

ORDINANCE NO. 566

AN ORDINANCE OF THE CITY OF UNIVERSITY PLACE AMENDING TITLE 17 OF THE UNIVERSITY PLACE MUNICIPAL CODE "CRITICAL AREAS", BY AMENDING CHAPTER 17.35 WETLANDS; AMENDING TITLE 19 OF THE UNIVERSITY PLACE MUNICIPAL CODE "ZONING", BY AMENDING CHAPTER 19.45 DENSITY AND DIMENSION; AND AMENDING CERTAIN PROVISIONS ADOPTED IN EXHIBIT B TO ORDINANCE NO. 559 AS REFERENCED IN CHAPTER 19.54 DESIGN STANDARDS AND GUIDELINES FOR STREETScape ELEMENTS

WHEREAS, the City Council created and appointed the Planning Commission to advise the City Council on growth management and land use planning, and to hold hearings and make recommendations to the City Council on amendments to the development regulations of the City; and

WHEREAS, on September 16, 2009, the Planning Commission completed its review and forwarded its recommendations to the City Council on a package of housing choice code amendments intended to help the City respond to regional planning directives and more effectively implement existing comprehensive plan goals, policies, and objectives; and

WHEREAS, the Planning Commission identified at this meeting that additional review of how the City determines net acreage for residential density purposes should be conducted; and

WHEREAS, it was understood by the Planning Commission at this meeting and by the City Council at its September 28, 2009 meeting, that minor amendments to the city's street design standards contained in Chapter 13.20 would be necessary to ensure consistency with the streetscape design standards and guidelines adopted by reference in Chapter 19.54 that were part of the housing choice amendments package; and

WHEREAS, during preparation of amendments to the Chapter 13.20 standards, the Planning Commission identified the need to adopt minor amendments to the recently enacted streetscape design standards and guidelines to ensure final consistency between Chapter 19.54 and Chapter 13.20, as amended; and

WHEREAS, on November 19, 2009, copies of draft amendments, an environmental checklist and SEPA Determination of Nonsignificance were routed to the Department of Ecology and distributed to other interested parties, departments and agencies for review with a comment deadline of December 2, 2009; and

WHEREAS, the City submitted a *Request for Expedited Review of Development Regulations* to the Washington State Department of Commerce on November 19, 2009; and

WHEREAS, the Department of Commerce notified the City that it had not received any formal comments in response to the *Request for Expedited Review of Development Regulations* and had granted expedited review; and

WHEREAS, no comments on the environmental checklist or SEPA threshold determination, or appeals of the SEPA threshold determination, were received prior to the December 2, 2009 deadline; and

WHEREAS, on December 2, 2009, the Planning Commission held a public hearing on the draft amendments and considered public testimony; and

WHEREAS, the Planning Commission found that the proposed amendments would be consistent with the goals, objectives and policies of the Comprehensive Plan and on December 2, 2009 voted unanimously (4-0) to recommend the amendments to the City Council for adoption; and

WHEREAS, the City Council reviewed the recommendations of the Planning Commission at a public study session on January 19, 2010; and

WHEREAS, the City Council conducted a public review and considered public comment on the recommended amendments on February 1, 2010; and

WHEREAS, the City Council finds that the streetscape and density calculation amendments would be consistent with the goals, objectives and policies of the Comprehensive Plan, as outlined below:

Goal HS2: Achieve a mix of housing types to meet the needs of diverse households at various income levels;

Policy HS2B: Ensure that codes and development regulations do not create barriers to affordable housing opportunities;

Policy HS2C: Promote home ownership opportunities for people at various income levels;

Policy LU2E: Provide for a range of residential densities based on existing development patterns, community needs and values, proximity to facilities and services, immediate surrounding densities, and protection of natural environmental features; and

Policy TR1A: Develop and adopt street design standards that will reduce street maintenance requirements, increase safety and improve street aesthetics; and

WHEREAS, the City Council finds that the proposed amendments, as recommended by the Planning Commission, will be in the best interests of the citizens and property owners of the city, in that the proposal will implement existing comprehensive plan goals, objectives and policies relating to land use, housing and transportation; and

WHEREAS, the City Council finds that the proposed amendments, as recommended by the Planning Commission, will enhance the public health, safety, comfort, convenience or general welfare by allowing a greater choice of high quality housing to be constructed within the community at appropriate locations while ensuring that well-designed public streetscape facilities are provided; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Title 17 Critical Areas -- Chapter 17.35 -- Wetlands - Section 17.35.050 of the University Place Municipal Code is hereby amended as set forth below:

17.35.050 Residential density and on-site density transfer. The purpose of on-site density transfer is to cluster development in a manner that provides protection for wetlands and allows transfer of residential density from a wetland and/or wetland buffer area to an area on the same site that is neither wetland nor buffer. Those portions of the wetland and/or wetland buffer in which regulated activities are proposed to occur shall not be considered in calculating density transfer. Density transfer shall be determined as follows:

A. For sites containing regulated wetland buffer areas, full density credit may be transferred from the buffer area to the non-buffer area.

B. For sites containing regulated wetland areas, density transfer shall be calculated from the following table.

Table 5 —On-Site Density Transfer

Percentage of site in wetland	Amount of credit
0-25%	75%
26-50%	50%
50-100%	25%

B. A request for on-site density transfer shall be reviewed as part of a planned development district (PDD) application. Residential density shall be less than or equal to the base density permitted in the underlying zone, based on the total area of the site.

C. If an on-site density transfer would result in the creation of one or more lots smaller than the minimum lot size specified for lots within a conventional plat, the subdivision shall be designed and processed in accordance with the Design Standards and Guidelines for Small Lot and Multifamily Development adopted by reference in UPMC 19.53.

Section 2. Title 19 Zoning -- Chapter 19.45 -- Density and Dimension - Section 19.45.030 of the University Place Municipal Code is hereby amended as set forth below:

19.45.030 Density standards. All density provisions shall be calculated in dwelling units per acre (du/ac). The calculation shall be based upon the net acreage, subtracting out land that, by City, State or Federal regulation, is unbuildable. This would include any areas such as, but not limited to, wetlands, wetland buffers, floodways, steep slopes, and streets (except as provided in Chapter 17.35 UPMC), lands below the ordinary high water mark, and lands set aside (by dedication or easement) for public or private streets (not including alleys). Land that may be difficult or expensive to build upon, but where development is not prohibited, would still count as buildable acreage. (See also Chapter 19.10 UPMC, Definitions, "Density.") When calculating density, no rounding is used.

Section 3. Title 19 Zoning -- Chapter 19.54 -- Design Standards and Guidelines for Streetscape Elements -- Section 2.1.2 Local Feeder Street, Section 2.1.3 Neighborhood Street, and Section 2.2 Streetscape Type Standards, of Exhibit B to Ordinance No. 559, incorporated in Chapter 19.54 of the University Place Municipal Code by reference, are hereby amended as set forth in Exhibit "A" attached.

Section 4. Copy to be Available. One copy of this ordinance shall be available in the office of the City Clerk for use and examination by the public.

Section 5. Severability. If any section, sentence, clause, or phrase of this ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

Section 6. Publication and Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON FEBRUARY 1, 2010.


 Debbie Klosowski, Mayor

ATTEST:



Emily Genetia, City Clerk

APPROVED AS TO FORM:



Jarlean Parker, City Attorney

Date of Publication: 02/03/10
Effective Date: 02/08/10

UNOFFICIAL DOCUMENT

Exhibit A to Ordinance No. 566

Amendments to Design Standards and Guidelines for Streetscape Elements Adopted by Reference in UPMC 19.54

2.1.2 Local Feeder Street

Local Feeder streets serve as primary access to residential developments from the adjacent street system. They distribute traffic from neighborhood streets and access lanes and channel it to the arterial system. These streets promote multi-modal transportation and create a leisurely pedestrian environment within new and existing neighborhoods in University Place.

Landscape strips and parallel parking provide buffers between the pedestrian environment and vehicular traffic. Local feeder streets are intended to have a more intimate nature than higher level arterial and collector streets in the city. Wherever a Local Feeder street intersects with another street the intersection should be designed to provide pedestrians with a safe passage. Features may include pedestrian bulb-outs and striped or differentiated accent paving within the intersection.

- Local Feeder streets should be paved, 34 feet wide from inside of curb to inside of curb, with a 6-inch vertical cement concrete curb and gutter, an ~~5.5 to~~ 8-foot planted buffer strip, and 5-foot cement concrete sidewalk on both sides of the street.
- Seven-foot-wide, parallel parking shall be included on both sides of the street.
- Cul-de-sacs are prohibited.
- The road right-of-way should be a minimum of ~~55~~ 60 feet in width. The City may require additional right-of-way width within either the buffer strip or beyond the sidewalk when determined necessary by the City Engineer to accommodate traffic signage, larger street trees or other facilities intended to serve the public.
- A Local Feeder street shall be a public road.

FIGURE 2-2 LOCAL FEEDER STREET

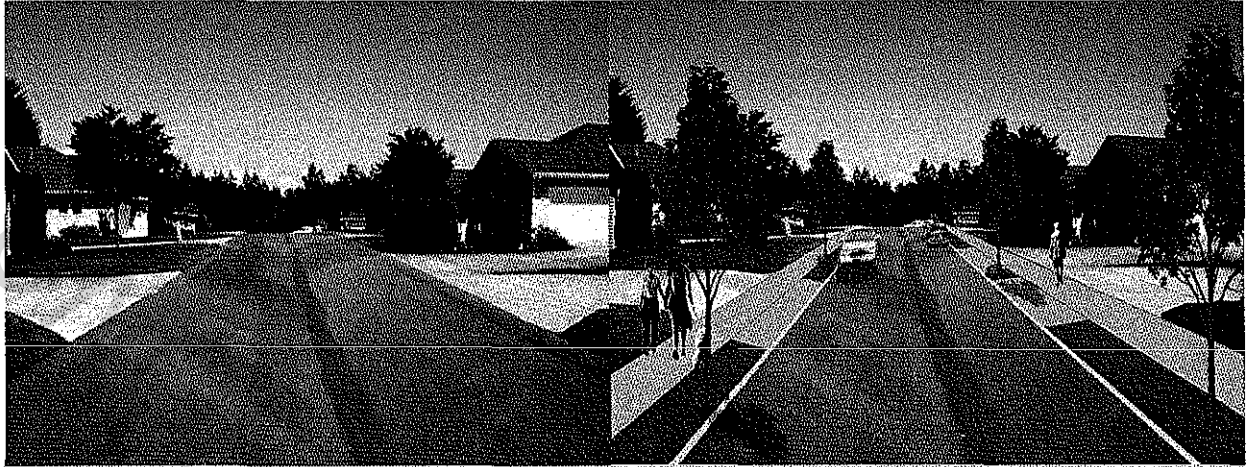
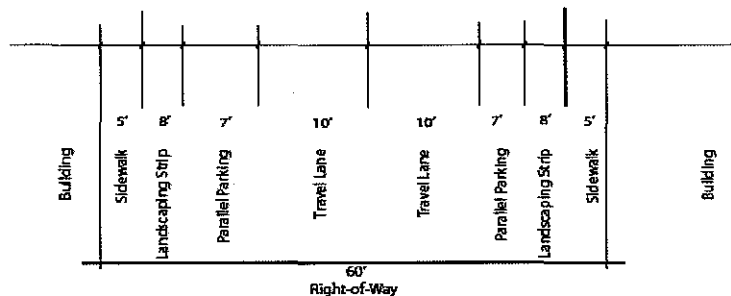
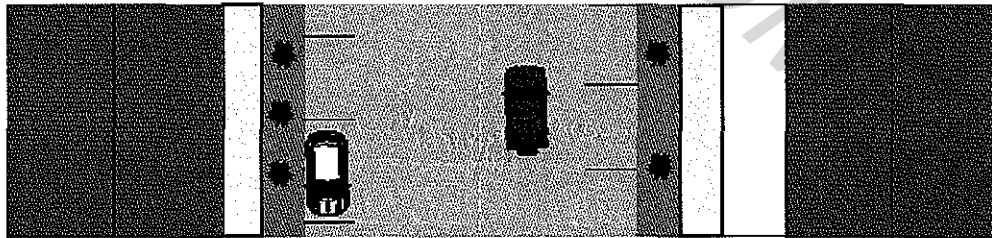
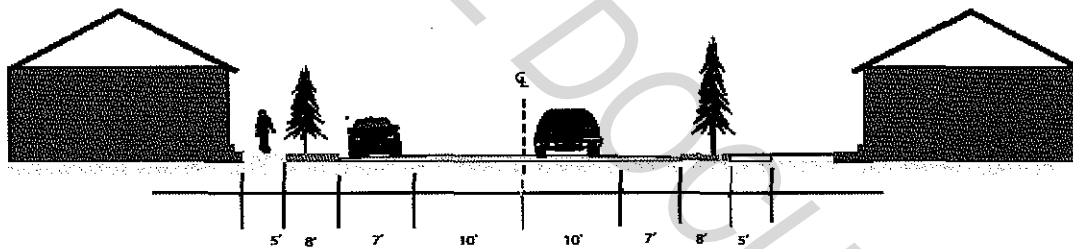


Figure 2-2A:
Undesirable: This street does not provide a safe or engaging environment for the pedestrian

Figure 2-2B:
Desirable: This street creates an environment that is better suited for the pedestrian creating a landscaped buffer and parallel parking buffer.

FIGURE 2-3 LOCAL FEEDER STREET

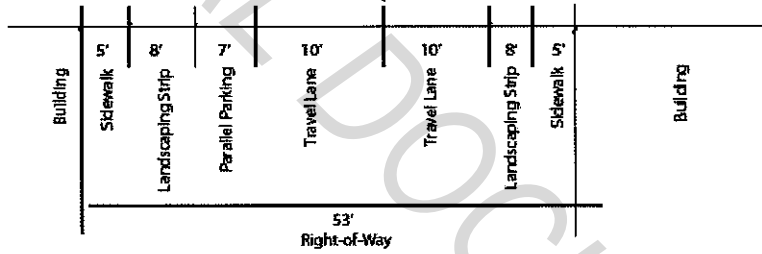
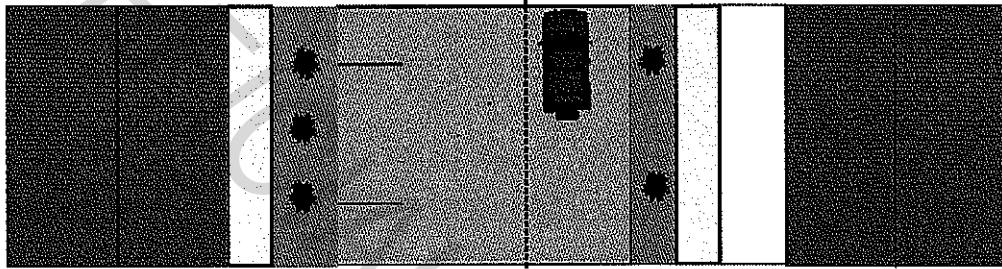
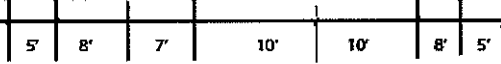
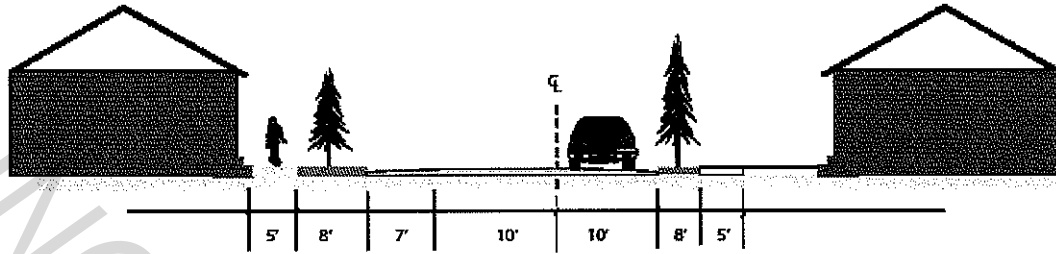


2.1.3 Neighborhood Street

Neighborhood streets are typically internal subdivision streets providing circulation within the subdivision or between subdivisions. Travel lanes and the overall road section are narrower than the typical local road, contributing to the residential character of the streetscape.

- Neighborhood streets should be paved, 27~~8~~ feet wide from inside of curb to inside of curb, with a 6-inch vertical cement concrete curb and gutter, an ~~5.5 to 7~~ 8-foot planted buffer strip, and 5-foot cement concrete sidewalk on both sides of the street.
- Seven to eight-foot-wide, parallel parking shall be included on one side of the street.
- Neighborhood streets should not exceed 150 feet in length without an emergency vehicle turn-around or through connection to another road. All portions of the exterior of the first floor of the dwelling units shall not exceed 150 feet from emergency vehicle access.
- Cul-de-sacs are prohibited on Neighborhood streets in small lot developments and discouraged in other locations. A cul-de-sac may be approved in a conventional plat when connectivity with the surrounding neighborhood is achieved. Such cul-de-sacs must include a central green court consistent with the City's Low Impact Development goals and objectives.
- The road right-of-way should be a minimum of 49 ~~53~~ feet in width. The City may require additional right-of-way width within either the buffer strip or beyond the sidewalk when determined necessary by the City Engineer to accommodate traffic signage, larger street trees or other facilities intended to serve the public.
- A Neighborhood street shall be a public road.

**FIGURE 2-4
NEIGHBORHOOD STREET SECTION**



2.2. Streetscape Type Standards

The following table displays associated standards for each Street Type.

**TABLE 2-1
STREETSCAPE TYPE STANDARDS**

	Neighborhood Collector Arterial	Local Feeder Street	Neighborhood Street	Access Lane	Alley	Paseo	Multi-Use Path
Functional Classification:	Collector	Local	Local	Local	Local	Pathway	Pathway
Right-of-Way Width:	60'	55'-60'	49'-52'-53'	40'	20-24'	N/A	N/A
Through Traffic Lanes:	2 Lanes	2 Lanes	2 Lanes	2 Lanes	1 Lane	Emergency Only	Emergency Only
Traffic Lane Width	11'	10'	10'	10'	16'	N/A	N/A
Parking Lanes:	N/A	7' Wide, Parallel (Both sides of street)	78' Wide, Parallel (One side of street)	Not permitted	Not permitted	N/A	N/A
Sidewalks	65' (Both sides of street)	5' (Both sides of street)	5' (Both sides of street)	Variable walkway requirement	N/A	N/A	N/A
Landscaping/ Planter Strip Width (Including Curb)	5.5' - 8'	5.5'-8'	5.5'-78'	10' (Includes pedestrian walkway)	4'	N/A	N/A
Curb Radius (inside):	10' - 20'	10'-1520'	10'-1520'	10'-1520'	5'-10'-N/A	N/A	N/A
Bike Facilities:	On-street, striped 5'-6' wide	On-street, shared use	On-street, shared use	On-street, shared use	On-street, shared use	N/A	Designated or shared bicycle lane(s)