

AGENDA  
 CITY OF SHORELINE PLANNING COMMISSION  
 SPECIAL MEETING



Thursday, November 29, 2007  
 7:00 p.m.

Shoreline Conference Center  
 18560 1<sup>st</sup> Ave. NE | Mt. Rainier Room

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR'S REPORT	7:03 p.m.
5. APPROVAL OF MINUTES – none	7:09 p.m.
6. GENERAL PUBLIC COMMENT	7:10 p.m.

*The Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled for this agenda. Each member of the public may comment for up to two minutes. However, Item 6 (General Public Comment) will be limited to a maximum period of twenty minutes. Each member of the public may also comment for up to two minutes on action items after each staff report has been presented. The Chair has discretion to limit or extend time limitations and number of people permitted to speak. In all cases, speakers are asked to come to the front of the room to have their comments recorded. Speakers must clearly state their name and city of residence.*

7. PUBLIC HEARING <i>Legislative Public Hearing</i>	7:15 p.m.
1. <b>Ridgecrest Commercial Area Zoning continuation</b>	
a. Staff Overview and Presentation of Preliminary Staff Recommendation	
b. Questions by the Commission to Staff	
c. Public Testimony or Comment	
d. Presentation of Final Staff Recommendation	
e. Final Questions by the Commission and Commission Deliberation	
f. Closure of the Public Hearing	
g. Vote by Commission to Recommend Approval or Denial or Modification	
8. REPORTS OF COMMITTEES AND COMMISSIONERS	8:30 p.m.
9. UNFINISHED BUSINESS	8:35 p.m.
a. PC Transit Resolution Transmittal Discussion	
10. NEW BUSINESS	8:50 p.m.
11. ANNOUNCEMENTS	8:55 p.m.
12. AGENDA FOR Thursday, December 6, 2007 Plateau at Jackson Public Hearing continuation	8:57 p.m.
13. ADJOURNMENT	9:00 p.m.

*The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 546-8919 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 546-2190.*

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**Commission Meeting Date: November 29, 2007**

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**PLANNING COMMISSION AGENDA ITEM  
CITY OF SHORELINE, WASHINGTON**

<p><b>AGENDA TITLE:</b> Continued Public Hearing on Planned Area 2 (Ridgecrest Commercial Area) <b>DEPARTMENT:</b> Planning and Development Services <b>PREPARED BY:</b> Steven Szafran, AICP, Associate Planner <b>PRESENTED BY:</b> Joe Tovar, FAICP, Director, Planning and Development Services</p>
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### **Background**

On November 1, the Commission held a public hearing on the proposal to create a new Planned Area 2 zone to apply to properties in the commercial district of the Ridgecrest neighborhood. The Public Hearing was continued to offer staff the opportunity to review comments from the Commission and the public and modify the proposal, if appropriate, to respond to the comments. Staff requests that the Commission continue the public hearing at its November 29 meeting and develop a recommendation to forward to the City Council.

On November 15, staff met with concerned citizens at the Shoreline Center. At the meeting, staff explained the proposed zoning code and had the public ask questions, make suggestions and generally express any concerns. As a result of that meeting and conversations with Commissioners prior to the meeting, staff developed some changes to the draft proposal distributed for the November 15 meeting. Because the Commission has not reviewed the proposal recently, the underlined changes in the current proposal (dated November 29) reflect the changes made since November 1.

The staff report that follows replicates the one in your last packet with the following exceptions:

- Staff made a few changes to the “Issues raised at November 1 meeting” section largely based on comments from Commissioners that staff received during and following the November 1 meeting. Substantive modifications are underlined.
- Staff added a section titled “Issues raised at the November 15 meeting”. This is all new information and is not underlined.

### **Issues raised at November 1 meeting**

The following were the major issues raised by the public or Planning Commission members at the November 1 meeting:

## Agenda Item 7.1

- How to establish a reasonable transition between new mid-rise, mixed use development and adjacent low-density single family zoned properties;
- How to deal with traffic impacts of additional development in Planned Area 2;
- How to deal with parking impacts of future developments;
- How to market ground floor commercial spaces in mixed use buildings;
- How to create viable and usable “3<sup>rd</sup> Places”, both indoor and outdoor.

Staff’s response to each issue is noted below:

### Transition between new mid-rise, mixed use development and adjacent single family development

Issue: This topic has two aspects to consider:

- The adjacent single family properties to the west of commercial properties on 5<sup>th</sup> Avenue. Topographically the homes are situated below current (and future) development.
- Nearby single family properties that are located either across the street or adjacent to Planned Area 2 properties and are not topographically separated. An example of this situation is the single family area that is located south of 163<sup>rd</sup>.

Staff comment: The issue of transition from more intense to less intense uses is important to address. The solutions that we incorporate into regulatory standards in PLA 2 can serve as templates for how the City might consider addressing transition issues elsewhere in Shoreline.

Under the PLA 2 zoning, it is likely that new buildings will be taller than those that currently exist. Mixed use buildings in the Puget Sound region over the past few decades have ranged from three stories on up, with retail uses on the ground floor and either residential or office uses on upper floors. In more recent years, real estate economics, construction and lending practices have resulted in generally taller mid-rise buildings up to six stories tall. There has not been a strong office market in Shoreline recently, but we have seen an increased market interest in multifamily as a component of mixed-use mid-rise buildings (for example, the South Echo Lake project). An important design question is how to create a transition from such mid-rise, mixed use projects to nearby single family homes?

Staff has further refined our thinking about appropriate design and dimensional standards to improve this transition in PLA 2. Our proposal includes the following components:

- For the west side where there is topographic separation, the proposal for the PLA 2A area, where there is a more form-based code, says that the wall of the 4<sup>th</sup> floor on the west side will be at least 30 feet back from the property line. In addition, we now recommend that a townhouse building facade be required adjacent to the western edge of PLA 2A to help with the transition to single family detached to the west.

## Agenda Item 7.1

- Along the southern edge of PLA 2A, we now recommend a combination of townhouse building form, intensive landscaping and architectural features to break down the apparent mass. Required landscaping along the road will include mature trees and the setback/stepback must be 20 feet at the top of the fourth story.
- For the PLA 2B, 2C and 2D parts of PLA 2, we recommend that the building form stepback at the 4<sup>th</sup> floor must be at least 10 feet.

### Traffic Impacts from redevelopment of Planned Area 2

Issue: Questions were raised about traffic impacts of additional development on 5<sup>th</sup> Avenue and “downstream” – at major intersections and nearby freeway entrances.

Staff comment: PADS staff discussed this question with Public Works staff, including the City Traffic Engineer. Public Works concluded that 5<sup>th</sup> Avenue NE, even in its present configuration, and the intersection of 5<sup>th</sup> Ave NE/NE 165<sup>th</sup> Street, has the capacity to handle several hundred more cars a day in an efficient manner. As for downstream (i.e., areawide) impacts, their conclusion is that traffic impacts would be diluted because traffic will disperse in more than one direction. However, they point out that when any future development project is proposed, a project traffic study would be required in order to identify traffic impacts that require mitigation. In such situations, the project developer will be required to make necessary roadway improvements to the right- of-way the project abuts, and to participate in funding of off-site improvements where impacts are documented.

In discussion with Commissioner Broilli, he clarified that his question about “downstream impacts” referred to accounting for the cumulative impact of long-term development.

Staff comment: These impacts are estimated when updating the Transportation Master Plan. Using its best judgment and previous analysis (in this case, the most recent Buildable Lands Analysis), staff would estimate the likely 20-year buildout potential within Shoreline on a block-by-block basis, in terms of new households and jobs. This information would be translated into “trips” and input into a computer model that accounts for and distributes regional and local trips onto the street system. The model will show where the backups are, and, through an iterative process, staff can add additional signals, lane capacity, etc. to determine the appropriate improvements that are needed to produce acceptable levels-of service throughout the community. As noted above, in looking at the likely impact of development of Area 2, the City Traffic Engineer concluded that 5<sup>th</sup> Avenue NE has enough capacity to handle several hundred additional cars.

It is useful to note that the only action before the Planning Commission and City Council at this time is the creation of new development regulations to govern development in the Ridgecrest commercial district. As staff suggested at the November 1 meeting, apart from zoning, the City may also wish to consider a number of additional supporting strategies and actions to contribute to a more economically viable, environmentally sustainable, safer, and vital Ridgecrest district. For example, the City may wish to

## Agenda Item 7.1

undertake an area-wide parking management plan, identify possible “green street” drainage and walkway improvements for 5<sup>th</sup> Ave NE and NE 165<sup>th</sup> Street, explore innovative intersection alternatives such as roundabouts, and pursue enhanced bus service hours on 5<sup>th</sup> Avenue NE. While such efforts are not within the scope of the zoning proposal presently before the Planning Commission, they may be included in a separate and parallel Commission recommendation to Council.

### Parking Impacts

Issue: There is already a parking issue in the area near the Crest Theatre because the theatre doesn’t provide enough parking for its patrons. There is concern that new development in Planned Area 2 will worsen the problem.

Staff comment: The parking ratio proposed in the code is slightly less than the ratios used in other parts of the city. Staff is willing to propose this because there is a requirement for a parking management plan to show how parking will be accommodated and encouragement to provide alternatives to owning a car, such as having a Flexcar on-site. Staff believes that these can work in concert to minimize the potential for additional parking that is directly attributable to redevelopment.

Another issue raised is what could happen if the owner of a new residential development decided to charge for parking? This question should be treated as one that is distinct from the question of parking ratios because any apartment owner today could decide to charge for parking. The development code requires a specified number of parking stalls based on the number of housing units in the complex; it does not regulate whether the property owner can charge separately for the unit and the parking stall.

### Marketing the ground floor spaces as commercial spaces

Issue: Can the City require that the ground floor space be used as commercial space?

Staff response: The City of Seattle required ground floor retail in its initial regulations for mixed use buildings. After a few years the regulations were changed to remove the retail requirement. Ground floor retail is not going to happen solely because the neighborhood wants it to happen. It has to be marketed; there needs to be a demand for the use and in some areas of the city, there has to be an entrepreneur who is willing to take a chance and open a business where there is no established market. The City’s Economic Development Manager has offered to assist potential developers in Planned Area 2 as they look for tenants of new developments, and has done some initial work already. There is no advertising budget, but staff time is available to assist with research and developing contacts.

### Development of neighborhood “third places”

Issue: What types of “third places” are envisioned for Planned Area 2? How will they serve the neighborhood?

## Agenda Item 7.1

Staff comment: As Mr. Sher noted in his presentation last May, third places are spaces that encourage the community to gather and have interactions with each other. He noted that these places can be both large and small—in his discussion he described interactions at the plant nursery, coffee shop and Third Place in Lake Forest Park. Some are informal and some are formal. He envisioned a series of third places, small ones in neighborhoods, and larger ones to serve the greater community.

Staff's view is that "third places" would evolve in Ridgecrest. They would most likely be business-oriented, such as bookstores, bakeries or coffee shops that by their very nature invite the public to visit, shop, and linger. In addition, we would also probably see an extension of these third places, a dedicated outdoor space, either adjacent to a coffee shop or a small restaurant/deli, and designed as part of a plaza open to the public sidewalk and designed to accommodate seating and passive recreational uses. The development regulations for PLA 2 have been designed to facilitate the creation of the first type of third place, and require the creation and furnishing of the "third place extension".

### **Issues raised at November 15 meeting**

The following were the major issues raised at the last meeting by the people who joined staff for a discussion of the Ridgecrest proposal that occurred concurrently with the most recent Planning Commission meeting

- Height that is inconsistent with the existing neighborhood character;
- Parking impacts of future developments;
- Transition to the adjacent single-family neighbors

Staff's response to each issue is noted below:

#### *Height that is inconsistent with neighborhood character*

The majority of the structures in and near the Ridgecrest commercial area are one-story buildings constructed more than 30 years ago. Several people have commented that three and four story buildings might be acceptable but a development with five stories over a base is too much of a change from the surrounding area.

Staff comment: If this development was built five or ten years ago, a three or four story mixed use building would probably have been economically feasible (the NB zone drafted several years ago envisioned a 50-foot height limit or a 4-story building.) Today, however, with the cost of construction and particularly, the cost of developing underground parking, market forces are resulting in development of 5 and 6 story buildings.

More intensive development facilitates housing choice. While living in a multistory building is not for everyone, it provides an option for many people, particularly those who cannot afford to live in a single-family home.

## Agenda Item 7.1

While additional height is not a reason to deny the proposal, it raises valid issues about impacts—particularly the issue of transitioning from single-family uses to larger structures. Staff has addressed these issues in the development of design standards and design review.

### Parking impacts of future developments

In addition to the analysis presented for the November 15 meeting, staff has made further changes to the parking section of the proposed code. Staff added an intent section to cap the amount of parking reduction the Director can approve, and clarified the amount of parking that needs to be available on-site.

### Transition to the adjacent single-family neighbors

No changes were made from the previous staff proposal. There were numerous questions about the transition requirements and staff showed how it differs from and is somewhat more restrictive than the existing NB requirements (see Attachment 6).

### **Revised Staff Proposal for November 29**

The current staff proposal is included as Attachment 1. It contains the following revisions from the version the Commission reviewed on November 1:

- Greater setback/ stepback standards in several parts of Planned Area 2;
- Revised code is applicable to a majority of parcels within Planned Area 2;
- Height incentive features are more clearly defined;
- Requirement for townhouse-form development on lower portions of buildings facing R-6 zones;
- The parking section has been revised;
- An intent section has been included in the parking section;
- The sustainability section has been revised with more substantial language.

### Next Steps

The continued public hearing on the proposal will occur for the entire meeting. At the hearing, staff will present supplemental information responding to questions from the November 1 and November 15 meetings and offer further background about the changes reflected in this draft. Then the public hearing will continue. Following the conclusion of the hearing, the Commission will deliberate and develop a recommendation to the City Council. It is expected that the Council will hear the recommendation in January.

If you have questions or concerns about the staff proposal, please contact Steven Szafran at [sszafran@ci.shoreline.wa.us](mailto:sszafran@ci.shoreline.wa.us) or at 206-546-0786.



### **ATTACHMENTS**

1. Development Code Section 20.91-Planned Area 2
2. Proposed Zoning Map with new zoning designations
3. Commissioners' emailed questions
4. Comment letters
5. PowerPoint presentation providing Ridgecrest planning chronology, policy framework for PLA 2 development regulations, and illustrations of mid-rise mixed use projects
6. Illustrative drawing depicting NB setback and stepback requirement and potential design for dealing with proposed (PLA2) setback/stepback

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## 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:

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City of Shoreline  
November 29, 2007 draft

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/stepbacks from property line for building	<u>Buildings must be 30’ from property lines above the 3rd story abutting all R-6 zones,</u>
	<u>Buildings must be 10’ from all property lines above the 3rd story abutting 5<sup>th</sup> Ave NE and all other MF zones.</u>
	<u>Buildings on NE 165<sup>th</sup> are not subject to setbacks/stepbacks</u>
	<u>Buildings on NE 163<sup>rd</sup> must be 20’ from property lines above the 3rd story.</u>
Building Height, Min	2 Stories

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Building Height, Max	Up to 6 Stories or 65' if public bonus features are provided <sup>1,2</sup>
Floor Area Ratio (FAR)	4.75 <sup>2</sup>
Density	Unit total limited by height, FAR and parking requirements <sup>2</sup>

<sup>1</sup> See 20.91.060 for building height incentives.  
<sup>2</sup> 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 only apply to developments in Ridgecrest Commercial Planned Area 2 that are 1.5 acres or more and that meet one of the thresholds in SMC 20.50.125.
  
- B. **Standards for Approval.** The applicant for any design review 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.

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**20.91.050 Design Standards**

A. Developments in the Ridgcrest Commercial Planned Area 2 that are less than 1.5 acres shall apply the design standards for NB zones.

B. Developments in the Ridgcrest 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 Ridgcrest 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;
- 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.



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November 29, 2007  
Page 4 of 13

**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 165<sup>th</sup> and 5<sup>th</sup> 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.
  - 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

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November 29, 2007  
Page 5 of 13

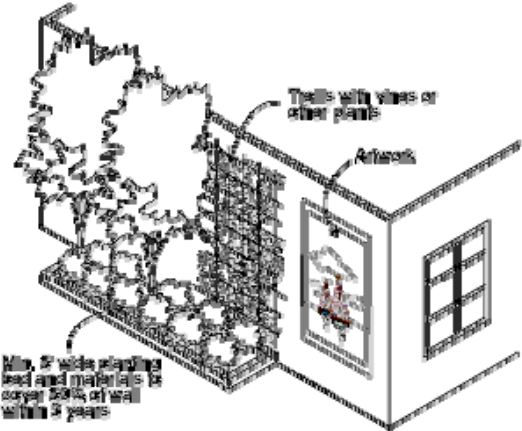


must cover at least 6 feet of the width of the sidewalk and be located a minimum of 10 feet above the walkway. The width may vary (not less than 3 feet) to accommodate street trees, streetlights, etc.

- 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.







**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**

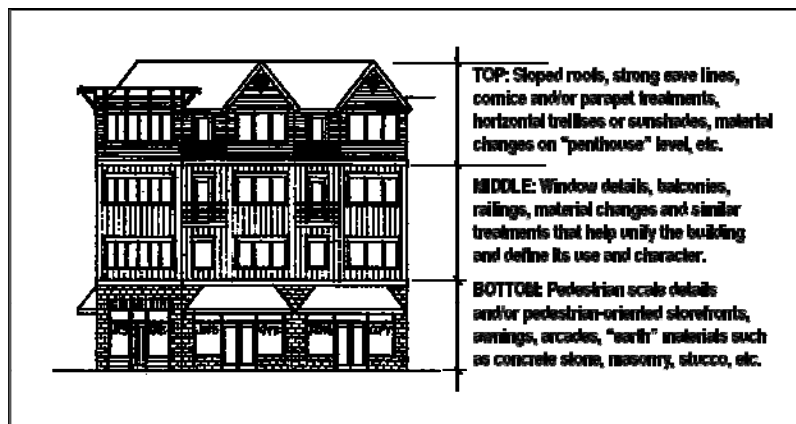
- i. Buildings shall distinguish a “base” through the use of:
  - pedestrian scale details;
  - articulation;
  - overhangs;
  - masonry strips and cornice lines; and
  - “earth” materials such as stone, masonry, or decorative concrete.
- ii. Buildings shall distinguish a “top” by emphasizing a distinct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

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November 29, 2007  
Page 7 of 13

- different facade material than 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 public right-of-way, 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,

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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, 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.

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**DRAFT**

November 29, 2007  
Page 9 of 13

**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)-(6) are provided.
  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)-(6) 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.

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**DRAFT**

November 29, 2007  
Page 10 of 13

- 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).
- 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.
- b. Development shall include at least one feature from one of the following areas, as described in the LEED Green Building Rating System for New Construction & Major Renovations, published by the U.S. Green Building Council, as amended, or other sustainability standards approved by the Director that meet the sustainability intent:
  - i. Sustainable Sites
  - ii. Water Efficiency
  - iii. Energy and Atmosphere
  - iv. Materials and resources
  - v. Indoor Environmental Quality
  - vi. Innovation and Design

The project does not have to be officially certified by the U.S. Green Building Council.

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**DRAFT**

November 29, 2007  
Page 11 of 13

**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 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
- 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 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.

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**DRAFT**

November 29, 2007  
Page 12 of 13

**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.

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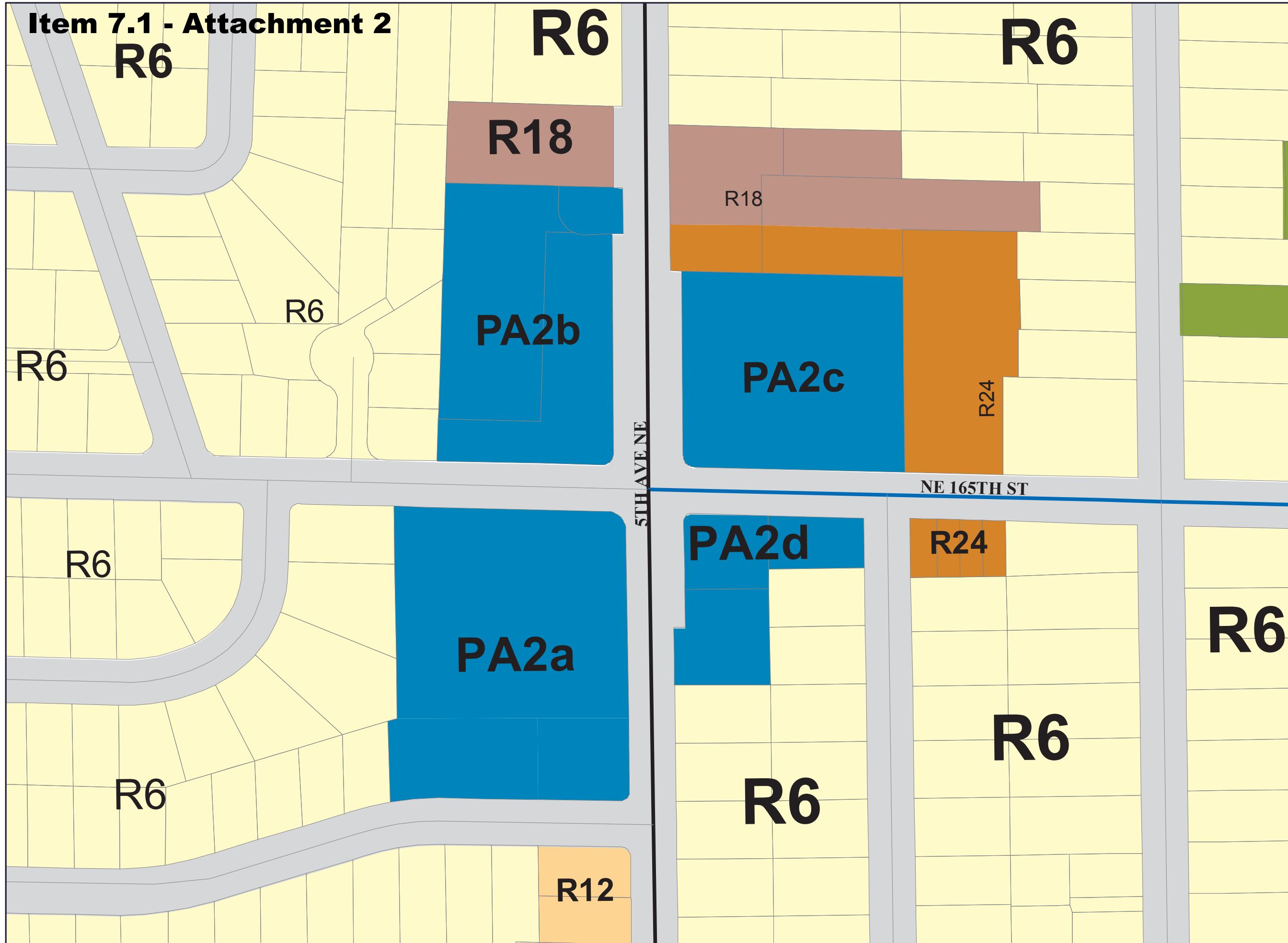
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November 29, 2007  
Page 13 of 13

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**Item 7.1 - Attachment 2**  
**R6**



**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.

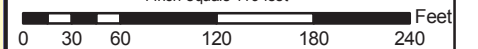
**Zoning Designation**

- 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



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



Filename: j:\gis\maps\pads\Zoning\_PlanArea1.mxd  
Updated: 8/10/2007

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## Item 7.1 - Attachment 3 Broili Questions

-----Original Message-----

**From:** Michael Broili [mailto:mbroili@speakeasy.net]  
**Sent:** Monday, November 05, 2007 3:34 PM  
**To:** Jessica Simulcik Smith  
**Subject:** RE: Ridgecrest questions/comments due today

Hi Jessica,

Here are my questions/comments:

- I believe that the transitional treatments zone adjacent to the single family homes in Zone R6 need to be better defined including a greater range of step-backs starting @ 1 – 2 stories adjacent to the single family homes and stepping back in one to two story increments allowing up to 7 or 8 stories along the street frontages to make up for the lost opportunities for the developer. I believe this combined with more aggressive vegetative treatments at each step back will go far to placate adjacent homeowners.
- I believe that there should be a series of public meetings to allow affected neighbors more opportunity to track and contribute to how development proceeds. The City should assist the developer in facilitating these additional meetings.
- I'm concerned that this development is NOT a part of a larger vision. Our "Parking Lot Items" include a review of the city's long term vision, LID regulation & code, mixed use designation and design review and yet we are looking at a significant development with no guidelines or idea of how or whether it fits into a larger perspective.
- I have a concerned that the four issues listed during the staff presentation (setbacks & step-backs, buffering, height incentives and parking management) didn't include any mention of down-stream traffic effects. I understand that staff has given some consideration to this issue, however it is not transparent what mitigative measures are being considered to manage down-stream traffic effects.
- What marketing research has been or are going to be done to insure commercial success of first floor businesses. This is a significant development and the commercial success of the businesses are important to the overall project and the city's tax base.

Cheers,

Mike Broili

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**From:** Jessica Simulcik Smith [mailto:jsimulcik@ci.shoreline.wa.us]  
**Sent:** Monday, November 05, 2007 12:00 PM  
**To:** Will Hall; Chakorn Phisuthikul; David Harris; David Pyle (H); David Pyle (W); Michael Broili; Michael Broili 2; Michelle L. Wagner (H); Robin S. McClelland (H); Robin S. McClelland (W); Rocky Piro (H); Rocky Piro (W); Sid Kuboi (H); Sid Kuboi (W)  
**Cc:** Steve Szafran; Steve Cohn  
**Subject:** Ridgecrest questions/comments due today

Reminder, any questions or comments you have on the Ridgecrest Commercial Area should be sent to [sszafran@ci.shoreline.wa.us](mailto:sszafran@ci.shoreline.wa.us) by the end of today.

## Item 7.1 - Attachment 3 Kuboi Questions

-----Original Message-----

From: Kuboi, Sidney T CIV NAVFAC NW, OP [mailto:sidney.kuboi@navy.mil]  
Sent: Monday, November 05, 2007 12:51 PM  
To: Steve Cohn  
Subject: RE: Ridgecrest questions/comments due today

Steve,

1. I'd like further re-confirmation from the City Attorney's office as to classification of this as a legislative action. With the 2 conditions affecting PA 2b, 2c and 2d being "vaporware" (i.e. applying to effectively non-existent conditions), it appears to a layperson that this is a legislative action affecting only one parcel, hence effectively quasi-judicial. What is unclear is whether Ian Sievers' memo from last week was based on this reality or whether it was based on the actual proposed language in the staff report, which (as written) inadvertently included 2b, c, and d under the revised height allowances (which is not the case, as the language is to be changed for this to only be applicable to 2a).

2. I agree with Dave Pyle about the how a multistory structure will tower over the west side neighborhood, given the drop off in terrain. Is there any thing we can do about this?

3. Can Tom Boydell use his contacts to find out the likely \$/SF cost of renting the ground floor commercial space? We've actually not talked about how sale vs. rental of these spaces directly affects the likely mix of businesses. I hardly expect that a neighborhood business will be able to buy a space, so the default presumption is that these ought to be rental space? If so, there ought to specific language directing that the ground floor commercial is rental/lease space. At what \$ per SF? My fear is that the cost of renting these spaces in a new construction building will prohibit most neighborhood businesses, except a coffee shop or professional service. Forget the card and gift shop - not enough traffic volume. If the plan is to sell commercial space, then all bets are off. Can Tom show that the neighborhood business is a realistic expectation? I am supportive, but skeptical. P.S. We did an analysis for the Central Shoreline subarea plan...There was an development economist on the consultant team, who worked out projected rental rates, post redevelopment. I recall, even then the neighborhood business "argument" was iffy.

4. Please be sure to work in language with respect to a public easement to the "plaza." Who bears the cost of janitorial cleaning of this space?

5. I'd like to see language making the "plaza" more conducive to being a "3rd place" by making it more hospitable to use in inclement weather.

6. I'd like to see a section about traffic impacts/management, to include an "intent" statement.

GENERAL CONCERN: Since this is the first (of many?) Planned Areas to come, we need to be sure we get it "right." I am concerned that we may be over reaching on this first effort, given we are still in learning mode. Add the newness of form based code to this and now the complexity level shoots up further. We are risking the overall

## Item 7.1 - Attachment 3 Kuboi Questions

community willingness to adopt PAs and also form based code, based on how we do in Ridgecrest and the South Aurora Triangle. I think we ought to try for a single or maybe a double, vice a home run? Risking a strike out is not in the long term interest of the City or PADS.

Thanks. --Sid Kuboi

Sidney T. Kuboi, PE  
Naval Facilities Engineering Command (NAVFAC) Northwest  
Office: 360.396.0078  
Fax: 360.396.0854

-----Original Message-----

From: Jessica Simulcik Smith [mailto:jsimulcik@ci.shoreline.wa.us]  
Sent: Monday, November 05, 2007 12:00  
To: Will Hall; Chakorn Phisuthikul; David Harris; David Pyle (H); David Pyle (W); Michael Broili; Michael Broili 2; Michelle L. Wagner (H); Robin S. McClelland (H); Robin S. McClelland (W); Rocky Piro (H); Rocky Piro (W); Sid Kuboi (H); Kuboi, Sidney T CIV NAVFAC NW, OP  
Cc: Steve Szafran; Steve Cohn  
Subject: Ridgecrest questions/comments due today

Reminder, any questions or comments you have on the Ridgecrest Commercial Area should be sent to [sszafran@ci.shoreline.wa.us](mailto:sszafran@ci.shoreline.wa.us) by the end of today.

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**Jessica Simulcik Smith**

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**From:** Dick Nicholson [dnicholson@halcj.com]  
**Sent:** Tuesday, October 30, 2007 11:19 AM  
**To:** sszafran@ci.shoreline.wa.us  
**Cc:** Dick Nicholson; Jessica Simulcik Smith  
**Subject:** Rezone hearing on Ridgecrest, November 1st, 2007

Hi Steve, My name is Dick Nicholson and I live in Ridgecrest Neighborhood at 15811 11th Ave. Ne., 98155. Over the years I have been extensively involved in City of Shoreline volunteer work. Presently, I am the Chair of the Ridgecrest Neighborhood Association. I will not be able to attend the hearing on November 1st, based on my involvement with a Shoreline domiciled Community Band (Practice that night). My background includes a strong interest in the Development Code and Comprehensive Plan for Shoreline. I attended and completed the Shoreline Planning Academy.

I have attended the earlier meetings including the University of Washington presentations. The Form Based zoning as presented is acceptable to me and is recommended for approval by the Planning Commission and City Council. I have had discussions with the architect and have given her my support. Let's all team up to make the anticipated project a reality. You may present my thoughts to the Planning Commission.

## Item 7.1 - Attachment 4 Ridgecrest Comment Letters

-----Original Message-----

From: Vickie Johnson [mailto:sogood33@comcast.net]  
Sent: Wednesday, October 31, 2007 5:10 PM  
To: Steve Szafran  
Cc: 'Michael Johnson'  
Subject: Letter to Shoreline Planning Commission for the 11-1-07 meeting

To: City of Shoreline Planning Commission

For the meeting of: Thursday, November 1, 2007

Subject: Ridgecrest Commercial Zoning Area

Major Concern: Traffic "in & out" of the site previously occupied by Cascade Bingo on NE 163rd

My name is Vickie Johnson. My husband and I live at 375 NE 163rd St, Shoreline WA. We have owned & occupied this home since 1979. Our house is directly across the street (NE 163rd) from the building that used to be occupied by Cascade Bingo. We are sorry we are unable to attend the November 1, 2007 meeting in person but we have been to at least 4 other meetings on this subject.

As respects the new zoning, first and foremost, we have great concerns about TRAFFIC. NE 163rd is a dead-end street servicing residential homes only and the only traffic going up and down the street is the residents & their visitors. Once in a while there is overflow Crest Theater parking, but that is it. The current in and out traffic flow to the Cascade Bingo site (and previous to that Prairie Market Grocery Store) is from 5th Ave (a major arterial) and NE 165th which already has commercial enterprise traffic for the Crest and exiting apartments. We do not want this to change! We respectfully request that the current traffic FLOW to remain the same! (Traffic only enters and exits on NE 165th St. and 5th Ave NE)

Our living room with picture windows looks directly at this site. Currently the Cascade Bingo site has nice old growth shrubs and trees that cover up the view of the commercial building. We have two bedrooms that face the 163rd side too. If there is traffic coming and going for commercial retail & multi-story (possibly 8 stories) residential...we will never enjoy sitting in our living room or be able to sleep in those bedrooms due to traffic noise, cars starting or warming up, and car doors slamming shut.

Someone at one of the meetings said they would try and have "in-coming" traffic only ... to an underground garage...so as to not have head-light glare on our front room windows when the traffic exits onto 163rd. That is not a solution to traffic noise or activity.

If this new zoning is passed, please put some sort of requirement in the development/zoning criteria that does not allow any traffic flow in & out of that faculty onto NE 163rd.



**Item 7.1 - Attachment 4  
Ridgecrest Comment Letters**

Other than that, we do have concerns about an 8 story building being out of place in a long-time residential neighborhood with mostly 1 and 2 story modest homes.

Thank you for your consideration.

Yours truly,

Vickie & Michael Johnson  
375 NE 163rd St.  
Shoreline, WA 98155

(206) 365-1607

**Jessica Simulcik Smith**

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**From:** pierronwl@comcast.net  
**Sent:** Thursday, November 15, 2007 11:17 AM  
**To:** Steve Szafran  
**Cc:** Jessica Simulcik Smith  
**Subject:** Cascades Bingo Site

Steve,

I will not be able to attend the planning commission meeting this evening, but I wanted to share the attached photos taken from my backyard to give the planning staff and any interested commissioners a sense of the current appearance of the site from my family's perspective. As you know from my written submission to the last planning commission meeting, I support the redevelopment of the site into a multi-use facility.

As you can see, the big blank wall dominates the view from our back yard, as well as our neighbors'. With this in mind, I am strongly supportive of a setback from the property line, a tree line or some other type of border to soften the appearance of the new development, and stepping back the upper floors of the new structure on the West side.

Thank you in advance, and please let me know if I can provide any further information or input.

Bill Pierron  
16400 4th Avenue NE  
205-362-0486

color copies of photos provided under seperate copy







**Steve Cohn**

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**From:** Jessica Simulcik Smith  
**Sent:** Monday, November 05, 2007 12:42 PM  
**To:** 'Patty Hale'  
**Cc:** Steve Cohn; Steve Szafran  
**Subject:** RE: Public Space for Ridgecrest

Thanks, Patty. We'll insert your comment letter into the next Planning Commission meeting packet.

-----Original Message-----

**From:** Patty Hale [mailto:patricia\_hale\_1@msn.com]  
**Sent:** Monday, November 05, 2007 11:27 AM  
**To:** Joe Tovar  
**Cc:** Jessica Simulcik Smith  
**Subject:** Public Space for Ridgecrest

Jessica,  
Could you please forward this on to the Planning Commission?

Joe,  
I know this is a little more than what you asked for. But 3 minutes is not enough!

While a Bookstore in the new Ridgecrest Development has great potential as a Public Space - that is way too vague for zoning. Presuming the developer could get a book store to locate in the new development does not guarantee that the owner/operator of said bookstore would make enough square footage available in a configuration that works - or at a time that the public would/cloud use it.

Here is what Public Space would be to me:

Public space means more to the Neighborhood than just Public access. It is a place where people from the Neighborhood could get together in a casual setting to visit or mingle. That same space should have the capability to also handle a more formal/organized gathering such as a small meeting or performance. It should be a space that is comfortable both physically and visually. To me, that means you don't have to have on a coat, gloves, hat and have an umbrella to use it. Visually - it could contain Public Art, Water Feature and/or take advantage of the Westerly view from this property. A breeze-way between buildings does not work. Nor does a space that is wide open to the elements. Our inclement weather would mean that the public would not be able to regularly use the space meant for them. If this has to be an outdoor space, then it needs to have shelter and protection from the elements. Third Place Books in Lake Forest Park keeps coming to mind - as it has a true Public Space inside a building. It works well with the businesses that surround it, the public has almost unlimited access and it is well lighted, safe and comfortable. This concept could be adapted by creating a interior lobby area for the ground floor businesses in this development.

I keep thinking a small bar/restaurant/bistro type thing - open to the public on the top floor of one of the buildings would be profitable for the developer - as well as be a great Public Space. However, this may not be practical.

Allowing Temporary live-in units until businesses for commercial space can be secured is a bad thing!!!!!!! This allows the Developer to get out of the

11/5/2007

**Item 7.1 - Attachment 4  
Ridgecrest Comment Letters**

obligation that is designed into the zoning - Ground Floor Commercial! There is no time limit set as to how long those spaces could stay as live-ins. That means the possibility of never having ground floor business. This must be addressed some other way.

Also, I did not see anything in the zoning about the Public Right-of-way amenities zone on either 5th Ave NE or NE 165th. There is no mention of street-trees, sidewalk width, bike racks or street furniture. This is a big mitigation issue for the Neighborhood. With a zero property-line - there will not be room for any of this. The idea of side walk cafe's and awnings (all those great pictures of street-scapes the U of W students presented) is not even thinkable because the space is already too narrow.

If a traffic calming solution for 5th NE is the possibility of going to one lane in each direction with a center turn lane, then all on-street parking in the entire corridor would go away. With the ability to place buildings on the property line on 5th - the amenity zone and/or road bed could never be widened. Currently, there is no room for bike lanes. I assume that bike lanes would encourage alternative means of transportation. Eased requirements for containing parking on-site (1 to 1&1/2 stalls per unit) has no alternative means to lessen the need of multiple automobiles per unit. And, shared parking for residential units and on-site commercial business - makes the assumption that enough residents will leave the development via personal automobile during business hours, making adequate parking available for customers. The developer can't have it both ways!

Has anyone talked to the utility folks to see if their services are able to handle this kind of zoning density? My guess is that because of the age of the systems - gas, water, sewer, etc - none are capable! And what about enough water pressure for fire suppression? Especially for building height over 4 stories. There needs to be something in the trade-off list for increased height that requires the developer to beef up infrastructure. Replacement or repair of the existing system should be the responsibility of the developer if he wants a zoning change that would allow more than 4 stories.

I don't recall seeing anything that requires undergrounding of phone, cable and electrical wire. On 5th Ave NE from NE 165th south - there are no overhead utilities.

Does the Fire Department's Hook and Ladder truck have the ability to reach 6+ floors?

I know this was more than what you were looking for - but all need to be considered. Will be happy to bring this all up at the Public Hearing on the 15th.

Patty Hale  
(206) 365-8596

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## Ridgecrest Sustainable Neighborhood Development Visioning Workshop

City of Shoreline, Economic Development  
University of Washington Department of Landscape Architecture  
Northwest Center for Livable Communities

January – March 2007



### Writing Code: From Vision to Reality

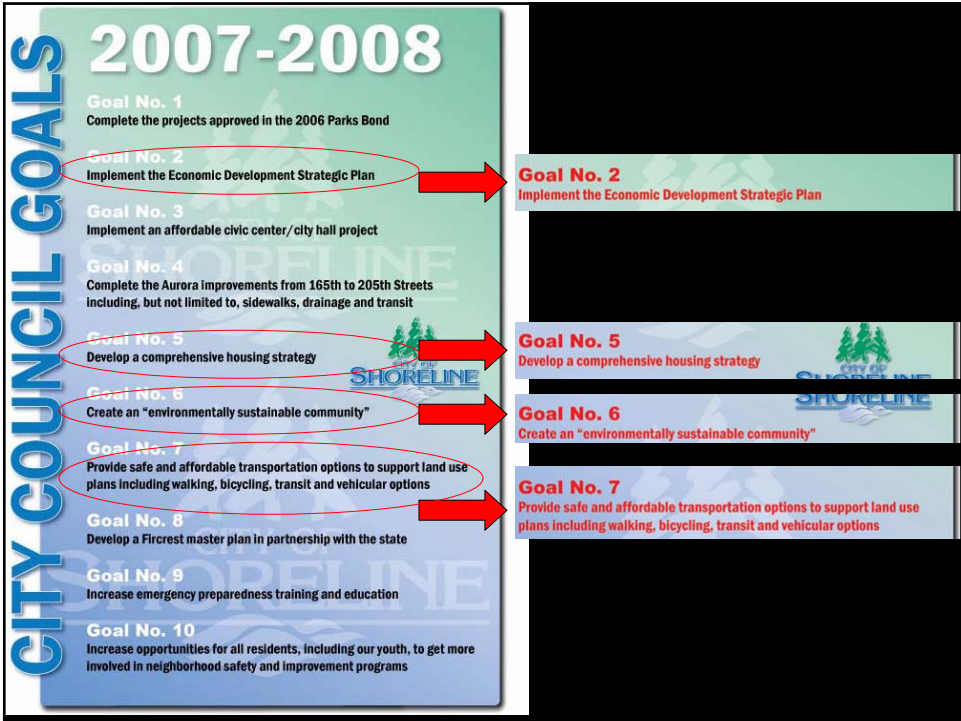
The community visioning process for Ridgecrest took place from January through March of 2007.


Building on the community vision, City staff prepared development regulations, guided by several adopted City Council goals, and informed by prominent experts who participated in the "Shoreline 2010 Speaker Series." Streaming videos of the speakers is online at:


[www.cityofshoreline.com/cityhall/departments/planning/speakerseries](http://www.cityofshoreline.com/cityhall/departments/planning/speakerseries)


Planning Commission hearings on the proposed "form-based" zoning code is underway in fall of 2007. Information and draft code text is online at:


[www.cityofshoreline.com/cityhall/departments/planning/ridgecrest](http://www.cityofshoreline.com/cityhall/departments/planning/ridgecrest)



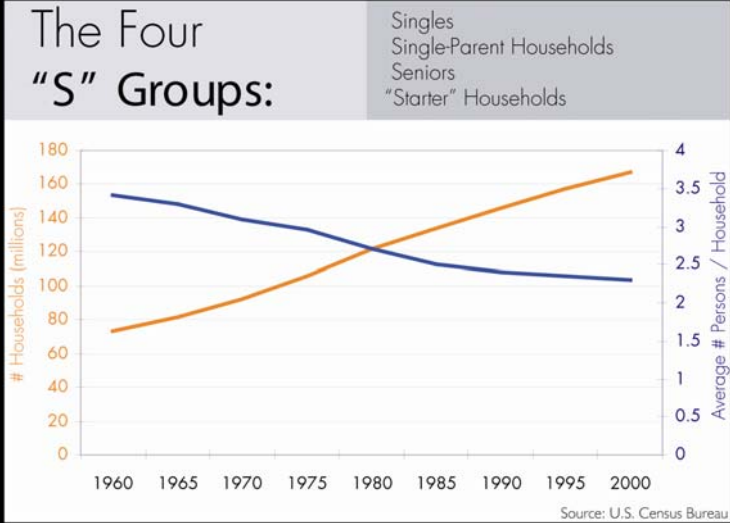
 **Mark Hinshaw**, urban design expert, said cities must increase housing choices to reflect changing demographics, encourage transit-served mixed-use development, and replace outmoded zoning with "form-based codes" to achieve desired outcomes

 **Gene Duvernoy** of the *Cascade Land Conservancy* urged Shoreline to become a "Cascade Agenda City". He argued that by making cities great places to live, we can also help conserve the region's valued rural and resource landscapes

 **Ron Sher**, successful entrepreneur and owner of "Third Place Books," called for government-community-business partnerships to create a network of "great places" and "third places" in every neighborhood in every city

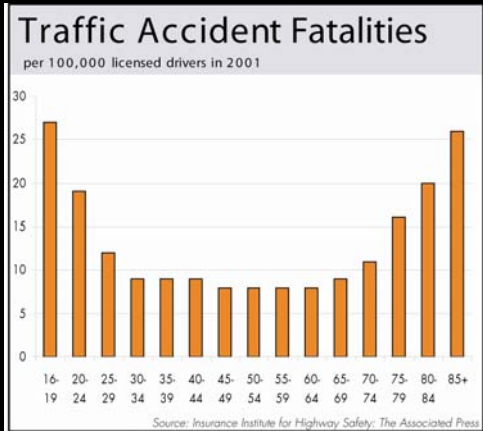
 **Dan Burden**, director of *Walkable Communities, Inc.*, said that "density is not the problem - it's the answer" to problems of human health, climate change, and insufficient housing choice. He said Shoreline must build on its system of trails and transit, serving adults as much as children

Mark Hinshaw explained the emerging four “S” population groups and how this drives America’s changing housing needs



As populations per household decreases, the number of households increases

Mark Hinshaw observed that increasing life spans means more elderly and less safe drivers and underscores a need to have walkable communities and transit choices for older Americans



**Seattle Post-Intelligencer**

**Risk of fatal crashes rises in the elderly, data show**

BY MATTHEW CRAFT  
PI Reporter

Most people passing through the Department of Licensing office yesterday in the North Seattle neighborhood of Greenwood had opinions about elderly drivers. But few had them with as much conviction as Elizabeth Wood.

"Anyone over 75 should be required to submit to a test," said Wood, an 82-year-old whose eyes lighted up when asked what she thought.

Wood considers herself an activist for senior citizens.

The idea is that some people for age shouldn't get behind a steering wheel.

should not be driving," Wood said. "It's relatively intact. But let's do things really if we discount the fact that older people are driving some of their families."

After an 88-year-old phoned into a crowded farmers market in North Seattle, Calif., on Wednesday - killing 10 people - some are starting to ask if older people should have to prove their ability to keep driving. Research the nationwide about in-home speed driving and error rates are hard numbers. One driver, 75, they have a proven tendency to be involved in fatal accidents.

But statistics still show that older drivers are less likely than others to drink and are safer than teens, in Washington.

"I would say most people my age should not be driving. I'm relatively intact. But we're denying reality if we discount the fact that older people are losing some of their faculties."

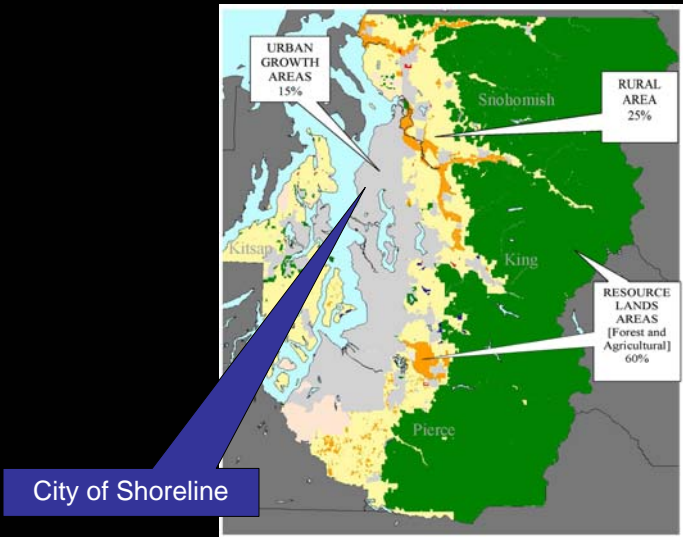
- Elizabeth Wood, 82

SEE LICENSING AS

Mark Hinshaw points to escalating energy costs as another reason to design communities with less dependence on the auto



Gene Duvernoy said that to protect rural, forest, and agricultural lands in the region, cities within the urban growth areas must be magnets for new people and jobs



Gene Duvernoy explained that Cascade Agenda Cities seek to make great places and quality neighborhoods

ATTACHMENT A

THE CASCADE AGENDA  
Our Shared Future

**CASCADE AGENDA CITIES PROGRAM**  
*Building Great Communities*

**Why We Care About Cities**  
The population of the central Cascades is projected to double in the next 100 years—that's enough new people to create six cities the size of Seattle. The pressure for additional housing will have a significant impact on the quality of life for all who make this region their home. The Cascade Agenda calls for nurturing a relationship between the conservation of our landscapes and outstanding places to live, work and raise our families. Our cities and towns are economic hubs vital to the region. They offer residents good jobs, housing choices, trails, parks—generally a high quality of life. Attractive, vibrant cities provide the great places to live that act as a magnet for growth, protecting our region's natural and working lands from sprawling development. That's why Cascade Land Conservancy has launched the Cascade Agenda Cities™ Program.

**Simply put, a Cascade Agenda City is taking the steps to make a desirable place for people of all income levels to live, work, and raise their families.**

**What is a Cascade Agenda City?**  
A Cascade Agenda City strives to become even more vibrant, attractive and livable. It aspires to sustain both a sound economy and a healthy environment, by providing attractive places where people want to live. A Cascade Agenda City builds civic pride by actively engaging its citizens in creating and sustaining an exceptional community both now and in the future. Above all, a Cascade Agenda City works to create:

<b>Great Public Places</b>	<b>Quality Neighborhoods</b>	<b>A Successful Region</b>
<ul style="list-style-type: none"> <li>o Healthy parks, trails, and open space</li> <li>o Civic spaces</li> <li>o Cultural institutions</li> </ul>	<ul style="list-style-type: none"> <li>o Livable &amp; walkable</li> <li>o Good design</li> <li>o Green buildings &amp; infrastructure</li> <li>o Transit &amp; streets</li> </ul>	<ul style="list-style-type: none"> <li>o Responsible growth management</li> <li>o Affordable housing</li> <li>o Economic development &amp; jobs</li> </ul>

**How Can My City Get Involved?**  
There are two levels of involvement in the program: (1) To get started, your city will need to pass a resolution endorsing The Cascade Agenda and committing to the principles of The Cascade Agenda Cities™ program. If your city is interested in a more in-depth involvement, they can (2) apply to become a Cascade Agenda Leadership Partner. If accepted into this program, Cascade Agenda staff will work with your city to develop a detailed vision and implementation plan that will make these principles a reality in your city.

**More Information**  
Please contact Allison Van Gorp at 206-292-5907 x127 or allisonv@cascaideland.org

www.cascadeagenda.org    www.cascaideland.org

23



**RESOLUTION NO. 260**

**A RESOLUTION OF THE CITY COUNCIL, CITY OF SHORELINE, WASHINGTON, ENDORSING THE PRINCIPLES OF THE CASCADE AGENDA, OBSERVING THAT THE CITY COUNCIL GOALS FOR 2007-2008 REFLECT THE OBJECTIVES OF THE CASCADE AGENDA CITIES PROGRAM, AND DECLARING THE CITY'S INTENT TO PARTICIPATE IN THE "CASCADE AGENDA CITY" AND "GREEN CITY PARTNERSHIP" PROGRAMS.**

**WHEREAS**, the Cascade Agenda is a century-long vision for the Central Cascade region of King, Pierce, Snohomish and Kittitas counties, and sets forth goals and strategies to conserve this region's natural character, create vibrant cities and towns, and ensure a strong economy, and

**WHEREAS**, the Cascade Land Conservancy has launched both the "Cascade Agenda City Program" and the "Green City Partnership Program" to recognize the relationship between the creation of great communities and the conservation of this region's ecology and working landscapes, and

**WHEREAS**, the population of the Central Puget Sound region is forecasted to grow from 3.3 million today to 5 million by the year 2040, with a corresponding increase in the population in central cities such as Shoreline, and

**WHEREAS**, in the face of significant long-term growth, the City of Shoreline's choices are not whether to grow or how much to grow, but rather how to manage growth in a way that maintains and enhances Shoreline's quality of life, and

**WHEREAS**, the core principles and objectives of the Cascade Agenda City Program are reflected in the City Council's adopted goals for 2007-2008, including:

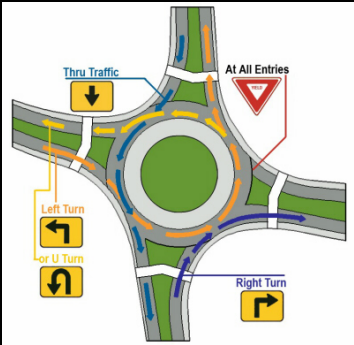
- Goal 1 Complete the projects approved in the 2006 Parks Bend
- Goal 2 Implement the Economic Development Strategic Plan
- Goal 3 Implement an affordable civic center/city hall project
- Goal 4 Complete the Aurora improvements from N.165<sup>th</sup> Street to N. 205<sup>th</sup> Street, including, but not limited to, sidewalks, drainage, and transit
- Goal 5 Develop a comprehensive housing strategy
- Goal 6 Create an "environmentally sustainable community"
- Goal 7 Provide safe and affordable transportation options to support land use Plans including walking, bicycling, transit and vehicular options

Shoreline City Council adopted this resolution on June 11, 2007

Dan Burden observed that increased walkability reduces heart disease and obesity in the general population and increased density reduces the amount of carbon in the atmosphere



Dan Burden advocated Shoreline’s consideration of transportation innovations like “road diets” and roundabouts because they are cheaper, safer, and create a smaller carbon footprint than traditional four lane streets and signalized intersections



Dan Burden observed that people dislike bad design, at any scale or size, but that they respond positively to well designed projects regardless of density or use mix



Examples of mid-rise, mixed use projects in several Pacific Northwest communities



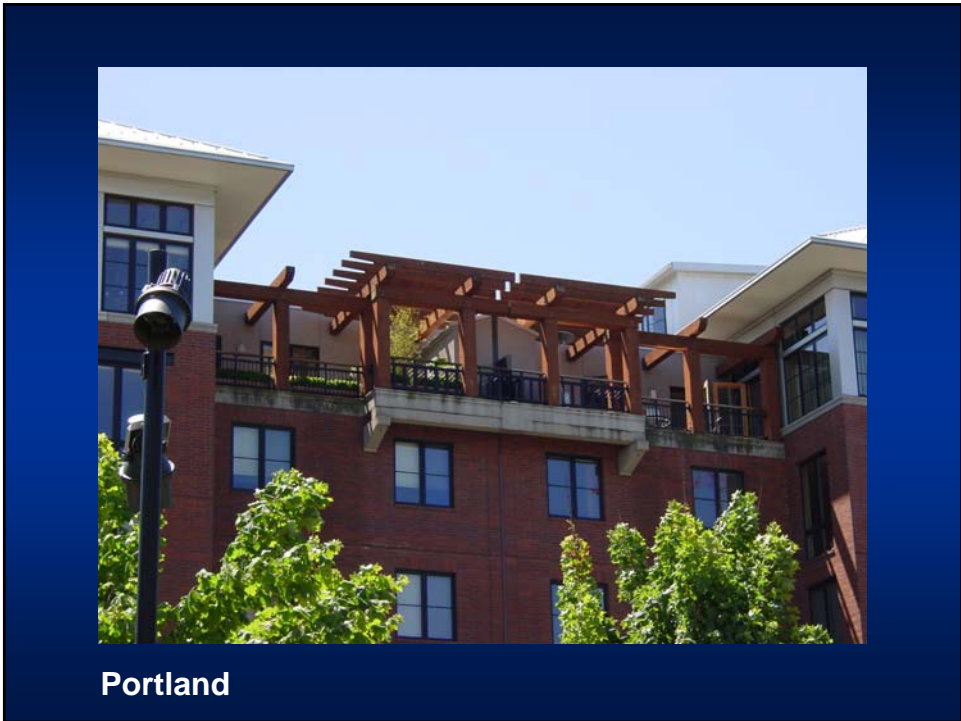
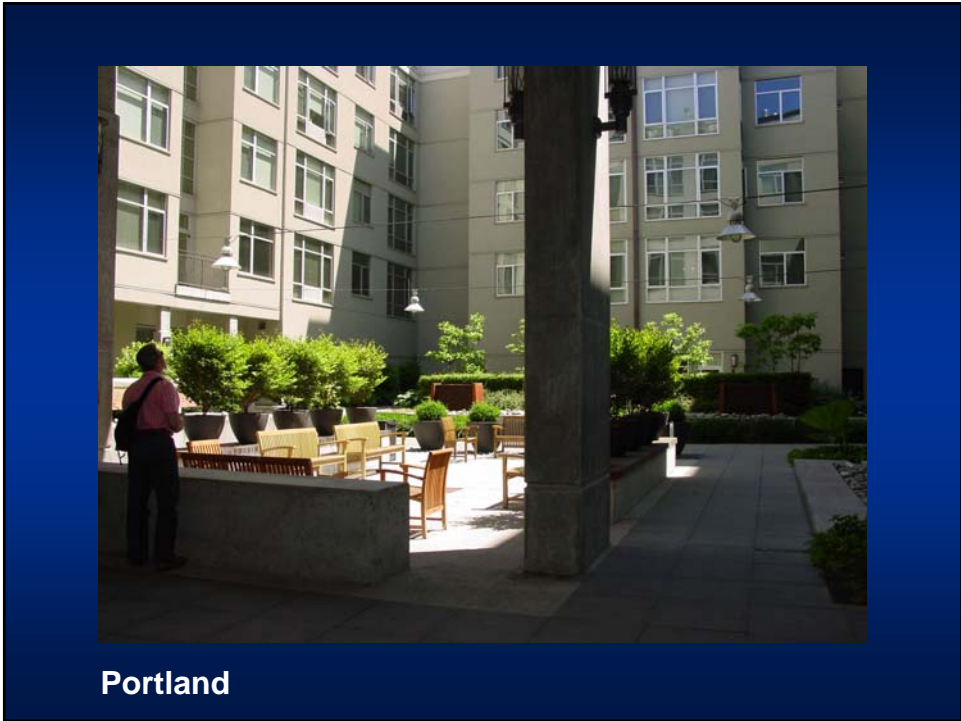




Portland



Seattle



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