

**Summary of the Planning Commission's Substantive Discussion Issues
ZCA L120342; 2012 Downtown Zoning Code Amendment**

Issue	Discussion Notes	Status
<p>1. Zone Change Boundary</p> <p>Expanding the Town Square zone over four parcels, within the Valley View zone (between 160th and 161st Avenues</p> <p>Should the Town Square zone be expanded further, to encompass the north side of NE 87ths Street, between 161st Avenue NE and 164th Avenue NE?</p>	<p><u>Planning Commission Discussion</u></p> <p>A Planning Commissioner asked if it would be better to expand the rezoning area (from the original 4 parcels proposed by the Technical Committee) to also include the area of the existing Valley View zone that lies on the north side of NE 87th Street so there will be the same zone on both sides of NE 87th Street.</p> <p><u>Planning Staff Response/Recommendation</u></p> <p>Staff looked at this and believes that expanding the Town Square zone to include the north side of NE 87th Street is a good idea and that it is consistent with the long term vision of the area. However, staff recommends that the three parcels at the east end of NE 87th Street which include the veterinary clinic, the Jack in the Box restaurant, and the vacant lot across the driveway from Jack in the Box not be included, as the zone change would make the drive-through restaurant a legal-nonconforming use and the owner of the vacant lot is not in favor of having the lot being rezoned at this time. Staff has spoken to the owner of the strip commercial center on NE 87th Street (expanded area), and they are supportive of this change. See Alternate Exhibit A for expanded zone change boundary area.</p> <p>All of the other uses within the proposed and expanded zone change area will remain as legally permitted uses under their new zoning designation. The new zoning change would make the existing single-story structures legal non-conforming structures, which would no longer allow them to be expanded sideways (as new single-story buildings are not allowed in the Town Square zone), but will allow them to expand upward (by adding floors). The likelihood of needed or desired sideways additions to any of the existing buildings is small in staff's opinion. The City's existing non-conforming regulations (RZC 21.76.100.F.8) allow nonconforming structures to be rebuilt and repaired to their nonconforming state in the event of fire, earthquake, etc. in order to support the sales, financing, and insuring of such buildings.</p>	

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	<p>With the proposed zone boundary revision, Map 10.2 (Downtown Height Limit Overlays) will require corresponding changes. The Town Square (TSQ) zone allows up to 8 stories in building height, but the overlays included in this map reduce the allowed heights at the northern and eastern edges of this zone in order to provide a height transition toward the adjoining zones that have lower height limits. It is recommended that the 5 story height limit at the current northern edge be extended within the new boundary. See Exhibit F, attached.</p> <p><u>Public Comments</u></p>	
<p>2. Additions and deletions of Type VII Pedestrian segments to the Downtown Pedestrian System Map.</p> <p>Should the existing Type VII segment that extends NE 87th Street westward to 160th Avenue NE be removed, and should the Type VII segments be added to the south side of the Bella Bottega Shopping Center, where the existing</p>	<p><u>Planning Commission Discussion</u> The Planning Commission discussed the idea of changing the proposed deletion of the Type VII segment (pedestrian and vehicular lane) to changing the segment to a Type IX segment (pedestrian path) instead, as it finds this area is becoming more pedestrian active with all of the new residential development in the area. The Planning Commission also discussed issues with adding the Type VII segment to the existing service driveways on the south side of the Bella Bottega Shopping Center, as the existing driveways are currently not pedestrian friendly (at least behind the QFC store) because they are generally 20 foot wide service driveways.</p> <p><u>Planning Staff Response/Recommendation</u> The primary reason the Type VII segment is being recommended to be</p>	

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<p>driveways currently provide vehicular connections?</p>	<p>removed (west of NE 87th Street) is because this segment would divide an existing vacant lot, which is relatively small to begin with, making the parcel difficult to develop in the future. The City currently owns this parcel and is exploring the feasibility of future development options. The removal of this segment has been analyzed by the City Transportation Planning group and they have determined that a Type VII vehicular and pedestrian lane at the end of NE 87th Street may create safety issues as westbound drivers would be transitioning from a standard street that is 60 feet wide, to a small pedestrian/vehicular lane that is 30 feet wide. They also concluded that converting it to a Type IX pedestrian path would not be a significant contribution to the pedestrian system in the area, as there is an existing path 150 feet to the south, and more appealing walkways to the north in the Bella Bottega Shopping Center. Staff is still analyzing options for the pedestrian connection and will provide an update at Commission's November 14 meeting; this may include an alternate recommendation.</p> <p>Staff has also reconsidered adding the Type VII segments to the south side of the Bella Bottega Shopping Center and the Type IX segment on top of the existing stairway at the center, and has concluded that these should not be done at this time. Because the Valley View zone includes an incentive to redevelop the center into a mixed-use village (in the future) by granting additional building height in exchange for site planning that creates a finer vehicular and pedestrian grid (village form), staff can rely on that standard to see that appropriate vehicular and pedestrian lanes are established with redevelopment in the future. Thus, staff is recommending that the original addition of the two Type VII and Type IX segments be eliminated from the recommendation. See Alternate Exhibit B.</p> <p><u>Public Comments (if any)</u></p>	

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<p>3. New GTEC Policy</p> <p>What is the basis for being designated a GTEC?</p>	<p><u>Planning Commission Discussion</u> The Planning Commission asked 'what is the basis for being designated a GTEC?'</p> <p><u>Planning Staff Response/Recommendation</u> "Growth and transportation efficiency center" means a defined, compact, mixed-use urban area that contains jobs or housing and supports multiple modes of transportation. For the purpose of funding, a growth and transportation efficiency center must meet minimum criteria established by the commute trip reduction board under RCW 70.94.537, and must be certified by a regional transportation planning organization as established in RCW 47.80.020. The general criteria for establishing a GTEC include: an appropriate Comprehensive Plan vision to create a compact urban center; appropriate zoning and density to support the vision; an existing concentration of employment and housing to contribute to the potential success in reducing single-occupant-vehicle usage to, and from, the center; and multiple modes of traveling within the center.</p> <p><u>Public Comments (if any)</u></p>	

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