *landscaping* or *setback* area is eliminated by the driveway. *Joint use driveways* may be located within required *landscaping* or *setback* areas. Driveways for all other *developments* may cross or be located within required *setbacks* or landscaped areas to provide access between the off-street parking areas and the *street*, if no more than 10 percent of the required *landscaping* is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the *street*.

F. *Parking spaces* required under this title shall be located as follows:

1. For *single detached dwelling units* the required *parking spaces* shall be located outside of any required *setbacks* or *landscaping*, but driveways crossing *setbacks* and required *landscaping* may be used for parking. However, if the driveway is a *joint use driveway*, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or *parking spaces*;

2. For *duplexes* and *triplexes*, all *parking spaces* shall be outside of the required *street setback* and shall be no closer than 5' to perimeter *lot* lines. KMC 18.21.035.B contains additional standards for parking area/garage/carport locations. Driveways crossing required *setbacks* may be used for parking if a 5' separation from perimeter *lot* lines is maintained.

3. For nonresidential *uses* in residential zones, parking is permitted in *setback* areas in accordance with KMC 18.21.060.

24. For all other *developments*, *parking spaces* may be permitted by the *city manager* in *setback* areas in accordance with an approved landscape plan; and

5. If the driveway is a *joint use driveway*, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or *parking spaces*.

. . .

H. Tandem or end-to-end parking is allowed in residential *developments*. *ApartmentMultiple-family dwellings, including duplex, triplex,* or *townhouse developments*, may have tandem parking areas for each *dwelling unit* but shall not combine parking for separate *dwelling units* in a tandem parking areasconfiguration.

. . .

J. The total number of vehicles parked or stored outside of a *building* on a ~~single-family~~residential *lot* in the ~~R-4~~R-1 through R-6 zones, excluding *recreational vehicles* and trailers, shall not exceed six vehicles on *lots* 12,500 square feet or less and eight vehicles on *lots* greater than 12,500 square feet.

Nonconformances

18.100.010 Purpose.

The purposes of this chapter are to:

A. Establish the legal status of a *nonconformance* by creating provisions through which a *nonconformance* may be maintained, altered, reconstructed, expanded or terminated;

B. Establish the rules for an *existing legal use* by creating provisions through which an *existing legal use* may be maintained, altered, reconstructed, expanded or terminated; and

C. Provide for the temporary establishment of *uses* that are not otherwise permitted in a zone or that do not meet all development standards of a zone and to regulate such *uses* by their scope and period of use.

18.100.020 Nonconformance – Applicability.

A. All *nonconformances* shall be subject to the provisions of this chapter, except for:

1. nonconforming billboards, which shall be subject to KMC 18.42.150, and

2. existing legal *multiple-family dwellings* that do not conform to the following standards: base density, maximum density, minimum *setbacks*, maximum height, or minimum lot size. This exception is not applicable to other standards for a *multiple-family dwelling*, such as base or maximum impervious surface or critical area buffers, which continue to be *nonconformances* subject to the provisions of this chapter.

B. The provisions of this chapter do not supersede or relieve a property owner from compliance with:

1. The requirements of the International Building and Fire Codes; or

2. The provisions of this code beyond the specific *nonconformance* addressed by this chapter. [Ord. 17-0445B § 3; Ord. 11-0329 § 3 (Exh. 1).]

18.100.090 Nonconformance – Residences.

Any residence nonconforming relative to *use* may be expanded, after review and approval, subject to all other applicable codes besides those set forth in this chapter for *nonconformances*.

Road Standard Amendments

5.04 Driveways and Driveway Approaches This section provides driveway and driveway approach standards to public and private roads. It is not the intent of these Standards to govern design or location of driveways on private property except where they connect to the road where minimum setbacks are required along property lines and where safety is a concern. However, fire access requirements governed by the Fire Code (KMC 15.10) and KMC Title 18, establish criteria for driveway widths.

. . .

B. Single Family Residential Driveway and Driveway Approaches:

1. Driveways and driveway approaches must be a minimum length of 20 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of the parking area/carport/garage required per KMC 18.40.030. Driveways may not exceed 45 feet in length if feasible.

2. Driveway and driveway approaches shall have a minimum width of 12 feet and a maximum width as follows:

i. Driveways and driveway approaches accessed from private roads shall have a maximum width of 35 feet.

ii. Driveways and driveway approaches accessed from public roads shall have a maximum width of 20 feet at the right-of-way line. Driveways may be widened to a maximum of 35 feet beginning at a minimum of 5 feet from the right-of-way line.

3. Driveways shall be continuously paved or surfaced with gravel between the public right-of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the City of Kenmore.

i. This requirement shall not restrict the use of alternative pavement types (such are porous pavements or pavers) and methods (such as wheel strips) to meet flow control BMP or Low Impact Development requirements.

ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not be permitted on steep driveways.

4. If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA unless otherwise approved by the City Engineer.

C. Duplex or Triplex Driveways and Driveway Approaches:

1. Driveways and driveway approaches must be a minimum length of 35 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of a carport or garage. Driveways or driveway approaches to a parking area must be a minimum length of 20'.

2. Driveway and driveway approaches shall be 12 feet wide between the tract/easement/right-of-way line and the duplex or triplex building. A minimum driveway width of 10' is required along the side of the building or in the rear of the lot.

3. Driveways shall be continuously paved or surfaced with gravel between the public right-of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the City of Kenmore.

i. This requirement shall not restrict the use of alternative pavement types (such are porous pavements or pavers) and methods (such as wheel strips) to meet flow control BMP or Low Impact Development requirements.

ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not be permitted on steep driveways.

4. If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA unless otherwise approved by the City Engineer.

D. Townhome Driveways and Driveway Approaches: Driveways lengths shall be 20 feet when accessed from a public road with a width between 8 feet and 20 feet. Driveways are not required when accessing from a private road. If driveways are proposed off of a private road, they shall follow the requirements for access from a public road. Driveway approaches to garages from private roads shall not exceed 6 feet in length. Any conflicts with the KMC, the KMC shall prevail.

~~C~~E. Commercial, Industrial, & Other Multi-Family Driveways and Driveway Approaches:

1. Driveways, when designed, must be a minimum length of 40 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of the parking area/carport/garage required per KMC 18.40.030.

2. Driveways and Driveway approaches shall have a minimum width of 24 feet and a maximum width of 36 feet.

3. Driveways shall be continuously paved between the public right-of-way and the parking area required by KMC 18.40.030.

i. This requirement shall not restrict the use of alternative pavement types (such are porous pavements or pavers) and methods (such as wheel strips) to meet a flow control BMP or Low Impact Development requirement.

~~E~~F. Location of New Driveways.

1. Driveway location is subject to City approval.

2. No portion of driveway width for uses other than duplexes or triplexes shall be allowed within 5 feet of any existing side property lines.

i. Exceptions may be granted without a formal variance request for access panhandles to single lots and for lots taking access from a cul-de-sac bulb; in such cases the driveway shall be located, and possibly reduced in width, to provide the largest setback feasible.

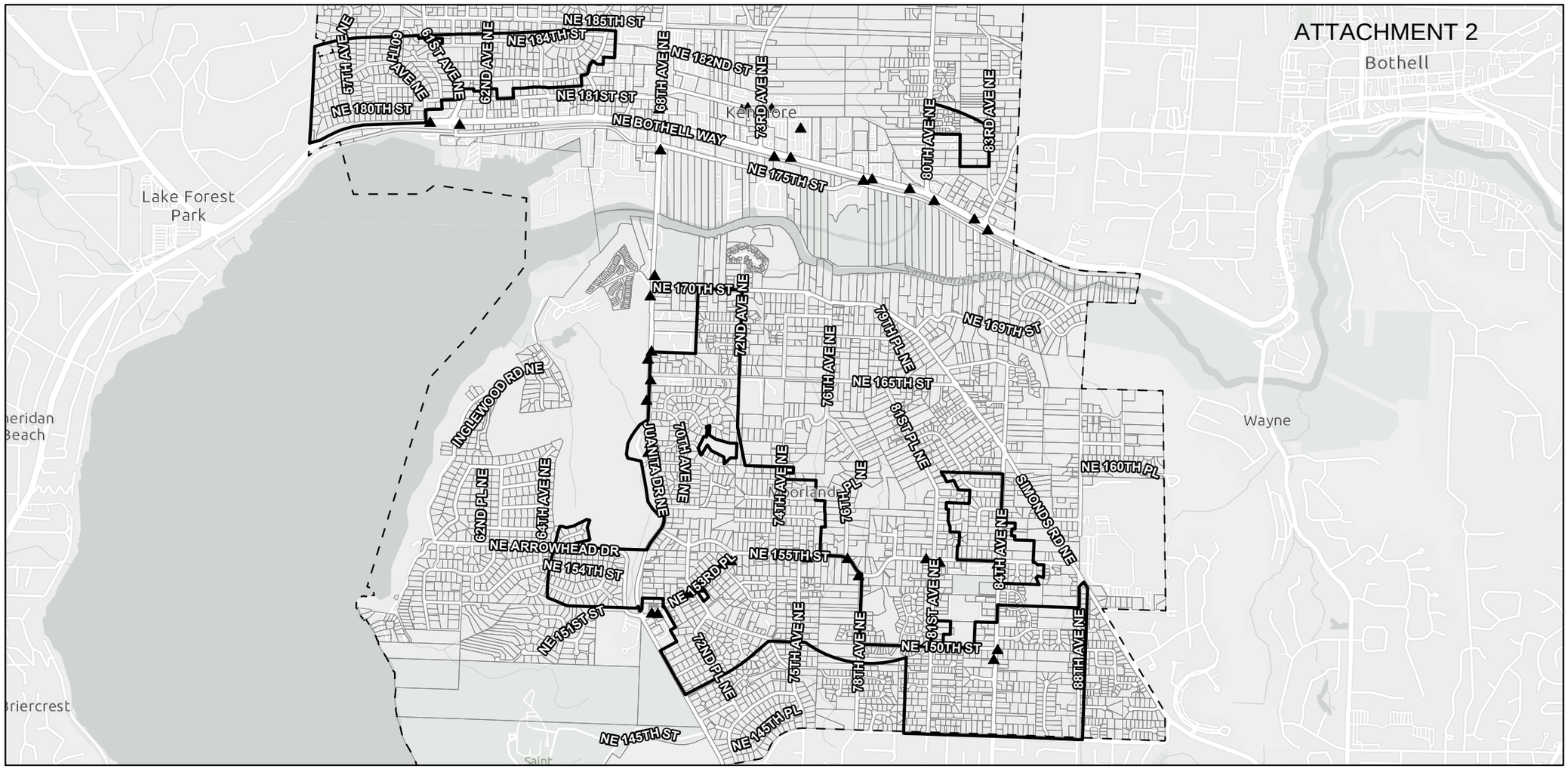
ii. A setback variance may be approved if approval from the adjacent property owner(s) is received.

3. For duplexes and triplexes, a driveway may be allowed within 3 feet of any existing side property line if landscaping is provided to screen the driveway from the neighboring property.

. . .

ATTACHMENT 1

4.

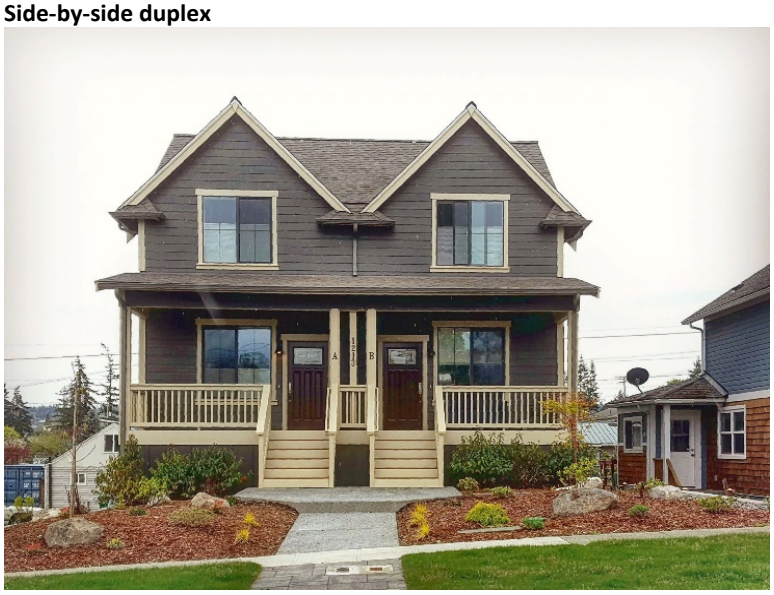


R-6 Zoning within 1/4-mile of Transit Corridor

ATTACHMENT 3

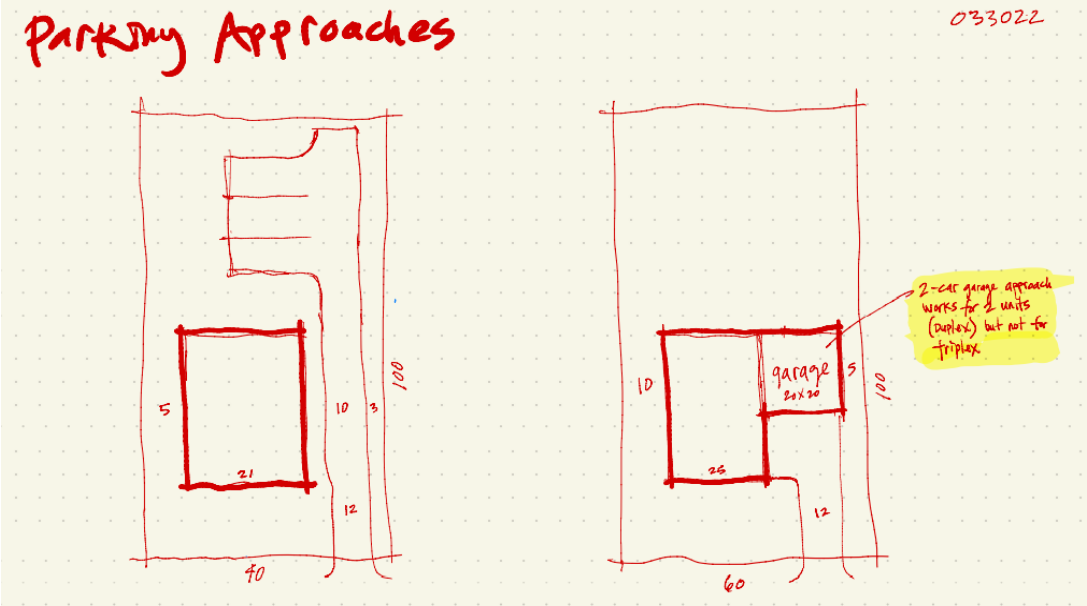
"MISSING MIDDLE" AMENDMENT ILLUSTRATIONS

Side-by-side duplex



Stacked duplex

ATTACHMENT 3



Height illustration – maximum height and height to eaves

ATTACHMENT 4

PORTE COCHERE

Porte Cochere Approach. This is a Multiplex Small (5 units) in Coeur d'Alene, Idaho that uses the porte cochere approach leading to parking in the rear of the lot.

Photo by Tony Perez 2019