

File

AGENDA

**Finance and Economic Development Committee Meeting
Tuesday, April 27, 2010
5:00 p.m. – 6:30 p.m.
City Hall South Conference Room**

1. Call to Order
2. Approval of minutes of the March 2, 2010 meeting, and the March 30, 2010 meeting
3. Discussion of downtown planning and zoning code
4. Committee member comments
5. Future meetings



Planning, Building & Public Works

DATE: April 22, 2010

TO: Finance & Economic Development Committee
Councilmember Carmen Scott, Chair
Councilmember Melissa Musser
Councilmember Matt Pina
Tony Piasecki, City Manager

FROM: Grant Fredricks, Planning, Building & Public Works Director 

SUBJECT: May 6th City Council Study Session Discussion on Downtown Planning

Attached for your review and approval at your April 27th Committee meeting is Administration's proposed Council Packet for the May 6th Study Session.

At the April 27th Committee meeting, we'd like to discuss this draft packet and modify it so that it represents the Committee's position as well as staff's recommendation to the Council. We'll also be sharing with the Committee research we've been doing of zoning methods other cities have used to achieve their downtown visions. (please refer to Attachment 2 of the packet). Finally we'd like to discuss the best way to present this material to Council at the Study Session.

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Downtown Planning Update

FOR AGENDA OF: May 6, 2010

DEPT. OF ORIGIN: Planning, Building & Public Works

ATTACHMENTS:

DATE SUBMITTED: April 22, 2010

1. Optional Planning Subareas
2. Zoning Methods

CLEARANCES:

[X] Planning, Building & Public Works ____
[X] Legal ____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: _____

Purpose and Recommendation

The purpose of this agenda item is to update the full City Council on the status of the Downtown planning work and work of the Council's Finance and Economic Development Committee. Council policy direction is requested regarding future action items associated with the 2010 Work Program for Downtown Planning.

Suggested Motion:

"I move to direct staff to:

1. Prepare an ordinance amending the permitted uses section of Chapter 18.27 D-C Downtown Commercial Zone of the DMMC; and
2. Complete more detailed height and zoning analysis and modeling to increase building heights from 35 feet to between 45 and 65 feet for the following opportunity areas:
 - Central gateway – S 223rd Street & 7th Avenue S
 - North gateway – S 216th & Marine View Drive
 - South gateway – S 227th Street & Marine View Drive"
3. Prepare a 2011 scope of work and budget to complete a comprehensive parking and circulation study for the Downtown Neighborhood.

Background

City Council has met 17 times to discuss Downtown Planning since March 2008. At the onset, Council expressed a preference to address Downtown Planning as a full Council versus at the committee level. Discussion topics ranged from staff-proposed work programs to infrastructure planning, the Marina Master Plan, Beach Park, development regulations, the University of Washington Storefront Studio project, parking, and design guidelines. Staff discussed how these activities could facilitate development of a strategic plan or master plan for the Downtown Neighborhood.

Council was supportive of a visioning process followed by a comprehensive analysis of the Downtown neighborhood and development of a Downtown strategic plan. There was general consensus on:

- Need for community input with Council leadership and ownership
- Software-assisted height and view analysis to better understand opportunities and inform decisions
- A willingness to consider design guidelines

Input from staff and the UW Storefront Studio project was also seen as valuable to the planning process. Council discussed the strengths, weaknesses, opportunities, and threats affecting Downtown, many of which guide the visioning and planning process. Council obtained input from developers, property owners and the business community at retreats held on April 26, 2008 and September 27, 2008.

In January 2009, Council adopted a vision and mission statement for the Marina District that captures the work program elements associated with Council goals and priorities, and provides the context and framework for the planning process, plan content and more specific projects that Council wants to emphasize. These were subsequently adopted into the Comprehensive Plan in November 2009 as the vision and goals for the Downtown Element.

Staff completed draft design guidelines and a preliminary software-assisted height and view analysis for the Marina District. Council discussed the view analysis and design guidelines at their June 4, 2009 study session and June 27, 2009 retreat. Council expressed interest in completing a statistical survey to better understand who the Downtown serves and what businesses need to be successful; however, at this time funding is not available to implement this type of survey. There was also consensus on the need to focus planning on a smaller geographic subarea of the Downtown. Council identified some optional areas to consider for more detailed planning.

In October 2009, Council remanded review of the Marina District Design Guidelines (MDDGs) to the Planning Agency. Over the past 6 months, the Planning Agency has met 10 times to discuss the draft MDDGs. Councilmember Dave Kaplan, liaison to the Planning Agency, attended the Agency's November 16, 2009 meeting and provided the Council's perspective regarding Downtown planning. Topics discussed included housing, job capacity, building heights, zoning issues such as sign code, and business development and attraction. The Planning Agency has completed their review of the MDDGs and will be presenting their recommendations to the City Council on May 6, 2010. The proposed MDDGs were provided to Council on April 22, 2010 in a separate Council Packet.

A number of recurring themes related to the Downtown/Marina District have come up through the many Council and Planning Agency discussions, input from the citizens, property owners and the development community, UW Storefront Studio project, Mayor's Leadership Summit (2005), and previous studies

such as the City of Des Moines Economic Development Strategy Final Report (Ravenhurst Development, Inc., 2005) and Des Moines Revitalization Study (R.W. Thorpe & Associates, 1982):

- Invest City resources and priorities in the downtown and along the waterfront
- Create and promote a business marketing program and funding strategy (includes business attraction/retention/expansion)
- Survey businesses and property owners in downtown and broader community
- Evaluate changes to the zoning and building codes to stimulate development:
 - increase building heights
 - reduce parking requirements
 - update sign code
- Establish Design Guidelines
- Create an integrated transportation system that addresses:
 - parking and circulation
 - access between Downtown, the Marina and Beach Park
 - pedestrian and bicycle network
 - gateways, wayfinding and streetscape improvements
- Public outreach – provide improved citywide communication/information sharing

Discussion

Over the past 2 months, the Council Finance and Economic Development Committee (F&EDC) has been meeting to discuss Downtown planning. This work has been guided by the Vision and Mission adopted for the Downtown Neighborhood as well as input from our citizens and leaders in the business and development communities. Overarching goals for the Committee were to:

1. Focus public investments in opportunity areas to stimulate economic development in Downtown:
 - Central gateway – S 223rd Street & 7th Avenue S
 - North gateway – S 216th & Marine View Drive
 - South gateway – S 227th Street & Marine View Drive
2. Facilitate and/or incentivize development of economically viable mixed-use projects to:
 - Increase the number of people living in and using the area
 - Foster the creation of independent local businesses
 - Increase retail, restaurant and entertainment opportunities
3. Enhance identity through branding (i.e., “Marina District”) *shops, restaurants and hotels; view;*
4. Market existing assets – Marina, Historic Beach Park, existing businesses, and Highline Community College

Key issues discussed to date include:

1. Permitted Uses
2. Building Heights and Setbacks
3. Design Guidelines
4. Traffic and Parking

A number of strategies have been identified as a means to overcome development obstacles and promote economic investments in Downtown. These include but are not limited to:

Permitted Uses Strategy

Review all allowed uses in the designated zoning (Downtown Commercial (DC) zone) for the Marina District/Downtown and delete or modify those uses that are not conducive for the District to function as a high density residential mixed use neighborhood as well as a local commercial/ business center. Only allow those commercial/office/retail related uses that are compatible with mixed use development, promote the on-going growth and development of the District, and further the economic and best public welfare objectives of the City. Considerations for change include:

- Outdated Uses. Uses that are listed and appear to have been “carried over” from previous code versions or other zones (HC, CC and BC zones) to accommodate conditions at the time, but with little regard for the long-term Downtown vision.
- Creating a Distinction. Both the Marina and the Downtown core (properties fronting on Marine View Drive and 7th Avenue) share the same DC zoning, but it is believed that these two areas relate to each other, but have a different emphasis on how they are to function.
- Focus on City desired Highest and Best Uses. It can be healthy to have a variety of different uses in a particular zone, but certain uses do consume large parcels of land without furthering City objectives to make the District an economically stronger and socially more viable neighborhood. These uses can actually delay growth by allowing outside ownership interests to sit on big chunks of properties for extended periods of time waiting for values to appreciate (land banking). These sites often have underutilized improvements or undesirable uses that offer little to the community in terms of housing or contributing to a viable business sector.
- Incompatible Uses. Uses that are too intense, have inordinate loading, trucking and transport of goods, or generate undesirable visual, noise, traffic, or odors should be restricted.
- Uses that are Unclear, Unclassified, or have Unexpected Consequences. Eliminate or place greater restrictions on uses (permitted, accessory, conditional, and unclassified) that would be viewed as a surprise. The City needs to keep in mind that long-term success of the Downtown is a partnership between the public regulatory realm and the private sector that is investing in the community. Investors and developers are business people who like stability, predictability, and organizations that they sense are creating an environment that helps them protect their investment interests. Investors are very much aware that the value of their site or project is impacted by what happens around them. The market niche that the City wants to promote for the Downtown core is principally a local commercial/ business service center with high density residential via mixed use. Investors who share in this vision will want to make sure that they are able to operate in a stable market condition with other properties being developed in a similar manner which excites the market for their product or at least appreciates land values. *divine*

- Potentially Problematic Uses. Based on the considerations cited above, the following uses are identified by staff either as potentially having a negative impact on community objectives for future growth and development of the Downtown or require further Council attention. Methods to reconcile the issues presented by these uses are also listed.

USES	RECONCILIATION
Horticultural Specialties	Eliminate as an allowed Use
Light Manufacturing	Eliminate as an allowed Use
Marine Surveyors	Eliminate as an allowed Use
Wholesale Trade	Eliminate as an allowed Use
Fish Hatcheries	Limit Use as Accessory to Marina Use
Home Occupations	Limit Use as Accessory to Conforming Mixed Use
Boat Building and Repair	Limit Use as Accessory to Marina Use and provide criteria to improve operations management
Boat Cleaning	Limit Use as Accessory to Marina Use and provide criteria to improve operations management or eliminate as allowed use
Boat Storage	Limit Use to Marina Use when in-water and eliminate open storage when conducted terrestrially; provide amortization period for existing nonconforming uses; modify standard within DMMC 18.27.030(d)(vi) to clarify intent
Automotive Dealers	Eliminate as an allowed Use; provide amortization period for existing nonconforming uses
Automotive Repair	Provide conditional criteria to improve operations management and increase enforcement
Outside storage	Eliminate as an accessory use; emphasize storage is to be located within a legally permitted structure
Conditional and Unclassified Uses	Clarify which of these list of uses are eligible to be considered for siting in the DC zone (downtown) and which are not; provide stop gap solution to poor organization and structure of DMMC 18.32.020 and 18.32.030 until zoning code rewrite occurs
Mixed Uses	Clarify awkward language of "nonresidential uses" allowed at the street grade level; consider adding a requirement for a minimum useable commercial depth in addition to 60% requirement; address whether parking at street grade is acceptable if all other requirements have been fulfilled.

- Nonconforming Use Transition. Implementation of plans that involve changing uses is always a delicate matter. This is especially true when the uses that were previously listed by the City as outright permitted are now considered for removal or elimination. These uses become legal nonconforming uses. Property and business owners that have existing uses that are contemplated for removal as a permitted use in the DC zone will be concerned about their ability to continue those uses into the foreseeable future. Depending on the impact to a property or business owner, cities can address how to perpetuate nonconforming uses within a spectrum of being highly aggressive to allowing the nonconforming use to phase out on its own over no set time frame based on market conditions and the ability of the use to continue operating without ceasing operation. Once a nonconforming use ceases to exist for a period of time (typically 6 months), these uses lose legal rights to continue. On the other hand, if a more aggressive abatement of nonconforming uses is desired, cities can prescribe an established period of time that the use may continue before being required to cease operation. This method generally requires an assessment of amortizing significant costs a property owner has invested in establishing the use and allowing time for recoupment of those costs before requiring the use to cease.

Building Heights and Setbacks Strategy

To address increased building heights and setbacks in the Downtown Neighborhood, staff will confirm assumptions about the impacts and benefits associated with increasing building heights from today's 35 foot maximum to between 45 and 65 feet, further explore ideas and identify issues regarding the overall vision for the Downtown Neighborhood, including possible land use and zoning changes, the aesthetics of future development, transportation options, and opportunities for economic revitalization. Development regulations coupled with design guidelines will help determine the future built form within the neighborhood.

Based on input received from the City Council, Planning Agency, property owners and the development community as well as previous planning studies, primary objectives for raising building heights are to:

- Make development/redevelopment more financially feasible
- Increase the number of people living in Downtown which equates to more people using area
- Increase the number of jobs in Downtown to increase tax revenues and activate the area

A variety of zoning options and design elements will be explored and combined into a minimum of two (2) alternatives for an overlay zone/s within the Downtown. Elements of this work include:

1. Research methods for increasing heights limits:
 - Strategies to foster incremental change over the short- and long-term
 - Form based code
 - Incentive based programs
2. Determine how height is measured:
 - When projects front more than one street
 - Options for administrative flexibility when the end result is a better design/project
3. Additional modeling to:
 - Visualize opportunity areas
 - Evaluate changes in views
 - Identify design solutions

This work would be vetted through on-going meetings with the Council Finance and Economic Development Committee and feedback loops with full Council, the Planning Agency and the community. Activities and work products for this strategy include:

- Conduct two (2) visioning and urban design charrettes/workshops
- Research and develop urban design concepts for the areas that the public will be discussing.
- Create urban design/development alternatives for one or more opportunity areas
- Graphically represent the two alternative design options for the Study Area(s) by incorporating different concepts and designs for the following elements: streetscape, building form, pedestrian/open space linkages, and general mix of land uses based on initial input from the first charrette/workshop

In order to influence change in the areas the City wants to see economic revitalized, it is important to focus the planning and resources on smaller geographic areas. This allows the City to target its investments in order to achieve timely and visible results. Three potential "opportunity areas" within the Downtown Neighborhood are identified below along with reasoning why these areas make sense:

Central Gateway (primary opportunity area):

dynamic core

- Opportunity to create a ~~Town Center/Central Plaza/Commons~~ in heart of Downtown centered on S 223rd and 7th Avenue S
- Centrally located within easy walking distance to other parts of the neighborhood
- Opportunity to increase building heights along 7th Ave S to provide for new retail, jobs and housing to activate area
- Catalyst for community-based stewardship and investment in neighborhood
- Strengthens connection to the Marina and Beach Park along S 223rd via streetscape and pedestrian improvements
- Opportunity to establish 7th Ave S as "Key Pedestrian Street" given it presents fewer traffic and parking issues compared to Marine View Drive (MVD)

North Gateway (secondary opportunity area):

- Sufficient but smaller redevelopment area that would require land assembly
- Opportunity to raise building heights without impacting views
- Provides for housing, new retail and jobs to activate area
- Establishes north gateway to Marina District

South Gateway (secondary opportunity area):

- Sufficient redevelopment area (20 acres +/-)
- Potential for raising building heights needs additional analysis
- Potential for new retail, jobs and housing to activate area
- Establishes gateway into Marina District from south
- Strengthens connection to Marina along S 227th

DM Elementary

Design Guidelines Strategy

Design Guidelines will help shape the form of new development by paying particular attention to site design, building form, architecture and public spaces. They provide a framework for creating diverse and high quality commercial and multi-family projects in a way that is consistent with the vision for the Marina District.

The Marina District Design Guidelines (MDDGs) complement the development requirements established in the Des Moines Municipal Code (DMMC). The DMMC coupled with the Street Development Standards provide clear requirements for public rights-of-way and site and building requirements such as setbacks, lot coverage, landscape buffers, signage, and allowable land uses. Key objectives of the MDDGs are to:

- Foster design excellence by providing a framework for creating diverse and high quality commercial and multi-family projects
- Help shape the form of new development by paying particular attention to site design, building form, architecture and public spaces
- Complement the development requirements established in the Des Moines Municipal Code
- Provide assurances that alterations/new construction by others will reinforce the design goals and vision for the Downtown Neighborhood.
- Establish a climate for investment for businesses, residents and property owners.

Transportation and Parking Strategy

Ultimately, the transportation and parking strategy is tied to land use, zoning and development patterns in the Downtown Neighborhood. The Downtown is a convergence of mobility needs for vehicles, deliveries, pedestrians, bicyclists and transit. A primary goal for the City is to improve access to Downtown as a destination for both businesses and residents. Currently, high traffic volumes during the commute on Marine View Drive South and 7th Avenue South limit the east-west access in the Downtown area, resulting in poor level of service operations for side streets such as South 220th Street and South 222nd Street. Pedestrians crossing Marine View Drive are also challenged to find acceptable gaps in traffic to cross the street (*Comprehensive Transportation Plan, 2009*).

Initial analysis in the *Comprehensive Transportation Plan* (CTP) shows that there is probably enough parking in the Downtown area, but that some of the parking is private and available parking may not be in convenient locations. Parking demand can exceed the supply of convenient parking, resulting in perceived and real parking issues and concerns. Parking is perceived by some as being tough - on-street parking is often tight near desired destinations and available away from primary destinations. Night-time security, lack of sidewalks, and limited lighting on connecting streets all reduce the potential for using available yet distant parking for Downtown demand. There are large parking areas at the Marina, but this parking is only convenient for Marina events. To address immediate parking concerns, on January 8, 2009, the City Council passed a moratorium on requiring new parking requirements for new commercial development in the Downtown Neighborhood through 2009. The moratorium has been extended for an additional two years and it will sunset in December 2011.

As the Downtown continues to develop, traffic congestion and parking demand will grow as the businesses, retail, and residences increase. When considering changes in land use, transportation services, and travel patterns in the Downtown, it is important to consider traffic circulation and options for managing parking demand and parking supply. Des Moines' *Comprehensive Transportation Plan*

(2009) recommends that a Downtown circulation study be completed to identify how best to maximize the multi-modal use of the streets and improve traffic operations within the area. Parking management techniques will be needed to balance the employee, customer, visitor, and residential demand for the same on-street parking. A first step to implement this recommendation will be to develop a 2011 scope of work and budget to complete a comprehensive parking and circulation study for the Downtown Neighborhood.

Financial Impact

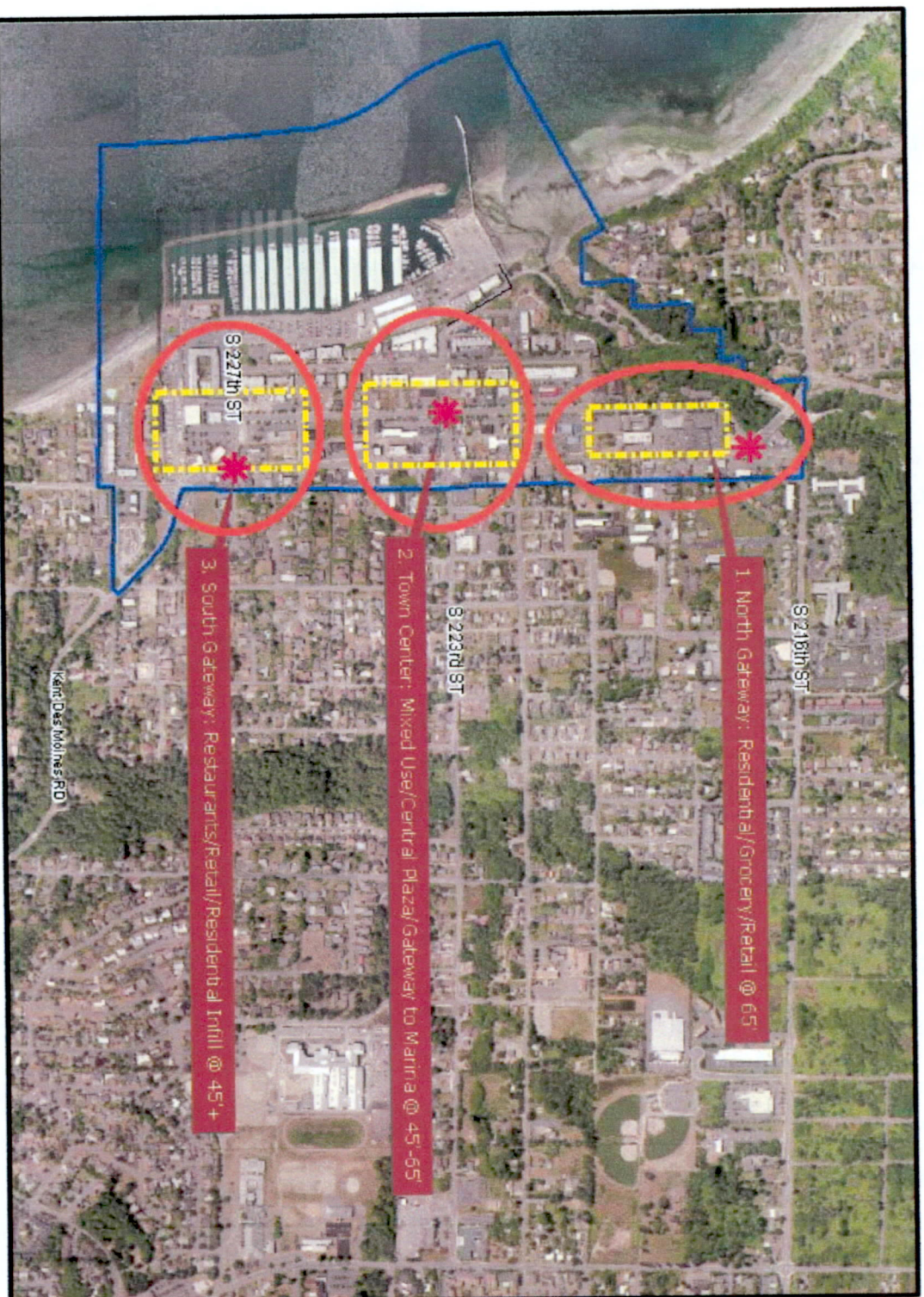
The Downtown planning efforts are intended to result in the revitalization of the Marina District and stimulation of economic development in the business core. This in turn will help to create jobs, new housing, a stronger tax base and tax revenues for the City of Des Moines.

Recommendation

Staff recommends Council provide policy direction on the 2010 Downtown Planning work priorities by passing the suggested motion.

*and a ~~strong~~ more
vital, dynamic shopping, rest + entertainment
area
influence*

Optional Planning Subareas



THE UNIVERSITY OF CHICAGO

STANDARD

ATTACHMENT 2

ZONING METHODS

Introduction

To date, staff has completed preliminary research and analysis of data and factors for considering building heights in the Downtown Neighborhood. Data includes current conditions such as population, number of households and the amount of vacant and redevelopable land. Staff also evaluated several build-out scenarios comparing the existing height limit of 35 feet to height limits at 45, 55, and 65 feet. Proforma from several mixed use projects proposed in the Downtown were used to determine the average density and number of units that could be created; however, it is recognized that the market will ultimately determine what is built. This information is summarized below:

Existing

- Core Downtown Study Area = 41 acres
- Marina Study Area = 13.3 acres
- Households in Downtown Core = 743
- OFM Average Population per Household Estimate = 1.9271
- Residents living in Downtown Core = 1,435 people

Mixed Densities in Downtown Core

- Seascape Site = 37 units on .55 acres (67 units per acre)
- Bayside Place Site = 22 units on .53 acres (42 units per acre)
- Average Density under existing zoning = 55 units per acre

Population Projections for Build-Out Scenarios

- Existing Zoning Allowance (35 foot maximum height) = 2,255 people
- 45 foot maximum building height = 3,007 people
- 55 foot maximum building height = 3,759 people
- 65 foot maximum building height = 4,511 people
- 45 foot maximum building height plus 25% of downtown core (10 acres) at height bonus to 65 feet = 3,571 people
- 45 foot maximum building height plus 35% of downtown core (14 acres) at height bonus to 65 feet = 3,796 people
- 45 foot maximum building height plus 50% of downtown core at height bonus to 65 feet = 4,135 people

Examples from Other Communities

As a follow-up to this work, the Council Finance and Economic Development Committee asked staff to research some of the ways other communities' regulate building heights. The Cities of Tacoma, Mountlake Terrace and Mill Creek were suggested as communities to look at. Below is a summary of how each of these communities regulate building heights and any provisions and/or incentive programs they have in place regarding height bonuses. Examples are also provided from the City of Sammamish, and the City of Bellevue's Bel-Red Corridor.

City of Tacoma – Destination Downtown

Overview

Tacoma's "*Destination Downtown*" is a comprehensive strategy to help orchestrate the future development of downtown Tacoma. The strategy includes both goals and policies and a zoning code that builds on the basics of good urban design, desirable housing, efficient transportation, and enjoyable open space.

The intent is to create a lively downtown setting to attract a variety of residents, including urban professionals, artists and families. Providing interesting, attractive housing is the first link in a chain that brings services such as retail stores and restaurants, fulfilling the daily needs of residents. The goal is to have 2,010 new downtown housing units by the year 2010. The vision is for a healthy mix of housing types – condominiums, apartments, studios, and live/work spaces for families, couples, students and artists. By making downtown home to more people, an important step is taken in animating the streets, plazas, and parks of downtown.

Zoning regulations are organized around four downtown districts, each with base requirements for floor-area ratio, height and parking. The regulations are quite a departure from other codes that define zones by intended uses. A voluntary design review process allows more flexibility in the regulations in exchange for good design and results in buildings that better fit their physical surroundings.

Zoning

Development standards within Tacoma's Downtown are established based on allowable Floor Area Ratio (FAR). The "Floor Area" relates to the total floor area within the walls of all buildings on a lot or building site, except for areas used for parking, mechanical equipment, elevators, stair shafts, exterior decks, balconies, and corridors open to the air. The "Floor Area Ratio" or "FAR" is the ratio of the total floor area of buildings on a certain location to the size of the land of that location.

In zoning, FAR is commonly used to limit the amount of construction in a certain area. For example, if the relevant zoning ordinance permits construction on a parcel, and if construction must adhere to a 0.10 floor area ratio, then the total area of all floors in all buildings constructed on the parcel must be no more than one-tenth the area of the parcel itself.

The following information is excerpted from the Tacoma Municipal Code and illustrates how the allowable FAR is determined within the different Downtown zones. There are many variables that factor

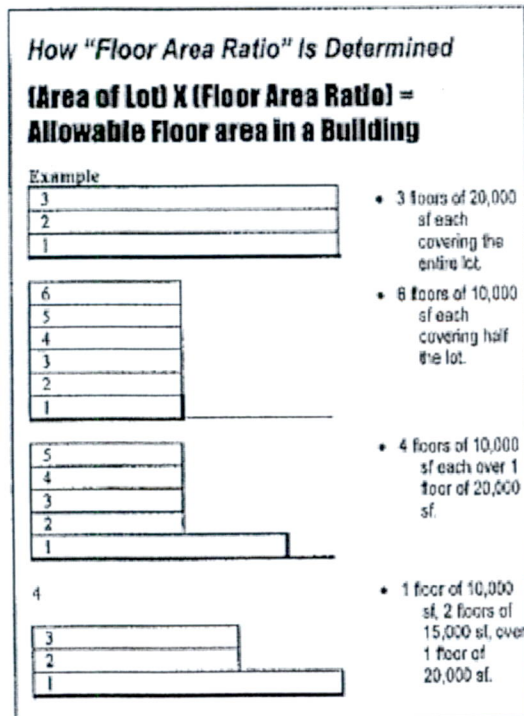
into these calculations including FAR for residential and non-residential uses, how building heights are measured, maximum building heights, and parking ratios to name a few.

Development Standards Table.

Development Standards Table:									
Districts	Maximum Allowable Floor Area Ratio (FAR) ¹						Height Limits	Non-Res Parking ^{2, 3, 4, 6}	
	“As of Right”		With Design Standards		With Special Features			Min	Max
	Non-Res	Res	Non-Res	Res	Non-Res	Res		(stalls/floor area sf) ⁵	
DCC	3	3	6	6	12	12	400’	2.4/1000	3.6/1000
DMU	2	3	4	5	6	7	100’	2.4/1000	3.6/1000
DR	1	2	2	4	4	6	90’	1.2/1000	3.6/1000
WR	3	4	4	5	6	7	100’	1.2/1000	3.6/1000

Source: 13.06A.060 Development standards Tacoma Municipal Code (Revised 03/2010)

The graphic below shows several examples of how FAR can be determined for 60,000 square feet of floor area:



Tacoma also has provisions for increasing the allowable the FAR shown in the Development Standards table above. This achieved by incorporating at least four (4) of the following design standards into a development (TMC 13.06A.080, Design Standards for Increasing Allowable FAR):

1. Architectural expression of the base of buildings through more refined materials such as stone or brick, and details such as cornice lines and belt courses. The base of the building is the first full floor above grade.
2. Architectural delineation of the tops of buildings through devices such as pyramids, domes, spires, projecting cornices, and other similar, visually distinctive roof forms.

3. Enhanced pedestrian elements at the sidewalk level including decorative lighting (free-standing or building-mounted), seating or low sitting walls, planters, or unit paving in sidewalks.
4. Exterior public space equivalent to at least
5. 5 percent of the site area and including the following attributes:
 - a. Seating in the amount of one sitting space for each 100 sf of area.
 - b. Trees and other plantings.
 - c. Solar exposure during the summer.
 - d. Visibility from the nearest sidewalk.
 - e. Within 3' of the level of the nearest sidewalk.
6. Incorporation of works of art into the public spaces, exterior facade, or entrance lobby.
7. Landscaping covering at least 15 percent of the surface of the roof and/or the use of "green roofs" which reduce storm water runoff. Access by building occupants is encouraged.
8. Including a Public Benefit Use within the development.
9. Within the Downtown Commercial Core, at least 60 percent of the linear frontage along those portions of Pacific Avenue, Broadway, and Commerce Street defined as a Primary Pedestrian Street shall be occupied by retail, restaurants, cultural or entertainment uses, hotel lobbies, or Public Benefit Uses.
10. Retention and renovation of any designated or listed historic structure(s) located on the site.
11. Parking contained entirely within structures or structures on the site.
12. Include mixed-rate housing in a housing or mixed-use project.

City of Mill Creek

Overview

The City of Mill Creek is a suburban community of 17,770 people located just east of the I-5 corridor in Snohomish County. Since its incorporation in 1983, the City has approved 14 annexations ranging between two and 300 acres in size thereby doubling its size.

Mill Creek Town Center is located on a 32-acre site adjacent to SR 527 where a proposed 500,000 square foot, mixed-use development that will provide a new focal point for a growing community. The project is organized around a retail core but is designed as an open-air, multi-level retail, restaurant, entertainment, and civic complex, which, in effect, creates a downtown for the Mill Creek community.

The community vision is for the Mill Creek Town Center to become the town's new urban focus, featuring shop-lined streets, landscaped parks, offices overlooking public plazas, and a wide variety of shopping, dining, entertainment, office, and recreational experiences. The project employs progressive planning strategies to achieve pedestrian-oriented yet urban streets, distinctive architecture, and a unique cosmopolitan character. These attributes, combined with the project's sensitive integration of the Mill Creek community's goals and values ensure that Mill Creek Town Center will be an attractive and treasured community gathering place for years to come.

Zoning

Within Mill Creek Town Center, building heights are envisioned to range from 1 to 3 stories in the commercial area with higher density mixed use and residential surrounding the core. A minimum height of 20 feet has been established as well as maximum heights of 40 feet for community business, 50 feet for commercial/office and 60 feet for residential with retail on the ground floor. The City will also consider higher building heights if an applicant can demonstrate consistency with the overall intent of the design guidelines intent.

Setbacks are regulated similar to Des Moines. For high density residential uses, setbacks range from a five feet minimum to 15 feet maximum from the back of sidewalk, from a ten feet minimum to 20 feet maximum from the back of curb for residential uses or zero feet for any portion of a mixed use development that includes commercial and/or office uses on the ground floor. Site design, architectural elements such as building height, scale, and articulation, streetscapes and parking are guided by the *Town Center Design Guidelines*. Key objectives are aimed at coordinating building design, signage, lights and landscaping to provide diversity and variety in building form and type, landscape design, open spaces and site features while maintaining a sense of design continuity throughout the site.

City of Mountlake Terrace

Overview

Mountlake Terrace sits astride Interstate 5 about 13 miles north of downtown Seattle. Surrounding jurisdictions include Edmonds, Lynnwood, Brier, Shoreline, Kenmore and Bothell. The Town Center is situated along a north-south corridor, is about 75 acres in size and corresponds to the existing community business downtown (BC/D) zone.

In February 2007, the City of Mountlake Terrace adopted their Town Center Plan with the intent to create an economically healthy and revitalized downtown that will enhance the community's quality of life. Using the building prototypes as a base, the City created three alternatives that reflect varying build outs and building mixes for evaluation. The alternatives ranged from current policy (i.e., low density and 3-story buildings) to a denser alternative assuming 50 percent redevelopment and two large mixed-use buildings. Design guidelines and revisions to development regulations were seen as key to implementing the plan. As part of this work, the City evaluated the alternatives using a "Building Form Best Fit" analysis which is described below as excerpted from Town Center Plan.

Building Form Best Fit (Source: Mountlake Terrace Town Center Plan, 2007)

Guided by the city's vision map (created from public input), a tipping point analysis, and sound planning principles, a multi-step process was used to determine what type of development "best fits" each parcel within the study area. First, using a return on investment model, the maximum land costs that would still allow each prototype to be feasible was determined. This step is important because the cost of land is a major factor in determining the financial feasibility of a project for developers.

After calculating the value per acre of the parcels within the study area, the determination was made that a small mixed-use development is feasible on land that costs approximately \$800,000 per acre, a medium mixed-use project is feasible on land that costs about \$1.2 million per acre, and a large mixed-

use development is feasible on land that costs about \$1.6 million per acre. Each parcel was assigned a ratio that compared its land value to the land value necessary to make a feasible project.

Using these land value thresholds, nearly every parcel can achieve some type of profitable redevelopment under the “best fit” assignment of prototypes. Finalizing this best fit also takes into consideration that generally parcels along existing commercial streets or ones at busy intersections have a higher value, and thus require more intensive development to achieve profitability. To translate the vision map into a plan that can be implemented, it is necessary to take the general land uses and look at the most feasible development types on the parcel level.

Through their analysis, it was determined that increasing height alone does not “tip” a sample project in Mountlake Terrace toward financial feasibility without adjustments to other inputs. Given its proximity to Seattle, it was determined that Mountlake Terrace could capture a segment of the regional market (2007) for office, retail and housing.

NOTE: Work in Progress - Additional information will be provided at the April 27th Finance and Economic Development Committee meeting.

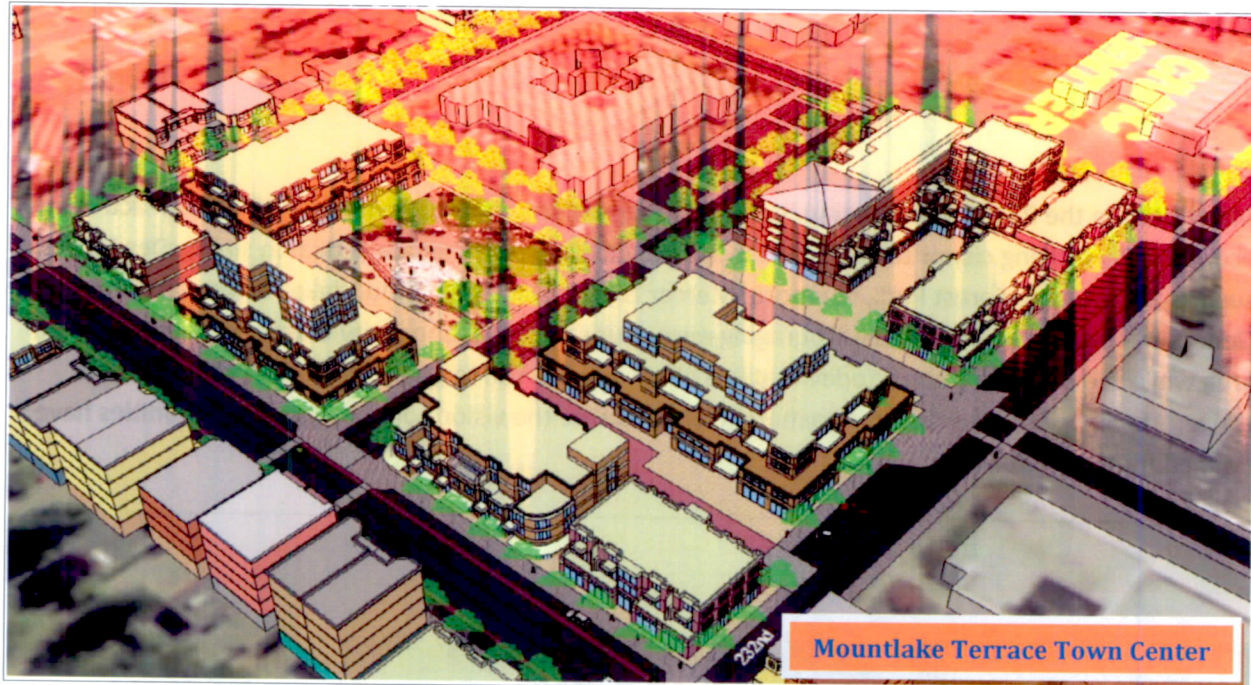
ATTACHMENT 2

ZONING METHODS

INTRODUCTION

Many cities in the Puget Sound region have embarked on programs to revitalize or create an active and economically thriving city or town center. Examples include cities that are similar in size to Des Moines such as Burien, Lake Forest Park, Kenmore, Mercer Island, Mill Creek, Mountlake Terrace, and Renton. Generally, their efforts included encouraging mixed uses and greater density of development in a core area while actively taking steps today that will allow a successful town center area to take root and thrive. The images below and in Attachment 2A, illustrate the vision some of these communities have defined for their future:





In each case, a mix of housing, jobs, services and attractions and increased but varying density is necessary to shape a vibrant and pedestrian-friendly downtown. Accomplishing such a mix requires identifying and putting into motion a series of measures such as analyzing economic/market trends, developing a subarea/master plan and revising zoning and development regulations.

PRELIMINARY ANALYSIS OF DOWNTOWN DES MOINES

To date, staff has completed preliminary research and analysis of data and factors for considering building heights in the Downtown Neighborhood. Data includes current conditions such as population, number of households and the amount of vacant and redevelopable land. Staff also developed several build-up scenarios comparing the existing height limit of 35 feet to height limits at 45, 55, and 65 feet. Pro forma data from several mixed use projects proposed in the Downtown were used to determine the average density and number of units that could be created; however, it is recognized that the market will ultimately determine what is built. This information is summarized below:

Existing

- Core Downtown Study Area = 41 acres
- Marina Study Area = 13.3 acres
- Households in Downtown Core = 743
- OFM Average Population per Household Estimate = 1.9271
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Mixed Densities in Downtown Core

- Seascape Site = 37 units on .55 acres (67 units per acre)
- Bayside Place Site = 22 units on .53 acres (42 units per acre)
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Population Projections for Build-Out Scenarios

- Existing Zoning Allowance (35 foot maximum height) = 2,255 people
- 45 foot maximum building height = 3,007 people
- 55 foot maximum building height = 3,759 people
- 65 foot maximum building height = 4,511 people
- 45 foot maximum building height plus 25% of downtown core (10 acres) at height bonus to 65 feet = 3,571 people
- 45 foot maximum building height plus 35% of downtown core (14 acres) at height bonus to 65 feet = 3,796 people
- 45 foot maximum building height plus 50% of downtown core at height bonus to 65 feet = 4,135 people

EXAMPLES FROM OTHER COMMUNITIES

As a follow-up to this work, the Council Finance and Economic Development Committee asked staff to research some of the ways other communities' regulate building height and bulk. The Cities of Tacoma, Mill Creek and Mountlake Terrace were suggested as communities to look at. Below is a summary of these jurisdiction's overall vision or development strategy for their downtown, how they regulate building heights, and any provisions or incentive programs they have in place regarding height bonuses.

City of Tacoma – Destination Downtown

Overview

Tacoma's "*Destination Downtown*" is a comprehensive strategy to help orchestrate the future development of downtown Tacoma. The strategy includes both goals and policies and a zoning code that builds on the basics of good urban design, desirable housing, efficient transportation, and enjoyable open space.

The intent is to create a lively downtown setting to attract a variety of residents, including urban professionals, artists and families. Providing interesting, attractive housing is the first link in a chain that brings services such as retail stores and restaurants, fulfilling the daily needs of residents. The goal is to have 2,010 new downtown housing units by the year 2010. The vision is for a healthy mix of housing types – condominiums, apartments, studios, and live/work spaces for families, couples, students and artists. By making downtown home to more people, an important step is taken in animating the streets, plazas, and parks of downtown (City of Tacoma, 2008).

Zoning regulations are organized around four downtown districts, each with base requirements for floor-area ratio, height and parking. The regulations are quite a departure from other codes that define zones by intended uses. A voluntary design review process allows more flexibility in the regulations in exchange for good design and results in buildings that better fit their physical surroundings.

Zoning

Development standards within Tacoma's Downtown are established based on allowable Floor Area Ratio (FAR). The "Floor Area" relates to the total floor area within the walls of all buildings on a lot or building site, except for areas used for parking, mechanical equipment, elevators, stair shafts, exterior decks,

balconies, and corridors open to the air. The "Floor Area Ratio" or "FAR" is the ratio of the total floor area of buildings on a certain location to the size of the land of that location.

In zoning, FAR is commonly used to limit the amount of construction in a certain area. For example, if the relevant zoning ordinance permits construction on a parcel, and if construction must adhere to a 0.10 floor area ratio, then the total area of all floors in all buildings constructed on the parcel must be no more than one-tenth the area of the parcel itself.

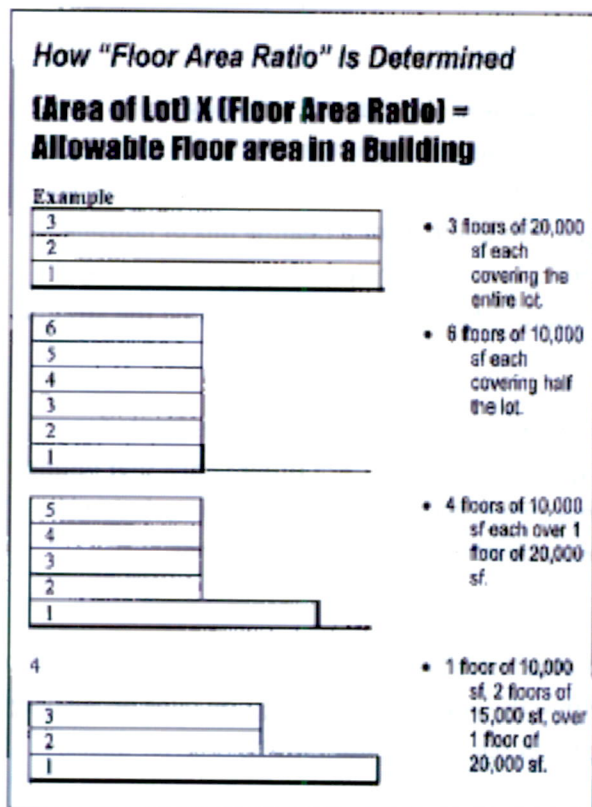
The following information is excerpted from the Tacoma Municipal Code and illustrates how the allowable FAR is determined within the different Downtown zones. There are many variables that factor into these calculations including FAR for residential and non-residential uses, how building heights are measured, maximum building heights, and parking ratios to name a few.

Development Standards Table.

Development Standards Table:									
	Maximum Allowable Floor Area Ratio (FAR) ¹								
Districts	“As of Right”		With Design Standards		With Special Features		Height Limits	Non-Res Parking ^{2, 3, 4, 6}	
	Non-Res	Res	Non-Res	Res	Non-Res	Res		Min	Max
								(stalls/floor area sf) ⁵	
DCC	3	3	6	6	12	12	400'	2.4/1000	3.6/1000
DMU	2	3	4	5	6	7	100'	2.4/1000	3.6/1000
DR	1	2	2	4	4	6	90'	1.2/1000	3.6/1000
WR	3	4	4	5	6	7	100'	1.2/1000	3.6/1000

Source: 13.06A.060 Development standards Tacoma Municipal Code (Revised 03/2010)

The graphic below shows several examples of how FAR can be determined for 60,000 square feet of floor area:



Tacoma also has provisions for increasing the allowable the FAR shown in the Development Standards table above. This achieved by incorporating at least four (4) of the following design standards into a development (TMC 13.06A.080, Design Standards for Increasing Allowable FAR):

1. Architectural expression of the base of buildings through more refined materials such as stone or brick, and details such as cornice lines and belt courses. The base of the building is the first full floor above grade.
2. Architectural delineation of the tops of buildings through devices such as pyramids, domes, spires, projecting cornices, and other similar, visually distinctive roof forms.
3. Enhanced pedestrian elements at the sidewalk level including decorative lighting (free-standing or building-mounted), seating or low sitting walls, planters, or unit paving in sidewalks.

4. Exterior public space equivalent to at least
5. 5 percent of the site area and including the following attributes:
 - a. Seating in the amount of one sitting space for each 100 sf of area.
 - b. Trees and other plantings.
 - c. Solar exposure during the summer.
 - d. Visibility from the nearest sidewalk.
 - e. Within 3' of the level of the nearest sidewalk.
6. Incorporation of works of art into the public spaces, exterior facade, or entrance lobby.
7. Landscaping covering at least 15 percent of the surface of the roof and/or the use of "green roofs" which reduce storm water runoff. Access by building occupants is encouraged.
8. Including a Public Benefit Use within the development.
9. Within the Downtown Commercial Core, at least 60 percent of the linear frontage along those portions of Pacific Avenue, Broadway, and Commerce Street defined as a Primary Pedestrian Street shall be occupied by retail, restaurants, cultural or entertainment uses, hotel lobbies, or Public Benefit Uses.
10. Retention and renovation of any designated or listed historic structure(s) located on the site.
11. Parking contained entirely within structures or structures on the site.
12. Include mixed-rate housing in a housing or mixed-use project.

City of Mill Creek

Overview

The City of Mill Creek is a suburban community of 17,770 people located just east of the I-5 corridor in Snohomish County. Since its incorporation in 1983, the City has approved 14 annexations ranging between two and 300 acres in size thereby doubling its size.

Mill Creek Town Center is located on a 32-acre site adjacent to SR 527 where a 500,000 square foot, mixed-use development is proposed to provide a new focal point for a growing community. The project is organized around a retail core but is designed as an open-air, multi-level retail, restaurant, entertainment, and civic complex, which, in effect, creates a downtown for the Mill Creek community.

The community vision is for the Mill Creek Town Center to become the town's new urban focus, featuring shop-lined streets, landscaped parks, offices overlooking public plazas, and a wide variety of shopping, dining, entertainment, office, and recreational experiences. The project employs progressive planning strategies to achieve pedestrian-oriented yet urban streets, distinctive architecture, and a unique cosmopolitan character. These attributes, combined with the project's sensitive integration of the Mill Creek community's goals and values ensure that Mill Creek Town Center will be an attractive and treasured community gathering place for years to come (City of Mill Creek, 2005).

Zoning

Within Mill Creek Town Center, building heights are envisioned to range from 1 to 3 stories in the commercial area with higher density mixed use and residential surrounding the core. A minimum height of 20 feet has been established as well as maximum heights of 40 feet for community business, 50 feet for commercial/office and 60 feet for residential with retail on the ground floor. The City will

also consider higher building heights if an applicant can demonstrate consistency with the overall intent of the design guidelines.

Setbacks are regulated similar to Des Moines. For high density residential uses, setbacks range from a five feet minimum to 15 feet maximum from the back of sidewalk, from a ten feet minimum to 20 feet maximum from the back of curb for residential uses or zero feet for any portion of a mixed use development that includes commercial and/or office uses on the ground floor. Site design, architectural elements such as building height, scale, and articulation, streetscapes and parking are guided by the *Town Center Design Guidelines*. Key objectives are aimed at coordinating building design, signage, lights and landscaping to provide diversity and variety in building form and type, landscape design, open spaces and site features while maintaining a sense of design continuity throughout the site.

City of Mountlake Terrace

Overview

Mountlake Terrace sits adjacent to Interstate 5 about 13 miles north of downtown Seattle. Surrounding jurisdictions include Edmonds, Lynnwood, Brier, Shoreline, Kenmore and Bothell. The Town Center is situated along a north-south corridor, is about 75 acres in size and corresponds to the existing community business downtown (BC/D) zone.

In February 2007, Mountlake Terrace adopted their Town Center Plan with the intent to create an economically healthy and revitalized downtown that will enhance the community's quality of life. Using the building prototypes as a base, the City created three alternatives that reflect varying build outs and building mixes for evaluation. The alternatives ranged from current policy (i.e., low density and 3-story buildings) to a denser alternative assuming 50 percent redevelopment and two large mixed-use buildings. Design guidelines and revisions to development regulations were seen as key to implementing the plan. As part of this work, the City evaluated the alternatives using a "Building Form Best Fit" analysis which is described below as excerpted from the Mountlake Terrace Town Center Plan.

Building Form Best Fit

The purpose of this analysis was to determine the types of projects that could be built, or the financial gap a developer could expect, to achieve a 15 percent profit as a percentage of costs. For this analysis, five prototypes were developed: large mixed use with office; large mixed use with residential; medium mixed use; small mixed use; and townhome/live-work units. These designs were based on buildings preferred by citizens participating in the visual preference survey.

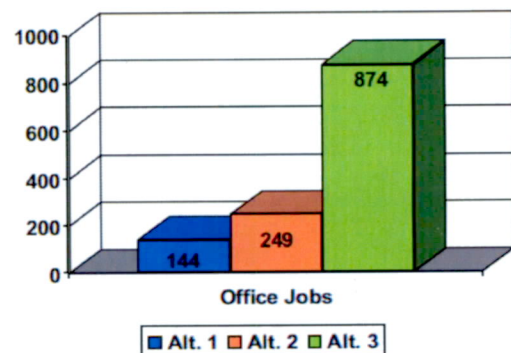
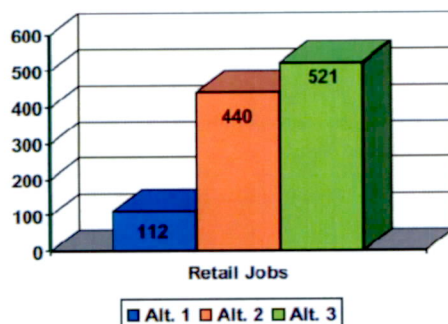
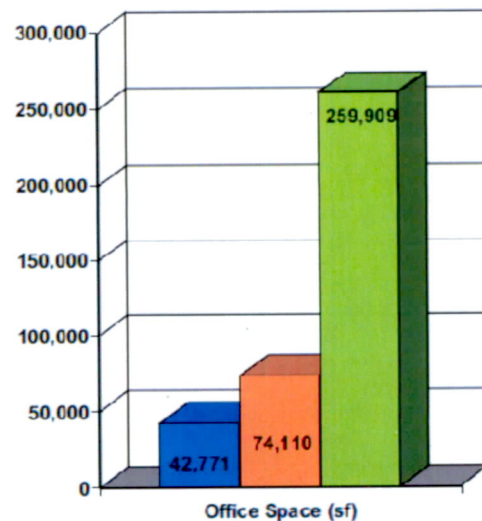
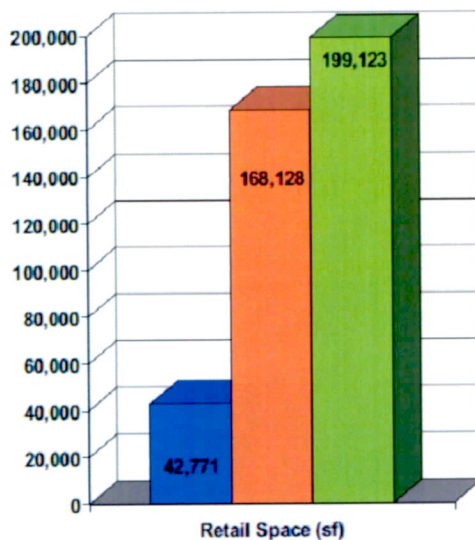
Guided by the city's vision map (created from public input), a tipping point analysis, and sound planning principles, a multi-step process was used to determine what type of development "best fits" each parcel within the study area. First, using a return on investment model, the maximum land costs that would still allow each prototype to be feasible was determined. This step is important because the cost of land is a major factor in determining the financial feasibility of a project for developers.

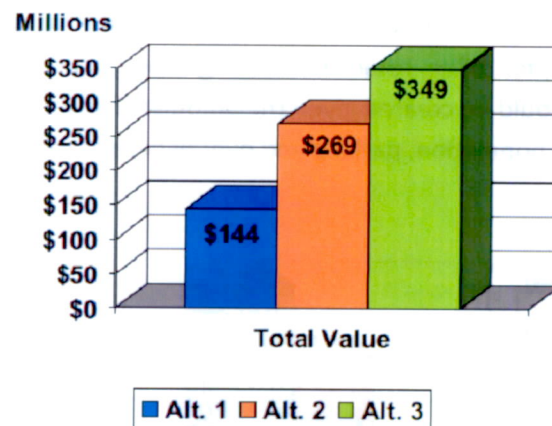
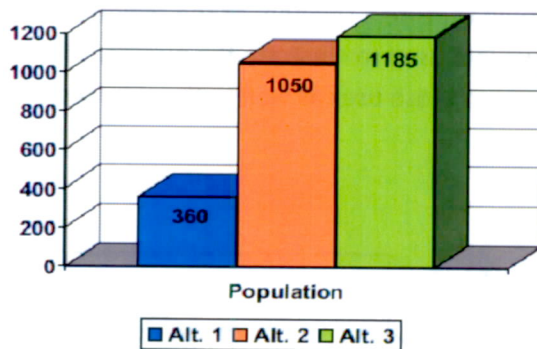
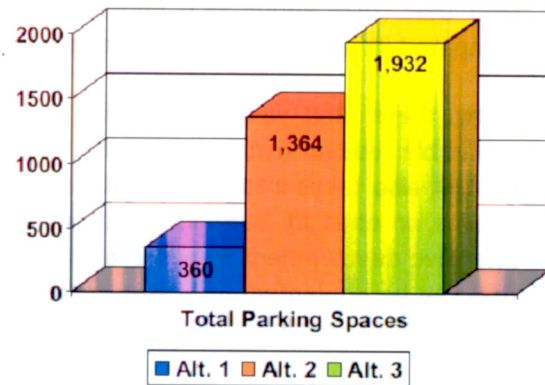
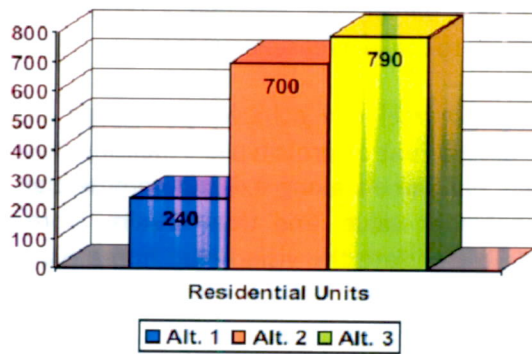
After calculating the value per acre of the parcels within the study area, the determination was made that a small mixed-use development is feasible on land that costs approximately \$800,000 per acre, a medium mixed-use project is feasible on land

that costs about \$1.2 million per acre, and a large mixed-use development is feasible on land that costs about \$1.6 million per acre. Each parcel was assigned a ratio that compared its land value to the land value necessary to make a feasible project.

Using these land value thresholds, nearly every parcel can achieve some type of profitable redevelopment under the “best fit” assignment of prototypes. Finalizing this best fit also takes into consideration that generally parcels along existing commercial streets or ones at busy intersections have a higher value, and thus require more intensive development to achieve profitability. To translate the vision map into a plan that can be implemented, it is necessary to take the general land uses and look at the most feasible development types on the parcel level.

Through their analysis, it was determined that increasing height alone does not “tip” a sample project in Mountlake Terrace toward financial feasibility without adjustments to other inputs. Given its proximity to Seattle, it was determined that Mountlake Terrace could capture a segment of the regional market (2007) for office, retail and housing. The graphics below were used to illustrate the number of jobs and that could be created given the amount of space allocated to these uses as well as the total residential units, population, parking and overall project value.





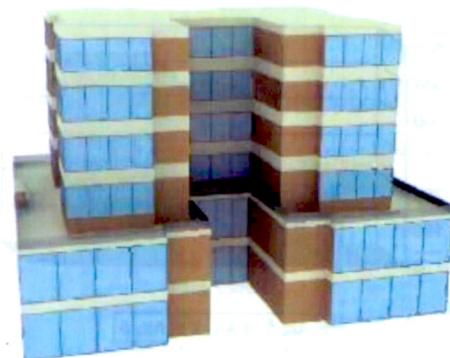
Zoning

Mountlake Terrace adopted building form standards for their BC Downtown – Downtown Community Business District zone. The general building types shown below are based on the number of stories that are allowed within the established Building Type Districts that are shown on the map that follows.

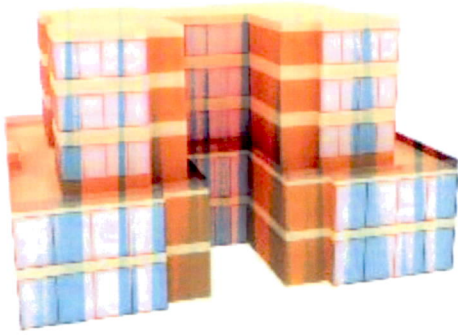
Type 1: Seven-story building.



Type 2A: Six-story building.



Type 2B: Five-story building.



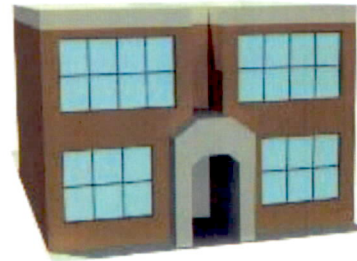
Type 3: Four-story building.



Type 4: Three-story building.



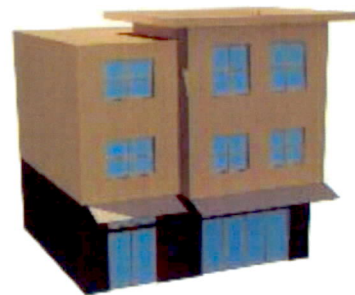
Type 5: Two-story mixed or single use building.



Type 6: Single-story building.



Type 7: Live and work two- or three-story townhouse.



Type 8: No building (open lot).



District A:

Type 1: 7-story buildings
Type 2: 5- or 6-story buildings
Type 3: 4-story buildings
Type 4: 3-story buildings

District B Incentives Overlay:

Type 2A: 6-story buildings per special regulations
Type 2B: 5-story buildings
Type 3: 4-story buildings
Type 4: 3-story buildings

District B:

Type 2B: 5-story buildings
Type 3: 4-story buildings
Type 4: 3-story buildings

District C:

Type 3: 4-story buildings
Type 4: 3-story buildings
Type 5: 2-story mixed or single use buildings

District D:

Type 4: 3-story buildings
Type 5: 2-story mixed or single use buildings
Type 6: single-story buildings
Type 7: 2- or 3-story live and work or townhouses

District E:

Type 7: 2- or 3-story live and work or townhouses

Dimensional requirements for each building located in the BC/D district are listed in the following table:

	Building Type 1	Building Type 2A	Building Type 2B	Building Type 3	Building Type 4	Building Type 5	Building Type 6	Building Type 7	Building Type 8
Minimum lot area	50,000 sq. ft.	30,000 sq. ft.	20,000 sq. ft.	14,000 sq. ft.	5,000 sq. ft.	2,500 sq. ft.	2,500 sq. ft.	1,500 sq. ft.	10,000 sq. ft.
Minimum lot width	150 ft.	100 ft.	100 ft.	100 ft.	50 ft.	25 ft.	25 ft.	25 ft.	25 ft.
Minimum lot depth	150 ft.	100 ft.	100 ft.	100 ft.	75 ft.	75 ft.	75 ft.	60 ft.	75 ft.

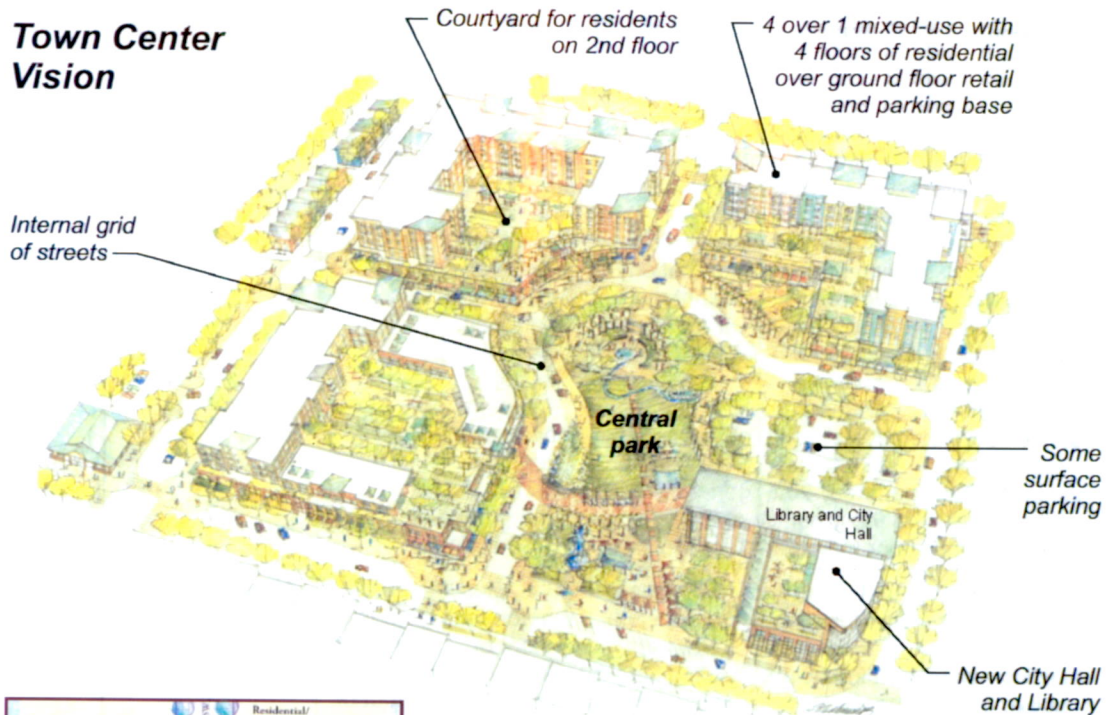
	Building Type 1	Building Type 2A	Building Type 2B	Building Type 3	Building Type 4	Building Type 5	Building Type 6	Building Type 7	Building Type 8
Minimum front yard	None*	None*	None*	None*	None*	None*	None*	None*	None*
Minimum side yard	None	None	None	None	None	None	None	None	None
Minimum side yard, adjacent to street	None*	None*	None*	None*	None*	None*	None*	None*	None*
Additional front setback	At least 5 ft. setback above the first or second story (and at any height more than 30 ft. aboveground): building footprint above second story to be generally 90% of the ground floor footprint.	At least 5 ft. setback above the first or second story (and at any height more than 30 ft. aboveground): building footprint above second story to be generally 90% of the ground floor footprint.	At least 5 ft. setback above the first or second story (and at any height more than 30 ft. aboveground): building footprint above second story to be generally 90% of the ground floor footprint.	At least 5 ft. setback above the first or second story (and at any height more than 30 ft. aboveground): building footprint above second story to be generally 90% of the ground floor footprint.	None	None	None	None	None
Minimum yard when abutting single-family residential zone	10 ft., plus 1 foot for each foot of building height above 30 ft.	10 ft., plus 1 foot for each foot of building height above 30 ft.	10 ft., plus 1 foot for each foot of building height above 30 ft.	10 ft., plus 1 foot for each foot of building height above 30 ft.	10 ft., plus 1 foot for each foot of building height above 30 ft.	None	None	None	None
Maximum FAR	3.75	3.5	3.0	2.5	2.0	1.4	0.6	1.3	0
Minimum FAR	1.0	1.0	0.80	0.75	0.5	0.4	0.4	0.4	0
Maximum lot coverage for building and parking	90%	90%	90%	85%	85%	70%	60%	75%	75%
Maximum building height	85 ft.	75 ft.	65 ft.	50 ft.	40 ft.	35 ft.	35 ft.	35 ft.	0
Maximum stories	7	6	5	4	3	2	1	3	N/A
Minimum landscaping requirement	10%	10%	10%	15%	15%	30%	N/A	N/A	N/A

*Except to provide a pedestrian activity area as required.

ATTACHMENT 2A TOWN CENTER PLAN EXAMPLES

BURIEN TOWN CENTER

Town Center Vision



Central park

Planned library



Town Center Stats:

Area: 7 acres

Context: Existing suburban downtown

New/ Planned Uses:

- Public: City Hall & Library
- Retail: 40,000 sf
- Office: Some live/work units
- Residential: 307 units
- Park: 1 acre town square

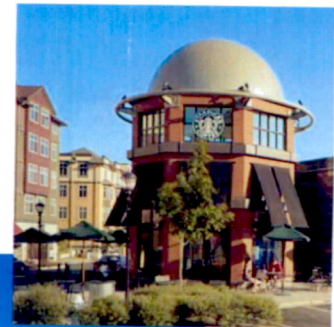
Building heights: 5-stories

JUANITA VILLAGE CENTER



Configuration of uses and buildings in Juanita Village

First phase of retail development



5-over-1 mixed-use, with street level retail, and streetscape improvements



System of sidewalks and pathways



Integration of medium-scaled retail uses



Streetscape details

Village Center Stats:

Area: 11.4 acres

Context: Old suburban shopping center

New/Planned Uses:

- Public: No new uses
- Retail: 53,000 sf
- Office: None
- Residential: 580 units
- Park: Improvements planned for existing adjacent park

Building heights: 6-stories

MERCER ISLAND TOWN CENTER



4 over 1 mixed-use with 4 floors of residential over ground floor retail and parking base - photos above and below show this development is almost completed



Project View



Office building almost completed

Another mixed-use building under construction



Town Center Stats:

Area: Multiple properties within downtown

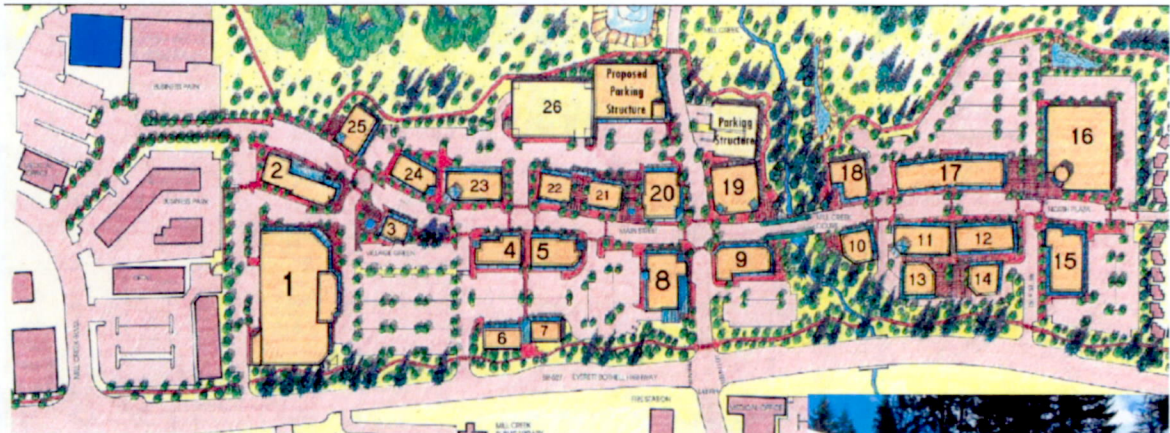
Context: Existing suburban downtown

New/Planned Uses:

- Public: No new uses
- Retail: 88,000 sf
- Office: 48,000 sf
- Residential: 852 units
- Park: No new parks - existing parks in area

Building heights: 5-stories

MILL CREEK TOWN CENTER



5-over-1 mixed-use, with street level retail, and streetscape improvements



A mix of retail, office, restaurants, fitness center, residential uses, pathways, plazas, and natural areas



Town Center Stats:

Area: 30 acres

Context: Suburban

New/Planned Uses:

- Public: No new uses
- Retail: 307,000 sf
- Office: 72,000
- Residential: 100 units (1150 units nearby)
- Open space: Creek/wetland corridor and several plaza spaces

Building heights: 5-stories



01 Peter Kirk Square front EAST side.jpg



02 Peter Kirk Square parking entry.jpg



03 Peter Kirk Square NORTH side.jpg



04 Peter Kirk Square alley WEST side.jpg



05 Peter Kirk Square Center walkway.jpg



06 Peter Kirk Square businesses.jpg



07 Peter Kirk Square businesses 2.jpg



08 Peter Kirk Square red Bldg.jpg



09 Peter Kirk Square red bldg door sign.jpg



10 Peter Kirk Square red Bldg sign 2.jpg



11 Peter Kirk Square Green & Blue bldgs.jpg



12 Peter Kirk Square grey bldg sign.jpg



Juanita V angled parking both sides.jpg



Juanita V angled parking sidewalk tables .jpg



Juanita Village cars & Condos.jpg



Juanita Village from south.jpg



Juanita Village mixed use.jpg



Juanita Village open space & fountain.jpg



Juanita Village sign & scene.jpg



Juanita Village signs lighting plantings.jpg



Juanita Village Starbucks.jpg



Kirkland ART sign & 3rd floor FISH CAFE.jpg



Kirkland beach park & people.jpg



Kirkland condos with underground parking.jpg



Kirkland downtown mixed use bldg 1.jpg



Kirkland downtown stores & condos A.jpg



Kirkland downtown Stores & condos B.jpg



Kirkland park bronze kids & pavilion.jpg



Kirkland park bronze kids from front.jpg



Kirkland park people & beach seating 1.jpg



Kirkland park people & beach seating 2.jpg



Kirkland park people and boating scene.jpg



Kirkland pavilion & Beach park.jpg



Kirkland Pavilion view.jpg



Kirkland RS older homes across from RM apts.jpg







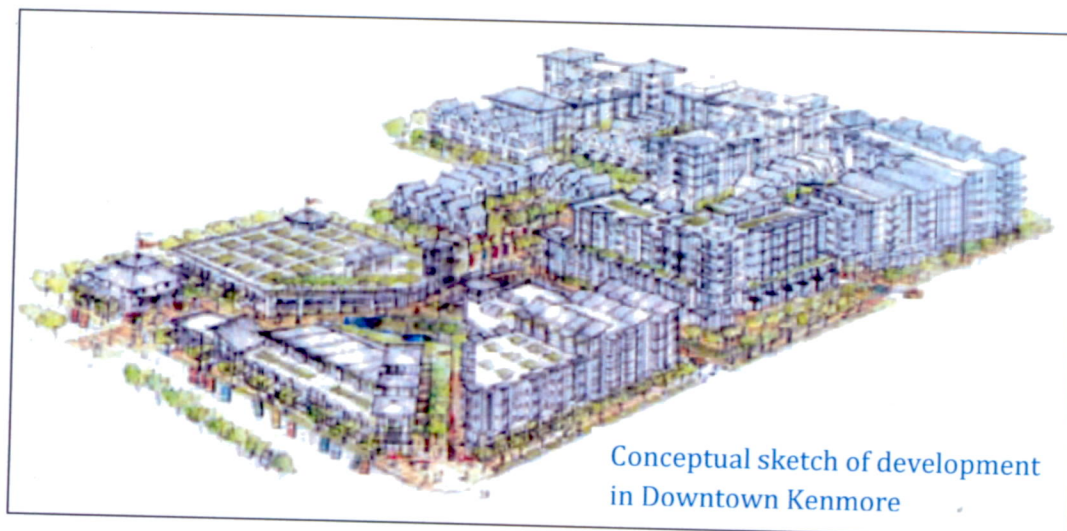


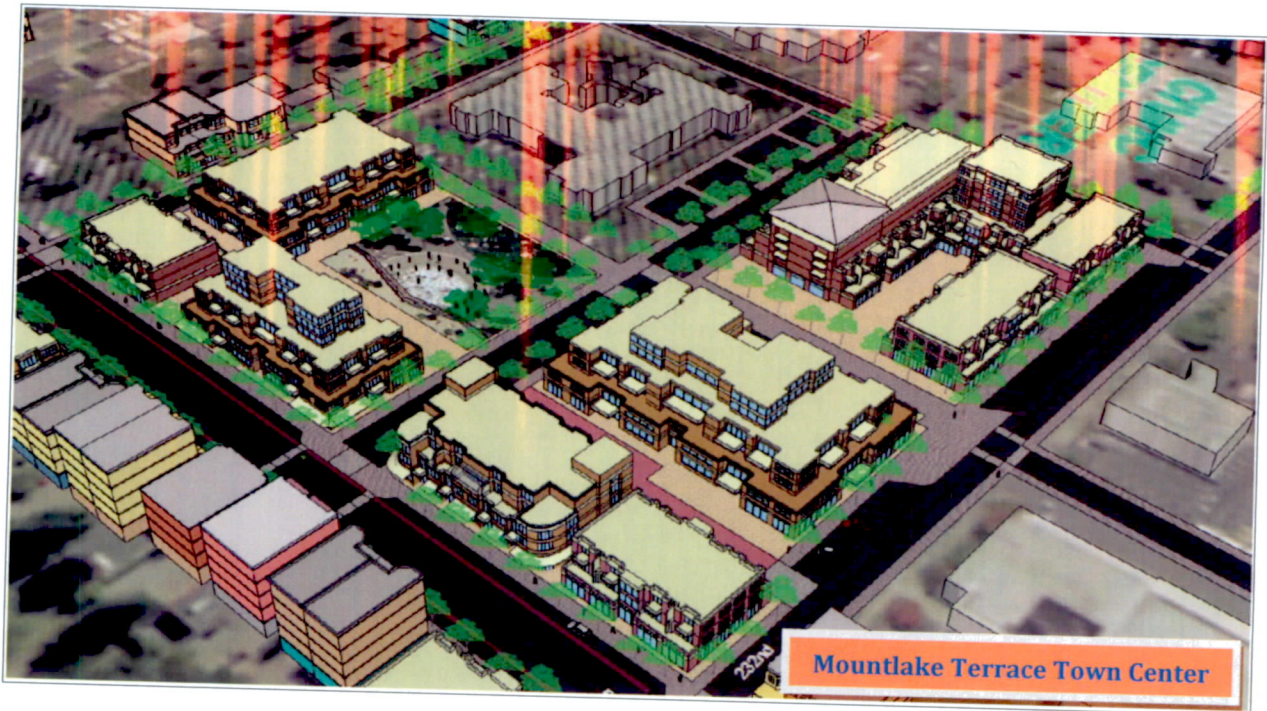
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The second part of the report deals with the economic situation of the country. It is a very interesting and informative study of the country and its people. The third part of the report deals with the social situation of the country. It is a very interesting and informative study of the country and its people.

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- 45 foot maximum building height plus 50% of downtown core at height bonus to 65 feet = 4,135 people

EXAMPLES FROM OTHER COMMUNITIES

As a follow-up to this work, the Council Finance and Economic Development Committee asked staff to research some of the ways other communities' regulate building height and bulk. The Cities of Tacoma, Mill Creek and Mountlake Terrace were suggested as communities to look at. Below is a summary of these jurisdiction's overall vision or development strategy for their downtown, how they regulate building heights, and any provisions or incentive programs they have in place regarding height bonuses.

City of Tacoma – Destination Downtown

Overview

Tacoma's "Destination Downtown" is a comprehensive strategy to help orchestrate the future development of downtown Tacoma. The strategy includes both goals and policies and a zoning code that builds on the basics of good urban design, desirable housing, efficient transportation, and enjoyable open space.

The intent is to create a lively downtown setting to attract a variety of residents, including urban professionals, artists and families. Providing interesting, attractive housing is the first link in a chain that brings services such as retail stores and restaurants, fulfilling the daily needs of residents. The goal is to have 2,010 new downtown housing units by the year 2010. The vision is for a healthy mix of housing types – condominiums, apartments, studios, and live/work spaces for families, couples, students and artists. By making downtown home to more people, an important step is taken in animating the streets, plazas, and parks of downtown (City of Tacoma, 2008).

Zoning regulations are organized around four downtown districts, each with base requirements for floor-area ratio, height and parking. The regulations are quite a departure from other codes that define zones by intended uses. A voluntary design review process allows more flexibility in the regulations in exchange for good design and results in buildings that better fit their physical surroundings.

Zoning

Development standards within Tacoma's Downtown are established based on allowable Floor Area Ratio (FAR). The "Floor Area" relates to the total floor area within the walls of all buildings on a lot or building site, except for areas used for parking, mechanical equipment, elevators, stair shafts, exterior decks,

The first of these is the fact that the majority of the population of the United States is now living in urban areas. This is a result of the process of urbanization, which has been going on since the beginning of the 20th century. The second is the fact that the majority of the population of the United States is now living in the South and West. This is a result of the process of migration, which has been going on since the beginning of the 20th century. The third is the fact that the majority of the population of the United States is now living in the middle class. This is a result of the process of social mobility, which has been going on since the beginning of the 20th century.

[illegible]

1. The first of these is the fact that the Commission has not yet received any information from the Government of the Republic of China (Taiwan) regarding the situation in the Republic of China (Taiwan) since the end of the Second World War. This is a serious omission, as the Commission is required to provide a comprehensive report on the situation in the Republic of China (Taiwan) to the United Nations. The Commission is therefore unable to provide a comprehensive report on the situation in the Republic of China (Taiwan) to the United Nations.

balconies, and corridors open to the air. The "Floor Area Ratio" or "FAR" is the ratio of the total floor area of buildings on a certain location to the size of the land of that location.

In zoning, FAR is commonly used to limit the amount of construction in a certain area. For example, if the relevant zoning ordinance permits construction on a parcel, and if construction must adhere to a 0.10 floor area ratio, then the total area of all floors in all buildings constructed on the parcel must be no more than one-tenth the area of the parcel itself.

The following information is excerpted from the Tacoma Municipal Code and illustrates how the allowable FAR is determined within the different Downtown zones. There are many variables that factor into these calculations including FAR for residential and non-residential uses, how building heights are measured, maximum building heights, and parking ratios to name a few.

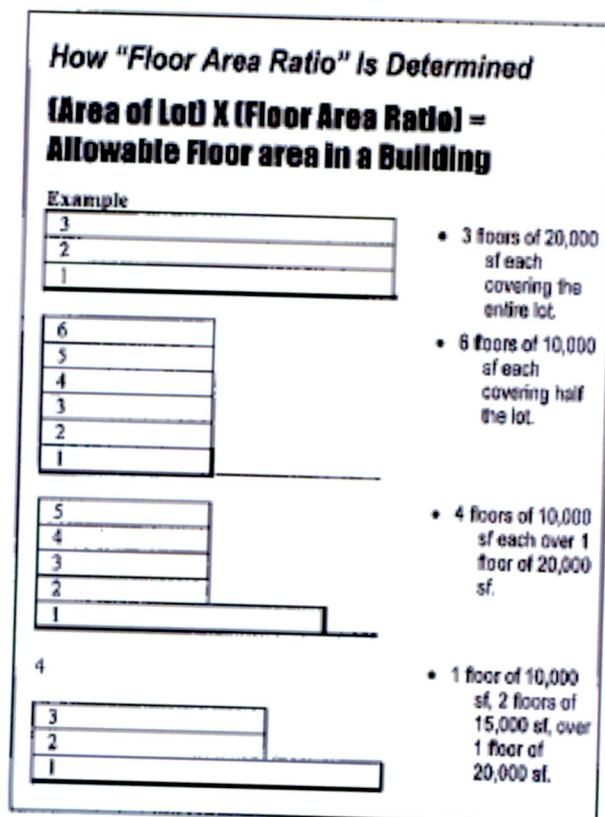
Development Standards Table.

Development Standards Table.									
Districts	Maximum Allowable Floor Area Ratio (FAR) ¹						Height Limits	Non-Res Parking ^{2, 3, 4, 6}	
	"As of Right"		With Design Standards		With Special Features				
	Non-Res	Res	Non-Res	Res	Non-Res	Res		Min	Max
								(stalls/floor area sf) ⁵	
DCC	3	3	6	6	12	12	400'	2.4/1000	3.6/1000
DMU	2	3	4	5	6	7	100'	2.4/1000	3.6/1000
DR	1	2	2	4	4	6	90'	1.2/1000	3.6/1000
WR	3	4	4	5	6	7	100'	1.2/1000	3.6/1000

Source: 13.06A.060 Development standards Tacoma Municipal Code (Revised 12/2019)

Source: 13.06A.060 Development standards Tacoma Municipal Code (Revised 03/2010)

The graphic below shows several examples of how FAR can be determined for 60,000 square feet of floor area:



Tacoma also has provisions for increasing the allowable the FAR shown in the Development Standards table above. This achieved by incorporating at least four (4) of the following design standards into a development (TMC 13.06A.080, Design Standards for Increasing Allowable FAR):

1. Architectural expression of the base of buildings through more refined materials such as stone or brick, and details such as cornice lines and belt courses. The base of the building is the first full floor above grade.

2. Architectural delineation of the tops of buildings through devices such as pyramids, domes, spires, projecting cornices, and other similar, visually distinctive roof forms.

3. Enhanced pedestrian elements at the sidewalk level including decorative lighting (free-standing or building-mounted), seating or low sitting walls, planters, or unit paving in sidewalks.

1. The first step in the process of the
 2. investigation is the identification of the
 3. subject of the investigation. This is done
 4. by the investigator who is assigned to the
 5. case. The investigator will then conduct a
 6. thorough search of the records of the
 7. subject. This will include a review of the
 8. subject's criminal record, if any, and a
 9. review of the subject's financial records.
 10. The investigator will also conduct a
 11. physical search of the subject's property.
 12. The results of the investigation will be
 13. reported to the investigator's supervisor.
 14. The supervisor will then decide whether or
 15. not to prosecute the subject.

to conduct his personal affairs. He is a
 married man with a family and is not
 engaged in any business or profession.
 He is a resident of the city of New York
 and is a member of the New York City
 Police Department.

The first of these is the fact that the
 government has been unable to raise
 the necessary funds to carry out
 its program. This is due to a
 combination of factors, including
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 factors, including the fact that
 the government has been unable to
 raise the necessary funds to carry
 out its program.

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4. Exterior public space equivalent to at least
5. 5 percent of the site area and including the following attributes:
 - a. Seating in the amount of one sitting space for each 100 sf of area.
 - b. Trees and other plantings.
 - c. Solar exposure during the summer.
 - d. Visibility from the nearest sidewalk.
 - e. Within 3' of the level of the nearest sidewalk.
6. Incorporation of works of art into the public spaces, exterior facade, or entrance lobby.
7. Landscaping covering at least 15 percent of the surface of the roof and/or the use of "green roofs" which reduce storm water runoff. Access by building occupants is encouraged.
8. Including a Public Benefit Use within the development.
9. Within the Downtown Commercial Core, at least 60 percent of the linear frontage along those portions of Pacific Avenue, Broadway, and Commerce Street defined as a Primary Pedestrian Street shall be occupied by retail, restaurants, cultural or entertainment uses, hotel lobbies, or Public Benefit Uses.
10. Retention and renovation of any designated or listed historic structure(s) located on the site.
11. Parking contained entirely within structures or structures on the site.
12. Include mixed-rate housing in a housing or mixed-use project.

City of Mill Creek

Overview

The City of Mill Creek is a suburban community of 17,770 people located just east of the I-5 corridor in Snohomish County. Since its incorporation in 1983, the City has approved 14 annexations ranging between two and 300 acres in size thereby doubling its size.

Mill Creek Town Center is located on a 32-acre site adjacent to SR 527 where a 500,000 square foot, mixed-use development is proposed to provide a new focal point for a growing community. The project is organized around a retail core but is designed as an open-air, multi-level retail, restaurant, entertainment, and civic complex, which, in effect, creates a downtown for the Mill Creek community.

The community vision is for the Mill Creek Town Center to become the town's new urban focus, featuring shop-lined streets, landscaped parks, offices overlooking public plazas, and a wide variety of shopping, dining, entertainment, office, and recreational experiences. The project employs progressive planning strategies to achieve pedestrian-oriented yet urban streets, distinctive architecture, and a unique cosmopolitan character. These attributes, combined with the project's sensitive integration of the Mill Creek community's goals and values ensure that Mill Creek Town Center will be an attractive and treasured community gathering place for years to come (City of Mill Creek, 2005).

Zoning

Within Mill Creek Town Center, building heights are envisioned to range from 1 to 3 stories in the commercial area with higher density mixed use and residential surrounding the core. A minimum height of 20 feet has been established as well as maximum heights of 40 feet for community business, 50 feet for commercial/office and 60 feet for residential with retail on the ground floor. The City will

also consider higher building heights if an applicant can demonstrate consistency with the overall intent of the design guidelines.

Setbacks are regulated similar to Des Moines. For high density residential uses, setbacks range from a five feet minimum to 15 feet maximum from the back of sidewalk, from a ten feet minimum to 20 feet maximum from the back of curb for residential uses or zero feet for any portion of a mixed use development that includes commercial and/or office uses on the ground floor. Site design, architectural elements such as building height, scale, and articulation, streetscapes and parking are guided by the *Town Center Design Guidelines*. Key objectives are aimed at coordinating building design, signage, lights and landscaping to provide diversity and variety in building form and type, landscape design, open spaces and site features while maintaining a sense of design continuity throughout the site.

City of Mountlake Terrace

Overview

Mountlake Terrace sits adjacent to Interstate 5 about 13 miles north of downtown Seattle. Surrounding jurisdictions include Edmonds, Lynnwood, Brier, Shoreline, Kenmore and Bothell. The Town Center is situated along a north-south corridor, is about 75 acres in size and corresponds to the existing community business downtown (BC/D) zone.

In February 2007, Mountlake Terrace adopted their Town Center Plan with the intent to create an economically healthy and revitalized downtown that will enhance the community's quality of life. Using the building prototypes as a base, the City created three alternatives that reflect varying build outs and building mixes for evaluation. The alternatives ranged from current policy (i.e., low density and 3-story buildings) to a denser alternative assuming 50 percent redevelopment and two large mixed-use buildings. Design guidelines and revisions to development regulations were seen as key to implementing the plan. As part of this work, the City evaluated the alternatives using a "Building Form Best Fit" analysis which is described below as excerpted from the Mountlake Terrace Town Center Plan.

Building Form Best Fit

The purpose of this analysis was to determine the types of projects that could be built, or the financial gap a developer could expect, to achieve a 15 percent profit as a percentage of costs. For this analysis, five prototypes were developed: large mixed use with office; large mixed use with residential; medium mixed use; small mixed use; and townhome/live-work units. These designs were based on buildings preferred by citizens participating in the visual preference survey.

Guided by the city's vision map (created from public input), a tipping point analysis, and sound planning principles, a multi-step process was used to determine what type of development "best fits" each parcel within the study area. First, using a return on investment model, the maximum land costs that would still allow each prototype to be feasible was determined. This step is important because the cost of land is a major factor in determining the financial feasibility of a project for developers.

After calculating the value per acre of the parcels within the study area, the determination was made that a small mixed-use development is feasible on land that costs approximately \$800,000 per acre, a medium mixed-use project is feasible on land

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Secondly, the fact that the...

Thirdly, the fact that the...

Fourthly, the fact that the...

Fifthly, the fact that the...

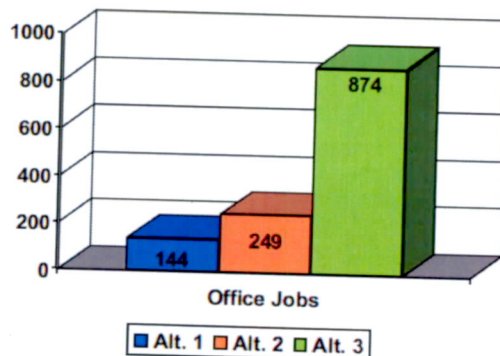
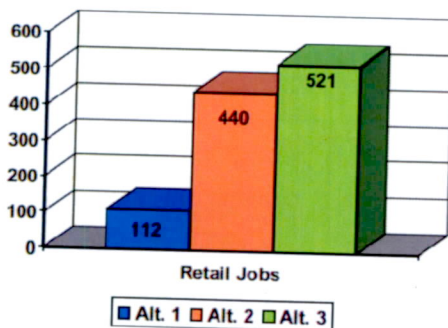
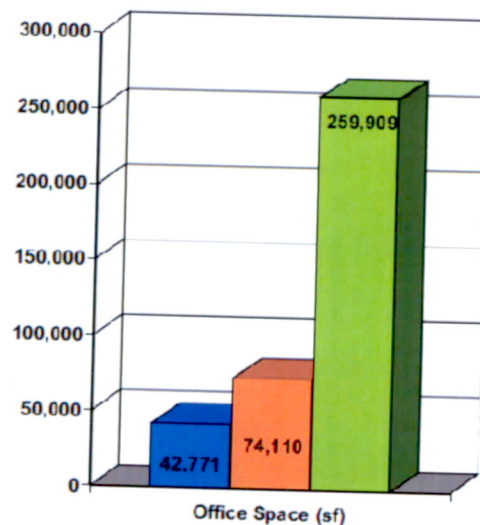
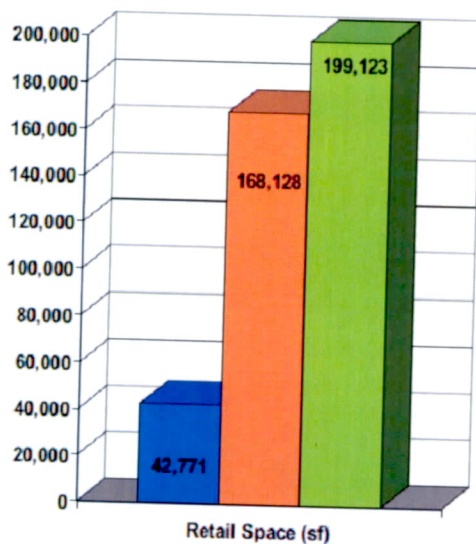
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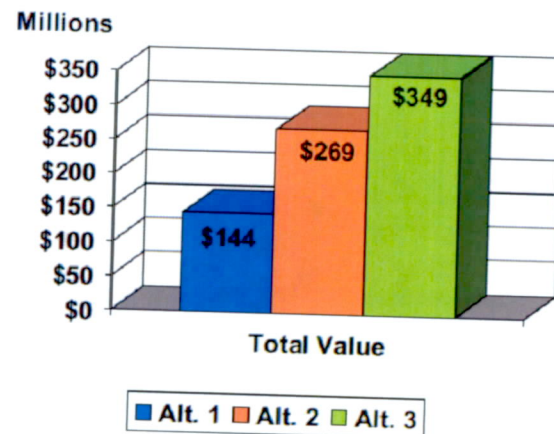
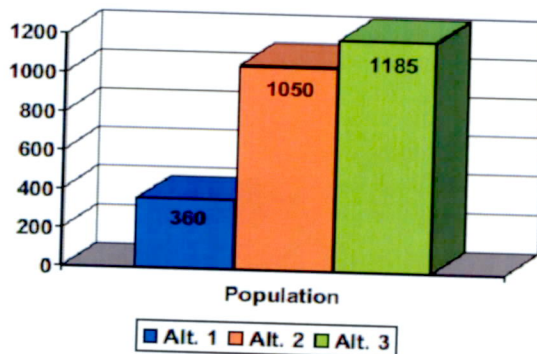
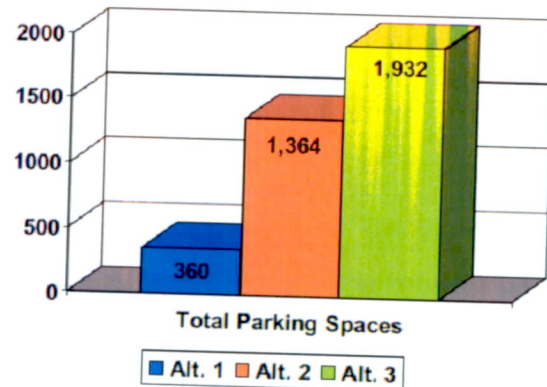
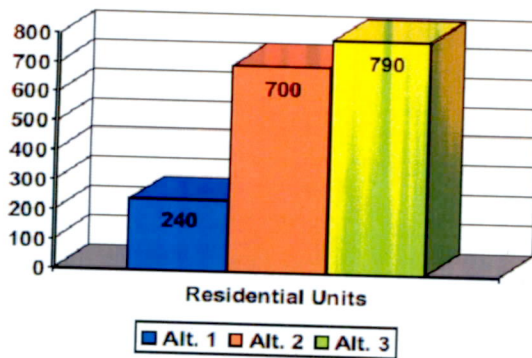
Seventhly, the fact that the...

that costs about \$1.2 million per acre, and a large mixed-use development is feasible on land that costs about \$1.6 million per acre. Each parcel was assigned a ratio that compared its land value to the land value necessary to make a feasible project.

Using these land value thresholds, nearly every parcel can achieve some type of profitable redevelopment under the "best fit" assignment of prototypes. Finalizing this best fit also takes into consideration that generally parcels along existing commercial streets or ones at busy intersections have a higher value, and thus require more intensive development to achieve profitability. To translate the vision map into a plan that can be implemented, it is necessary to take the general land uses and look at the most feasible development types on the parcel level.

Through their analysis, it was determined that increasing height alone does not "tip" a sample project in Mountlake Terrace toward financial feasibility without adjustments to other inputs. Given its proximity to Seattle, it was determined that Mountlake Terrace could capture a segment of the regional market (2007) for office, retail and housing. The graphics below were used to illustrate the number of jobs and that could be created given the amount of space allocated to these uses as well as the total residential units, population, parking and overall project value.

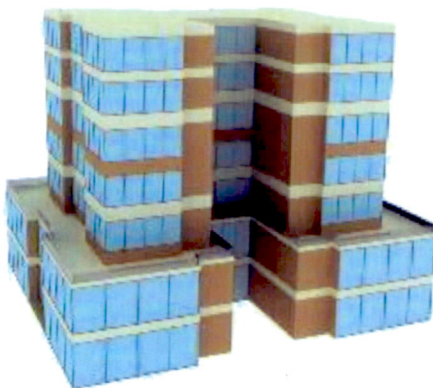




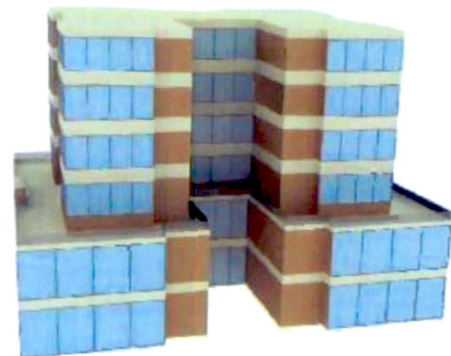
Zoning

Mountlake Terrace adopted building form standards for their BC Downtown – Downtown Community Business District zone. The general building types shown below are based on the number of stories that are allowed within the established Building Type Districts that are shown on the map that follows.

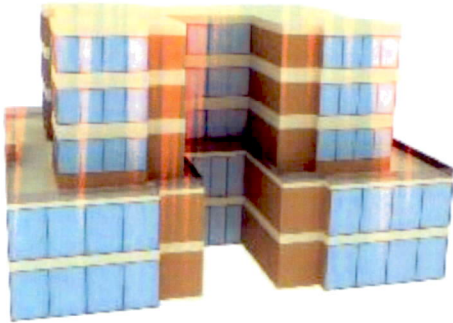
Type 1: Seven-story building.



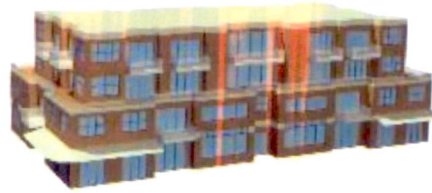
Type 2A: Six-story building.



Type 2B: Five-story building.



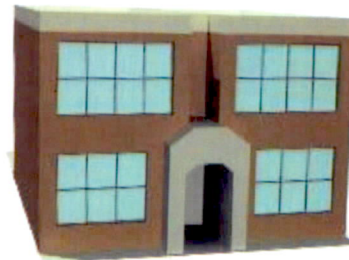
Type 3: Four-story building.



Type 4: Three-story building.



Type 5: Two-story mixed or single use building.



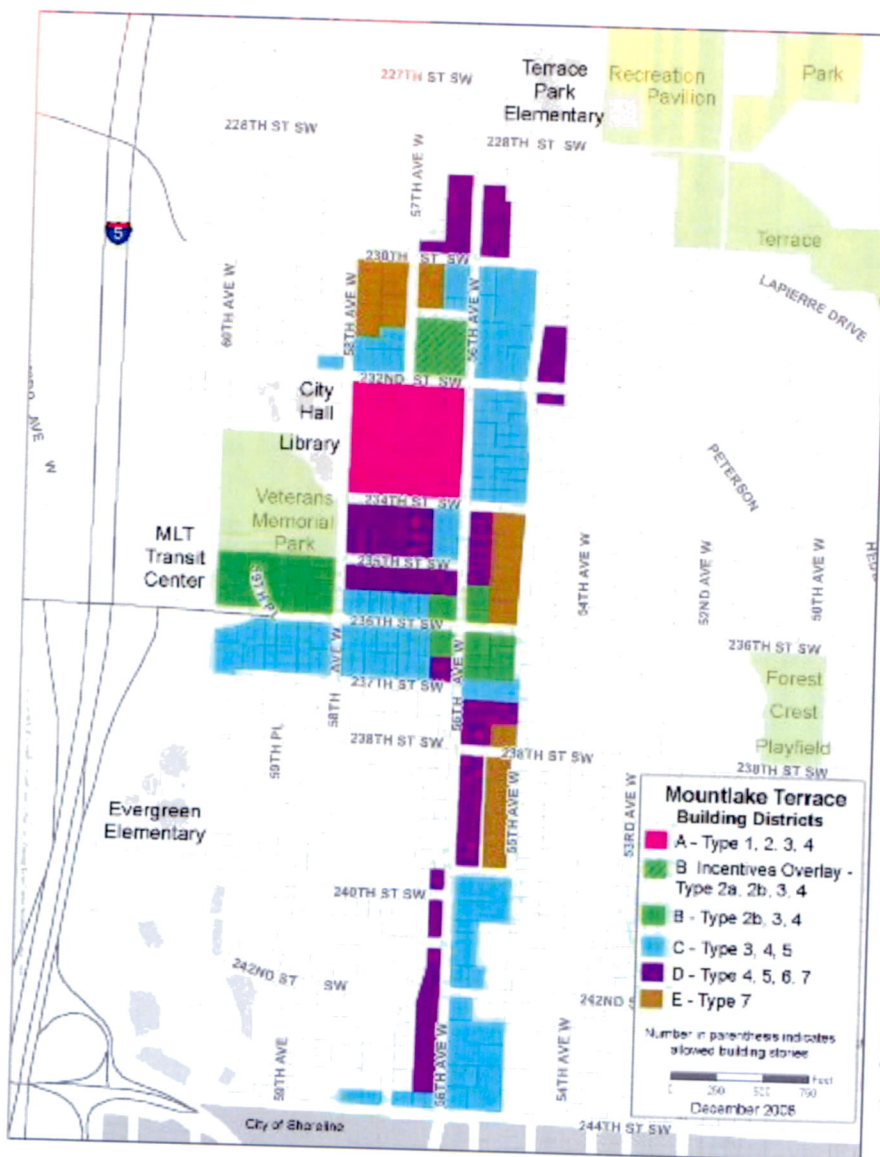
Type 6: Single-story building.



Type 7: Live and work two- or three-story townhouse.



Type 8: No building (open lot).



District A:

Type 1: 7-story buildings
Type 2: 5- or 6-story buildings
Type 3: 4-story buildings
Type 4: 3-story buildings

District B Incentives Overlay:

Type 2A: 6-story buildings per special regulations
Type 2B: 5-story buildings
Type 3: 4-story buildings
Type 4: 3-story buildings

District B:

Type 2B: 5-story buildings
Type 3: 4-story buildings
Type 4: 3-story buildings

District C:

Type 3: 4-story buildings
Type 4: 3-story buildings
Type 5: 2-story mixed or single use buildings

District D:

Type 4: 3-story buildings
Type 5: 2-story mixed or single use buildings
Type 6: single-story buildings
Type 7: 2- or 3-story live and work or townhouses

District E:

Type 7: 2- or 3-story live and work or townhouses

Dimensional requirements for each building located in the BC/D district are listed in the following table:

	Building Type 1	Building Type 2A	Building Type 2B	Building Type 3	Building Type 4	Building Type 5	Building Type 6	Building Type 7	Building Type 8
Minimum lot area	50,000 sq. ft.	30,000 sq. ft.	20,000 sq. ft.	14,000 sq. ft.	5,000 sq. ft.	2,500 sq. ft.	2,500 sq. ft.	1,500 sq. ft.	10,000 sq. ft.
Minimum lot width	150 ft.	100 ft.	100 ft.	100 ft.	50 ft.	25 ft.	25 ft.	25 ft.	25 ft.
Minimum lot depth	150 ft.	100 ft.	100 ft.	100 ft.	75 ft.	75 ft.	75 ft.	60 ft.	75 ft.

1. The first part of the report is a general description of the project and its objectives. This includes a brief history of the project and a statement of the problem being addressed.

2. The second part of the report is a detailed description of the methodology used in the study. This includes a description of the data collection methods and the statistical analysis techniques used.

3. The third part of the report is a discussion of the results of the study. This includes a description of the findings and a comparison of the results with previous research.

4. The fourth part of the report is a conclusion and a list of references. The conclusion summarizes the main findings of the study and provides recommendations for future research. The references list the sources of information used in the study.

5. The fifth part of the report is an appendix containing additional information that is not included in the main body of the report. This may include raw data, detailed calculations, or other supporting materials.

6. The sixth part of the report is a list of figures and tables. This includes a description of each figure or table and a reference to the page on which it appears.

7. The seventh part of the report is a list of abbreviations and a glossary. This includes a definition of each abbreviation and a brief explanation of the meaning of each term.

8. The eighth part of the report is a list of acknowledgments. This includes a statement of appreciation for the individuals and organizations that have supported the project.

9. The ninth part of the report is a list of appendices. This includes a description of each appendix and a reference to the page on which it appears.

10. The tenth part of the report is a list of references. This includes a list of the sources of information used in the study.

11. The eleventh part of the report is a list of figures and tables. This includes a description of each figure or table and a reference to the page on which it appears.

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21. The twenty-first part of the report is a list of figures and tables. This includes a description of each figure or table and a reference to the page on which it appears.

22. The twenty-second part of the report is a list of abbreviations and a glossary. This includes a definition of each abbreviation and a brief explanation of the meaning of each term.

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27. The twenty-seventh part of the report is a list of abbreviations and a glossary. This includes a definition of each abbreviation and a brief explanation of the meaning of each term.

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Direction for when writing the report should be followed in the following order:

Section	Page	Section	Page	Section	Page	Section	Page	Section	Page
1. Title Page	1	11. List of Figures and Tables	11	21. List of Figures and Tables	21	31. List of Figures and Tables	31	41. List of Figures and Tables	41
2. Abstract	2	12. List of Abbreviations and Glossary	12	22. List of Abbreviations and Glossary	22	32. List of Abbreviations and Glossary	32	42. List of Abbreviations and Glossary	42
3. Introduction	3	13. List of Acknowledgments	13	23. List of Acknowledgments	23	33. List of Acknowledgments	33	43. List of Acknowledgments	43
4. Literature Review	4	14. List of Appendices	14	24. List of Appendices	24	34. List of Appendices	34	44. List of Appendices	44
5. Methodology	5	15. List of References	15	25. List of References	25	35. List of References	35	45. List of References	45
6. Results	6								
7. Discussion	7								
8. Conclusion	8								
9. References	9								
10. Appendices	10								

	Building Type 1	Building Type 2A	Building Type 2B	Building Type 3	Building Type 4	Building Type 5	Building Type 6	Building Type 7	Building Type 8
Minimum front yard	None*	None*	None*	None*	None*	None*	None*	None*	None*
Minimum side yard	None	None	None	None	None	None	None	None	None
Minimum side yard, adjacent to street	None*	None*	None*	None*	None*	None*	None*	None*	None*
Additional front setback	At least 5 ft. setback above the first or second story (and at any height more than 30 ft. aboveground): building footprint above second story to be generally 90% of the ground floor footprint.	At least 5 ft. setback above the first or second story (and at any height more than 30 ft. aboveground): building footprint above second story to be generally 90% of the ground floor footprint.	At least 5 ft. setback above the first or second story (and at any height more than 30 ft. aboveground): building footprint above second story to be generally 90% of the ground floor footprint.	At least 5 ft. setback above the first or second story (and at any height more than 30 ft. aboveground): building footprint above second story to be generally 90% of the ground floor footprint.	None	None	None	None	None
Minimum yard when abutting single-family residential zone	10 ft., plus 1 foot for each foot of building height above 30 ft.	10 ft., plus 1 foot for each foot of building height above 30 ft.	10 ft., plus 1 foot for each foot of building height above 30 ft.	10 ft., plus 1 foot for each foot of building height above 30 ft.	10 ft., plus 1 foot for each foot of building height above 30 ft.	None	None	None	None
Maximum FAR	3.75	3.5	3.0	2.5	2.0	1.4	0.6	1.3	0
Minimum FAR	1.0	1.0	0.80	0.75	0.5	0.4	0.4	0.4	0
Maximum lot coverage for building and parking	90%	90%	90%	85%	85%	70%	60%	75%	75%
Maximum building height	85 ft.	75 ft.	65 ft.	50 ft.	40 ft.	35 ft.	35 ft.	35 ft.	0
Maximum stories	7	6	5	4	3	2	1	3	N/A
Minimum landscaping requirement	10%	10%	10%	15%	15%	30%	N/A	N/A	N/A

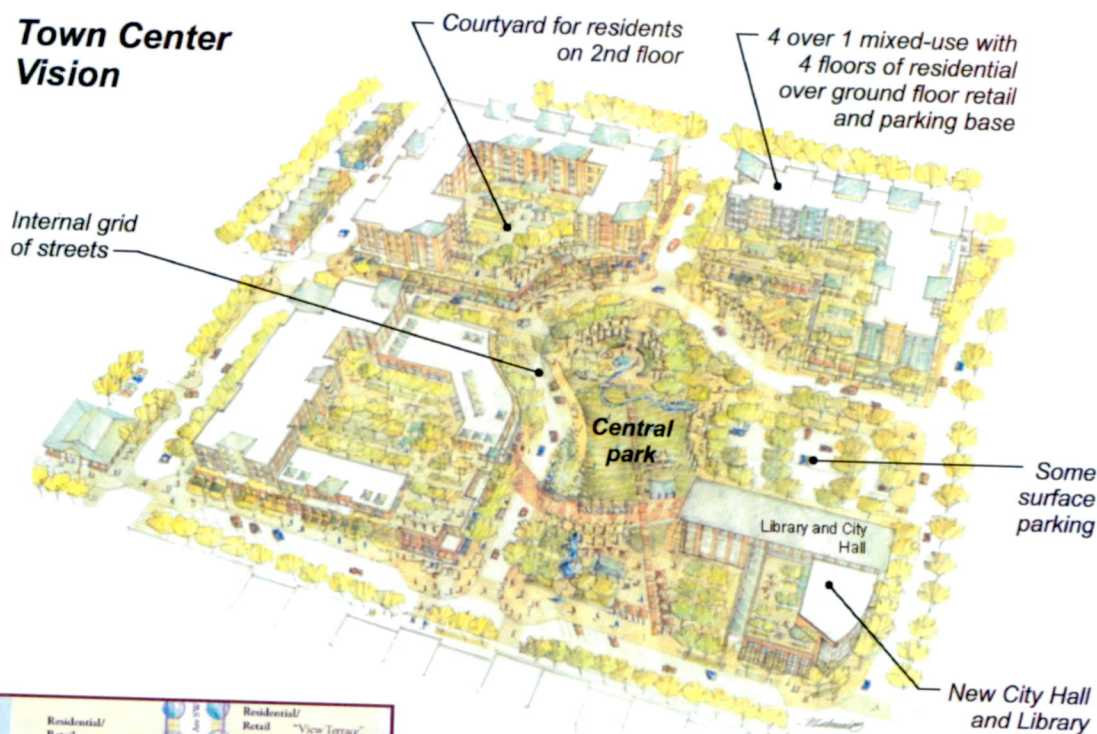
*Except to provide a pedestrian activity area as required.

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ATTACHMENT 2A TOWN CENTER PLAN EXAMPLES

BURIEN TOWN CENTER

Town Center Vision



Central park

Planned library



Town Center Stats:

Area: 7 acres

Context: Existing suburban downtown

New/ Planned Uses:

- Public: City Hall & Library
- Retail: 40,000 sf
- Office: Some live/work units
- Residential: 307 units
- Park: 1 acre town square

Building heights: 5-stories

JUANITA VILLAGE CENTER



Configuration of uses and buildings in Juanita Village

First phase of retail development



5-over-1 mixed-use, with street level retail, and streetscape improvements



System of sidewalks and pathways



Integration of medium-scaled retail uses



Streetscape details

Village Center Stats:

Area: 11.4 acres

Context: Old suburban shopping center

New/Planned Uses:

- Public: No new uses
- Retail: 53,000 sf
- Office: None
- Residential: 580 units
- Park: Improvements planned for existing adjacent park

Building heights: 6-stories

MERCER ISLAND TOWN CENTER



*4 over 1 mixed-use with
4 floors of residential
over ground floor retail
and parking base -
photos above and
below show this
development is
almost completed*



Project View



*Office building
almost completed*

*Another mixed-use
building under
construction*



Town Center Stats:

- Area:** Multiple properties within downtown
- Context:** Existing suburban downtown
- New/Planned Uses:**
 - Public: No new uses
 - Retail: 88,000 sf
 - Office: 48,000 sf
 - Residential: 852 units
 - Park: No new parks - existing parks in area
- Building heights:** 5-stories

MILL CREEK TOWN CENTER



5-over-1 mixed-use, with street level retail, and streetscape improvements



A mix of retail, office, restaurants, fitness center, residential uses, pathways, plazas, and natural areas



Town Center Stats:

Area: 30 acres

Context: Suburban

New/Planned Uses:

- Public: No new uses
- Retail: 307,000 sf
- Office: 72,000
- Residential: 100 units (1150 units nearby)
- Open space: Creek/wetland corridor and several plaza spaces

Building heights: 5-stories