

**CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON**

AGENDA TITLE: Council deliberation on Ridgecrest Planned Area 2 zoning DEPARTMENT: Planning and Development Services PRESENTED BY: Joseph W. Tovar, FAICP, Director
--

PROBLEM/ISSUE STATEMENT:

The Planning Commission conducted six public meetings and hearings before forwarding its recommended new Planned Area 2 zoning to the City Council for consideration. The City Council reviewed the Planning Commission recommendation and received additional public comment at the meetings of January 14 and January 28. The staff report and attachments for the January 28 meeting are attached, but no new information is being presented at this time. At the February 19 study meeting, Council will review the record below and, deliberate on the matter prior to taking final action on the proposed zoning at the March 3 business meeting.

FINANCIAL IMPACT:

If the proposed new zoning is adopted and stimulates redevelopment of this neighborhood business district, it will increase economic activity, resulting in increased tax revenues from new construction, and ongoing enhanced property and retail taxes.

RECOMMENDATION

Staff recommends that Council finish deliberation on this matter at its February 19 meeting.

Attachments

Staff report and attachments from January 28, 2008 Council agenda

Approved By: City Manager  City Attorney ____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Continuation of Council Discussion on Planned Area 2 Legislative Rezone for the Ridgecrest Commercial Area
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Joseph W. Tovar, FAICP, Director

PROBLEM/ISSUE STATEMENT:

At your January 14 meeting, staff presented the Planning Commission recommendation to create a new zone for the Ridgecrest neighborhood commercial area, titled Planned Area 2. At the meeting, the Council heard from a number of citizens. Many of the comments were similar to those heard by the Planning Commission during its meetings. This item is a continuing discussion from January 14th, and as such public comments on this continuing agenda item have already been accepted. Staff has summarized the comments and responses and has included them as an attachment to this memorandum.

In addition, the Council has been asked to send staff additional questions. Due to time constraints, the responses to these questions will be sent to the Council under separate cover at the end of this week.

FINANCIAL IMPACT:

If the neighborhood business district becomes more vibrant, it will serve the community and increase the attraction of the Ridgecrest neighborhood as a place to live. This would maintain the property values in the neighborhood resulting in the maintenance of existing property tax collections. In addition, new construction and new retail business development would result in increased tax revenues.


RECOMMENDATION

Staff recommends that Council continue discussion and questions, provide any amendments or direction deemed appropriate, and/or adopt the enabling ordinance. Council may also elect to refer the item back to the Planning Commission with specific direction or seek added public input if desirable.

Attachments

- A. Answers and responses to public comment received at the January 14 City Council meeting
- B. January 14, 2008 City Council Agenda Report

Approved By:

City Manager  City Attorney _____

**Answers and responses to public comment received at
the January 14 City Council meeting.**

Responses are organized by topic.

Parking Comments:

- *Only 51% of the parking needs to be on-site,*
- *Even though less parking allowed in PLA2 , the Director has the right to authorize a 30% reduction,*
- *Could the developer offer shared parking to serve the patrons of the Crest,*
- *How will the parking management program work for a development?*

The proposed development regulations state that a majority of the parking must be on-site. If not all of the parking is on-site, it must be on private property within 1000 feet of the Planned Area 2. The intent of the regulation is that the owner provides most of the parking to on-site. However, it provides some flexibility to allow offsite parking if it is necessary to meet the parking requirement for the development.

The objective is to require that the developer provide the parking necessary to serve the residents and businesses in the development. Staff believes that the parking requirements in the current development code are set higher than necessary in a mixed use development. The Commission's proposal includes a slight reduction in parking ratios as compared to the general citywide requirements. It should be noted, however, that the proposed requirements are higher than the requirements in North City.

The existing development code includes a provision that allows the Director to approve up to a 50% parking reduction. Because the proposed parking requirements for PLA-2 are set slightly lower than the current standard, the proposed maximum is also less-- 30% reduction instead of 50%. This reduction would only be approved if an owner could provide documentation to the Director of buildings where parking demand is equivalent; that is, the buildings must be in similar settings and have a similar tenant/resident mix.

Staff believes that it would be unfair to saddle the owner of a nearby building with the responsibility to relieve the parking overflow issues of the Crest Theater. The current overflow parking issue has received a good deal of attention at Planning Commission meetings. The Commission suggested that Council direct staff to work with the neighborhood to define the extent of the problem and develop workable solutions that would likely involve commercial and residential owners in the neighborhood.

The parking management plan is a tool for the City to use to assure that parking demands are met. Part of a parking management plan could include the provision of alternative transportation such as Flexcar that will provide solutions for a portion of the population. Part of the plan could involve better management of existing parking areas.

One way to view a parking management plan is to think about how you park at work. When you arrive to work there is a spot to park in. If you leave at lunch, someone else

may park in that spot. When you arrive back from lunch, you may find your same spot open, but if not you find another vacant spot.

Traffic Comments:

- *Impacts to 5th Ave NE*
- *Impact to neighborhoods to the west and north.*

City planning staff has consulted with the City's transportation division to discuss the impacts of likely build-out of Planned Area 2. They concluded will not cause any of the adjacent roadways (NE 165th and 5th Ave) to be overloaded. Current traffic counts show both roadways are under capacity and can handle many more automobile trips.

One speaker commented that residential traffic exit the area will head west on 165th, then north on NE 3rd as a way to get to 185th. Staff has driven that route and concluded that very few drivers will take that route more than once since it results in winding through a neighborhood with blind corners; stop signs and no logical way out. One way to discourage people from taking this route would be to put up a "No Outlet" sign on 165th.

Community vision comments:

- *Why not require built green features for a 4 story development,*
- *Wouldn't a 4-story development be profitable?*
- *The UW visioning project a waste of time,*
- *Buildings should be required to have ground floor retail uses,*
- *New development on this property will negatively affect existing businesses.*

Comments received by staff and the Planning Commission suggest that that there was broad community support of the study and presentation by the UW students. The City took into account community desires (intent to create new economic vitality in a small neighborhood business area, desire for a neighborhood "third place", sustainability features, and housing choices for people who don't want single family homeownership), considered existing market forces (an aspect that the students didn't address) and developed a proposed set of regulations that offered a mix of incentives and standards to encourage the outcomes desired by the community. Developing tradeoffs between incentives and standards is complex; to encourage redevelopment, staff concluded that the City code would have to permit increased density and height to obtain the objectives the community wants to achieve; third places, sustainability, and affordable housing.

This project was begun as an economic development project. The lack of development interest in this area is a strong indication that current zoning standards (4 stories, allowing retail uses or residential uses at 24 units an acre) do not provide the incentives to result in a viable project. With that in mind, it would be counter productive to require additional regulations.

Would additional housing on the site positively or negatively impact the nearby retail uses, including the Crest Theatre? Increasing the viability of the neighborhood will increase the customer base and business activity of the theater. The Landmark group (the group that owns the theatre chain) is categorically not interested in property

development; and they have told staff that whether the Crest stays or goes out of business long term will be strictly a question of the businesses viability. They own the property outright and want to remain in that line of business. They say that development of the area will be good for them.

Process:

- *The Planning Commission seemed to not be supportive of the proposal when it was initially presented. Then they unanimously voted to approve it. What changed their minds?*
- *GMA requires a good deal of public process prior to making a decision. This proposal did not have the requisite amount of public involvement.*

The Commission's chair noted in his remarks that the Planning Commissioners had a number of reservations when they first reviewed the proposal, but with the public input they received, they provided staff with direction to make changes that resulted in a proposal that was much better, and one that they could support unanimously. .

The public process for the Planned Area 2 has been extensive. The public has been present at visioning workshops, community forums with City staff, multiple Planning Commission meetings, and the recent study session before the City Council.

Land use:

- *Form based codes will result in units that are too small*
- *Transition requirements are not stringent enough*
- *How much open space is required?*

Neither a form-based code nor the current development code mandate the minimum size of units. Staff and the Commission believe that, rather than placing an arbitrary number on unit size, the demographics of the area and market demand should be the factors that influence unit size. However, it is appropriate to ensure that a reasonable amount of parking be provided.

In a form-based code, the developer needs to balance a number of factors: the cost of the building and its related amenities, the cost of providing enough parking, and the revenue that is generated by the units. Ultimately the number of units is controlled by market demand; that is, what size units are people buying or renting and how much are they willing to pay?

It was mentioned at the meeting that the City's attempt at transitioning does not go far enough. The City's proposal provides more buffering between single family and commercial zones than does the current Neighborhood Business (NB) zoning.

NB zoning permits a 50 foot high building 20 feet from the west property line. Under the proposed regulations, the same 50 foot high building would have to be set back 35 feet from the property line; a 15 foot increase in setback. On the south side of the property, current NB zoning regulations will allow a 50 foot building up to the property line with no setbacks. Under the proposed regulations, the building would be limited to 35 feet at the property line, and then must step back one foot for every additional foot of height. If the

building went to 50 feet in height, then the setback would be 15 feet from the property line. In all cases, the proposed PLA2 regulations are more restrictive and provide adjacent neighbors more privacy than the current code allows.

In response to the question about open space requirements, the proposal requires that at least 2000 square feet be set aside in public plazas (areas open to the public) and, in addition, that a recreation area be provided for building residents.

Council Meeting Date: January 14, 2008

Agenda Item: 9(a)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Plan Area 2 Legislative Rezone for the Ridgecrest Commercial Area
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Joseph W. Tovar, FAICP, Director

PROBLEM/ISSUE STATEMENT:

The small Ridgecrest commercial area currently has few uses that serve the neighborhood. In addition, there is a large vacant building, surrounded by a chain link fence that is unsightly. The Council directed staff to go out to the community last year and develop ideas about redevelopment of the business area that would serve the neighborhood. The Planning Commission has developed a proposal for a zoning change that would accomplish these goals.

FINANCIAL IMPACT:

If the neighborhood business district becomes more vibrant, it will serve the community and increase the attraction of the Ridgecrest neighborhood as a place to live. This would maintain the property values in the neighborhood resulting in the maintenance of existing property tax collections. In addition, new construction and new retail business development would result in increased tax revenues.

RECOMMENDATION

This item is on the agenda for City Council review and discussion and no action is required at this meeting.

Approved By: City Manager  City Attorney ____

INTRODUCTION

This proposal implements many of the Council goals— the Economic Development Goal (Goal 2), the Housing Goal (Goal 5), the Environmentally Sustainability Goal (Goal 6), and the Land Use/Transportation Goal (Goal 7). It has been the result of numerous public meetings and a great deal of public interaction.

In addition to supporting citywide goals, the proposal will provide a number of benefits to the Ridgecrest community. It will encourage the development of vacant and under-utilized sites and encourage increased vibrancy of a neighborhood commercial district. It will provide moderate income housing options for those who want to stay in or move to the Ridgecrest neighborhood. It encourages neighborhood walkability and viability by providing someplace for people to walk to and a “third place” to meet neighbors.

Due to market forces, the community amenities or moderate income housing that the community desires are not likely to occur without incentives. The incentives incorporated in the proposed regulations include

- Relaxation of the current housing density limit if parking demand is met
- An additional floor for housing units (allowing a 6-story building on a portion of the site)
- Protection of the single-family neighborhood by increasing the transition standards. Additional building setbacks are required on upper floors if the building is higher than 35' tall in areas that abut single-family homes.

If the zoning is not modified, staff's understanding of the current development market is that commercially zoned properties in the Ridgecrest area will either a) remain underdeveloped or b) develop as townhomes. In either case, the community is not likely to see development of a “third place”, moderate income housing, or additional neighborhood-serving retail uses.

BACKGROUND

The proposal creates a new zoning category for the commercial area in the Ridgecrest neighborhood (See **Attachment A**). The zone will be named Planned Area 2 (PLA2). To implement the new zone, the Commission recommends a set of development standards to implement the vision of the residents of Ridgecrest (**Attachment B**). The new development regulations encourage the construction of mixed-use, mid-rise buildings in order to transition the commercial area from its current suburban form (one story buildings surrounded by parking) to a more urban form that includes ground floor retail, public spaces, and underground parking. The proposal represents an initial attempt to develop a form-based code, including regulations about building size, building bulk, setbacks/stepbacks and architectural treatments.

The impetus that spurred the creation of the new zoning category was the community desire to accomplish the following:

- Redevelopment of a large site with a vacant building.
- Development of a “third place” that encourages the community to gather and have interactions with others
- A development that includes neighborhood sustainability features. These include features such as: encouraging walkable neighborhoods and environmental

sustainability features, such as use of solar energy and "green" construction techniques.

- A development offers an opportunity to provide housing choice options for people who wanted to move from their nearby single-family home but stay in the neighborhood.

In early 2007, the City retained a University of Washington Urban Design class to create and illustrate development concepts on two sites in the Ridgecrest Commercial Area. The class visited the sites, presented preliminary findings to the community, refined ideas, and then presented the concepts in a community forum.

The students' work with the community is the basis for the staff proposal for a new zone on the four corners of the Ridgecrest Commercial Area.

The students concluded that this commercial area is viewed as an important asset in the Ridgecrest community. There is a strong desire to encourage development on these sites that benefit the community.

The staff proposal not only supports the outcomes of the UW student work; it also supports the core ideas of Council Goal 6 (Environmental Sustainability Strategy) and the concepts about walkability, mixed-use, and community connectivity discussed at the speakers series by Mr. Hinshaw, Mr. Sher, and Mr. Burden.

The Planned Area 2 (PLA-2) zoning map and Development Code proposal has had a strong public participation component. Since the end of the summer, staff met twice with the public and six times with the Planning Commission to discuss the proposals and their subsequent revision.

On January 3, the Commission adopted the recommendation on a 7-0 vote (two Commissioners were absent).

Key elements of the proposed zoning district

There are some several aspects of the development regulations that deserve additional discussion: building heights, transitional requirements from single-family residential, sustainability features, architectural standards and review, and parking management. They are discussed below.

Building heights

This area is currently zoned NB (Neighborhood Business). The district's Comprehensive Plan designation would also permit a zoning of either Community Business (CB) or Regional Business (RB). The existing zoning would permit a 50 foot height in a mixed-use building. A CB zone would permit 60-foot heights and an RB zone would permit 65-foot heights. With the one exception noted below, existing development regulations do not require design review or any public amenities to attain the increased height.

In the proposal, building heights are tied to specific incentives. For example; to achieve a building of 4 stories, the building must contain a mix of commercial and residential uses. (This is the same requirement that currently exists in Neighborhood Business zones)

To achieve 5 stories, the development must provide additional benefits to the residents and the surrounding community. These include requirements for active recreation space, public art, fountain or other water element, public plaza, and a requirement that the development to be "built green".

To achieve the maximum height of 6 stories, the building must contain at least 20% affordable housing units.

In addition to the maximum height limit on the entire site, heights for individual structures are further restricted through the use of a Floor-Area Ratio (FAR) provision. A floor-area ratio limits height by limiting the development potential on a site. PLA-2 has an FAR of 4.75 which limits the average building height to less than 5 stories. Therefore, if part of the property is developed with 6 story structures, other parts of the property will be effectively limited to 4 story structures.

Transition requirements

Since three of the corners of the Ridgecrest Commercial Area abut single-family zoned property, the community and the Commission wanted to be certain that the development code addressed the transition between new development and existing homes.

The transition requirements differ somewhat depending on whether development is directly adjacent to single-family zones, across the street from single-family zones or adjacent to multifamily zones.

When the PLA-2 zone directly abuts R-6 zones, a 20 foot setback is required when the building reaches 35 feet in height. Above 35 feet, the setback to height ratio becomes 1:1 (1 foot in height equals a 1 foot setback) until the maximum height of 65 feet is reached.

When the PLA-2 zone abuts 5th Ave NE, NE 165th Street, or parcels zoned for multifamily, the building must setback 10 feet above the fourth story.

When the PLA-2 zone fronts a local street but is across from R-6 zoning, the building is permitted to go up to 35 feet high at the property line. Above 35 feet, a 1:1 setback ratio is required.

In addition to the setback/stepback standards, buildings that directly face single-family residential must use architecture to resemble townhome type development. The point of this requirement is provide additional visual mitigation from the more intense development and create a natural transition from single-family. Also, the regulations require façade articulation (breaks in the façade) to break up the building mass.

In comparison to the proposal, the existing NB zoning would permit a 50 foot high structure if it is setback 20 feet from the property line adjacent to single-family residential zoning. The NB zoning would require an 8-foot setback above the fourth story. There is no requirement for façade articulation to buffer the effects of new development.

Sustainability features

In order to meet the City Council's Goal 6, the Planning Commission proposed new regulations regarding sustainability. Items such as green streets, Flexcar (or other car sharing programs), and "built green" requirements are all new to the City's development code in the PLA-2 zoning district.

One aspect of sustainability is that the regulations envision and encourage development of an urban form, not a suburban form in PLA-2. It is expected that there will be little, if any, on-grade parking. Most parking will be in structures or underground. In an urban form, there is not likely to be a grass lawn or a hedge between the building and the street. More likely there will be street trees, as required by code. More impervious service is permitted, but water runoff will be strictly controlled by a combination of the City's Engineering Development Guide as well as requirements identified in the Built Green Manual. In addition, the regulations envision a green-street treatment for 163rd Street that utilizes some of the existing vegetation and treatments such as rain gardens, bio-swales and other measures to control ground water runoff.

Architectural review

New to the zoning code will be an administrative review process (ADR). Built into the new language of the PLA-2 is the requirement for greater design standards than currently required. An ADR process allows staff to review a proposal and approve it if it meets the intent of the district. The ADR process will have a public comment component built into it.

Parking Management Plan

Throughout the PLA-2 discussions before the community and the multiple Planning Commission hearings, it was clear that the residents of the Ridgecrest area are concerned about the lack of parking around the commercial center. The Crest Theater does not provide enough parking for its patrons, so at times during the week, movie goers park along several streets near the theater. This situation has existed for many years.

Because of this, when new development is proposed in the PLA-2, a parking management plan will be required. The plan will analyze the parking demand of the proposed development and show where the parking will be accommodated. This analysis will occur as part of the ADR process.

The parking requirements in this zone are slightly less than those required in most other commercial areas in the city. The requirement in PLA-2 is for 1 car for each studio and one bedroom unit and 1.5 cars for each larger unit. The Commission believes that, even though this ratio is somewhat less than requirements in other multi-family residential zones, it will be workable because of the emphasis on the parking management plan and the requirement for a car sharing program.

DISCUSSION

The Commission discussed the proposal over the course of six meetings. The Commission heard from many people and has concluded that the negative comments largely fall into one of two areas:

1. Concerns about building mass (height and bulk)
2. Concerns about parking overflow into neighborhoods

The Commission agrees that the proposal will likely result in structures that are taller and larger than the one-story structures that currently exist in the neighborhood business area. However, it is almost a certainty that any redevelopment occurring in this area will be taller than one story and larger than the existing development. A townhouse option, the most likely development scenario under the current zoning, will be approximately 35 feet tall. If a mixed use development is constructed, the existing zoning would permit a 50-foot building.

The proposed zoning would permit a building that is 65 feet tall on a portion of the site, and a building could only attain that height if the community receives the following amenities: a mixed use building, sustainability features, third place features and provision of moderate income housing. In addition, the building would be required to meet transition standards that are more stringent than those in the current code. The Commission believes that the benefits that accrue to the community, if redevelopment occurs, are worth the tradeoffs of a taller structure on the site.

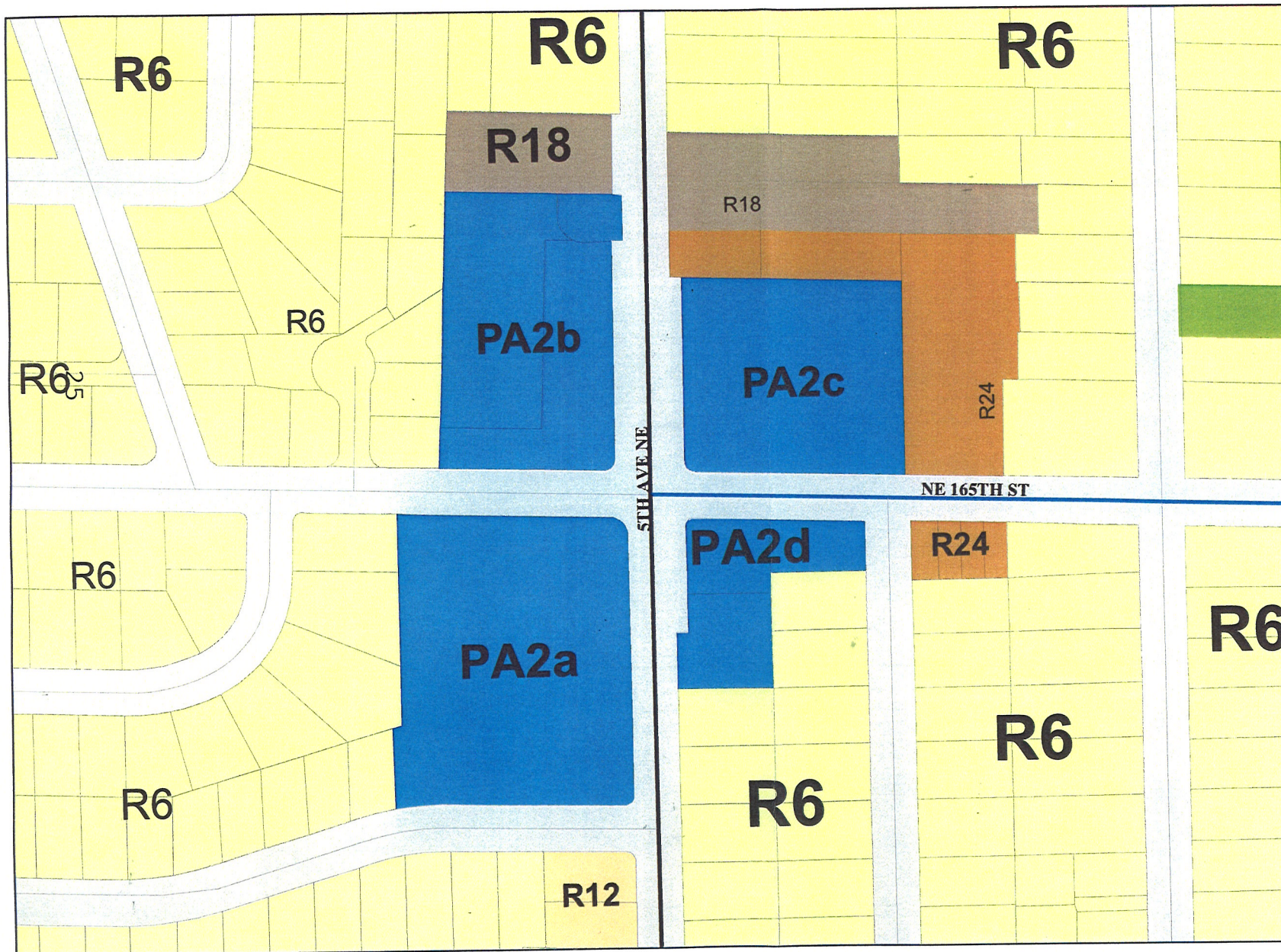
The issue of parking is important to the community and to the Commission. The Commission concluded that the issue of Crest parking overflow and the parking that will be required by a new development are two separate issues. Both issues need to be addressed at some point but the only parking issue that can be addressed in this zoning change is the issue of parking for new development. The Commission believes that the parking ratio proposed in the regulations, together with an approved parking management plan, will provide enough spaces to serve the residents of the structure and patrons who will want to use the retail services that will locate within the structure.

RECOMMENDATION

No action is required. An ordinance adopting the regulations will be on the January 28 Council agenda for action.

ATTACHMENTS

- A. Proposed Zoning Map with New Zoning Designations
- B. Proposed Development Code Section 20.91 – Planned Area 2
- C. Drawing of Single-Family Residential (R-6) Transition Standards



SHORELINE
 Geographic Information System
**Proposed Zoning
 Planned Area 2**
 Representation of Official
 Zoning Map Adopted By
 City Ordinance No. 292.
 Shows amendments through
 April 3, 2007.

Zoning Designation

- PA2; Planned Area 2
- R-4; Residential, 4 units/acre
- R-6; Residential, 6 units/acre
- R-8; Residential, 8 units/acre
- R-12; Residential, 12 units/acre
- R-18; Residential, 18 units/acre
- R-24; Residential, 24 units/acre
- R-48; Residential, 48 units/acre
- O; Office
- NB; Neighborhood Business
- CB; Community Business
- NCBD; North City Business District
- RB; Regional Business
- I; Industrial
- CZ; Contract Zone
- Regional Business-Contract Zone

Other Map Features

- City Boundary
- Open Water
- Outside Shoreline
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street
- Park
- Tax Parcel Boundary
- Unclassified Right of Way

1 inch equals 119 feet
 0 30 60 120 180 240 Feet

No warranties of any sort,
 including accuracy,
 fitness, or merchantability,
 accompany this product.

CITY OF SHORELINE

Filename: j:\gis\maps\pads\Zoning_PlanArea1.mxd
 Updated: 8/10/2007

Chapter 20.91

Ridgecrest Commercial Planned Area 2

Sections:

- 20.91.010 Purpose and Scope
- 20.91.020 Planned Area Zones and Permitted/Prohibited Uses
- 20.91.030 Density and Dimensional Standards
- 20.91.040 Administrative Design Review
- 20.91.050 Design Standards
- 20.91.060 Height Incentives
- 20.91.070 Parking
- 20.91.080 Signs
- 20.91.090 Outside Lighting

20.91.010 Purpose and Scope

- A. The purpose of this chapter is to establish development standards for Ridgecrest Commercial Planned Area 2. These standards are intended to implement a new vision for this area by replacing or modifying the regulations of SMC Chapter 20.50 – General Development Standards and revising permitted uses. The Ridgecrest Commercial Planned Area 2 standards are designed to:
 - 1. Be a form based code which provides flexibility, yet ensures the character of a project's building and site design is supportive of the adjacent public spaces and uses.
 - 2. Create lively mixed use and retail frontage in a safe, walkable, transit-oriented neighborhood environment.
 - 3. Provide for human scale building design.
 - 4. Contribute to the development of a sustainable neighborhood.
- B. If provisions of this chapter conflict with provisions elsewhere in the Shoreline Municipal Code, the provisions of this chapter shall apply. When it is unclear which regulations apply, then the presumption shall be that the regulations of this chapter take precedence with the ultimate determination to be made by the Director.

20.91.020 Permitted/Prohibited Uses

- A. In order to implement the vision of the Comprehensive Plan and the neighborhood visioning project, the Ridgecrest Commercial Planned Area 2 is adopted as shown on the official zoning map.
- B. NB uses shall apply in Ridgecrest Commercial Planned Area 2 for developments less than 1.5 acres.
- C. All uses provided for under Chapter 20.40 SMC are permitted for developments 1.5 acres or more in Ridgecrest Commercial Planned Area 2 except the following:

D R A F T

Planning Commission Recommendation
January 14, 2008 version

1. Adult use facilities;
2. Gambling uses;
3. Vehicle repair, service and/or sales unless entirely within an enclosed building;
4. Wastewater treatment facilities;
5. Wrecking yards;
6. Warehousing, self-storage warehouses and wholesale trade;
7. Outdoor material storage, including vehicles. Material storage shall be allowed only within a fully-enclosed structure.
8. Shipping containers;
9. Other uses the Director determines to not comport with the intent of the district as expressed in SMC 20.91.010(A).

20.91.030 Density and Dimensional Standards

- A. Developments in Ridgecrest Commercial Planned Area 2 that are less than 1.5 acres shall apply the density and dimensional standards for NB zones.
- B. Developments in Ridgecrest Commercial Planned Area 2 that are 1.5 acres or more shall apply the following density and dimensional standards:

1. Setback, Height, and Floor Area Ratio Standards

Table 20.91.030B –Dimensional Standards

Standards	Planned Area 2
Setback for building base	5' adjacent to Residential zones, 0' abutting the public right-of-way.
Setback/stepbacks from property line for buildings	Buildings must be 20' from property lines at 35' building height abutting all R-6 zones. After 35', building to setback ratio shall be 1:1
	Buildings must be 10' from all property lines above the 4th story abutting 5 th Ave NE, NE 165 th Street and all other MF zones.
	Buildings on NE

DRAFT

	163 rd , across from R-6 zoning, can be 35' high at the property line; above 35' the building to setback ratio shall be 1:1.
Building Height, Min	2 Stories
Building Height, Max	Up to 6 Stories or 65' if public bonus features are provided ^{1,2}
Floor Area Ratio (FAR)	4.75 ²
Density	Unit total limited by height, FAR and parking requirements ²

¹ See 20.91.060 for building height incentives.

² Only for Planned Area 2a. NB standards for height, FAR and density shall apply to development 1.5 acres or more in 2b, 2c and 2d.

2. **Impervious Area.** Impervious area is 100 percent.

3. **Additional Height Provisions.**

- a. Mechanical penthouses, stair/elevator overruns and antennae (not including WTF's) may be excluded from building height calculation, provided they are no more than 15 feet above the roof deck and satisfy the criteria in SMC 20.19.050(B)(2)(g).
- b. Wireless Telecommunication Facilities ("WTF") may be excluded from building height calculation, provided they are no more than 15 feet above the roof deck, are entirely shrouded and satisfy the criteria SMC 20.19.050(B)(2)(g).
- c. Roof elements such as pitched roofs, gables and dormers may be excluded from building height calculations.
- d. Features providing environmental sustainability such as solar panels, wind turbines, and associated equipment are excluded from height standards, provided they are no more than 10 feet above the roof deck.

20.91.040 Administrative Design Review

A. **Applicability.** Administrative design review shall be required for developments in Ridgcrest Commercial Planned Area 2 that are 1.5 acres or more and that meet one of the thresholds in SMC 20.50.125.

DRAFT

- B. **Standards for Approval.** When design review is required, the applicant shall demonstrate that plans satisfy the criteria in SMC 20.91.050 unless approved as a design departure by the Department Director consistent with the intent of each subsection.
- C. **Design Departures.** A permit applicant wishing to modify any of the standards in this chapter may apply for a design departure. A design departure will be approved if it is consistent with the intent of each subsection and it meets or exceeds the standard design objective. The Director's decision may be appealed to the Hearing Examiner with substantial weight given to the Director's decision.

20.91.050 Design Standards

- A. Developments in the Ridgecrest Commercial Planned Area 2 that are less than 1.5 acres shall apply the design standards for NB zones.
- B. Developments in the Ridgecrest Commercial Planned Area 2 that are 1.5 acres or more shall apply the following design standards:

- 1. **Site Design.**

- a. **Accommodation of Street Level Commercial**

- i. Intent: To provide commercial services to the residents of the Ridgecrest Neighborhood by requiring first floors adjacent to the street be constructed to accommodate commercial services.
 - ii. Buildings fronting 5th Avenue NE are required to build to the specifications for ground level commercial. Ground level commercial may include live/work units that satisfy the criteria in SMC 20.91.050(2)(i). There may be non commercial occupation of the ground level.

- b. **Facades - 5th Avenue NE, NE 165th Street**

- i. Intent: To create frontage which encourages pedestrian use, promotes a sense of security by providing "eyes on the street" and creates visual connections between activities inside and outside of buildings.
 - ii. Facades fronting on the 5th Avenue NE and NE 165th shall include a minimum of 50 percent of the façade area 2 feet -12 feet above grade, comprised of windows with clear nonreflective glass allowing visual penetration of at least 2 feet into the building if used for commercial uses.

- c. **Buffering**

- i. Intent: To soften the visual impact of multi-use buildings adjacent to single-family homes.
 - ii. Decorative features such as plantings and/or trellises are to cover at least 50 percent of the building base on the side at the time of construction;

DRAFT

- iii. Stamped and painted concrete (decorative treatments to the building base) shall be used on building fascia not covered by plantings to provide a visual relief to single-family residences.
- iv. Mature trees and shrubs shall be used on portions of the property abutting the right-of-way to soften the appearance of the building.
- v. Retaining existing vegetation is encouraged to create a visual buffer to existing single-family residential



d. Driveway Access

- i. Intent: To ensure development reduces potential automobile conflicts on adjacent residential properties. Design ingress and egress points in a manner to reduce automobile impacts to adjacent residential uses.
- ii. Limit egress to NE 165th and 5th Avenue NE.

e. Transit stops

- i. Intent: To ensure development of sites adjacent to transit stops is designed to support, complement and accommodate the stop and promote use of the stop.
- ii. Development on parcels that front locations on 5th Avenue NE designated for a public transportation stop shall be designed and furnished to accommodate the intent in a manner approved by the Director. Weather protection shall be included in the design.

f. Entry Courtyard

- i. Intent: To provide a distinctive, safe and readily identifiable main pedestrian entry for the complex with a public right-of-way frontage.
- ii. Entry courtyards shall:
 - 1) Abut and be visibly prominent from a public sidewalk by including at least two of the following design elements:
 - recess
 - overhang
 - portico/porch
 - stone, masonry or patterned tile paving in entry
 - ornamental building name or address
 - landscape pots or boxes
 - fixed seating
 - 2) Be at least 100 square feet in area with dimensions no less than 10 feet.

DRAFT

- 3) Provide weather protection on at least two sides or overhead with walls, canopies, awnings, or landscaping.

2. **Building Design** All of the following elements of building design will be approved through the administrative design review process under SMC 20.91.040.

a. **Pedestrian enhancements and transparency**

- i. Intent: To provide pedestrians with protection from the elements, visual connections between activities inside and outside of buildings, and visual interest.
- ii. All street fronting buildings over 35 feet tall shall provide overhead weather protection for pedestrians with a marquee, awning, building

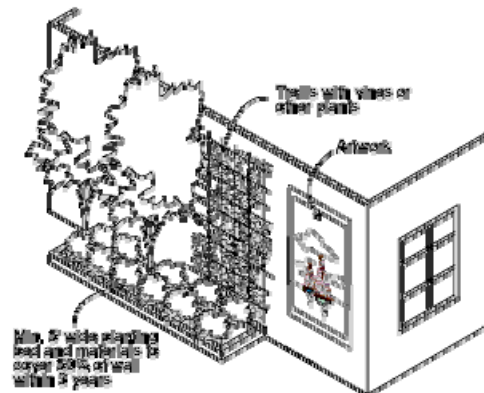


projection or other permanent structural element, over approximately 80 percent of the frontage of the subject property. The weather protection must cover at least 6 feet of the width of the sidewalk and be located a minimum of 10 feet above the walkway. The width may vary (not less than 3 feet) to accommodate street trees, streetlights, etc.

- iii. Ground floor facades of all structures facing a public sidewalk shall be transparent nonreflective glass windows.
- iv. Ground floor building facades fronting public sidewalks shall use planters, signage, architectural details and other techniques to create variety and interest.

b. **Blank walls**

- i. Intent: To reduce the negative visual impact of walls without openings or windows by ensuring there are features that add visual interest and variety to the streetscape.
- ii. Blank walls more than 30 feet in length shall be treated to provide visual interest. Treatment includes installing trellises for vine and plant materials, providing landscaped planting beds that screen at least 50 percent of the wall, incorporating decorative tile or masonry, or providing artwork on the wall.



DRAFT



c. Facade Articulation

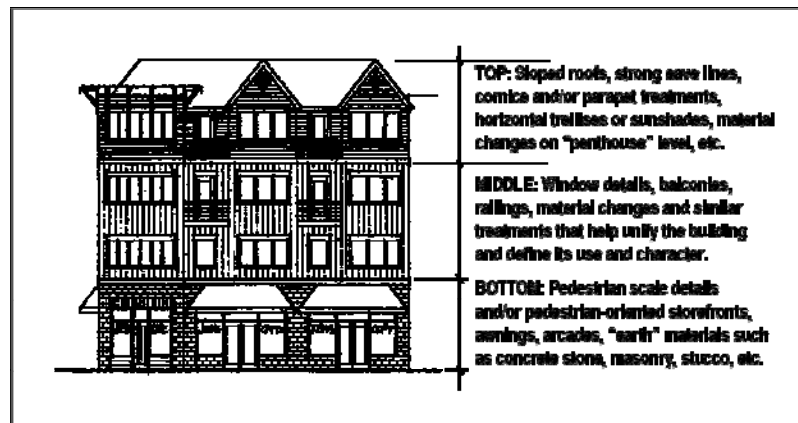
- i. Intent: To reduce the apparent bulk of multistory buildings by providing visual variety.
- ii. All facades shall be articulated with projections, recesses, covered doorways, balconies, covered box or bay windows and/or similar features to divide them into human scale proportions.
- iii. All facades longer than 30 feet shall be broken down into smaller units through the use of a combination of projections, offsets, recesses, covered doorways, balconies, covered box or bay windows, staggered walls, stepped walls and overhangs. Changing materials and colors may be used to embellish the articulation but alone are not enough to provide the required amount of articulation.
- iv. Projections and recesses shall be 3-5 feet in depth, 10 feet long and occupy at least 20 percent of the length of the façade.

d. Vertical Differentiation

- i. Buildings shall distinguish a “base” through the use of:
 - pedestrian scale details;
 - articulation;
 - overhangs;
 - masonry strips and cornice lines; and
 - “earth” materials such as stone, masonry, or decorative concrete.
- ii. Buildings shall distinguish a “top” by emphasizing a distinct profile or outline with a:
 - parapet;
 - cornice, upper level set-back;
 - pitched roofline;
 - strong eave lines;

DRAFT

- horizontal trellises; and
 - different facade material then that used predominantly in the “middle.”
- iii. Buildings with more than 2 stories above elevation of the nearest public sidewalk shall also distinguish a “middle” through:
- material and/or color changes that differ from the base and top;
 - windows details, treatments and patterns;
 - balconies or alcoves; and
 - decks and/or railings.
- iv. The “base” shall be the first story above grade. The “middle” shall be stories between the base and top and the “top” is the highest story.
- v. All applications for new construction are required to submit detailed building elevations.



e. Street Frontage Standards

- i. Intent: To provide pedestrian relief from the elements, provide special enclosure and add design interest on 5th Avenue NE and 165th Street NE.
- ii. Buildings shall occupy at least 75 percent of the street front.
- iii. Buildings shall have their principal entrance on the street frontage line.

f. Buildings adjacent to R-6 zones

- i. Intent: To provide additional visual relief from more intense development adjacent to R-6 zones.
- ii. Buildings facades within 30 feet of adjacent R-6 zones shall incorporate townhouse design elements for those portions facing R-6 zones.
- iii. If building is separated by a local street, building facades within 20 feet of adjacent R-6 zones shall incorporate townhouse design elements.
- iv. Townhouse design elements are bay windows, stoops, stairways up to entry doors from public sidewalks, porches, patios, balconies, railings,

DRAFT

sloped roofs, cornices, and other elements that meet the intent of this section as approved by the Director.



g. Service areas and mechanical equipment

- i. Intent: To screen rooftop mechanical and communications equipment from the ground level and from other structures. On-site service areas, loading zones, garbage collection, recycling areas, and similar activities shall be located in an area that minimizes unpleasant views from adjacent residential and commercial uses.
- ii. Utility vaults, ground mounted mechanical units, satellite dishes, and other similar structures shall be screened on all sides from adjacent streets and public view. This does not include pedestrian-oriented trash receptacles along walkways.
- iii. Fences designed for privacy, security, and/or screening shall be made of material that is compatible with the building design.
- iv. Fences for screening and security purposes that are adjacent to the public right-of-way may be used only in combination with a trellis, landscaping,

DRAFT

January 14, 2008
Page 9 of 13

or other design alternatives to separate such fences from the pedestrian environment.

- v. Mechanical units, utility equipment, elevator equipment, and wireless telecommunication equipment (except for the antennae) located on the roof shall be:

- Incorporated into the roof design; and
- Thoroughly screened, including from above when not in conflict with International Building Code or equipment specifications, by an extended parapet wall or other roof forms that are integrated with the architecture of the building. Environmental features do not have to be screened.

h. Parking Structures

- i. Intent: To reduce the visual impact of above-ground parking structures.
- ii. Parking structures at ground-level shall be fully enclosed except for vehicle entrances.
- iii. Parking levels above ground level shall have openings totaling no more than 65 percent of the façade area. All openings shall be screened with garden walls (structures designed to support vegetation growing across the opening); vegetation designed to grow on the façade and over the openings, louvers, expanded metal panels, decorative metal grills, opaque glass, or other devices approved by the Director that meet the intent of this section.

i. Live/Work Units

- i. Intent: To accommodate retail/office space and living units fronting on public right-of-way. Live/work units provide flexibility to business owners who want to live where they work.
- ii. Ground floor units facing a public sidewalk are required to be plumbed and built to be adapted for commercial use.

20.91.060 Height Incentives

The following height incentives shall only apply to developments in the Ridgecrest Commercial Planned Area 2a:

- A. Intent: To require installation of features that benefit the public by creating a more inviting and livable community.
- B. Building height may be modified based on the following criteria:
 1. The building may increase to 4 stories if approximately 80 percent of the building base fronting 5th Avenue NE is developed with nonresidential uses and/or live/work units.
 2. The building may increase to 5 stories if the standards in SMC 20.91.060(B)(1) and SMC 20.91.060(C)(1)-(5) are provided.

DRAFT

3. The building height may increase to 6 stories if the standards in SMC 20.91.060(B)(1) and SMC 20.91.060(C)(1)-(5) are provided, and 20 percent of the total numbers of units are affordable housing, as defined in RCW 84.14.010.

C. Height Incentive Requirements:

1. Active recreation area

- a. Intent: To provide recreational opportunities for residents in an area of the City that has little public park space in support of high density development.
- b. Shall not be used for parking or storage.
- c. May be located out of doors, on top of, or within a structure.
- d. Shall include an area of at least 600 contiguous square feet with a minimum dimension of 20 feet.

2. Art, Public

- a. Intent: To add stimulating and aesthetically pleasing elements to the built environment.
- b. Must be displayed near the main pedestrian entrance to a building and be visible and accessible from a public sidewalk or within a public plaza.
- c. The scale of the artwork shall be appropriate for the space occupied and large enough to be appreciated in full from at least 10 feet away.

3. Fountain or other water element

- a. Intent: To add stimulating and aesthetically pleasing elements to the built environment.
- b. Shall be located outside of the building.
- c. The sum of the dimensions of the smallest possible cube surrounding the water when in motion shall be at least 30 feet.
- d. Shall be publicly visible and accessible from the main pedestrian entrance to a building or along a perimeter sidewalk or pedestrian connection.
- e. Water shall be maintained in a clean and noncontaminated condition.
- f. Water shall be in motion during daylight hours.

4. Plaza, public

- a. Intent: To provide for public gathering places supportive of a pedestrian-friendly environment.
- b. Shall be accessible to the public.
- c. Shall be readily accessible from a public sidewalk.
- d. Shall provide protection from adverse wind.
- e. Shall be signed to identify the enclosed plaza is available for public use.
- f. Shall include permanent and substantial sitting areas for at least 5 people.
- g. Shall be coordinated with or connected to the site's primary pedestrian entrance.
- h. Shall be at least 2,000 square feet in area (1600 sq. ft in contiguous area with a minimum dimension of 20 feet).

DRAFT

- i. Shall be enclosed on at least two sides by a structure or by landscaping which creates a wall effect.
- j. Shall provide opportunities for penetration of sunlight.
- k. Shall be lighted at night.
- l. The property owner must grant the public a permanent easement ensuring public access over the plaza during normal business hours. The owner must record the easement with the county.

5. Sustainability Features

- a. Intent: To ensure that new construction incorporates new and innovative building techniques to reduce demand on energy and stormwater systems.
Development shall be Built Green, as amended, or other sustainability standards approved by the Director that meet the sustainability intent of the King County Built Green program at a minimum of the three-star standard.

20.91.070 Parking

- A. Intent: To provide adequate parking for a mix of uses on and around the Ridgecrest Commercial Planned Area 2. The parking management plan shall make reasonable provisions to accommodate parking demand generated by on-site uses.
- B. All development proposals in the Ridgecrest Commercial Planned Area 2 require a parking management plan.
- C. The parking management plan shall address parking impacts, ways to reduce parking demand and incentives for alternative transportation such as bike racks, bike lockers, and a minimum number of transit passes available for residents.
- D. Parking spaces may be shared:
 - 1. When different uses share a common parking facility;
 - 2. The uses have peak parking demand periods that do not overlap more than 2 hours; and
 - 3. Shared parking areas shall be appropriately designated and signed.
- E. Minimum parking spaces required for residential uses are 1 space for studio and 1-bedroom units and 1.5 spaces for 2-bedroom units. Reductions to parking requirements up to 30 percent may be applied for in developments in 1.5 acres or more and approved by the Director.
- F. Provisions shall be made for a car sharing program (like Flexcar), as approved by the Director, and include a car on-site as well as car-sharing only parking spaces.
- G. Parking areas in developments 1.5 acres or more shall conform to the all of the parking design standards under SMC 20.50.410-.420

DRAFT

H. On-site surface parking lot shall be screened from public right-of-way and adjacent residential land uses. Screening can consist of locating parking behind buildings or by opaque landscaping.

I. A majority of the parking area shall be located on-site. The remaining parking shall be on-site or within 1000 feet of the site on private property not used as single-family residential.

J. No more than 50 percent of the required minimum number of parking stalls may be compact spaces.

20.91.080 Signs

Development proposals in the Ridgecrest Commercial Planned Area 2 that are 1.5 acres or more require submittal and approval of a master sign plan through the administrative design review process set forth in SMC 20.91.040.

20.91.090 Outside lighting

A. Intent: To create a walkable human scale neighborhood environment by providing adequate and appropriate lighting for pedestrians.

B. The standards for outdoor lighting apply to all development proposals in the Ridgecrest Commercial Planned Area 2.

C. The outdoor lighting shall:

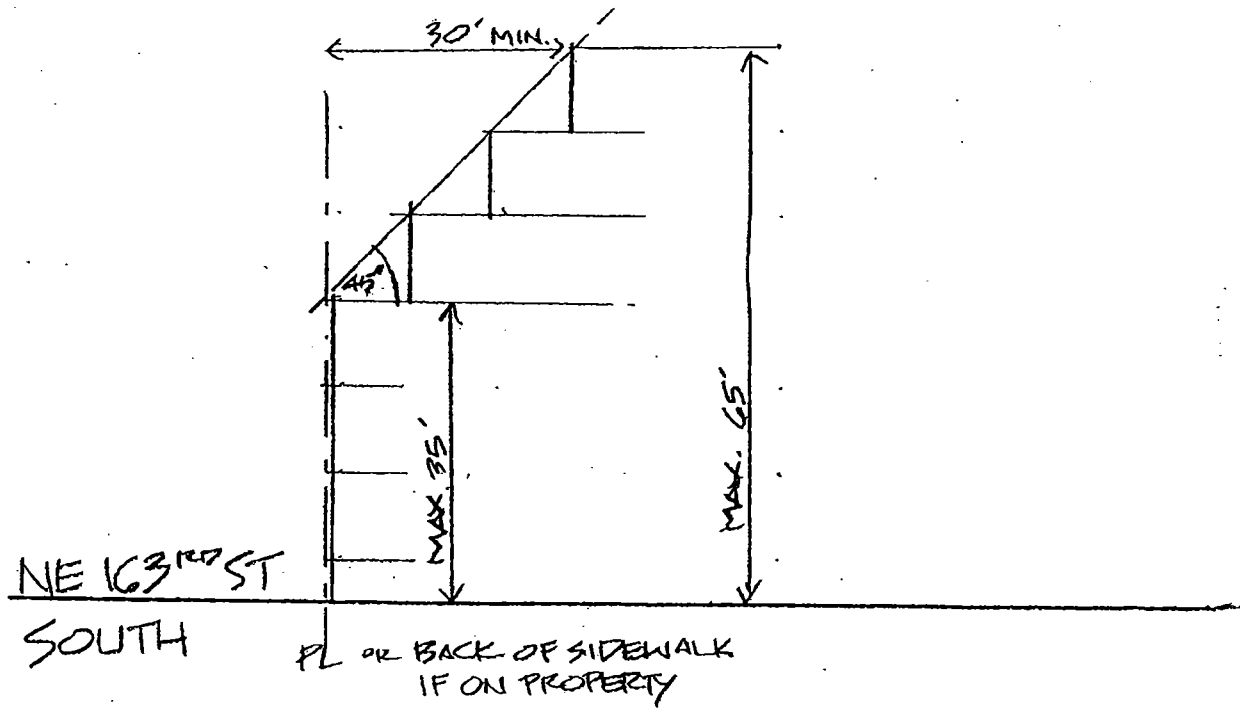
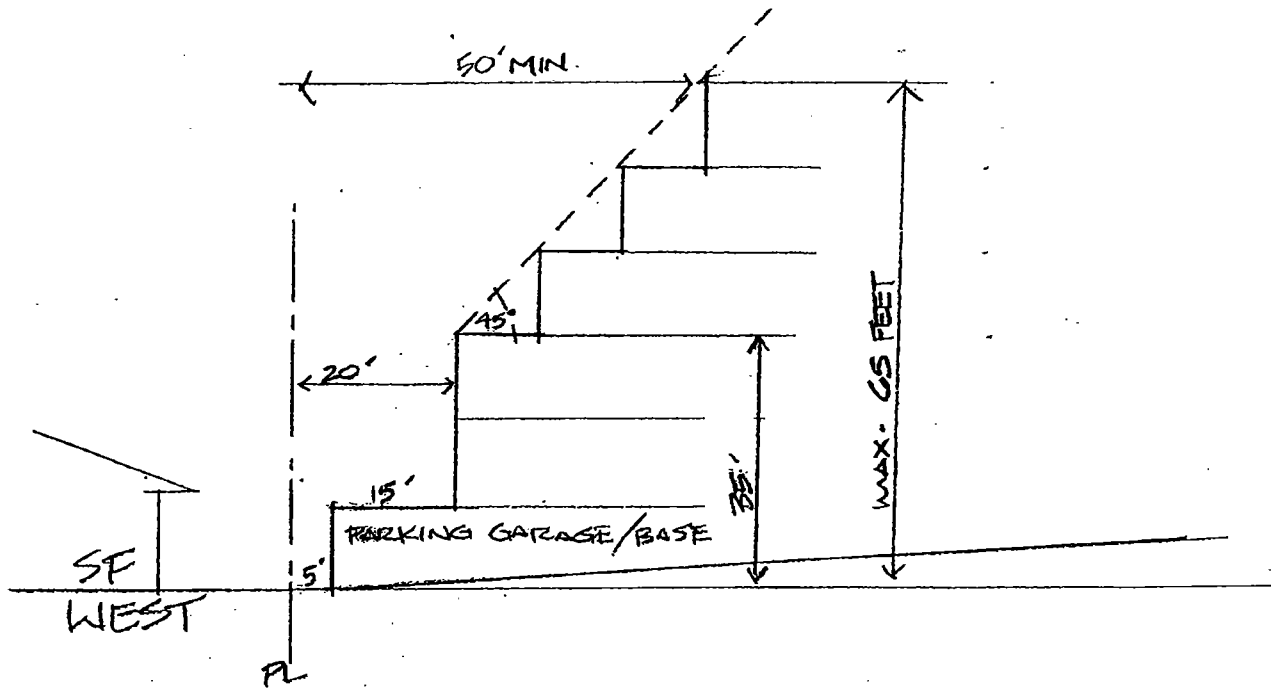
1. Accent structures or provide security and visibility;
2. Be shielded to confine emitted light to within the site ; and
3. Be located so it does not have a negative effect on adjacent properties or rights-of-way.

D. All building entrances shall be well lit to provide inviting access and safety. Building-mounted lights and display window lights shall contribute to lighting of pedestrian walkways and gathering areas.

E. Parking area light post height shall not exceed 25 feet.

F. Outside lighting shall be minimum wattage metal halide or color corrected sodium light sources which emit “natural” light. Non-color-corrected low-pressure sodium and mercury vapor light sources are prohibited.

DRAFT



ORDINANCE NO. 492

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE DEVELOPMENT CODE BY ADDING A NEW CHAPTER 20.91 THAT ESTABLISHES REGULATIONS FOR A NEW PLANNED AREA ZONE IN THE COMMERCIAL AREA OF THE RIDGECREST NEIGHBORHOOD AND AMENDING THE CITY'S OFFICIAL ZONING MAP CHANGING THE ZONING FROM NEIGHBORHOOD BUSINESS (NB) TO PLANNED AREA 2 (PLA 2); AMENDING SMC 20.40.020 AND AMENDING SMC 20.40.030

WHEREAS, the City of Shoreline initiated a legislative rezone of commercially zoned property in the Ridgcrest neighborhood reclassifying the property from Neighborhood Business (NB) to Planned Area 2 (PLA 2); and

WHEREAS, the City of Shoreline conducted extensive public participation and review process of the proposed chapter and the reclassification, holding a public hearing before the Planning Commission on November 1, 2007, November 15, 2007, November 29, 2007 and January 3, 2008 and before the City Council on January 28, 2008;

WHEREAS, on January 3, 2008, the Planning Commission recommended adoption of a new development code chapter creating a new PLA 2 zone and recommended approval of the reclassification to PLA 2 of the commercially zoned properties located at 16268, 16325, 16511 and 16535 5th Avenue NE and 412, 509, 525 and 602 NE 165th Street;

WHEREAS, the City Council finds that the amendments adding the PLA 2 zone is consistent with the Comprehensive Plan, is not adverse to and is in the interest of citizens and property owners;

WHEREAS, the City Council concurs with the recommendation of the Planning Commission to adopt a new development code chapter creating a new PLA 2 zone and to reclassify to PLA 2 the properties located at 16268, 16325, 16511 and 16535 5th Avenue NE (parcel numbers 7304301405, 7301300185, 5727500243 and 5727500242) and 412, 509, 525 and 602 NE 165th Street (parcel numbers 5727500260, 7304301415, 7304301420 and 6163901780);

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE DO ORDAIN AS FOLLOWS:

Section 1. Amendment to Development Code - New Chapter. A new chapter 20.91, Ridgcrest Commercial Planned Area 2, is adopted into the Shoreline Municipal Code to read as set forth in Exhibit A, attached hereto and incorporated by reference.

Section 2. Amendment to Zoning Map. The Official Zoning Map of the City of Shoreline is hereby amended to change the zoning classification of 16325 5th Avenue NE (parcel

number 7301300185) from NB to PLA2a, 16511 and 16535 5th Avenue NE (parcel numbers 5727500243 and 5727500242) and 412 NE 165th Street (parcel number 5727500260) from NB to PLA2b, 602 NE 165th Street (parcel number 6163901780) from NB to PLA2c, and 16268 5th Avenue NE (parcel number 7304301405) and 509 and 525 NE 165th Street (parcel numbers 7304301415 and 7304301420) from NB to PLA2d, zone as shown in Exhibit B attached hereto and incorporated by reference.

Section 3. Amendment to Development Code. SMC 20.40.020, *Zones and map designations*, is hereby amended as follows:

20.40.020 Zones and map designations.

The following zoning and map symbols are established as shown in the following table:

ZONING	MAP SYMBOL
RESIDENTIAL	
(Low, Medium, and High Density)	R-4 through 48 (Numerical designator relating to base density in dwelling units per acre)
NONRESIDENTIAL	
Neighborhood Business	NB
Office	O
Community Business	CB
Regional Business	RB
Industrial	I
Special Overlay Districts	SO
North City Business District	NCBD
<u>Planned Area</u>	<u>PLA</u>

Section 4. Amendment to Development Code. SMC 20.40.050, *Special districts*, is hereby amended as follows:

20.40.050 Special districts.

A. Special Overlay District. The purpose of the special overlay (SO) district is to apply supplemental regulations as specified in this Code to a development of any site, which is in whole or in part located in a special overlay district (Chapter 20.100 SMC, Special Districts). Any such development must comply with both the supplemental SO and the underlying zone regulations.

B. North City Business District (NCBD). The purpose of the NCBD is to implement the vision contained in the North City Subarea Plan. Any development in the NCBD must comply with the standards specified in Chapter 20.90 SMC.

C. Planned Area (PLA). The purpose of the PLA is to allow unique zones with regulations tailored to the specific circumstances, public priorities, or opportunities of a particular area that may not be appropriate in a city-wide land use district.

Section 5. Effective Date. This ordinance shall go into effect five days after passage, and publication of the title as a summary of this ordinance.

PASSED BY THE CITY COUNCIL ON JANUARY 28, 2008

Mayor Cindy Ryu

ATTEST:

APPROVED AS TO FORM:

Scott Passey
City Clerk

Ian Sievers
City Attorney

Date of Publication:

Effective Date:

This page intentionally left blank.