

Midtown Planning District Project



MIDTOWN
PLANNING
DISTRICT
SNOHOMISH

Task Force Meeting #4 (continued)
February 23, 2021

Agenda

1. Welcome and Roll Call
2. Present Potential Recommendations
3. General Public Comments
4. Deliberations on Recommendations
5. Last Step
6. Adjournment

Draft Recommendations

- Presented individually
- Answer Task Force questions
- No deliberation until after hearing public comments

Land Use Policies

- **LU 2.12:** Create a Midtown Zoning District in the Commercial Land Use Designation Area generally along the Avenue D corridor from Sixth Street to SR9. Provide two distinct overlay areas to accommodate differing land use densities and intensities.
 - a. The southern portion of the district between Sixth and 10th streets should allow mixed land uses and low-rise building heights to maintain compatibility with surrounding public and residential neighborhoods.
 - b. The northern portion of the district between 10th Street and SR 9 should allow for mixed-use developments with moderate to high residential densities and mid-rise buildings deemed compatible with surrounding uses and neighborhoods.

North and South Overlays

North Overlay
Tenth Street to
SR9/Roundabout

South Overlay
Sixth Street to
Tenth Street





Land Use Policies

- **LU 2.13:** Create new site and building design standards applicable to Avenue D and cross streets in the Midtown Zoning District that provide for varying building facades, streetscape features, parking, vehicular and pedestrian access, and landscaping provisions.
- **LU 2.14:** Promote the use of innovative regulatory tools to encourage flexibility in the design, conditions and phasing of unique or mixed- use development proposals.

Multiple Family Policies

- **MF 5.5:** Multi-family residential in the Midtown District should be sited and designed consistent with the district design standards for building massing, details, façade materials, open space, landscaping, parking and service elements. The siting and design of buildings that front on Avenue D and cross streets should reflect the block frontage standards stated in the design standards.

Block Frontage Standards

Summary of key block frontage types.		
	Permitted Frontage	Details
Storefront		<ul style="list-style-type: none"> No new parking adjacent to the street. Special transparency, weather protection, and entry requirements. Minimum commercial space height and depth. No ground floor residential uses except lobbies for upper level units.
Mixed	Storefront or Landscape Frontages allowed ↑ ↓	<ul style="list-style-type: none"> Parking must be to the side or rear of buildings. For multi-building developments, no more than 50% of frontage may be parking. Landscaping to soften façades of non-storefronts and buffer parking areas. Minimum façade transparency requirements per use and setback.
Landscape		<ul style="list-style-type: none"> Parking must be to the side or rear of buildings. For multi-building developments, no more than 50% of frontage may be parking. Landscaping to soften façades and buffer parking areas.
Undesignated	Storefront or Landscape Frontages allowed but not required	<ul style="list-style-type: none"> Landscaping to soften façades of non-storefronts and buffer parking areas. Minimum façade transparency requirements per use and setback.



Multiple Family Policies

- **MF 5.6:** Promote a mix of new residential units, sizes and densities and use effective strategies designed to create residences that are affordable to low- and moderate-income households.

Commercial Policy

- **CO 6.1.e: Midtown District**

e-1: Enable increased density and intensity standards that will incentivize desired commercial development and respond to local market conditions.

e-2: Retain and support expansion of existing uses in the Midtown District and support infill development consistent with adopted design standards.

e-3: Promote more intensive development in the corridor north of 10th street through redevelopment of large surface parking lots to mixed-use developments and upgrades to existing multi-tenant buildings. Architectural and urban design standards should begin to define the “Snohomish Character” and enhance the northern gateway to the District and City.

e-4: The former Snohomish County Public Works Shop site at 1201 Bonneville Ave. should be planned for mixed land uses including multi-family residential, office, flex-tech, and commercial uses. Site design should take advantage of the elevation change with terraced building pads, varying building heights, open space layout and opportunities for structure parking. Site improvements that front on Avenue D and Bonneville Avenue should provide enhanced streetscape features such as abundant landscaping, widened sidewalks and safe vehicular access.

Transportation Policy

- **TR 22: Land use planning.** Plan for land use densities and mixed-use development patterns that encourage walking, biking and transit use in designated areas. Consider amending the City's Capital Improvement Program to provide for the preparation of a streetscape and landscape improvement plan for the Avenue D corridor.

Regulations & Standards

8. Building design regulations should help define and promote “Snohomish character”.
9. The creation of affordable housing should be *[required/incentivized]*. Incentive examples can include any or all of the following:
 - density/height bonus
 - reduced parking ratios;
 - multiple family tax exemption;
 - fee waivers/reductions (utility hook ups, impact fees).

Regulations & Standards

10. The maximum allowed density in the area should be increased from the current cap of 18 dwelling units per acre.
11. The maximum allowed building height should be increased with a smaller increase for the south area and a larger increase in the north.
 - Up to 45' in south
 - Up to 55' in north

Regulations & Standards

12. Development on larger sites should be required to go through enhanced development review.
13. A minimum amount of commercial space should be *[required/incentivized]* on the street level facing Avenue D.

Regulations & Standards

14. The following uses should be prohibited in Midtown:

- Warehouses
- Industrial with outdoor storage
- Storage/self-storage
- Large big box businesses
- Marijuana facilities
- Auto sales
- Single family detached
- Other?

Regulations & Standards

15. Building frontage standards should be established for streets that are either “Storefront”, “Landscaped”, “Mixed”, or “Undesignated” with maximum 0-foot setback for Storefront and 10-foot minimum setback for all other frontages with an opportunity to reduce to 5 feet.
16. Parking lot location should be determined by block frontage designation:
 - Storefront: no parking in along frontage
 - Mixed: parking to side or rear of building
 - Landscaped: parking to side or rear of building
 - Undesignated: no location requirements

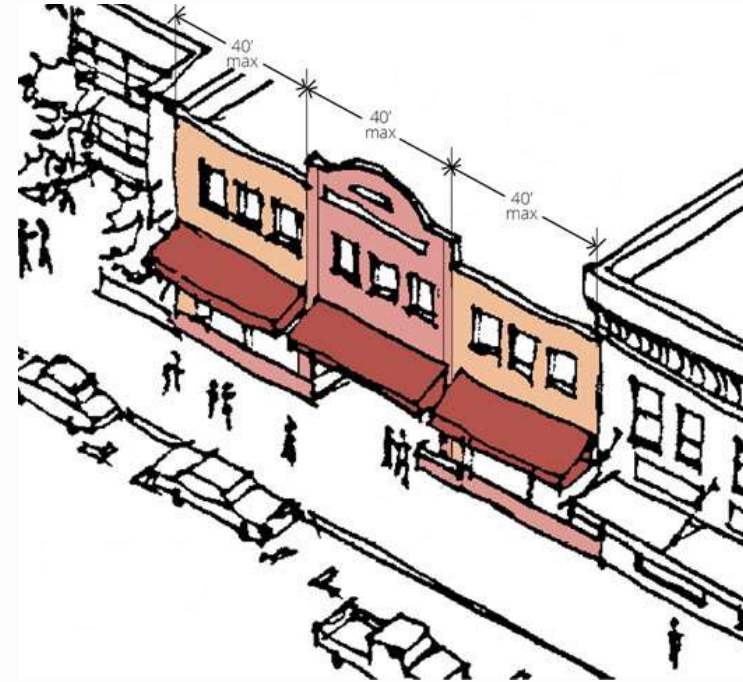
Regulations & Standards

17. Building design regulations should address use of articulation, high-quality exterior materials with an emphasis on brick and wood, and other design details.
18. Roof requirements such as flat/pitched and architectural details should be based on the size of the building.
19. Building design standards should discourage corporate architecture.

Façade Articulation Standards

Commercial facades must include articulation features every 40' max to create a pattern of small storefronts. At least 3 features must be provided every 40':

- Distinctive window patterns or entries
- Use of weather protection features
- Change of roofline
- Use of vertical piers/columns
- Change in building material/siding style
- Other methods



Regulations & Standards

20. Midtown should have its own unique parking regulations that provide more flexibility and to incentivize new development.
21. Private development should be required to incorporate significant useable open space elements into their site design.

Regulations & Standards

22. The Avenue D corridor should be “greened” with more extensive use of landscaping and trees, including evergreen trees and a maintenance program adopted.
23. Green building practices and the establishment of electric vehicle charging stations and solar panels should be incentivized.

Regulations & Standards

24. Welcoming identifying gateways should be established at both ends of Midtown.
25. The traffic capacity of Avenue D should be increased.
26. Development of Midtown should include bicycle and pedestrian facility improvements and connections.

Public Comment

- Raise virtual hand to request to speak
 - If on telephone press *9
- Unmute when called on
 - If on telephone press *6
- Maximum 3 minutes to speak

Deliberation

➤ Comprehensive Plan Policies

1. LU 2.12
2. LU 2.13
3. LU 2.14
4. MF 5.5
5. MF 5.6
6. CO 6.1.e
7. TR 22

Deliberation

➤ Regulations

8. Promote Snohomish character
9. Affordable housing incentives/requirements
10. Density increase
11. Building Height increase
12. Larger site development review process
13. Required commercial space
14. Prohibited uses

Deliberation

➤ Regulations

15. Building frontage standards
16. Parking lot location
17. Encourage/require articulation, building materials, and other design details
18. Roof requirements
19. Discourage corporate architecture
20. Unique Midtown parking regulations
21. Open space requirements

Deliberation

➤ Regulations

22. Greening the Avenue D corridor
23. Incentivize green building practices, solar panels, and EV charging stations
24. Establish welcoming gateways
25. Increase Avenue D traffic capacity
26. Include bicycle and pedestrian facility and connection improvements

Final Task Force Step

- Approve memo to Planning Commission
 - At a meeting to be scheduled?
 - March 9
 - March 23
 - Via email?

Adjournment