

Lake Forest Park Residential Zoning Review

	RS-20	RS-15	RS-10	RS-9.6	RS-7.2	RM-3600	RM-2400	RM-1800	RM-900
Permitted Uses	Single family residential, home occupations, accessory buildings, Manufactured housing, day care, ADUs, signs	Single family residential, home occupations, accessory buildings, Manufactured housing, day care, ADUs, signs	Single family residential, home occupations, accessory buildings, Manufactured housing, day care, ADUs, signs	Single family residential, home occupations, accessory buildings, Manufactured housing, day care, ADUs, signs	Single family residential, home occupations, accessory buildings, Manufactured housing, day care, ADUs, signs	Those permitted in RS-7.2, duplex, multi-family dwelling, senior apartments, accessory buildings	Those permitted in RM-3600, day care, retirement home (18.26.020(C))	Those uses permitted in the RM-2400 zoning district. Rest homes, nursing and convalescent homes A retirement home (18.28.020(C))	Those uses permitted in the RM-1800 zoning district. Retirement home (18.30.020(B))
Conditional uses	See 18.54 LFPMC.	See 18.54 LFPMC.	See 18.54 LFPMC.	See 18.54 LFPMC.	See 18.54 LFPMC.	See 18.54 LFPMC.	See 18.54 LFPMC.	See 18.54 LFPMC.	See 18.54 LFPMC.
Lot area	20,000 square feet	15,000 square feet	10,000 square feet	9,600 square feet	7,200 square feet	7,200 square feet	7,200 square feet	7,200 square feet	7,200 square feet
Frontage	75 ft	75 ft	75 ft	70 ft	60ft	-	-	-	-
Lot Width	-	-	-	-	-	60ft	60ft	60ft	60ft
Lot area per dwelling unit.	-	-	-	-	-	Not less than 3,600 square feet	Not less than 2,400 square feet, except as provided for in LFPMC 18.26.020(C)	Not less than 1,800 square feet, except as provided for in LFPMC 18.28.020(C)	Not be less than 900 square feet except as provided for in LFPMC 18.30.020(B)
Lot coverage	25%	27.5%	30%	30%	35%	-	-	-	-
Land coverage	-	-	-	-	-	Maximum land coverage of buildings in the RM-3600 multifamily	Maximum land coverage of buildings in the RM-2400 multifamily zone shall be: A. Interior lot, 45 percent;	Maximum land coverage of buildings in the RM-1800 multifamily zone shall be: A. Interior lot, 45 percent;	Maximum land coverage of buildings in the RM-900 multifamily zone shall be: A. Interior lot, 55 percent;

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						zone shall be: A. Interior lot, 35 percent; B. Corner lot, 40 percent; C. Building with swimming pool, 40 percent. (Ord. 773 § 3, 1999)	B. Corner lot, 50 percent; C. Building with swimming pool, 50 percent. (Ord. 773 § 3, 1999)	B. Corner lot, 50 percent; C. Building with swimming pool, 50 percent. (Ord. 773 § 3, 1999)	B. Corner lot, 55 percent; C. Building with swimming pool, 60 percent. (Ord. 773 § 3, 1999)
Front setback	20ft	20ft	20ft	20ft	20ft	20ft (referred to as 'yards' not setback)	20ft (referred to as 'yards' not setback)	20ft (referred to as 'yards' not setback)	20ft (referred to as 'yards' not setback)
Rear setback	20 ft	20 ft	15ft	15ft	15ft	20ft (referred to as 'yards' not setback)	20ft (referred to as 'yards' not setback)	20ft (referred to as 'yards' not setback)	20ft (referred to as 'yards' not setback)
Side setback	5ft (min combined of 15ft)	5ft (min combined of 15ft)	5ft (min combined of 15ft)	5ft (min combined of 15ft)	5ft (min combined of 15ft)	10ft (referred to as 'yards' not setback)	10ft (referred to as 'yards' not setback)	15ft (referred to as 'yards' not setback)	20ft (referred to as 'yards' not setback)
Height max	30ft	30ft	30ft	30ft	30ft	35ft	35ft	35ft	35ft
Impervious surface max	35%	40%	45%	45%	45%	-	-	-	-
Parking	-	-	-	-	-	Chapter 18.58 LFPMC.	Chapter 18.58 LFPMC.	Chapter 18.58 LFPMC.	Chapter 18.58 LFPMC.

	RS-20	RS-15	RS-10	RS-9.6	RS-7.2	RM-3600	RM-2400	RM-1800	RM-900
Screening and landscaping	-	-	-	-	-	Chapter 18.62 LFPMC	Chapter 18.62 LFPMC	Chapter 18.62 LFPMC	Chapter 18.62 LFPMC
Signs	-	-	-	-	-	Chapter 18.52 LFPMC	Chapter 18.52 LFPMC	Chapter 18.52 LFPMC	Chapter 18.52 LFPMC

Southern Gateway Zoning

	SG-SFR	SG-T	SG-C
Uses	Single family residential, Home occupations, Accessory buildings, Accessory dwelling units, Daycare, townhouses, Real estate sales offices (temporary use?) Prohibited Uses: "Gated communities," that is, enclosed complexes of multiple residences that restrict public access, are prohibited. (Ord. 1057 § 1, 2013)	Mixed use of commercial, nonresidential, and residential – not subject to middle housing edits since not zone predominantly for residential use.	Mixed use of commercial, nonresidential, and residential – not subject to middle housing edits since not zone predominantly for residential use.
Conditional uses	18.54 LFPMC	A. Individual commercial and nonresidential uses within a structure shall contain a maximum of 60,000 square feet in building footprint area (as measured on the ground) per use. Uses greater than 60,000 square feet in building footprint area (as measured on the ground) and not more than 100,000 are only permitted after obtaining a conditional use permit (Chapter 18.54 LFPMC). B. Transit facilities such as park-and-ride and kiss-and-ride lots. A kiss-and-ride lot is a small parking and drop-off area where people can wait to pick up passengers arriving on transit. (Ord. 1057 § 3, 2013)	A. Drive-through window services. B. Individual commercial and nonresidential uses shall contain a maximum of no more than 60,000 square feet in building footprint area (as measured on the ground) per use. Uses greater than 60,000 square feet in building footprint area (as measured on the ground) and not more than 100,000 are only permitted after obtaining a conditional use permit (Chapter 18.54 LFPMC). C. Transit facilities such as park-and-ride and kiss-and-ride lots. (Ord. 1057 § 2, 2013)
Lot area	No minimum	-	-
Maximum density	20 units per acre	-	-
Lot width	No minimum	-	-

	SG-SFR	SG-T	SG-C
Lot coverage	60%	None	None, but new development has a 0.5 FAR (floor area ratio)
Yards	Must comply with single-family residential zone guidelines (18.45.120)	Front: 0-10ft, side: 0-10ft, rear: 0-10ft, depends on proximity to SFR.	Front: 0-10ft, side: 0-10ft, rear: 0-10ft, depends on proximity to SFR.
Height max	35ft	35-55ft	55ft but depends on proximity to single family residential (SFR)
Impervious surface max	60%	-	-
Screening, landscaping, tree canopy	<p>A. All sites in the SG-SFR zone must have adequate screening and landscaping, subject to the southern gateway – single-family zone design guidelines.</p> <p>B. The provisions of Chapter 16.14 LFPMC (Tree Canopy Preservation and Enhancement) shall apply; provided, that the canopy coverage goal established in LFPMC 16.14.080(A) shall be 20 percent for the SG-SFR zone (measured over the whole site including roads, parking and service areas) and that the provisions under LFPMC 16.14.080(B) regarding designating a tree tract equal to five percent of the gross project area shall not apply. (Ord. 1057 § 1, 2013)</p>	<p>A. All sites in the SG-T zone must have adequate screening and landscaping, subject to the southern gateway – corridor and transition zones design guidelines.</p> <p>B. The provisions of Chapter 16.14 LFPMC (Tree Canopy Preservation and Enhancement) shall apply; provided, that the canopy coverage goal established in LFPMC 16.14.080(A) shall be 10 percent for the SG-T zone for nonparking areas and 30 percent for open parking lots. Also, the provisions under LFPMC 16.14.080(B) regarding designating a tree tract equal to five percent of the gross project area shall not apply. (Ord. 1057 § 3, 2013)</p>	<p>All sites in the SG-C zone must have adequate screening and landscaping, subject to the southern gateway – corridor design guidelines. The provisions of Chapter 16.14 LFPMC (Tree Canopy Preservation and Enhancement) shall apply; provided, that the canopy coverage goal established in LFPMC 16.14.080(A) shall be five percent for the SG-C zone for nonparking areas and 30 percent for open parking lots. Also, the provisions under LFPMC 16.14.080(B) regarding designating a tree tract equal to five percent of the gross project area shall not apply. (Ord. 1057 § 2, 2013)</p>
Signs	LFPMC 18.52.050	18.52 LFPMC and design guidelines	18.52 LFPMC and design guidelines
Parking	<p>A. Provide two stalls for every dwelling unit.</p> <p>B. Additionally, provide either:</p> <ol style="list-style-type: none"> 1. At least one additional stall on site for visitors. This stall may be part or all of a driveway; provided, that the vehicle does not impede either pedestrian or vehicular movement; or 2. For those residences that do not include on-premises space for visitor parking, provide one 	<p>A. All parking in the southern gateway – transition zone shall be provided in accordance with the following:</p> <ol style="list-style-type: none"> 1. Provide one stall for every 250 square feet of commercial space. 2. Provide 1.25 stalls for every dwelling unit, except that detached single-family dwelling units shall have two parking stalls per 	<p>A. All parking in the southern gateway – corridor shall be provided in accordance with the following:</p> <ol style="list-style-type: none"> 1. Provide one stall for every 250 square feet of commercial space. 2. Provide 1.25 stalls for every dwelling unit. Where the total quota results in a fraction, the next highest full unit shall be provided.

Commented [ZT1]: “adequate” is vague subjective language that does not allow any form of predictability in review or development processes.

Need to review guidelines to see if this is under there: LFPMC 18.47.130 through 18.47.150

Commented [ZT2]: Recommend caution and possible review of this language based parking language for middle housing, ADUs, AND draft legislation this session on parking requirements (SB 5184)

SG-SFR	SG-T	SG-C
<p>shared stall per three dwellings on street or within a small parking lot with no more than eight spaces. The stalls should not be more than 200 feet from the residence it serves. On-street parking spaces or joint use parking spaces may be used to meet this requirement. Visitor parking must meet ADA standards in terms of number and location of accessible parking stalls.</p> <p>C. The parking requirement for the overall development may be met by counting all parking spaces in garages, driveways, parking lots, on-street parking included within the development as well as on-street parking along NE 145th Street, and NE 147th Street adjacent to the site...(continued in Word doc)</p> <p>D. The applicant shall submit to the city a traffic and parking impact analysis identifying the increases in traffic and off-site parking demand.... (continued in Word doc)</p>	<p>dwelling unit, plus either at least one additional stall on site for visitors or, for those residences that do not include on-premises space for visitor parking, one shared stall per three dwellings and located either on-street or within a small parking lot containing no more than eight spaces. Any additional off-site visitor parking space shall be located not more than 200 feet from the residence it serves. Where the total number of parking spaces required by this section results in a fraction, the next highest full unit shall be provided.</p> <p>3. The applicant may apply for a parking reduction for conditions that reduce the actual parking need such as joint use, special populations, etc. The code administrator may allow a parking reduction if it is justified by a parking occupancy analysis prepared by a licensed transportation planner with special qualifications in parking analysis.</p> <p>4. The total number of required parking spaces may be satisfied in part by use of excess parking spaces if provided as part of a contiguous development approved under LFPMC 18.45.120(B).</p> <p>B. The applicant shall submit to the city traffic and parking impact analysis identifying the increases in traffic and off-site parking demand. The analysis shall be prepared by a licensed</p>	<p>3. The applicant may apply for a parking reduction for conditions that reduce the actual parking need such as joint use, special populations, etc. The code administrator may allow a parking reduction if it is justified by a parking occupancy analysis prepared by a licensed transportation planner with special qualifications in parking analysis.</p> <p>B. The applicant shall submit to the city a traffic and parking impact analysis identifying the increases in traffic and off-site parking demand. The analysis shall be prepared by a licensed professional transportation engineer. The applicant shall be responsible for implementing both on-site and off-site mitigation measures that the code administrator determines necessary to prevent significant adverse impacts to transportation systems and the surrounding area. Specifically, necessary mitigation measures, such as on-site and off-site traffic calming measures, must be taken to prevent cut-through traffic and additional parking demand on streets in the surrounding area. (Ord. 1057 § 2, 2013)</p>

	SG-SFR	SG-T	SG-C
		<p>professional transportation engineer. The applicant shall be responsible for implementing both on-site and off-site mitigation measures that the code administrator determines necessary to prevent significant adverse impacts to transportation systems and the surrounding area. Specifically, necessary mitigation measures, such as on-site and off-site traffic calming measures, must be taken to prevent cut-through traffic and additional parking demand on streets in the surrounding area. (Ord. 1057 § 3, 2013)</p>	
Additional design guidelines?	Yes, LFPMC 18.47.130 through 18.47.150	Yes, corridor and transition are grouped.	Yes, corridor and transition are grouped.