

August 26, 2013

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(425) 482-7199 FACSIMILE

Mayor Tabb and City Council
City of Ellensburg
501 North Anderson Street
Ellensburg, WA 98926

RE: Land Use Code Update
Section 5. "Project and Design"

Dear Mayor Tabb and City Council:

I am offering comment on Section 5 of the Land Use Code Update, "Project and Design", on behalf of:

Steve Willard, Trademark Homes, Son Vida I LLC,
Son Vida II LLC and Sanders Mill LLC

My previous testimony, both oral and written, is on behalf of the parties listed above.

My first comments are regarding Section 15.530, Building Design,, Section D, Building Articulation - Multi Family Buildings. Every corner in a building footing and foundation adds to cost for both labor and material, increases framing and finish costs, and adds to the cost of roofing labor and material. Roof articulations prevent use of roof trusses and require hand framing. If you look in Ellensburg, the most affordable housing for sale or for rent, is a one or two story box with a truss roof. The reason for this configuration is cost. Building articulation, roof modulation, and facade width limitation will add substantial cost to new construction of multi family buildings. Enclosed is a folio of a substantial part of the affordable housing stock in Ellensburg. All of this multi family housing would be prohibited under the new Land Use Code. Most notably prohibited are:

Central Washington University Wahle Apartment Complex
Central Washington University Short Getz Apartments
Central Washington University Brooklane Village Apartments
Crestview Terrace Apartments, Section 8 Public Housing
Alder Terrace Apartments, Kittitas Housing Authority Public Housing
The majority of privately owned student housing surrounding Central Washington University - Campus Village Apartments, Walnut Meadows Apartments, College Park Apartments, Camden Townhomes, Mt Stuart Apartments, The Meadows, Blue Agave Apartments, Silverwood Apartments, 2102 N. Walnut Apartments, Glen Manor Apartments, Pioneer Village, Mercer Crest Manor, and Campus Courts. This list is just a fraction of the projects that would have been prohibited under the proposed Land Use Code.

Departures may be requested under the building articulation - multifamily building section, before an application can be vested as a complete application. If a departure is requested, it must go to Landmarks and Design for public hearing, but only if it meets articulation, modulation, and width standards. Modifications otherwise are prohibited and no appeal at any level is possible. It is doubtful any application can survive approval criteria (see 15.210.060 "Departures"). If the change has no departure, the application is dead. Before submittal, i.e., review process Type II, design review, major or minor, no variation allowed. Design review departure request denied by Landmarks and Design is appealable to a hearing examiner for an open record appeal hearing. If it is a denied Landmark decision for design standards, then it is appealable to City Council for an open record appeal hearing. Prior to the adoption of this Land Use Code, a developer or builder would only need to design at project in conformance to Building Code, Fire Code, and Parking Standards. This new process not only adds to costs, but adds uncertainty that a project can even be built in the City of Ellensburg at a rent that the market and incomes of the City of Ellensburg can afford. The consequence is that if a builder cannot meet the market limitations of affordability for this market of renters, they will not build. Supply will not increase and existing rents will go through the roof.

The additional tragedy for the existing rental housing stock is that the Land Use Code Update will make existing public housing, student housing, and much privately owned multi family legally non conforming to the new code. That means if it is destroyed in part or whole by fire, it cannot be rebuilt without updating in conformity to the new code. This will in effect, be cost prohibitive. Then what? It will also make these existing buildings hard to own, insure, and finance. It will cause disrepair as owners will not be able to borrow for upgrading or attend to deferred maintenance that requires financing. In other words, the affected multi family buildings will become a slum and a blight in all the neighborhoods surrounding CWU. I would recommend changing the section, "Legal Non Conformity".

The articulation, modulation, and width remarks above all apply to townhouses. As to garages and driveways, alleys probably will not be planned for affordable housing due to the added cost of basically another road. Yet in 15.540.060, C. Garages and Driveways, "#3. Garages facing a public street are prohibited." Why? Who cares about these garages if there is landscaping and street trees? The off-street parking requirement is two spaces/unit. When those visitor cars arrive, they will arrive from the public street. Visitors will want to park and enter the townhouse from the front, which faces the public street. Garages are prohibited facing this street, so it forces an alley for owner garages. What if there is not adequate depth in the site for an alley? An alley at what cost? Will this requirement render this townhouse form of housing prohibitive because of the combined design costs of articulation, modulation, width limitation, and garage access? This would be before bicycle storage is required if there are no garages.

Additional comments:

1. 15.540 Housing Standards, B. Entries, #2, Line One, All new houses shall provide, modify to read some form of covered entry which may project up to six feet into the front yard.

2. Eliminate 15.540.020, B. Entries, #3, Facade Transparency at 15% of Facade.

The Washington State Energy Code dictates the amount of glazing in a home. The preferred use of windows is generally on the rear of the house. All our house plans would have to be redrawn and plan checked, which is a tremendous expense. The market we sell to does not want more glass on the front of their houses. People want glass in the rear of their living spaces that are private.

3. 15.540 Housing Standards, C. Garages Placement and Design, #3, change from 25 feet to 22 feet. To read, "the minimum garage setback at least 22 feet from the front property line.

Reduces driveway length and prevents two small cars from being parked one behind the other.

4. 15.540.040 Accessory Dwelling Unit and Design Standards, B. Standards for ADU, 1. ADU Entrance,

B. "Eliminate B". "A stairway to access a second story, if external, must not be visible from the street." Most all stairways will be visible. Eliminate this section in order that the ADU section will be used.

5. 15.540.040 ADU, D. Standards for a Detached (DADU)

Eliminate #1 having to do with area and substitute same language for #1 in ADU area - why limit area as in ADU, if all other standards are met?

6. 15.040.050 Cottage Housing Design Standards, E. Dimensional Standards

Eliminate in Table, maximum floor area/ground or main floor. This limits ground floor to 800 square feet. The only way to get 1,200 square feet is two story. People prefer one story.

Thank you for the opportunity to comment on your Land Use Code Update. The requested changes are very important and without revision, we will not be able to produce affordable housing that is marketable.

Yours truly,



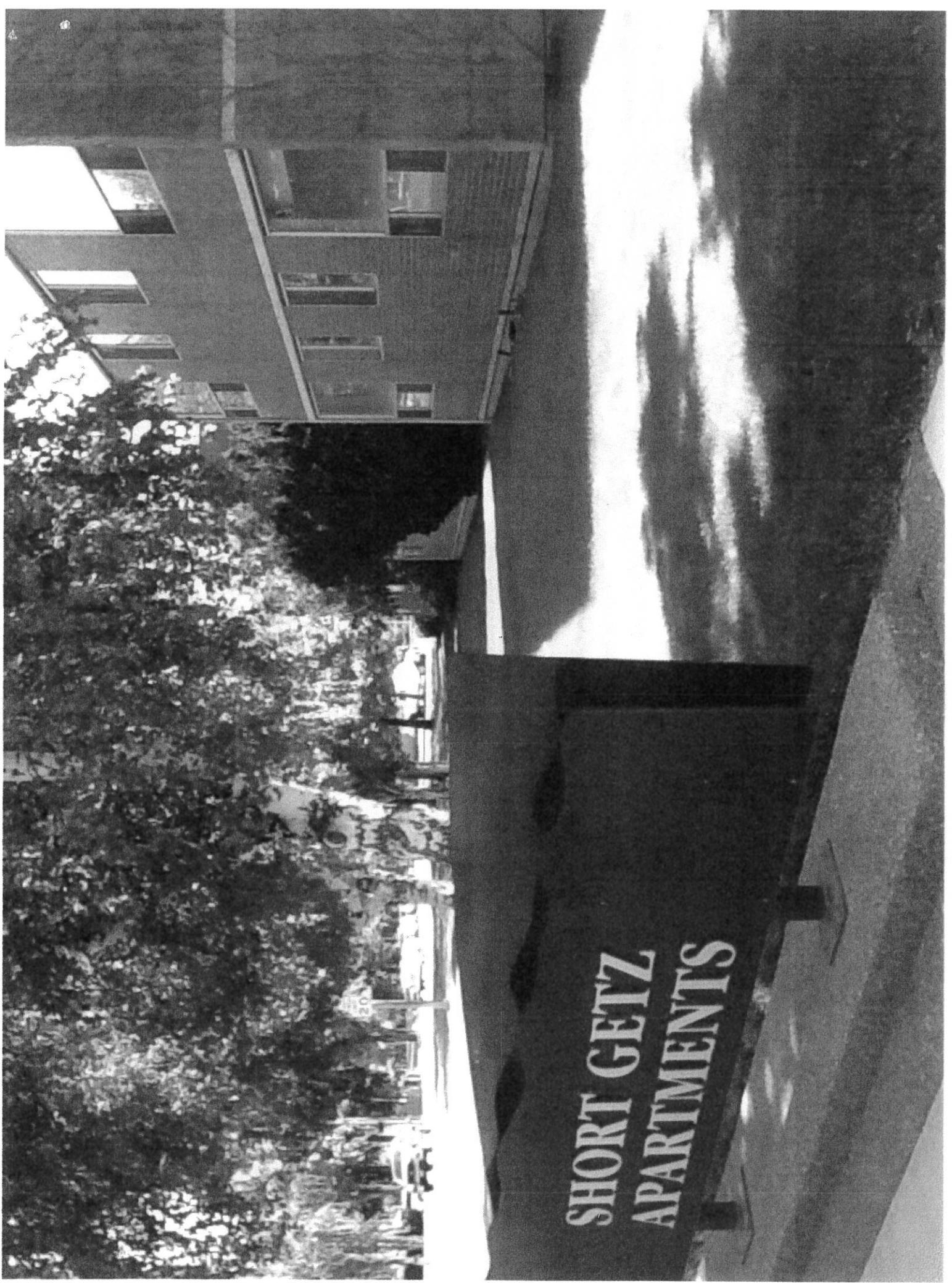
Steve Willard
Trademark Homes Corporation
President



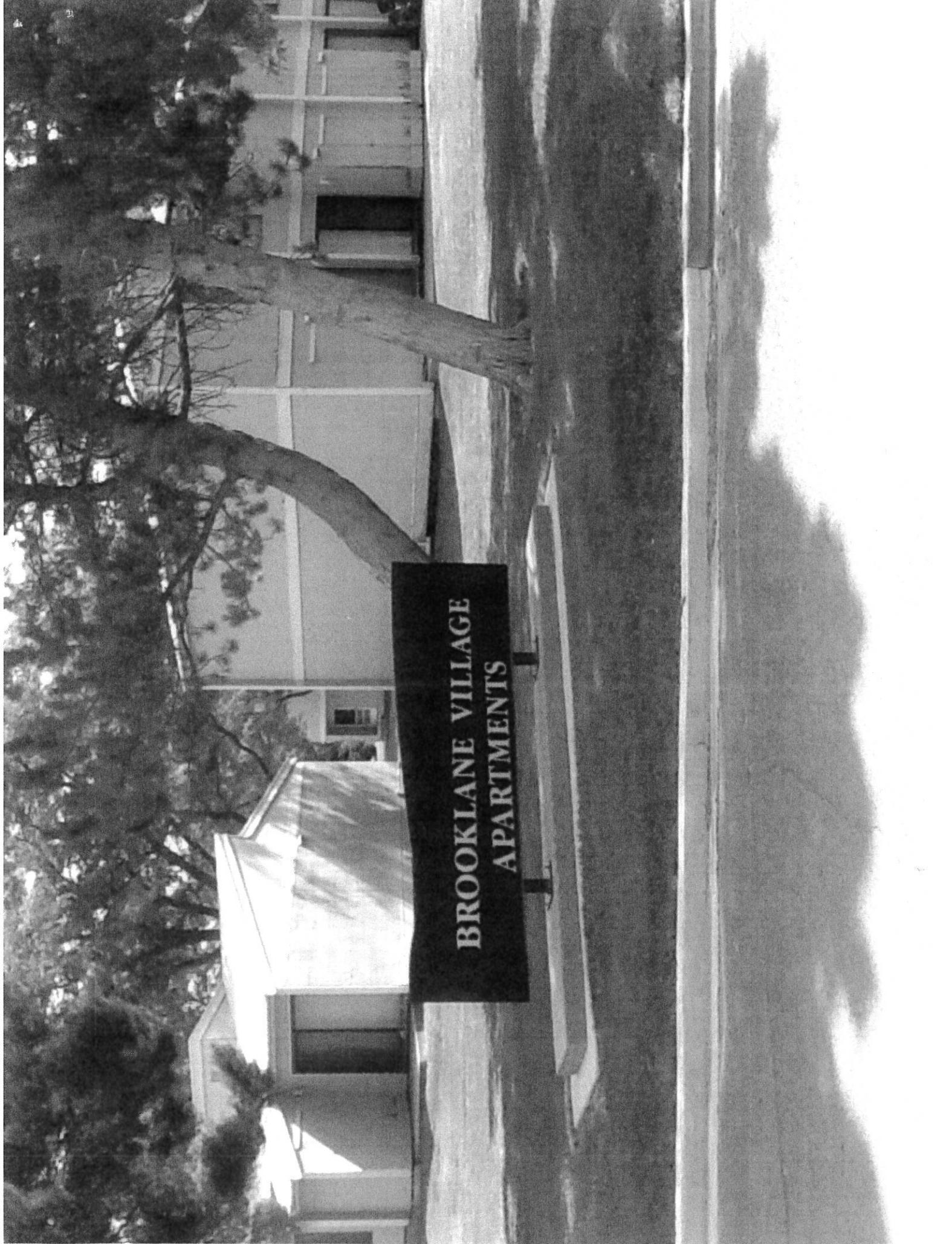
WAHILLE COMPLEX

WAHILLE
1953-1978

**SHORT GETZ
APARTMENTS**



**BROOKLANE VILLAGE
APARTMENTS**



CT
Westview Terrace
Apartments
2101 North Alder

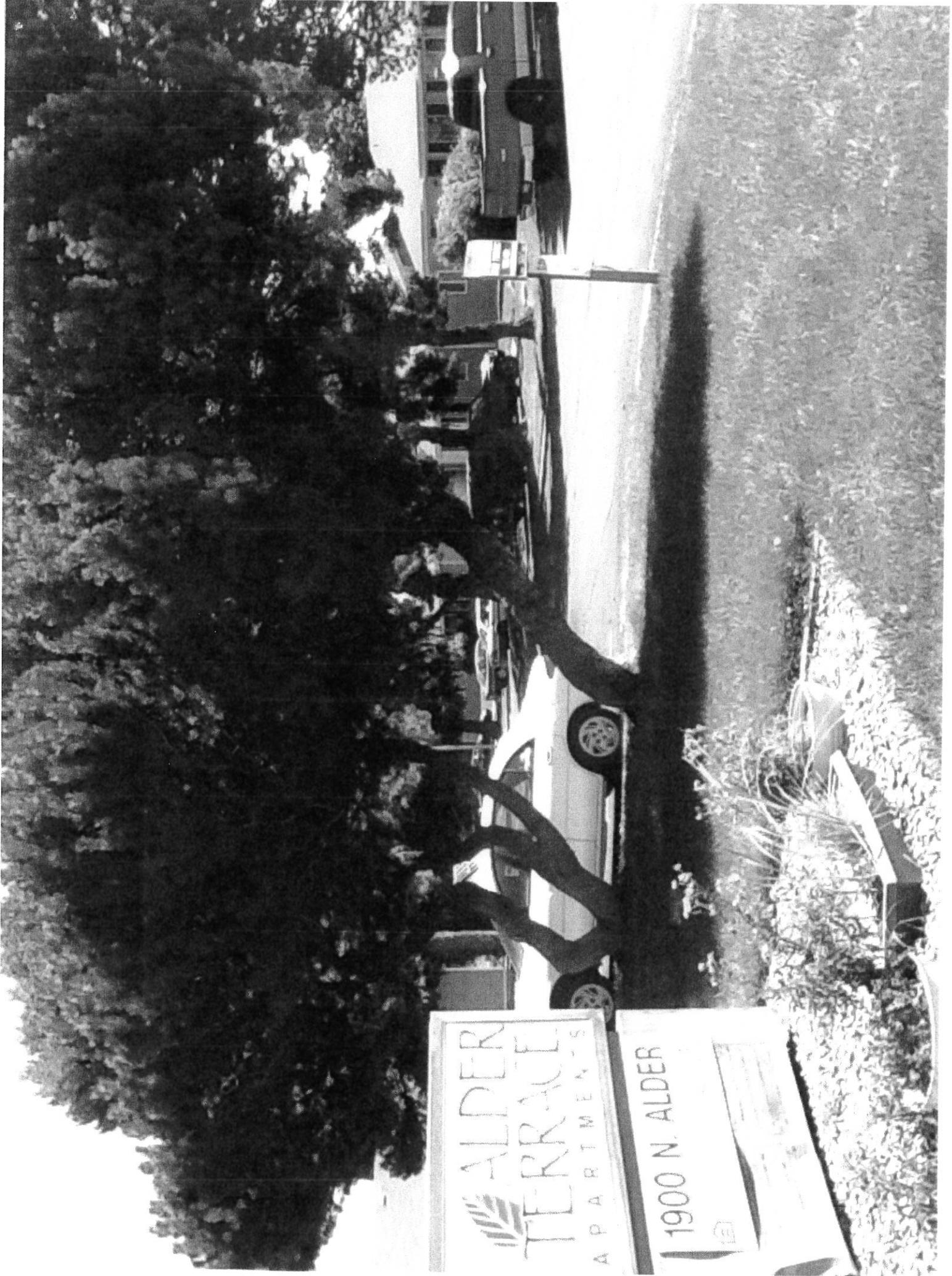




Prestview Terrace
Apartments



2000 North Alder



ALDER
TERRACE
APARTMENTS

1900 N. ALDER

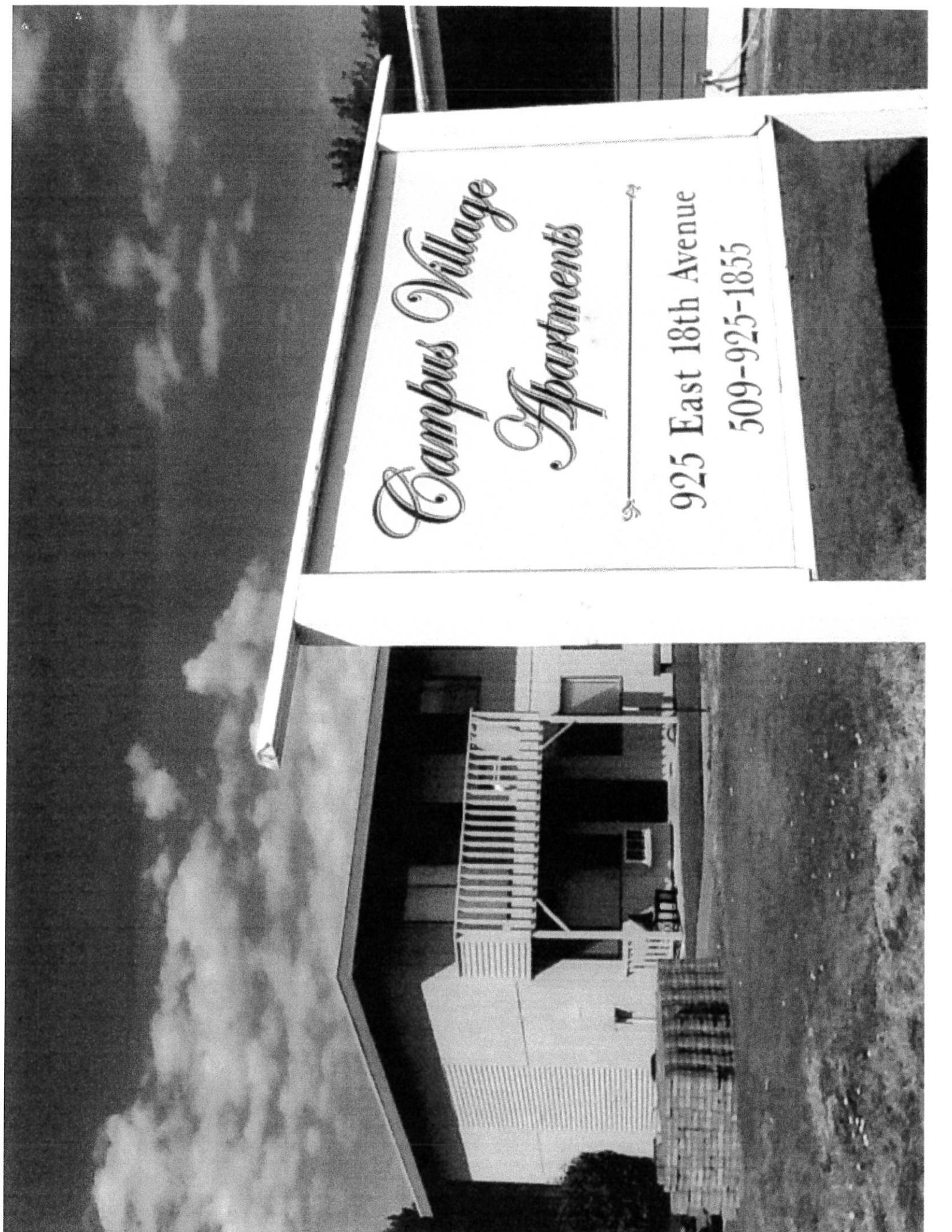


*Campus Village
Apartments*



925 East 18th Avenue

509-925-1855





1902
WALNUT MEADOWS
APARTMENTS



1907
NORTH
WALNUT

1901
NORTH
WALNUT



College Park

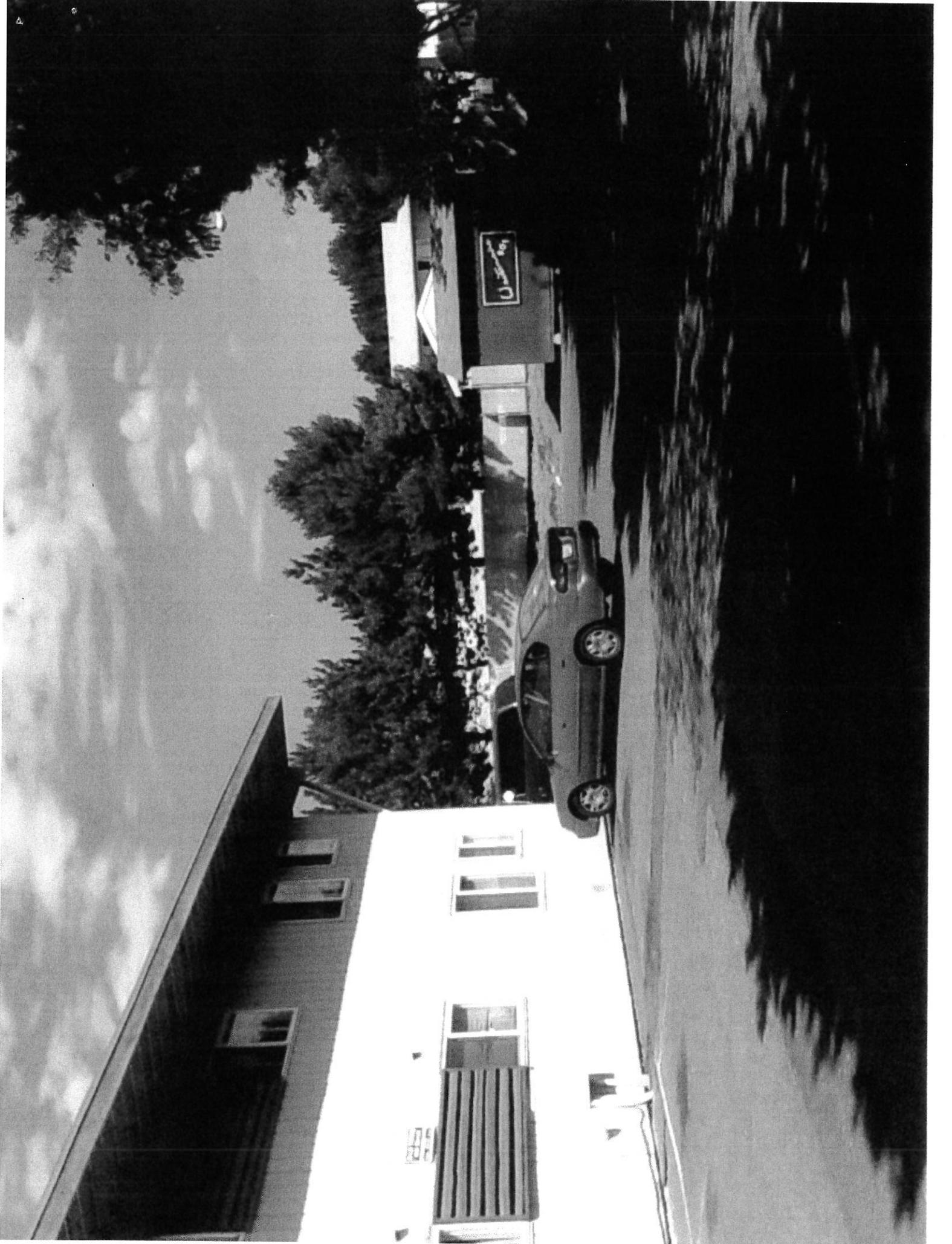
APARTMENTS

. 925-PARK.

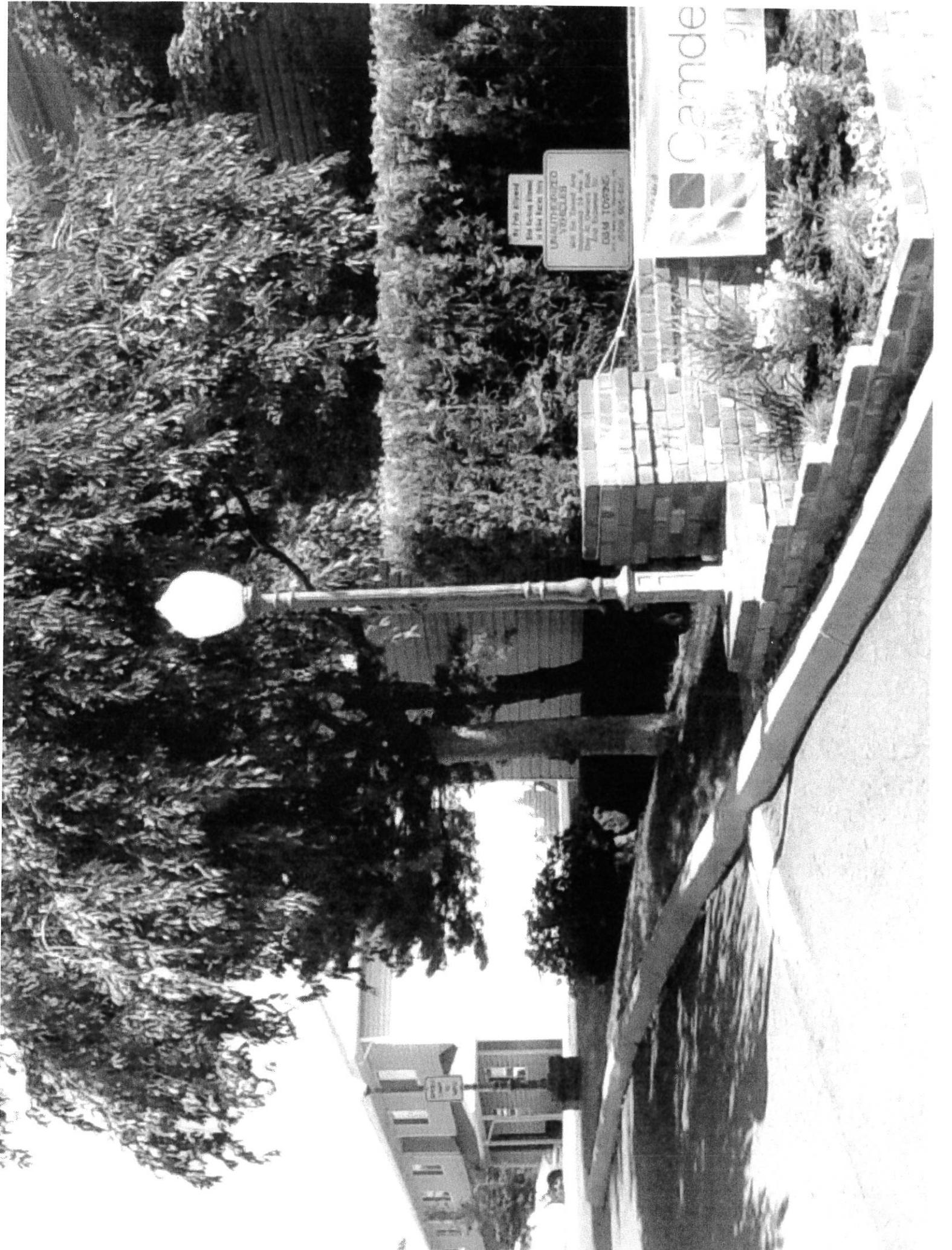
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NORTH

WALNUT



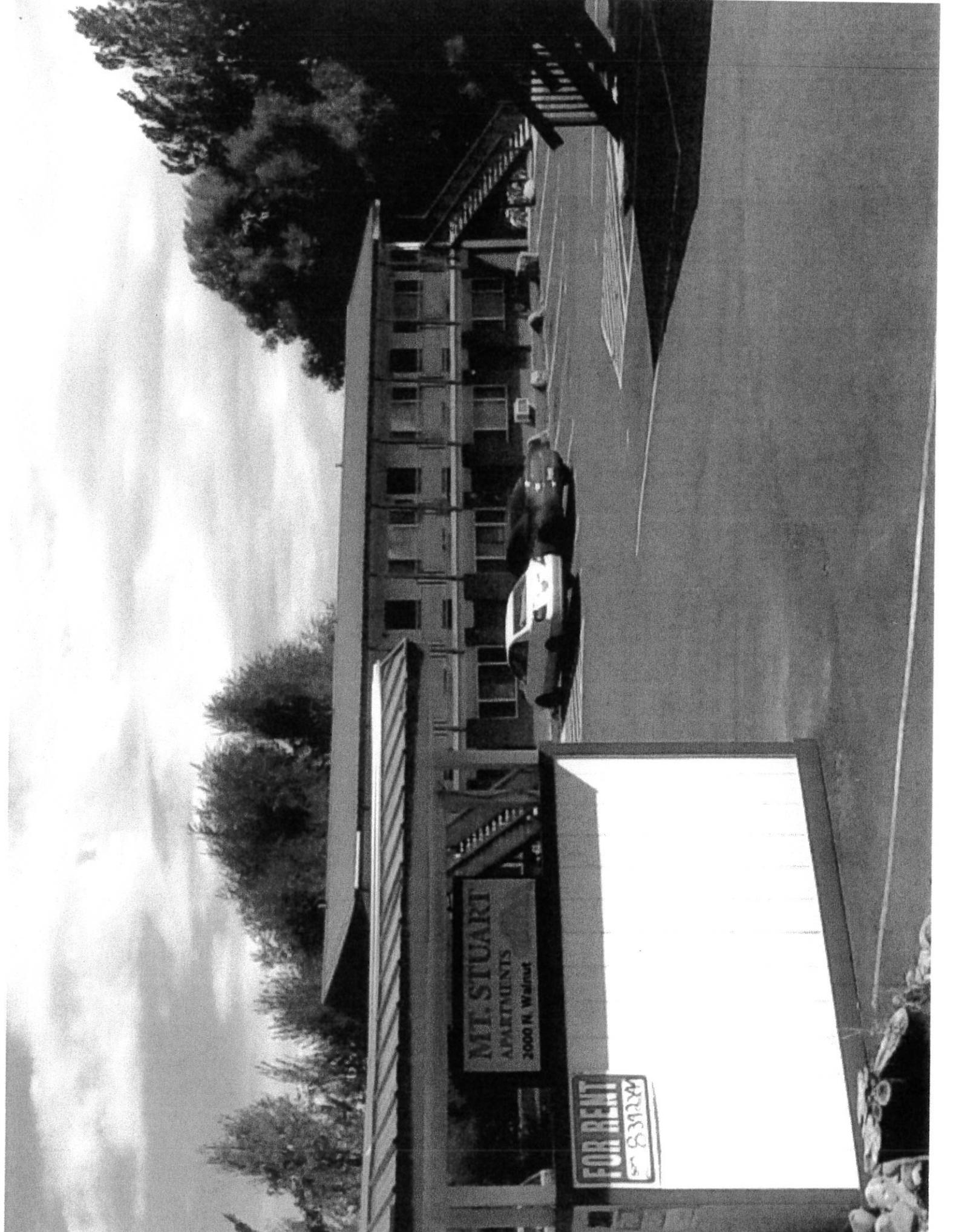




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MT. STUART
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FOR RENT
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THE MEADOWS

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2003

1 BR. AVAIL

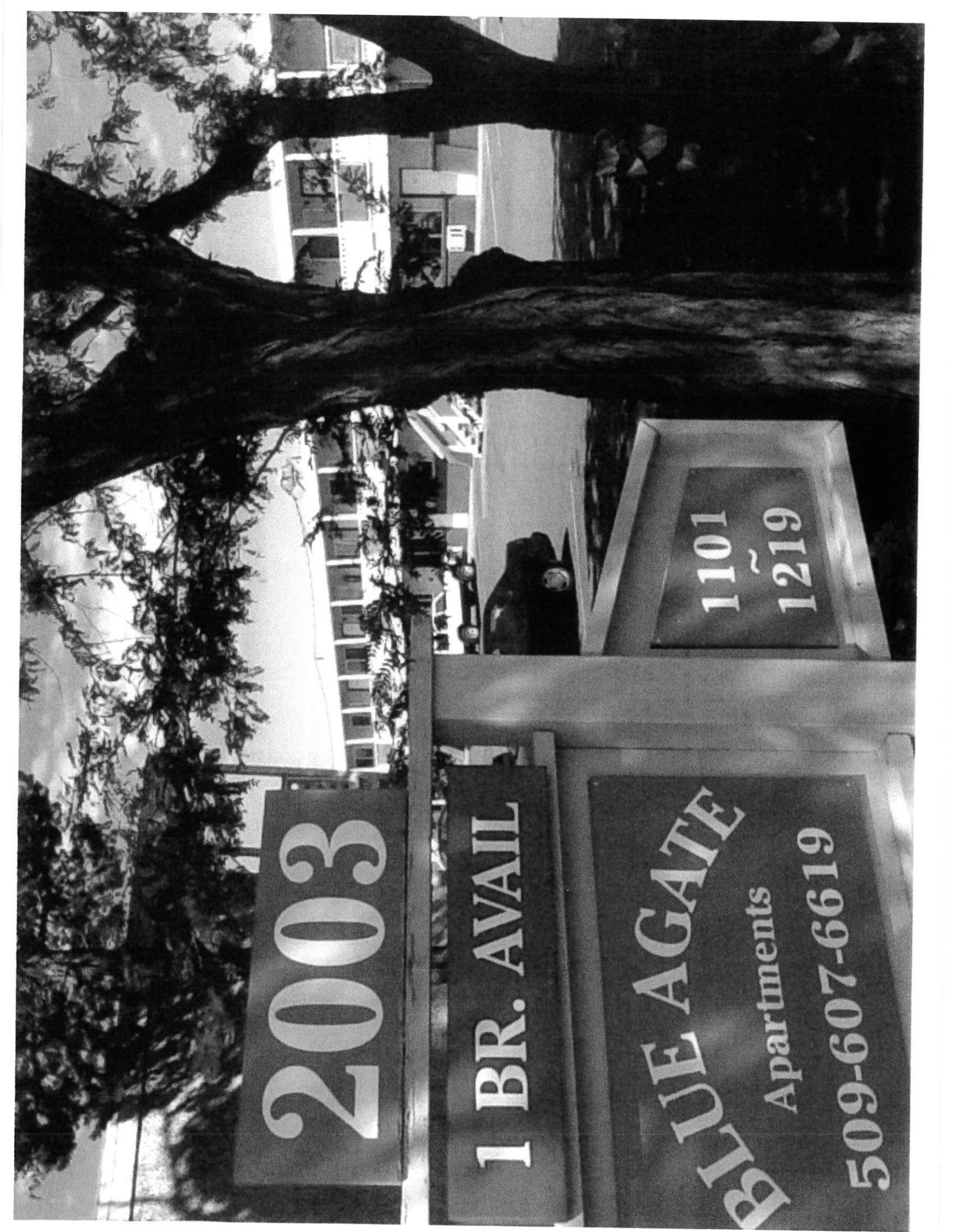
BLUE AGATE

Apartments

509-607-6619

1101

1219



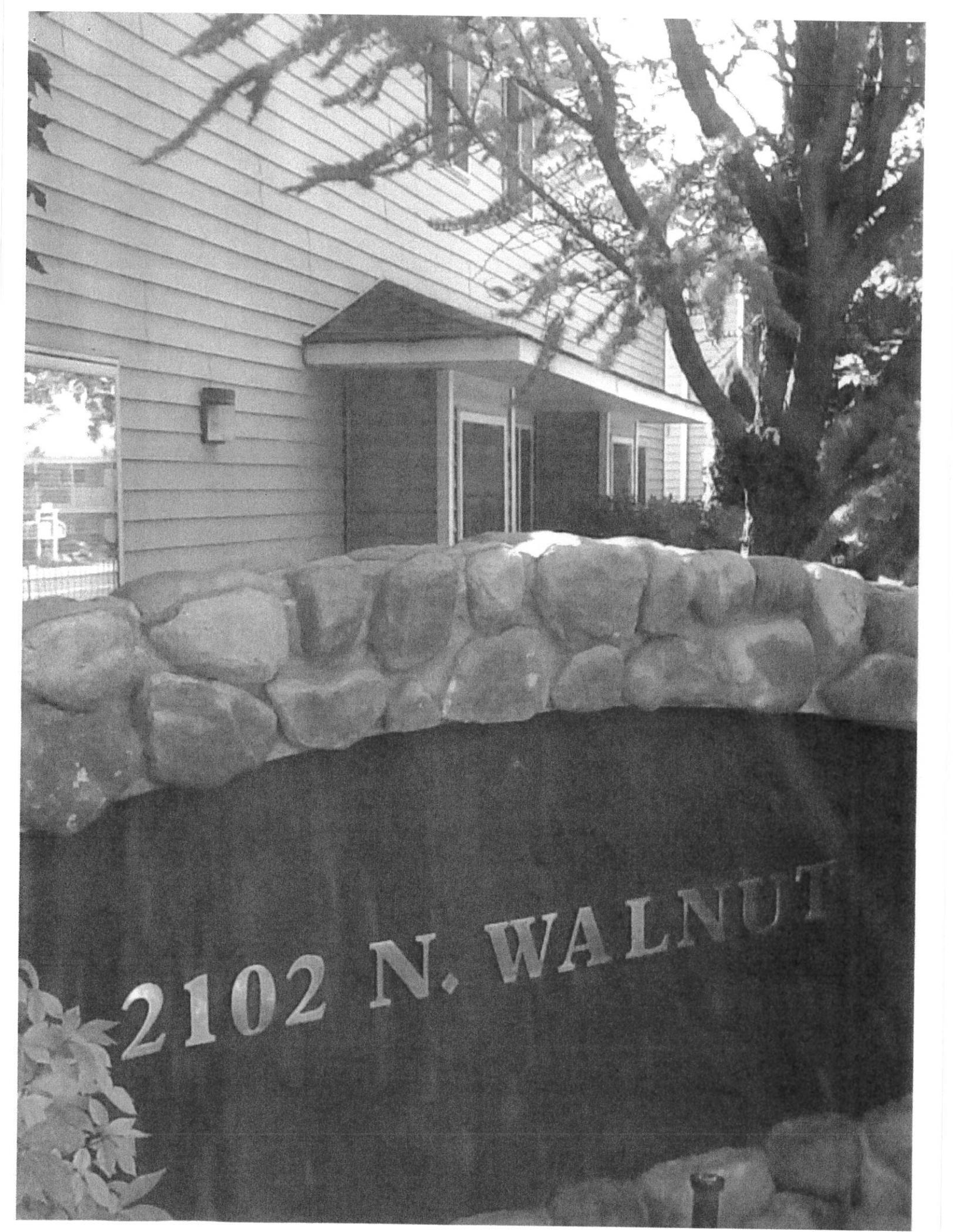
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SILVERWOOD

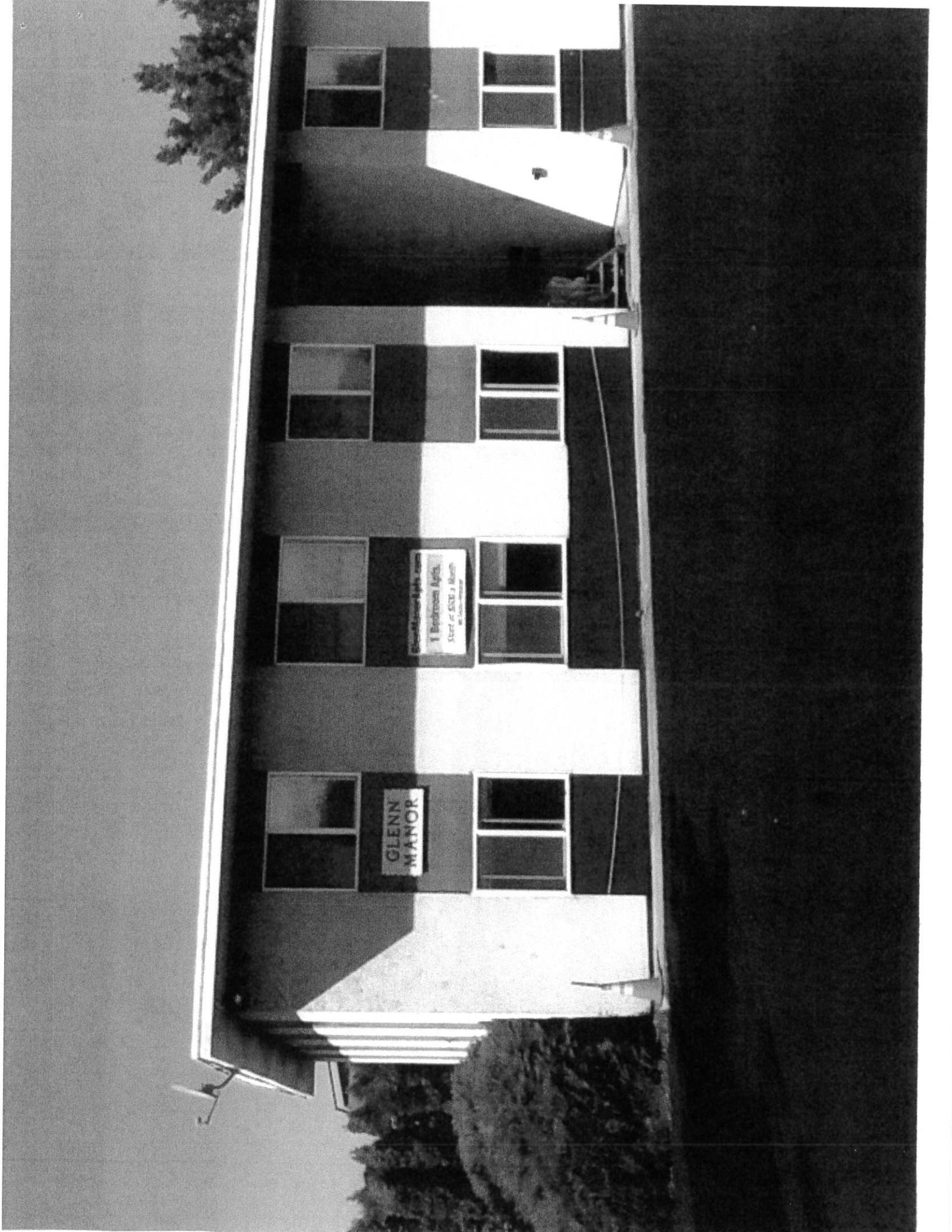
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N. Walnut





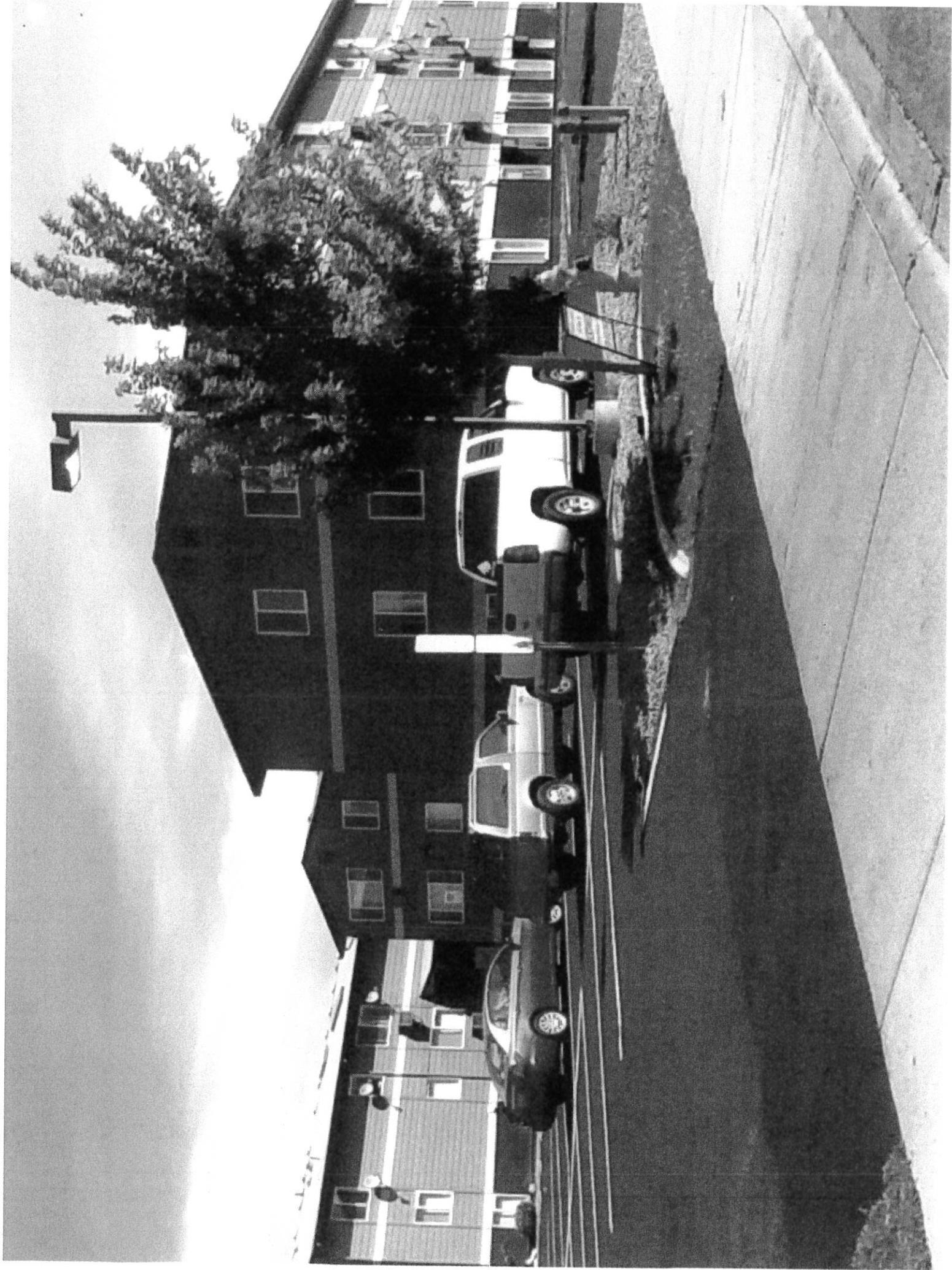
2102 N. WALNUT

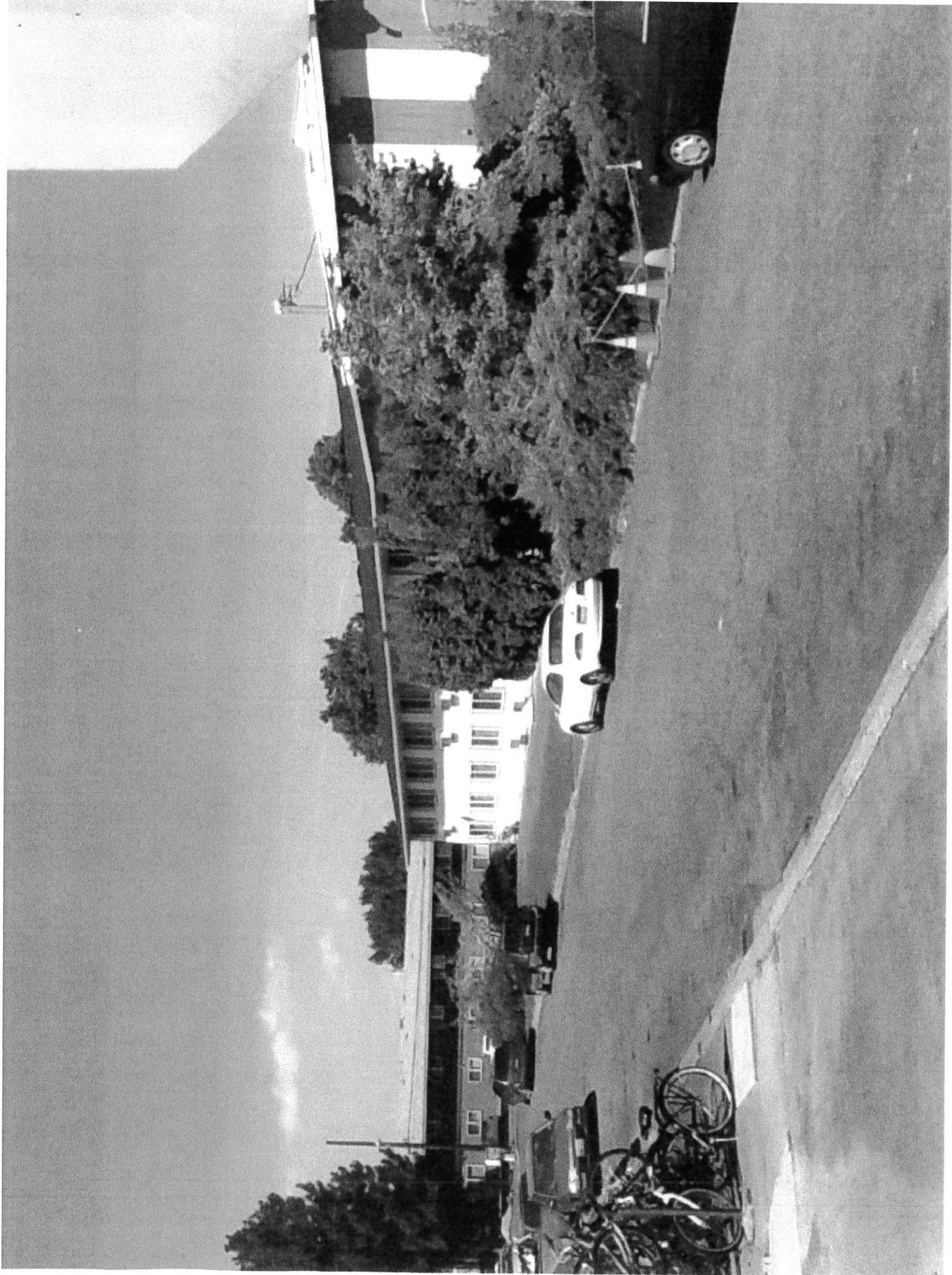


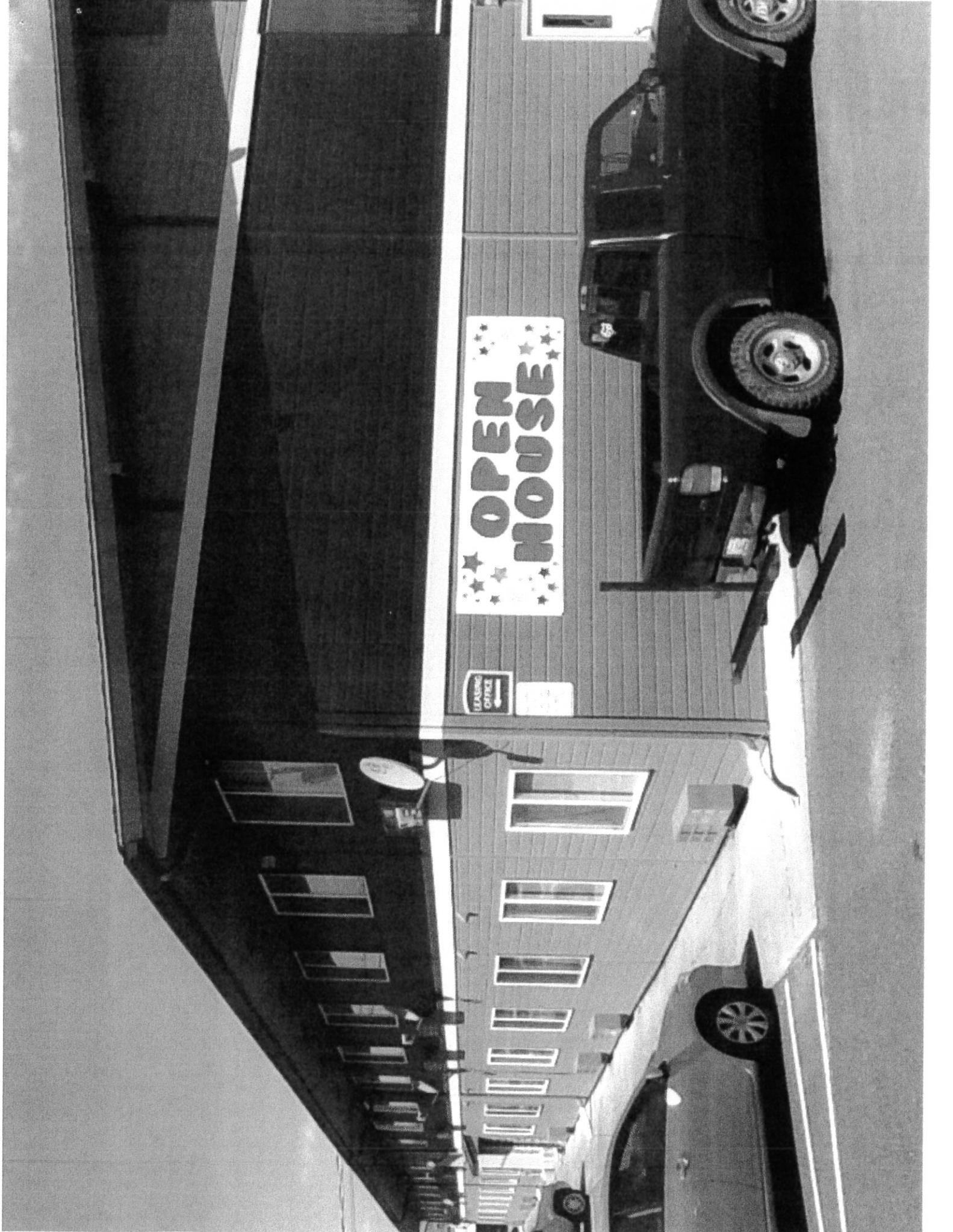
GLENN
MANOR

Bryantman Apts.
Start at \$200 a Month
10 Units Available





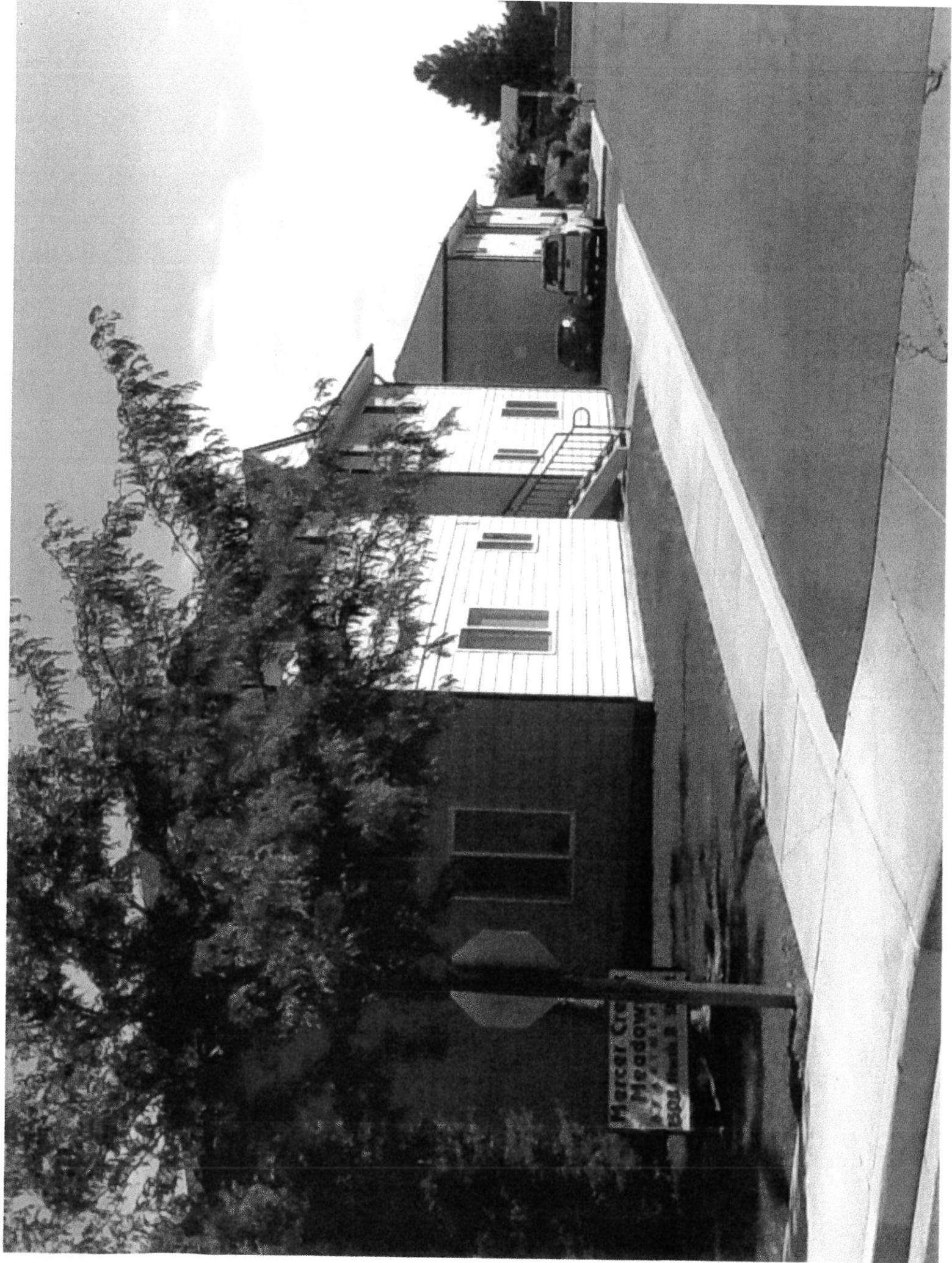




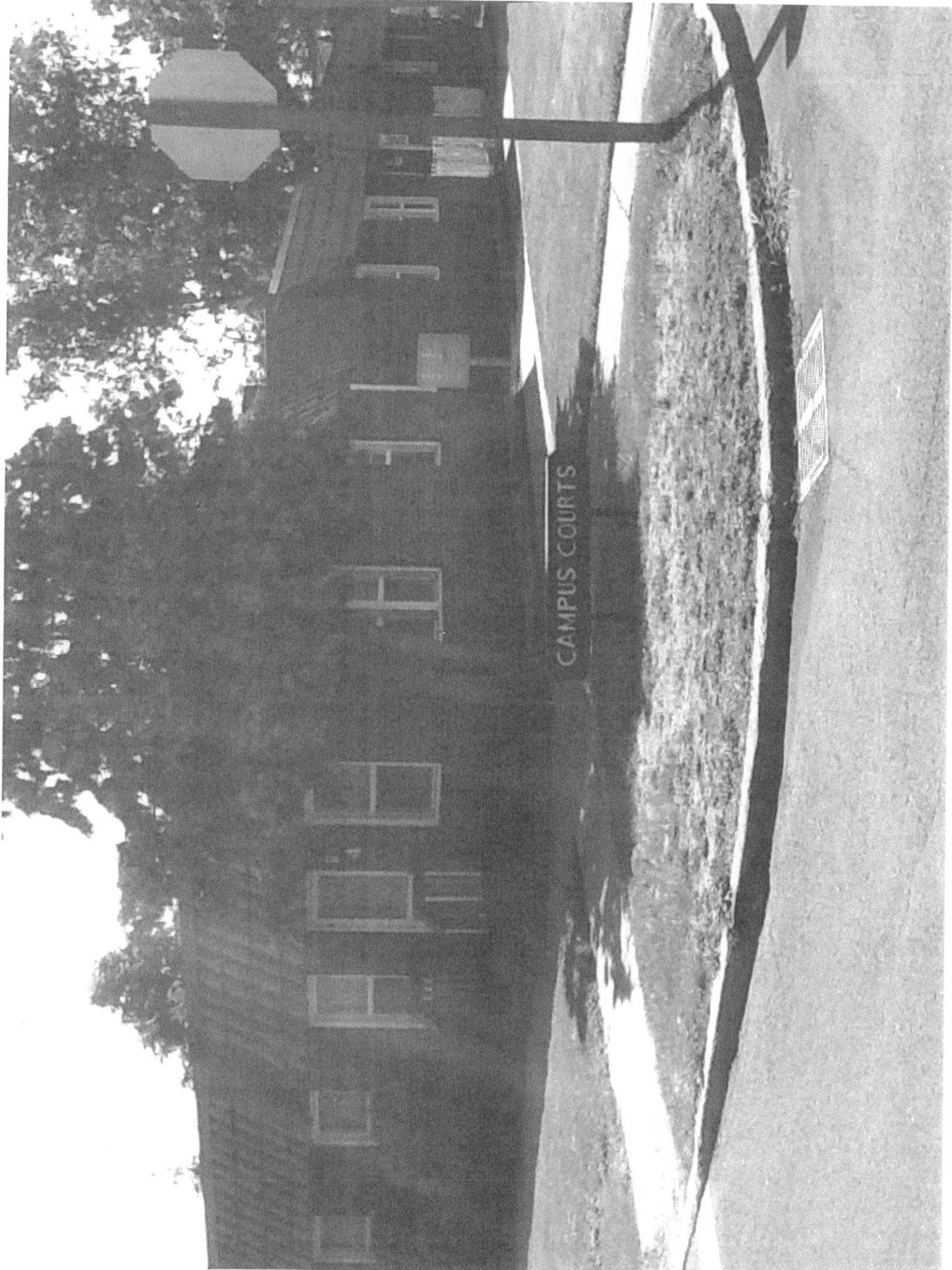
OPEN HOUSE

LEASE OFFICE
→





Mercer Creek
Meadow
1505 Franklin St



CAMPUS COURTS

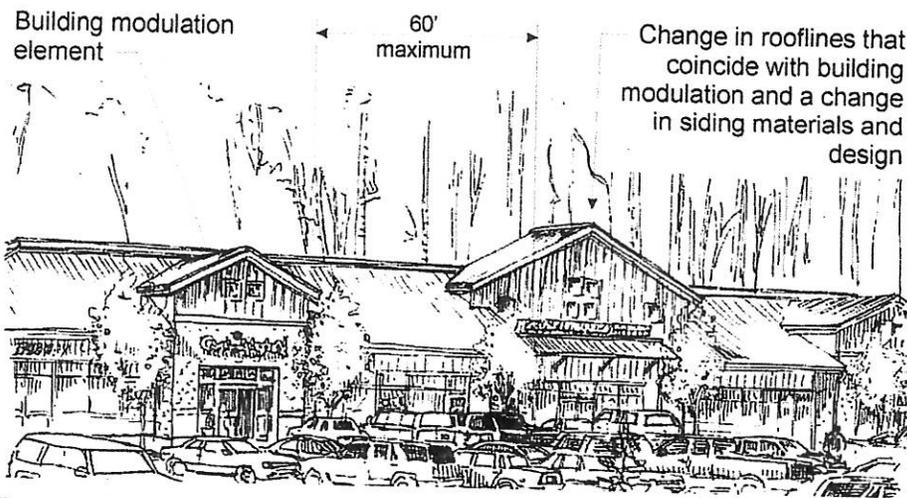


Figure 15.530.030(C). Building articulation example for other non-storefront commercial facades.

D. Building articulation – Multifamily buildings.

All multifamily buildings and residential portions of mixed-use buildings shall include at least 3 of the following articulation features at intervals of no more than 30 feet along all facades facing a street, common open space, and common parking areas:

1. Repeating distinctive window patterns at intervals less than the required interval;
2. Providing vertical building modulation. Minimum depth and width of modulation is 18 inches and 4 feet (respectively) if tied to a change in color or building material and/or roofline modulation as defined in ECC 15.530.030(F) below. Otherwise, minimum depth of modulation is 10 feet and minimum width for each modulation is 15 feet. Balconies may not be used to meet modulation option unless they are recessed or projected from the façade and integrated with the building’s architecture. For example, “cave” balconies or other balconies that appear to be “tacked on” to the façade will not qualify for this option;
3. Change of roofline per ECC 15.530.030(F) below;
4. Providing horizontal modulation (upper level step-backs). To qualify for this measure, the minimum upper level stepback shall be at least 5 feet and the treatment shall be used consistently with other articulation elements or utilized along at least 50 percent of the façade; and/or
5. Articulating of the building’s top, middle, and bottom. This includes a distinctive ground floor or lower floor design, consistent articulation of middle floors, and a distinctive roofline.

DEPARTURES will be considered pursuant to ECC 15.210.060 provided the design meets the purpose of the standards in this section. Elements to consider are the level of detailing, quality of building materials, types of articulated features, and integration with/or enhancement of, the surrounding context.

For articulation of townhouses, see ECC 15.540.060(E).

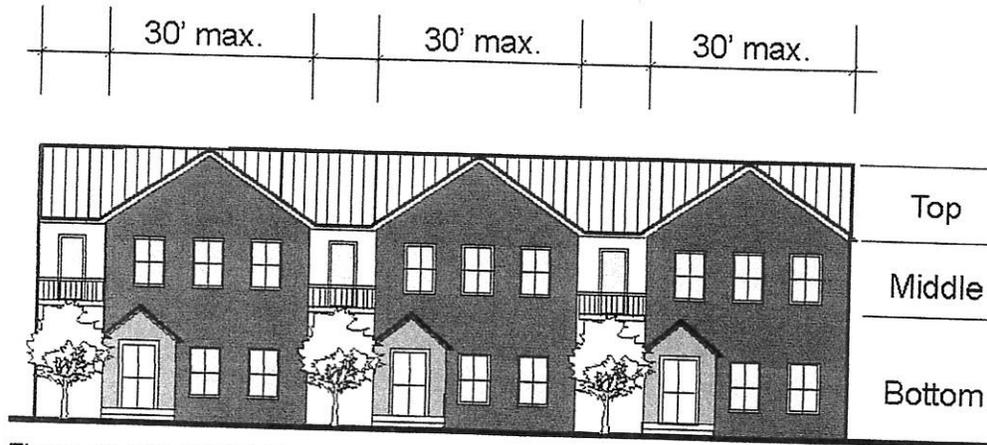
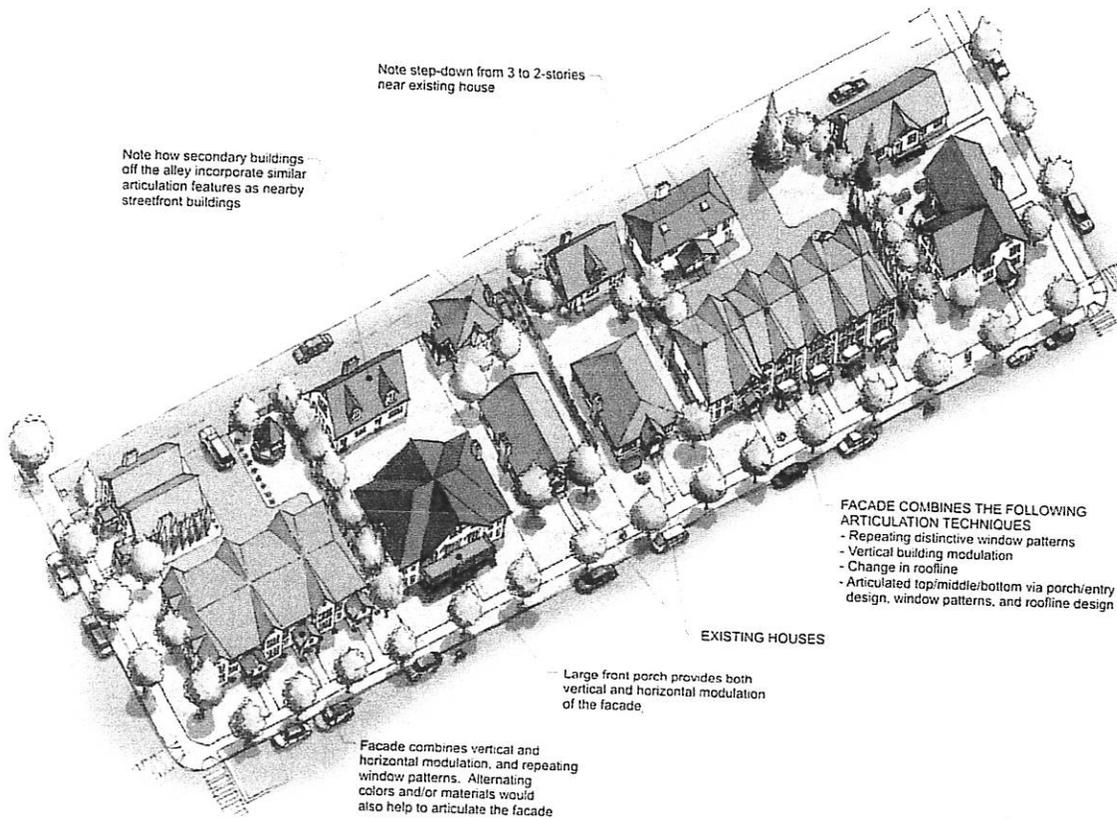


Figure 15.530.030(D)(1). Articulation for multifamily buildings.



MAKERS

Figure 15.530.030(D)(2). Illustrating desirable multifamily building articulation compatible with the design of older neighborhood homes.

F. Roofline modulation.

In order to qualify as a roofline modulation treatment in the standards herein, rooflines shall be varied by emphasizing dormers, chimneys, stepped roofs, gables, or a broke or articulated roofline consistent with the required articulation interval. Modulation shall consist of either:

1. For flat roofs or facades with horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of the wall) when combined with vertical building modulation techniques described in paragraphs (C)(2) above. Otherwise, the minimum vertical dimension of roofline modulation is the greater of 4 feet or 0.2 multiplied by the wall height;
2. A sloped or gabled roofline segment of at least 20 feet in width and a minimum slope of 6:12. The roofline must include modulated segments at no more than the interval required per the applicable standard above; or
3. A combination of the above.

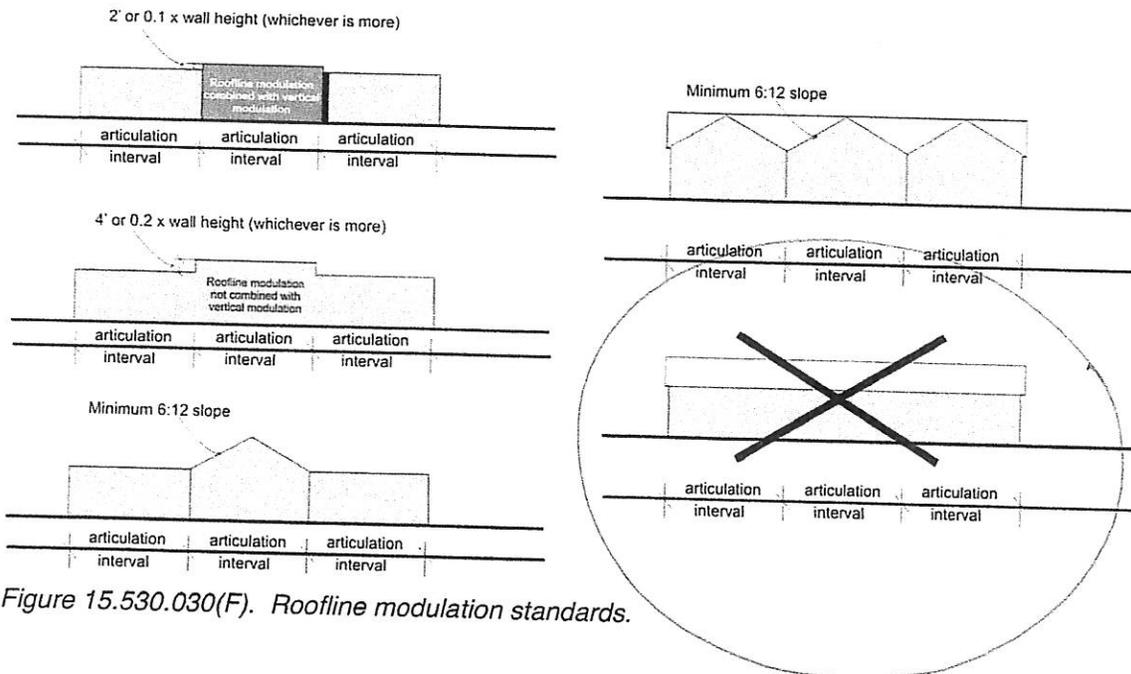


Figure 15.530.030(F). Roofline modulation standards.

G. Maximum façade width.

The maximum façade width (facades facing the street or customer parking lot) for commercial and residential buildings is 120 feet (buildings in the I-H zone are exempt from this standard). Exceptions: Buildings exceeding 120 feet in width shall incorporate significant modulation and/or articulation features that effectively break up the scale of the building and add visual interest from the street. Such buildings shall incorporate at least one of the following design elements:

1. Provide vertical building modulation at least 10 feet deep and 20 feet wide. For multi-story buildings the modulation must extend through more than one-half of the building floors;
2. Use of a contrasting vertical modulated design component featuring all of the following:
 - a. Component extends through all floors above the first floor fronting on the street. Exception: upper floors that are stepped back more than 10 feet from the façade are exempt;
 - b. Utilizes a change in building materials that effectively contrast from the rest of the façade;
 - c. Component is modulated vertically from the rest of the façade by an average of 6 inches; and
 - d. Component is designed to provide roofline modulation per ECC 15.530.030(F) above; or
3. Façade employs building walls with contrasting articulation that make it appear like 2 distinct buildings. To qualify for this option, these contrasting facades must employ both of the following:
 - a. Different building materials and/or configuration of building materials; and
 - b. Contrasting window design (sizes or configurations).

DEPARTURES will be considered pursuant to ECC 15.210.060 provided the design meets the purpose of the standards in this section. Elements to consider are the level of detailing, quality of building materials, types of articulated features, and integration with/or enhancement of, the surrounding context (considering views from all publicly observable locations within the area).

15.540.060. Townhouse design standards.

A. Purpose.

1. To ensure that townhouse developments enhance the pedestrian-oriented character of downtown streets;
2. To provide adequate open space for townhouse developments;
3. To reduce the impact of garages and driveways on the pedestrian environment;
4. To reduce the apparent bulk and scale of townhouse buildings compatible with adjacent uses; and
5. To promote architectural variety that adds visual interest to the neighborhood.



Figure 15.540.060(A). Desirable townhouse example. With units fronting on the street and garages placed to the rear accessible from an alley or shared driveway.

B. Entries.

1. Townhouses fronting on a street must all have individual ground-related entries accessible from the street. Configurations where enclosed rear yards back up to a street are prohibited;
2. Separate covered entries at least 3 feet deep are required for all dwelling units;
3. For sites without alleys or other rear vehicular access, new buildings must emphasize individual pedestrian entrances over private garages to the extent possible by using both of the following measures:
 - a. Enhance entries with a trellis, small porch, or other architectural features that provides cover for a person entering the unit and a transitional space between outside and inside the dwelling; and
 - b. Provide a planted area in front of each pedestrian entry of at least 20 square feet in area, with no dimension less than 4 feet. Provide a combination of shrubs or groundcover and a street tree (refer to city arborist or street tree list if available); and
4. Planting strips with no dimension less than 4 feet are required adjacent to the primary entry of all dwelling units. This includes townhouses located to the rear of lots off an alley or private internal drive.

C. Garages and driveways.

1. Where lots abut an alley, the garage or off-street parking area should take access from the alley;
2. For lots without alleys, individual driveways off of the street are prohibited (shared driveways are required);
3. Garages facing a public street are prohibited;
4. Internal drive aisle standards.
 - a. Must meet minimum fire code widths;
 - b. Minimum building separation along uncovered internal drive aisles shall be 25 feet. The purpose is to provide adequate vehicular turning radius, allow for landscaping elements on at least one side, and to provide adequate light and air on both sides of the dwelling units and drive aisles, which often function as usable open space for residents; and
 - c. Upper level building projections over drive aisles are limited to 3 feet, and must comply with provisions in (b) above.



Figure 15.540.060(C). Good and bad examples of garage/entry configurations. The left example features a landscaped area and a trellis to highlight the entry. In the middle image, the balconies and landscaped areas deemphasize the garage. In the right image, the lack of landscaping is a glaring omission.

D. Open space. Townhouse residential units shall provide open space at least equal to 10 percent of the building living space, not counting automobile storage. The required open space may be provided by a one or more of the following ways:

1. Usable private open space that is directly adjacent and accessible to dwelling units. Such space shall have minimum dimensions of at least 12 feet on all sides and be configured to accommodate human activity such as outdoor eating, gardening, toddler play, etc.;
2. Common open space meeting the requirements of ECC 15.520.030(E)(1).
3. Balconies, decks and/or front porches meeting the requirements of ECC 15.520.030(E)(2) and/or
4. Community garden space meeting the requirements of ECC 15.520.030(E)(5).

E. Building design.

1. Townhouse articulation. Townhouse buildings shall comply with multifamily building articulation standards as set forth in ECC 15.530.030(D) except that the articulation intervals shall be no wider than the width of units in the building. Thus – if individual units are 15 feet wide, the building shall include at least 3 articulation features per ECC 15.530.030(D) for all facades facing a street, common open space, and common parking areas at intervals no greater than 15 feet.
2. Repetition with variety. [see Figures 15.540.060(E)(2) and 15.540.060(E)(3)]
Townhouse developments shall employ one or more of the following “repetition with variety” guidelines:
 - a. Reversing the elevation of 2 out of 4 dwellings for townhouses;
 - b. Providing different building elevations for external townhouse units (versus internal units) by changing the roofline, articulation, windows, and/or building modulation patterns;
 - c. Adding a different dwelling design or different scale of the same design, such as adding a one-story version of the basic dwelling design where 2 stories are typical (or a 2 story design where 3 stories are typical); and/or
 - d. Other design treatments that add variety or provide special visual interest. While the variable use of color on buildings can be effective in reducing the perceived scale of the building and adding visual interest, color changes alone are not sufficient to meet the purpose of the guidelines.



Figure 15.540.060(E)(2). Acceptable townhouse configuration employing the repetition with variety concept.

15.550.030 Computation of required off-street parking spaces.

A. Spaces required. Except as modified in subsections below, 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 or restrooms. 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.

Table 15.550.030(A). Computation of required off-street parking spaces.

| Category of Land Use | Minimum Parking Spaces Required |
|--|---|
| RESIDENTIAL/LODGING | |
| Dwelling, single family/duplex/ townhouse | 2.0 per dwelling unit; For structures containing more than 4 bedrooms, one additional space for each bedroom in excess of 4 shall be provided. NOTE: Tandem parking to accommodate 2-car garages are permitted for single family and duplex dwelling units. |
| Accessory dwelling unit | 1.0 per unit |
| Apartment: | |
| Studio units | 1.2 per dwelling unit |
| Studio units in C-C zone outside of the Downtown Historic District | 0.7 per dwelling unit |
| One bedroom units | 1.5 per dwelling unit |
| One bedroom units in C-C zone outside of the Downtown Historic District | 0.7 per dwelling unit |
| 2 bedroom units or larger | 1.0 per bedroom |
| Cottage housing | 1.5 per dwelling unit |
| Senior housing | 1.0 per dwelling unit (this may be reduced based on the characteristics of the use) |
| Adult family home | 2.0 per dwelling unit; For structures containing more than 4 bedrooms, one additional space for each bedroom in excess of 4 shall be provided. NOTE: Tandem parking to accommodate 2-car garages are permitted |
| Senior citizen assisted housing | 1.0 per 2 dwelling or sleeping units |
| Community residential facilities | 1.0 per 2 bedrooms |
| Boarding houses, lodging houses, sororities, fraternities | 1.0 per bedroom |

which requires greater parking. Thus, a compromise standard, requiring a minimum of 1 space per 275 square feet of gross floor area would be reasonable in this instance.

D. Other provisions of code. Where other provisions of this code stipulate reduced minimum parking requirements, those provisions shall apply.

E. Bicycle parking. Multifamily and non-residential developments shall provide for bicycle parking per the standards below:

1. Amount of bicycle parking:

Table 15.550.030(B). Computation of required off-street bicycle parking spaces.

| Category of Land Use | Minimum Parking Spaces Required |
|---|---|
| Single family dwelling | None |
| Multifamily dwelling | 0.5 space per dwelling unit (units with private garages are exempt) |
| Hotel/motels | 1.0 per guest room |
| Offices, banks, medical clinics, supermarkets, retail shops, department stores, or similar uses | 1.0 per 1,000 square feet of gross floor area |
| Restaurant, taverns, or similar uses where patrons sit-down for service | 1.0 per 800 square feet of gross floor area |
| All other uses | 1.0 per 5 required vehicle parking spaces |

2. Parking location and design: Non-residential uses: Bicycle facilities for patrons shall be located within 100 feet of the building entrance and located in safe, visible areas that do not impede pedestrian or vehicle traffic flow. Bicycle parking shall be protected from weather by a building overhang or covered walkway. Proper lighting of area is required per ECC Chapter 15.580.
3. Parking location and design: Residential uses: Bicycle facilities for residents shall be located within 100 feet of all building or individual unit entrances and located on the ground level in safe, covered, visible areas that do not impede pedestrian or vehicle traffic flow. Proper lighting of area is required per ECC Chapter 15.580.
4. Bicycle parking hardware shall be installed according to its manufacturer's instructions, allowing adequate clearance for bicycles and their riders.
5. Use of public ROW: Bicycle parking utilizing the street right-of-way shall conform to the Ellensburg public works development standards.
6. Projects in the C-C zone may contribute to a Bicycle Parking Fund maintained by the city in-lieu of required parking set forth in Table 15.550.030(B) above. Calculation of the required fund contributions will be based on the cost to purchase, install, and maintain bicycle parking and associated improvements. The cost will be adjusted annually by the

15.210.060 Departures.

- A. Overview and purpose.** The LDC provides for a number of specific departure opportunities to development standards. The purpose is to provide applicants with the option of proposing alternative design treatments provided such departures meet the “purpose” of the particular standard and any additional departure criteria set forth for the particular departure opportunity.
- B. Departures are voluntary.** This provision allows the flexibility for applicants to propose alternative designs on a voluntary basis, provided they meet the purpose of the standard and applicable departure criteria as noted above.
- C. Applicability.** Departure opportunities are available only to specific standards that allow for departures. Articles 4 and 5 include one or more standards that allow for departure opportunities.
- D. Procedures.** Permit applications that include departure requests go through the standard review procedures set forth in ECC 15.210.050 depending on the applicationType, however, the departure request must first undergo review by the landmarks and design commission at a public hearing, followed by landmarks and design commission making a Type II final decision on the departure as set forth in ECC 15.280.050(B). The final decision then follows the underlying permit application to the decision maker for the final decision on the underlying permit application
- E. Approval Criteria.** Project applicants must successfully demonstrate to the landmarks and design commission how the proposed departure meets the purpose(s) of the standard and other applicable departure criteria that applies to the specific standard.
- F. Documentation.** The landmarks and design commission shall document the reasons for approving all departures (to be maintained with project application records) for the purpose of providing consistency in decision-making by the city.

| Type I Project ¹ | Decision-making, procedures or noticing variation from ECC 15.210.040 | Relevant ECC chapter or section(s) |
|---|---|------------------------------------|
| Home occupation | No variation | ECC 15.340.020 |
| Minor revision to regional retail commercial master site plan | No variation | ECC 15.250.070(C)(5) |
| Minor preliminary plat alteration | No variation | ECC 15.260.110(A) |
| Temporary use | No variation | ECC 15.250.010 |
| Site development permits (no SEPA required) | No variation | ECC 15.250.020 |

Notes/conditions:

1. If any Type I project requires a SEPA threshold determination it automatically becomes a Type II project.
2. Where more than one small wind energy system is proposed for a parcel, then a conditional use permit is required.

B. Review Process Type II. Table 15.210.050(B) below identifies the types of projects and permits that require a Type II review process. Any decision-making, procedural, or noticing variations to the Type II review process are described in the middle column. The right column identifies code sections applicable to the project/permit.

Table 15.210.050(B) Projects under Type II review process. Where superscript numbers are included in a cell, please reference the applicable number under "Notes/conditions" below the table.

| Type II Project | Decision-making, procedures or noticing variation from ECC 15.210.040 | Relevant ECC chapter or section(s) |
|--|--|--|
| Code interpretation | No variation | 15.110.060(E) |
| Temporary use | No variation | 15.250.010 |
| Design review, major and minor | No variation | 15.250.030 Article 5 (Project Design) |
| Design review departure request | Decision by landmarks & design commission after a public hearing | 15.210.060 (departures) 15.280.050(B)(landmarks and design) |
| Commercial wireless communication support towers, antenna arrays and facilities in commercial and industrial zones | No variation, except landmark register properties require decision by landmarks & design commission after a public hearing | 15.340.070 |

15.230.040 General description of appeals.

- A. Type I project permits are appealable only to Superior Court.
- B. Type II project permits are appealable to the hearing examiner who conducts an open record appeal hearing, except for appeals of landmark and design commission decisions on departures from design standards and applications for certificates of approval pursuant to ECC 15.280, that are appealable to city council which conducts an open record appeal hearing.
- C. Type III project permit decisions are appealable to city council which conducts a closed record appeal hearing, except Type III decisions made by city council where appealable to superior court.
- D. Appeals of city council decisions (Type IV and V permits), and appeals of an appeal authority's decisions shall be made to the Superior Court or to the Growth Management Hearings Board, as applicable to the matter being appealed.

15.230.050 Grounds for administrative appeal.

Any appeal to Type II and III project permit decisions shall be linked to the criteria of the underlying project permit decision. The grounds for filing an appeal shall be limited to the following:

- A. The designated decision-maker exceeded his or her jurisdiction or authority;
- B. The designated decision-maker failed to follow applicable procedures in reaching the decision;
- C. The designated decision-maker committed an error of law; or
- D. The findings, conclusions or decision prepared by the designated decision-maker are not supported by substantial evidence.

15.230.060 Standing to initiate an administrative appeal.

- A. **Limited to parties of record.** Only parties of record may file an administrative appeal.
- B. **Definition.** The term "parties of record" for the purposes of this chapter, shall mean:
 - 1. The applicant;
 - 2. Any person who testified at the open record public hearing on the application;
 - 3. Any persons who submitted written comments concerning the application (excluding persons who have only signed petitions or mechanically produced form letters);
 - 4. The Ellensburg city council;
 - 5. Property owners within 300 feet of the property subject to the project permit; or
 - 6. Any person who can demonstrate that he/she is aggrieved by the decision in a manner sufficient to establish standing to initiate an administrative appeal