

ORDINANCE No. 119178

mc

Law Department

COUNCIL BILL No. 112263

The City

AN ORDINANCE relating to land use and zoning, amending the Official Land Use Map, Section 23.32.016, and Section 23.47.040, to establish a Pedestrian 2 zone in Columbia City, and a Pedestrian 2 zone in ~~the~~ Hillman City, along Rainier Avenue S.

Honorable President:

Your Committee on _____

to which was referred the within Council report that we have considered the same

BECD

10-12-98 FOR CO

COMPTROLLER FILE No. _____

Introduced: <i>AUG 3 - 1998</i>	By: DRAGO
Referred: <i>AUG 3 - 1998</i>	To: <i>Business, Economic & Community Development Committee</i>
Referred:	To:
Reported: <i>10-12-98</i>	Second Reading:
Third Reading: <i>10-12-98</i>	Signed: <i>10-12-98</i>
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Passed over Veto:	Veto Sustained:

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Department

The City of Seattle--Legislative Department

REPORT OF COMMITTEE

Date Reported
and Adopted

able President:

Committee on

h was referred the within Council Bill No.

that we have considered the same and respectfully recommend that the same:

BECA Do pass 2-0

12-98 Fall Council Passed 9-0

Committee Chair

ORDINANCE 119178

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2
3
4 **AN ORDINANCE** relating to land use and zoning, amending the Official Land Use Map,
5 Section 23.32.016, and Section 23.47.040, to establish a Pedestrian 2 zone in Columbia City,
6 and a Pedestrian 2 zone in Hillman City, along Rainier Avenue S.

7
8 **WHEREAS**, the City Council finds that the two (2) Pedestrian 2 zones established by this
9 ordinance will protect and promote the health, safety and welfare of the general public, **NOW**
10 **THEREFORE**,

11
12 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

13
14 **Section 1.** Attached to this ordinance are 2 pages of zoning maps, identified as
15 Attachment A, incorporated herein by reference. The areas depicted on these maps showing
16 a change in the zoning designation are hereby rezoned. These maps are hereby adopted as an
17 amendment to the Official Land Use Map, SMC 23.32.016.

18
19 **Section 2.** Section 23.47.040 of the Seattle Municipal Code, as last amended by
20 Ordinance 118414, is further amended as follows:

21
22 **23.47.40 General provisions for pedestrian-designated zones.**

23
24 * * *

25 C. For purposes of this subchapter, the following streets are principal
26 pedestrian streets when located within a pedestrian-designated zone:

27 Lake City Way Northeast;
28 Roosevelt Way Northeast;
29 Greenwood Avenue North;
30 North 85th Street;
31 East Greenlake Drive North;
32 Woodlawn Avenue Northeast;
33 University Way Northeast;
34 Northeast Forty-fifth Street;
35 Northwest Market Street;
36 Fremont Avenue North;
37 Fremont Place North;
38 Queen Anne Avenue North;
39 Mercer Street;
40 Roy Street;
41 First Avenue North;
42 15th Avenue East;
43 Broadway Avenue East;
44 East Olive Way;
45 East Madison Street;
46 Madison Street;



1 California Avenue Southwest;
2 Southwest Alaska Street;
3 Rainier Avenue South.
4

5 **Section 3.** The provisions of this ordinance are declared to be separate and severable and
6 the invalidity of any clause, sentence, paragraph, subdivision, section, subsection, or portion
7 of this ordinance, or the invalidity of the application thereof to any person or circumstance,
8 shall not affect the validity of the remainder of this ordinance or the validity of its
9 application to other persons or circumstances.
10

11 **Section 4.** This ordinance shall take effect and be in force thirty (30) days from and
12 after its approval by the Mayor, but if not approved and returned by the Mayor within ten
13 (10) days after presentation, it shall take effect as provided by Municipal Code Section
14 1.04.020.
15

16 Passed by the City Council the 12th day of October, 1998, and signed by
17 me in open session in authentication of its passage this 12th day of October,
18 1998.

19 [Signature]
20 President of the City Council
21

22 Approved by me this 19th day of October, 1998.

23 [Signature]
24 Paul Schell, Mayor
25
26

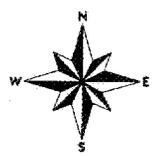
27 Filed by me this 20 day of October, 1998.

28 [Signature]
29 City Clerk
30
31

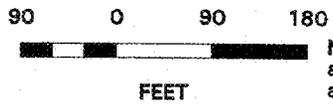
(SEAL)

"EXHIBIT A"
PLAT 66W, PAGE 159
COLUMBIA CITY
PEDESTRIAN 2 ZONE
PAGE 1 OF 2

	PEDESTRIAN 2 ZONE
	ZONE LINES
	PROPERTY LINES



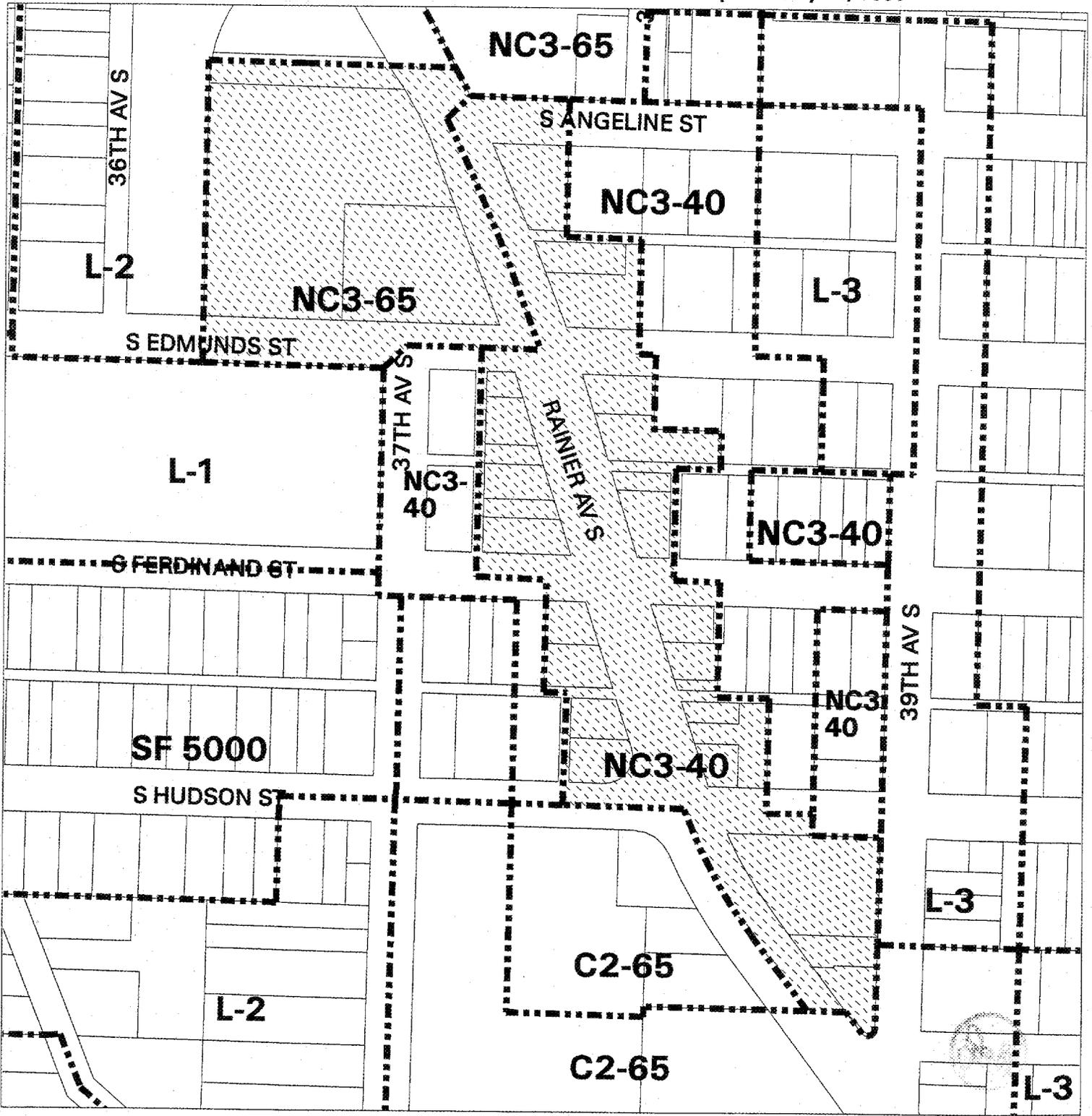
SCALE 1:2160



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Prepared: July 14, 1998



"EXHIBIT A"
PLAT 66E, PAGE 160
HILLMAN CITY
PEDESTRIAN 2 ZONE
PAGE 2 OF 2



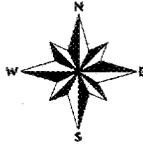
PEDESTRIAN 2 ZONE



ZONE LINES



PROPERTY LINES



SCALE 1:1920

40 0 40 80 120

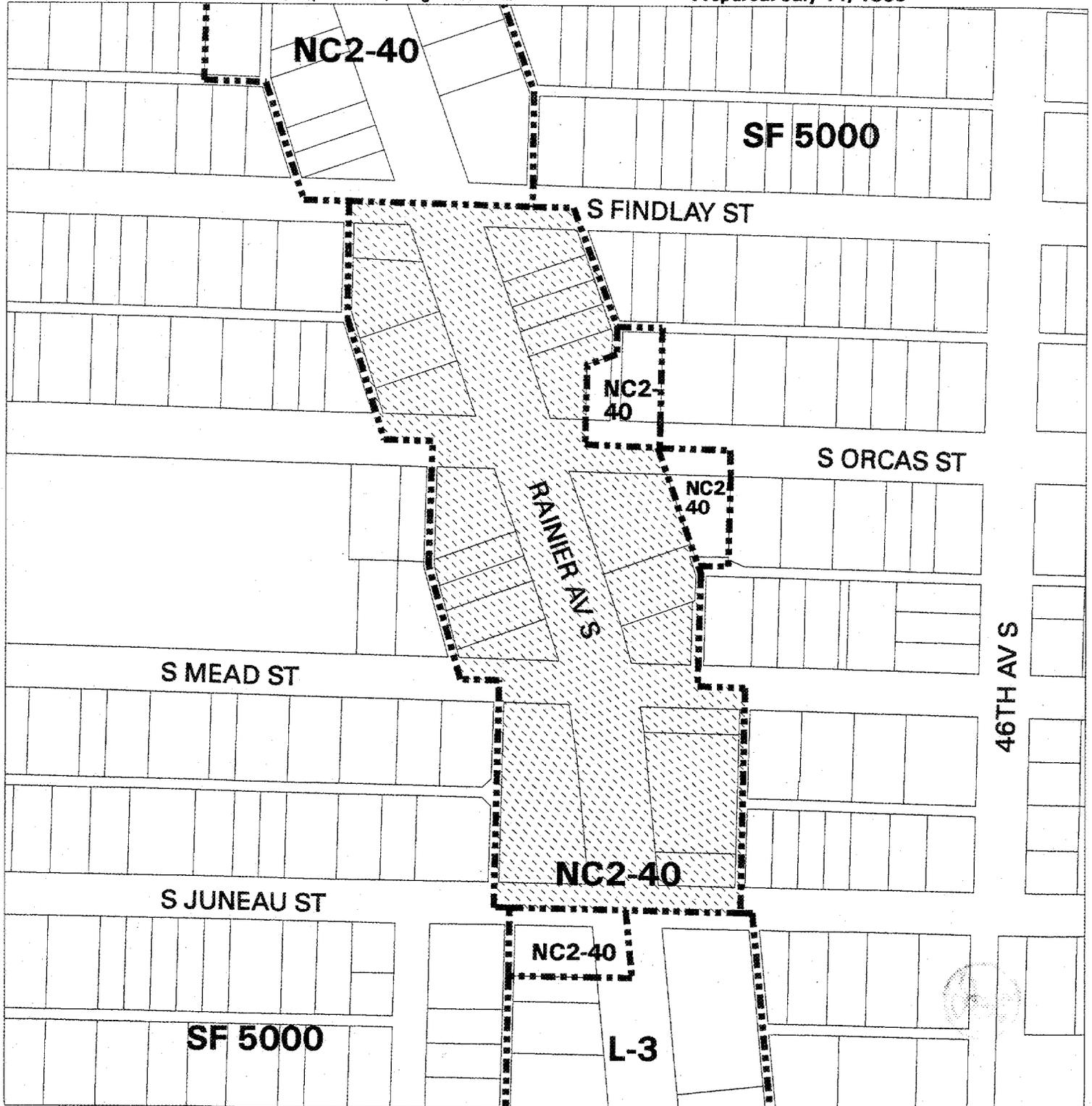


FEET

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Prepared: July 14, 1998



CITY OF SEATTLE
ANALYSIS AND RECOMMENDATION OF THE PROPOSED
HILLMAN CITY
PEDESTRIAN 2 ZONE

SUMMARY OF PROPOSED ACTION

The neighborhood planning committee for the Genesee, Columbia City and Hillman City neighborhoods requests the establishment of a Pedestrian 2 zone in the Hillman City commercial area along Rainier Avenue South. It is also proposed that Rainier Avenue South, within the boundaries of this proposed Pedestrian zone, be designated a Principal Pedestrian Street.

This proposed pedestrian designation is one outcome of the neighborhood planning efforts underway in the Genesee, Columbia City and Hillman City neighborhoods. It is proposed for City Council action in advance of the neighborhood plan itself. The proposed zone would ensure that this area retains its pedestrian character as current redevelopment activity occurs. In addition, the P2 development standards would facilitate the reuse of existing buildings in Columbia City.

The pedestrian designation in Hillman City is proposed along Rainier Avenue South between South Findlay Street and South Juneau Street, as illustrated in Exhibit A included at the end of this report. As redevelopment occurs, it may be appropriate to extend this pedestrian designation one block north to South Lucille Street.

BACKGROUND

The area proposed for pedestrian designation is within the Genesee, Columbia City and Hillman City neighborhood planning area. This proposed zone is one outcome of the neighborhood planning efforts underway in the neighborhood.

Before discussing the effect of the proposed P2 designation, it is important to point out one other regulatory program that applies to the proposal area: the Southeast Seattle Reinvestment Area. The Southeast Seattle Reinvestment Area (SESRA) policies, rezone criteria and use restrictions, were adopted in 1992 to promote community revitalization and investment, and to encourage development which supports business activity and provides employment opportunities and needed services to the residents of southeast Seattle. DCLU verifies conformance with SESRA requirements as part of any land use or building permit process.

SITE AND VICINITY CHARACTERISTICS

The proposal area is zoned Neighborhood Commercial 2 with a 40 foot building height.

The proposal area is largely built out, with few vacant parcels. Storefronts line the sidewalk, with several parking lots to break the commercial frontage. Most structures were built for single-purpose commercial use, however many are currently vacant. The block between South Orcas and South Mead Streets shows the most signs of vitality. In that block is a children's learning center, gym, dance club and restaurant, nail boutique, and TV/stereo sales shop. Also in this block is an apartment building, which appears to be vacant.

Other establishments within the proposed pedestrian designation include a grocery, coffee and video shop, several small churches, dog groomer, and several wholesale/retail supply stores. There are two large parking lots with frontage on Rainier Avenue, and parking along the side of several existing establishments. There is also parking with alley access behind several buildings. Street trees and wide sidewalks are features of this proposal area well suited to an up-and-coming pedestrian environment.

Residential development in the vicinity of the proposal area is low to moderate in density. There is some multifamily housing (L1, L2 and L3) north and south of the proposal area. The predominant use and zoning in the surrounding area is Single Family 5000.

North of the proposal area along Rainier Avenue South are medical, dental and professional offices, auto repair and parts shops, a funeral home and church, and a realty office. Many of these establishments have large setbacks from and surface parking along Rainier Avenue.

South of the proposal area, along Rainier Avenue, there is a rapid transition to residential development, although several churches and a fire station provide a buffer between the commercial district and the residences.

ANALYSIS

This analysis begins with a discussion of the Pedestrian 2 zone proposal and its effects and implications. The proposed zone is then measured against the general rezone criteria and the zone locational criteria.

The Land Use Code, Chapter 23.34, contains provisions for the application of the City's various zoning designations. Where applicable, the general rezone criteria and locational criteria are used to evaluate the proposed zone in the context of existing zone designations and the characteristics of the area's existing development. Generally, the most appropriate zone designation is found by weighing and balancing the zone description and locational criteria with the characteristics of the area to be affected. To

describe the level of change likely to occur once the P2 designation is established, we examine non-conformities and impacts that would be created by the proposed zone, and compare the application of a P1 zone to the proposed P2. No single criterion is applied as an absolute requirement or test of the appropriateness of a new designation.

Pedestrian 2 Zone Proposal

The proposed P2 zone would restrict new uses to those that foster pedestrian activity, reduce the parking requirement for new establishments, and maintain a pedestrian-friendly building design and streetscape. New development along the Principal Pedestrian Street at street level would be limited to:

- Personal and household retail sales and services uses;
- Eating and drinking establishments;
- Customer service offices; and
- Entertainment uses.

Drive-in businesses, including gas stations, would not be permitted, and the Land Use Code protects the Pedestrian zone from the impacts of other traffic generators with conditional use criteria. This is consistent with the community's desire to attract primarily neighborhood-serving retail uses like coffee shops, bookstores, gift stores, and a health club. The pedestrian-friendly establishments in the block between South Orcas and South Mead Streets, and the neighborhood grocery at South Juneau Street, will serve as anchors for pedestrian-oriented redevelopment. Existing nonconforming uses include a single-purpose residential structure, several wholesale suppliers (grocery and vending), and a physical therapist.

For new development in the proposed zone, parking requirements would be waived for the first 5,000 square feet of each business establishment in retail sales and services, customer service offices, and most entertainment uses. Parking requirements would be waived for the first 150 seats of motion picture theaters and the first 2,500 square feet of eating and drinking establishments. This reduction in the amount of parking required applies to each business establishment and is consistent with the community's desire to encourage people to walk or take transit to and from the commercial areas. On-street parking is available within the Pedestrian zone proposal area to help mitigate parking requirement reductions and reduce spillover into adjacent residential areas.

The Land Use Code requires that parking in Pedestrian zones be located to the rear of businesses, or built into or under structures. Parking may be located to the side of a structure if parking to the rear or within 800 feet is unavailable without demolition of commercial structures. This is consistent with the community's desire to maximize street front retail uses while providing sufficient parking to minimize the impacts of spillover parking into adjacent residential neighborhoods. The code also requires alley or side

street access to parking if the lot abuts an improved alley or more than one street. If alley or side street access is not available, access may be permitted from the Principal Pedestrian Street by only one 2-way curbcut. This limits the number of curbcuts along the Principal Pedestrian Street and reduces the possibilities for pedestrian-auto conflict. In the proposed Hillman City zone, alley or side street access for loading and delivery purposes is available to most parcels, and in some cases, parking exists behind establishments. More parking in the rear could not be established without demolishing commercial structures. However, pedestrian/auto conflicts are not anticipated because in general, structures are built to the front property lines with only a few curbcuts off Rainier serving the parking lots fronting on Rainier.

Finally, the Pedestrian zone development standards, such as limited building setbacks and blank facades and the requirement of 80% street-level retail/service use, would help the area retain pedestrian friendly building design and streetscape as development occurs. The Land Use Code allows the nonconforming structures to be maintained, renovated, repaired or structurally altered, but generally prohibits them from being expanded or extended in any manner which increases the extent of the nonconformity or creates additional nonconformity. In the proposed Hillman City zone, one structure had been an apartment building but appears to be vacant at this time. Assuming the structure has been vacant for more than a year, with a pedestrian designation it could be re-used for commercial purposes or as a mixed use development. Although many of the existing buildings do not currently meet the facade requirements of a pedestrian designation, as redevelopment occurs new structures will be required to provide more windows and reduced blank facades at street level.

Application of General Rezone Criteria (SMC 23.34.008)

To be approved, a rezone proposal shall be consistent with the criteria presented in 23.34.008 where applicable. The general criteria germane to this rezone are discussed in detail below.

CAPACITY AND GROWTH TARGETS

This proposal does not affect the zoned capacity of an Urban Village to meet growth targets adopted in the Comprehensive Plan.

MATCH BETWEEN ZONE CRITERIA AND AREA CHARACTERISTICS

The most appropriate designation shall be that for which the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other designation. P2 vs. P1, and the dimensions of the proposed zone, are considered below.

P2 vs. P1

The P1 zone designates a higher intensity pedestrian environment. Conditions include intense pedestrian interest and activity, a wider variety and larger number of shops, presence of medium- to high-density residential development, deeper commercial lots and side streets and alleys which draw parking away from the principal pedestrian street.

Existing commercial uses in the proposed Hillman Pedestrian zone are varied. They consists of personal services (hair, nails, clothing), café, coffee shop and restaurant, dog groomer, market, child care facilities, and a TV/stereo store. There are numerous vacancies. Pedestrian interest and activity in the area currently is limited. The residential development in the vicinity is low to medium density with large areas of single family developments. The population density within easy walking/ transit distances does not appear to be sufficient to sustain a P1 environment.

Pedestrian zones are intended to function, to different degrees, without cars. If the more intense pedestrian designation were applied, greater parking waivers would be allowed. For new development in a P1 zone, parking waivers would be increased from the first 5,000 (for P2) to the first 15,000 square feet for most retail sales and services, customer service offices, and most entertainment uses at street level. The effect of P1 designation would be to reduce the availability of future parking on-site, beyond what on-street parking may accommodate. Thus, P1 designation may result in spillover parking impacts to the adjacent residential areas.

The P2 designation is more appropriate than P1 to address the potential for spillover parking. Smaller parking waivers permitted by P2 designation require more parking to be provided on site, and parking is allowed to locate on the side of establishments. The limited multifamily zoning and population densities within easy walking/transit distances are more supportive of the P2 designation.

North and South Boundaries of the Proposed Pedestrian 1 Zone

North of the proposed zone, Rainier Avenue is flanked by medical and dental services, auto repair and parts stores, and other professional offices located in this area. At street level along a principal pedestrian street, these would be nonconforming uses in a pedestrian designation. Associated with these uses are parking lots in the front of buildings and large building setbacks, which would also be nonconforming. The community values these services and wishes to allow for growth and expansion of these uses. There is a scarcity of office space in Southeast Seattle and a need to preserve existing professional offices here, therefore the pedestrian designation should not extend further north. In addition to the services offered, workers employed by these services, stores, and professional offices provide daytime densities that can help support the retail

businesses in the Pedestrian zone. South of the proposed zone, Rainier Avenue is residential for several blocks.

NEIGHBORHOOD PLANS

The proposed zone is one outcome of the neighborhood planning efforts underway in the Genesee, Columbia City and Hillman City neighborhoods. The proposal is put forward by the neighborhood planning committee which is leading the planning efforts in the area. Since pedestrian designation is an important concept in their planning process and considered a key element in the community's effort to maintain and further encourage the pedestrian character of their commercial area, the neighborhood planning committee has requested that the pedestrian designation be adopted as soon as possible. The entire plan will be submitted to City Council later in 1998.

ZONING PRINCIPLES

This rezone proposal does not constitute a change from a more or less intensive zone, and zone boundaries are not changing. Buffers between the proposed Pedestrian zone and the adjacent commercial areas are not required. Although the community may want to consider gateway features at the north and south entrances to the pedestrian area in the future, crosswalks into the proposed zone already exist, and design standards for buildings, parking, and other improvements will set the zone apart from the adjacent, less pedestrian-oriented commercial areas. Parking lots located in the rear of the commercial area already provide some buffer for the residential neighborhoods from the pedestrian activity and noise along Rainier Avenue. There are multiple Metro stops (routes 7 and 9) along Rainier Avenue, providing good transit access throughout the proposed zone. Sound Transit's light rail system will potentially locate a station in this area, further enhancing the pedestrian nature of the area.

IMPACT EVALUATION

There are a number of commercial vacancies in the proposal area. As new businesses go in, the changes at street level, in terms of more intensive use, could be felt strongly. The proposed P2 zone would limit the amount of available parking somewhat and increase the demand for on-street parking. Spillover parking into the residential neighborhoods is likely to occur from new development, however it is not expected to be significant. There is some parking available in the vicinity outside of the residential neighborhoods. A parking study done for the Rainier Valley Cultural Center determined that there were 150 parking spaces within walking distance of that site, north of the proposed Columbia City zone. Along Rainier just north of this proposal area, there is currently on-street parking capacity. The greatest future demand for parking is likely to be in the evenings and on weekends, when additional parking may be available in the vicinity of the

professional offices north of the proposed zone. The commercial uses allowed in a P2 zone are oriented to those that serve the neighborhood, and the development standards promote non-single occupancy travel. Taken together, these should reduce the demand for parking. The RTA light rail system and potential transit station could further reduce auto trips to the area.

Environmental review was conducted pursuant to SEPA. The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and annotated by the lead agency, the Strategic Planning Office (SPO). The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with the review of similar proposals form the basis for this analysis and decision. SPO issued a DNS on April 9, 1998. No appeals were filed.

CHANGED CIRCUMSTANCES

The area is improving, with signs of reinvestment and redevelopment. Sound Transit's light rail system would improve public transit service to this area. The added potential for a light rail system station in the immediate vicinity could increase reinvestment and redevelopment. The area remains one of the more affordable neighborhoods for home-buying and is already experiencing in-fill development, which will add to the potential for further pedestrian activity. The community is proposing the P2 zone to take advantage of this early reinvestment and revitalization, with the intent that this area retain its pedestrian character as redevelopment occurs.

OVERLAY DISTRICTS

This proposal area is within the Southeast Seattle Reinvestment Area overlay district. The SESRA overlay continues north on Rainier, beyond the northern boundary of the proposed Pedestrian zone. This proposal is consistent with the intent of the SESRA overlay which, among other things, requires proposed rezones to increase and enhance pedestrian activity, and/or increase retail, entertainment, or personal services for residents of the surrounding area. Furthermore, this proposal protects existing buffers between commercial and residential areas and would further the intent of SESRA by not weakening existing commercial nodes.

CRITICAL AREAS

Critical areas will not be impacted by the proposed zone. The proposed zone would not change the ability of any development proposal to meet the requirements of the Critical Areas Ordinance.

LAND USE POLICIES

The proposal is consistent with applicable policies, in particular Policy 18: Pedestrian Districts, which establishes the P1 and P2 designations, to be applied based on the characteristics and conditions set forth in the Land Use Code, in order to “preserve and encourage intensely retail and pedestrian-oriented shopping districts where non-auto modes of transportation to and within the zone are strongly favored.

Match between Locational Criteria (SMC 23.34.088) and existing zones and uses

In reviewing a proposal to add a Pedestrian 2 (P2) zone, the following criteria shall be considered.

FUNCTION

The neighborhood planning committee has a vision for the neighborhood commercial district that maintains and builds on its current pedestrian orientation and providing goods and services locally to one of Seattle’s few remaining affordable neighborhoods. The proposal would foster pedestrian and pedestrian-friendly activity.

DESIRED CHARACTERISTICS.

A variety of retail/service activities and interest along the street front, with limited breaks for parking

The proposal area is zoned for neighborhood commercial use. These uses are oriented towards retail and service activities, which are an appropriate fit for the intended Pedestrian zone. Current uses in the area include: restaurants and cafés ; commercial retail such as the grocery and TV/stereo store; and services such as hair and nail care, and the learning center.

Rainier Avenue South is generally auto oriented, but the area proposed for P2 designation has high pedestrian traffic for the Rainier Valley. There are delineated crosswalks throughout the proposal area and very few curb cuts and parking lots adjacent to the street. Limited setbacks predominate. There are trees planted along Rainier Avenue South. These characteristics increase the pedestrian comfort along the street.

Primarily built to the front property line

Nearly all storefronts in these commercial districts are built to the property line, separated from Rainier Avenue South only by sidewalks. This design is conducive to pedestrian activity. The majority of buildings are no more than two stories. The building heights create pedestrian-friendly environments. People do not feel crowded or "towered over" by the buildings around them.

Minimal pedestrian-auto conflicts

There are few curb cuts and parking lots to cause conflict between cars and people. There are a number of traffic lights at intersections and striped crosswalks to help pedestrian flow.

Commercial frontage uninterrupted by housing, drive-in facilities, or large parking areas along the principal pedestrian street front.

The majority of development in the vicinity is street level commercial structures built to the front property lines. There are two large parking lots with frontage on Rainier Avenue, and parking along the side of several existing establishments. There is one street-level apartment within the proposal area, although it is currently vacant. If it was vacant for one year prior to pedestrian designation, it will have to be re-developed for commercial or mixed use once pedestrian designation is established.

PHYSICAL CONDITIONS FAVORING DESIGNATION AS P2

The area is surrounded by low- to medium-density residential areas

Single family and multifamily housing surrounds the Hillman City commercial area. The surrounding residential areas are zoned mostly SF5000, with a few smaller areas zoned Lowrise 1, 2, and 3. The estimated 1996 population within one mile of the greater Columbia City area is 49,815. This number is expected to grow 5.6 percent by 2001, according to the Southeast Effective Development, Inc.

Pedestrian access from residential areas is good, and/or excellent transit service exists

Pedestrians have easy and excellent access to the Hillman City commercial district. The residential areas are linked to the adjacent commercial district through sidewalks and gentle topographic changes. Public transit exists throughout the proposed zone. According to Metro Transit, routes 7 and 9, which make many stops through the

proposed zone along Rainier Avenue South, are among the most used routes in the entire Metro system. Sound Transit's light rail system is planned to improve public transit service for these communities.

On- and off-street parking capacity is limited, and full parking waiver could create unacceptable spillover parking in surrounding residential areas

There is limited on-street parking along Rainier Avenue South and the side streets in the commercial districts, although reconfiguring parking within the right-of-way may yield more spaces. Very few businesses have off-street parking designated for customers. The P2 designation is more appropriate than P1 to address the potential for spillover parking. Smaller waivers in the P2 zone require more parking to be provided on site, and parking lots are allowed to be located to the side of businesses in the P2 zone. Therefore, spillover parking problems will be less with the P2 designations than P1, but the potential impacts from any increased spillover parking are expected to be insignificant.

The commercial area is shallow, so that there is limited opportunity to provide accessory parking away from the principal pedestrian street front.

The Hillman City commercial district is very shallow, extending not more than half a block off Rainier Avenue South. Most establishments have alley access, and surface parking does exist behind and to the side of a number of businesses. This limited parking can be especially important for employees of the businesses located in the P zone. In general, the way the neighborhood has developed makes additional surface accessory parking unfeasible without demolishing commercial structures or expanding into the adjacent residential areas. The commercial district's shallowness is seen as an asset: it encourages pedestrian access from the residential areas.

RECOMMENDATION - REZONE

The area of Hillman City proposed for this zone has many of the elements of already successful Pedestrian zones in other parts of the city (Lower Queen Anne, Fremont, and Greenwood). The zone would further encourage and support a pedestrian oriented retail shopping district, which is something the community strongly desires. It is understood that the P2 zone contributes to the strength of the commercial district by providing a pedestrian environment which will likely help attract the mix of businesses that the community needs and wants while preserving the unique character of this portion of the Rainier Valley.

The Director recommends approval of the P2 zone as described above and shown on the accompanying Exhibit A.

CITY OF SEATTLE
ANALYSIS AND RECOMMENDATION OF THE PROPOSED
COLUMBIA CITY
PEDESTRIAN 2 ZONE

SUMMARY OF PROPOSED ACTION

The neighborhood planning committee for the Genesee, Columbia City and Hillman City neighborhoods requests the establishment of a Pedestrian 2 (P2) zone in the Columbia City commercial area along Rainier Avenue South. It is also proposed that Rainier Avenue South, within the boundaries of the proposed pedestrian designation, be designated a Principal Pedestrian Street.

The proposed P2 zone is one outcome of the neighborhood planning efforts underway in the Genesee, Columbia City and Hillman City neighborhoods. It is proposed for City Council action in advance of the neighborhood plan itself. The pedestrian designation would help ensure that this area retains its pedestrian character as current redevelopment activity occurs. In addition, the P2 development standards would facilitate the reuse of existing structures in Columbia City, which can act as a tool for economic development.

The pedestrian designation in Columbia City is proposed along Rainier Avenue South between South Angeline Street and South Pearl Street, as shown on the accompanying Exhibit A at the end of this report. On the west side of Rainier, the pedestrian designation does not extend south beyond South Hudson Avenue because the area is currently zoned Commercial (C). Pedestrian designations are best suited to Neighborhood Commercial (NC) zones and are not applied to parcels zoned Commercial because of the pedestrian nature of these zones. Pedestrian designations of Commercial (C) zoned properties is inconsistent with their auto orientation.

BACKGROUND

The area proposed for pedestrian designation is within the Genesee, Columbia City and Hillman City neighborhood planning area. This proposed pedestrian designation is one outcome of the neighborhood planning efforts underway in the neighborhood.

Before discussing the effect of the proposed P2 designation, it is important to point out two other regulatory programs that apply to the proposal area: the Landmark District and the Southeast Seattle Reinvestment Area. The Southeast Seattle Reinvestment Area (SESRA) policies, rezone criteria and use restrictions, were adopted in 1992 to promote community revitalization and investment, and to encourage development which supports business activity and provides employment opportunities and needed services to the residents of southeast Seattle. Columbia City is also a designated Landmark District



(SMC Chapter 25.20), which establishes development and design review guidelines identifying the unique values of the District and design characteristics which could have either a positive or negative effect upon the unique values of the District. In reviewing applications, the Landmarks Preservation Board and Columbia City Landmark District Review Committee are guided by adopted guidelines in the Columbia City Landmark District Ordinance, the adopted Columbia City Landmark District Design guidelines and the Secretary of the Interior's Standards for Rehabilitation. These specify materials, colors, signage, planting, and other design-related considerations which are to be allowed, encouraged, limited or excluded from the District. Changes to buildings, structures, and other property may only occur with a Certificate of Approval from the Landmarks Preservation Board. DCLU verifies conformance with SESRA and Landmark District requirements as part of any land use or building permit review process, and this proposed pedestrian designation does not change the Certificate of Approval requirements of the Landmark District. The proposed pedestrian designation is smaller than SESRA and the Landmark District, and the boundaries of the three areas are not the same.

SITE AND VICINITY CHARACTERISTICS

The proposal area is zoned Neighborhood Commercial 3 with a 40 foot building height limit (NC3-40), except for Columbia Plaza, in the northwest corner of the proposed pedestrian designation, which has a 65 foot building height limit.

The proposal area has a significant number of mixed use buildings, with commercial space at street level and residential units above. Existing uses include restaurants, retail sales and services, and neighborhood, family, and child care services. The area is currently pedestrian in nature. Storefronts line the sidewalks with virtually no breaks in the commercial frontage. Wide, ornamented sidewalks line both sides of the street in the proposal area. Bright, colorful artwork adorns the facades of some buildings. Amenities include benches, bike racks, and a street clock.

South of the proposal area along Rainier Avenue South are medical, dental and professional offices, auto repair and parts shops, a funeral home and church, and a realty office. Many of these establishments have large setbacks from and surface parking along Rainier Avenue South.

Residential development in the vicinity of the proposal area is low to moderate in density. There are several blocks of multifamily housing (Lowrise 2 and Lowrise 3) west of Columbia Park. East of the proposal area, there is a narrow band of multifamily housing along 39th Avenue South. The balance of the area is zoned Single Family 5000 (SF 5000).

ANALYSIS

This analysis begins with a discussion of the proposed P2 zone and its effects and implications. The P2 proposal is then measured against the general rezone criteria and the zone locational criteria of the Land Use Code.

The Land Use Code, Chapter 23.34, contains provisions for the application of the City's various zoning designations. Where applicable, the general rezone criteria and locational criteria are used to evaluate the proposed zone in the context of existing zone designations and the characteristics of existing development. Generally, the most appropriate zone designation is found by weighing and balancing the zone designation and locational criteria with the characteristics of the area to be affected. To describe the level of change likely to occur once the P2 designation is established, we examine non-conformities and impacts that would be created by the proposed zone, and compare the application of a P1 zone to the proposed P2. No single criterion is applied as an absolute requirement or test of the appropriateness of a new designation.

Pedestrian 2 Zone Proposal

The proposed P2 zone would limit new uses at street level to those that foster pedestrian activity, provide a parking waiver for a portion of new businesses at street level, and maintain a pedestrian-friendly building design and streetscape. New development along the principal pedestrian street at street level would be limited to:

- Personal and household retail sales and services uses;
- Eating and drinking establishments;
- Customer service offices; and
- Entertainment uses.

Drive-in businesses, including gas stations, would not be permitted, and the Land Use Code protects the Pedestrian zones from the impacts of other traffic generators with conditional use criteria. This is consistent with the community's desire to attract primarily neighborhood-serving retail uses like coffee shops, bookstores, gift stores, and a health club, building on the revitalization begun around the new Taco Del Mar restaurant at the corner of Rainier Avenue South and South Edmunds Street. Existing nonconforming uses include the drive-through service provided by the bank at South Edmunds Street and the law office.

For new development in the proposed zone, parking requirements would be waived for the first 5,000 square feet of each business establishment in retail sales and services, customer service offices, and most entertainment uses. Parking requirements would be waived for the first 150 seats of motion picture theaters and the first 2,500 square feet of eating and drinking establishments. This reduction in the amount of parking required

applies to each business establishment and is consistent with the community's desire to encourage people to walk or take transit to and from and within the commercial area. A limited amount of on-street parking is available within the proposal area to help mitigate reductions in parking requirements and reduce spillover parking in adjacent residential areas.

The Land Use Code requires that parking in Pedestrian zones be located to the rear of businesses or built into or under structures. Parking may be located to the side of a structure if parking to the rear or within 800 feet is unavailable without demolition of commercial structures. This is consistent with the community's desire to maximize street front retail uses while providing sufficient parking to minimize the impacts of spillover parking into adjacent residential neighborhoods. Alley or side street access to parking is required by the Land Use Code if the lot abuts an improved alley or more than one street. If alley or side street access is not available, access may be permitted from the principal pedestrian street by only one 2-way curbcut. This limits the number of curbcuts along the Principal Pedestrian Street and reduces possibilities of pedestrian-auto conflict. Although alley or side street access is not available to many parcels throughout the proposed zone, most of the lots are already built to the street without parking access from Rainier Avenue. Thus, pedestrian/vehicle conflicts are not anticipated.

Non-conformities created by the proposed zone include the parking location at Columbia Plaza and the drive-through service at the bank at the corner of South Edmunds Street. Columbia Plaza is set back more than 100 feet from the proposed Principal Pedestrian Street, with parking located in front and served by two curbcuts from Rainier Avenue South. The bank, with its drive-through service, shares a curbcut with Columbia Plaza. The Land Use Code allows nonconforming structures to be maintained, renovated, repaired or structurally altered, but generally prohibits them from expanding or extending in any manner which increases the extent of the nonconformity or creates additional nonconformity. Due to the minimal amount of nonconformities, few existing businesses will be impacted by this limited ability to expand.

The Pedestrian zone development standards, such as limited building setbacks and blank facades, and the requirement of 80% street-level retail/service use, would help the area retain pedestrian friendly building design and streetscape as development occurs.

Application of General Rezone Criteria (SMC 23.34.008)

To be approved, a rezone shall be consistent with the criteria presented in 23.34.008 where applicable. The general criteria germane to this rezone are discussed in detail below.

CAPACITY AND GROWTH TARGETS

This proposal does not affect the zoned capacity of an Urban Village to meet growth targets adopted in the Comprehensive Plan.

MATCH BETWEEN ZONE CRITERIA AND AREA CHARACTERISTICS

The most appropriate designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other designation. P2 vs. P1, and the dimensions of the proposed zone, are considered below.

P2 vs. P1

The P1 zone designates a higher intensity pedestrian environment. Conditions include intense pedestrian interest and activity, a wider variety and larger number of shops, presence of medium- to high-density residential development, deeper commercial lots, and side streets and alleys which draw parking away from the principal pedestrian street. For the reasons which follow, the P2 designation is more appropriate than the P1 for this proposal area.

Currently, the pedestrian interest and activity in the area could be considered moderate. Existing development in the proposed zone is varied, consisting of banks, neighborhood and family services, hair and nail care, restaurants and cafés, flower shop, and toy store. There are few vacancies. The residential development in the vicinity is low to medium with large areas of single family development. There is not an ideal population density within easy walking/transit distances to sustain a P1 environment.

Pedestrian zones are intended to function, to different degrees, without cars. If the more intense pedestrian designation were applied, greater parking waivers would be allowed. For new development in a P1 zone, parking waivers would be increased from the first 5,000 to the first 25,000 square feet for most retail sales and services, customer service offices, and most entertainment uses at street level. The effect would be to reduce the availability of future parking on-site. Without the ideal residential densities within easy walking or transit distance to support the increased parking waivers, the P1 designation may result in greater spillover parking impacts to the adjacent residential areas. Lot depth is insufficient to accommodate parking on-site in the rear in many circumstances, which means that some required parking may have to be accommodated to the side of business establishments.

The proposed application of a P2 zone is more compatible with the character of development in and around this business area. The P2 designation is more appropriate than P1 to address the potential for spillover parking. Smaller parking waivers require more parking to be provided on site, and parking is allowed to locate on the side of

establishments. The residential zoning and population densities within easy walking/transit distances are more supportive of a P2 designation.

North and South Boundaries of the Proposed Pedestrian Zone

South of the proposed zone, Rainier Avenue is flanked by medical and dental services, auto repair and parts stores, and other professional offices located in this area. At street level along a principal pedestrian street, these would be nonconforming uses in a Pedestrian zone. Associated with these uses are parking lots in the front of buildings and large building setbacks, which would be nonconforming. The community values these services and wishes to allow for growth and expansion of these uses. There is a scarcity of office space in Southeast Seattle and a need to preserve existing professional offices here. In addition to the services offered, workers employed by these services, stores, and professional offices provide daytime density and traffic that supports the retail businesses in the Pedestrian zones. Just north of the proposed zone boundary are more buildings with large set backs and parking lots in front.

NEIGHBORHOOD PLANS

The proposed zone is one outcome of the neighborhood planning efforts underway in the Genesee, Columbia City and Hillman City neighborhoods. The proposal is put forward by the neighborhood planning committee which is leading the planning efforts in the area. Since pedestrian designation is an important concept in their planning process and is considered a key element in the effort to maintain and further encourage the pedestrian character of their commercial area, the neighborhood planning committee has requested that the pedestrian designation be adopted as soon as possible. The entire plan will be submitted to City Council later in 1998.

ZONING PRINCIPLES

This rezone proposal does not constitute a change from a more or less intensive zone, and zone boundaries are not changing. Buffers between the proposed Pedestrian zone and the adjacent, less pedestrian-oriented commercial areas are not required. Although the community may want to consider gateway features at the north and south entrances to the pedestrian area in the future, crosswalks into the proposed zone already exist, and design standards for buildings, parking, and other improvements will set the zone apart from the adjacent commercial areas. The orientation of the commercial area toward Rainier Avenue buffers the residential neighborhoods behind the proposed Pedestrian zone from the preponderance of pedestrian activity and noise along Rainier Avenue. There are multiple Metro stops (routes 7 and 9) along Rainier Avenue, providing good access to transit throughout the proposed zone. Sound Transit's light rail system will potentially

locate a station in this area or near to it, further enhancing the pedestrian nature of the area.

IMPACT EVALUATION

There are few commercial vacancies in the proposal area. As new businesses go in, the changes at street level, in terms of more intensive use, should not be felt strongly here. The proposed P2 zone would limit the amount of available parking somewhat and increase the demand for on-street parking. Spillover parking into the residential neighborhoods is likely to occur from new development, however it is not expected to be significant. There is some parking available in the vicinity outside of the residential neighborhoods. A parking study done for the Rainier Valley Cultural Center determined that there were 150 parking spaces within walking distance of that site, north of the proposed zone. South along Rainier there is currently on-street parking capacity. The greatest future demand for parking is likely to be in the evenings and on weekends, when additional parking may be available in the vicinity of the professional offices south of the proposed zone. The commercial uses allowed in a Pedestrian zone are oriented to those that serve the neighborhood, and more pedestrian character could encourage more people to walk to the commercial area. Taken together, these should limit the additional demand for parking. Sound Transit System's light rail system and potential transit station could further reduce auto trips to the area.

Environmental review was conducted pursuant to SEPA. The initial disclosure of the potential impacts from this proposed pedestrian designation was made in the environmental checklist submitted by the applicant and annotated by the lead agency, SPO. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with the review of similar proposals form the basis for this analysis and decision. SPO issued a DNS on April 9, 1998. No appeals were filed.

CHANGED CIRCUMSTANCES

The area is improving, with signs of reinvestment and redevelopment. Sound Transit's light rail system would improve public transit service to this area. The added potential for a light rail system station in the immediate vicinity could increase reinvestment and redevelopment. The area remains one of the more affordable neighborhoods for home-buying and is already experiencing in-fill development, which will add to the potential for further pedestrian activity. There is a new Taco Del Mar restaurant at South Edmunds Street. The community is proposing this P2 zone to take advantage of this early reinvestment and revitalization, with the intent that this area retain its pedestrian character as redevelopment occurs.

OVERLAY DISTRICTS

This proposal area is within the Southeast Seattle Reinvestment Area overlay district. The SESRA overlay continues north and south along Rainier. The SESRA captures all the commercially zoned parcels to the east and west of the proposal site as well. This proposal is consistent with the intent of the SESRA overlay which, among other things, requires proposed rezones to increase and enhance pedestrian activity, and/or increase retail, entertainment, or personal services for residents of the surrounding area. Furthermore, this proposal protects existing buffers between commercial and residential areas and would further the intent of SESRA by not weakening existing commercial nodes.

The proposal area is also entirely within the Columbia City Landmark District. This Pedestrian District proposal is consistent with the goals of the Landmark District designation and would not create conflict with the responsibilities of the Landmarks Preservation Board to review development proposals and grant or deny certificates of approval pursuant to the adopted development and design review guidelines.

CRITICAL AREAS

Critical areas will not be impacted by the proposed zone. The proposed zone would not change the ability of any development proposal to meet the requirements of the Critical Areas Ordinance.

LAND USE POLICIES

The proposal is consistent with applicable policies, in particular Policy 18: Pedestrian Districts, which establishes the P1 and P2 designations, to be applied based on the characteristics and conditions set forth in the Land Use Code, in order to "preserve and encourage intensely retail and pedestrian-oriented shopping districts where non-auto modes of transportation to and within the district are strongly favored.

Match between Locational Criteria (SMC 23.34.088) and existing zones and uses

In reviewing a proposal to add a Pedestrian 2 (P2) zone, the following criteria must be considered.

FUNCTION

The neighborhood planning committee has a vision for the neighborhood commercial district that maintains and builds on its current pedestrian orientation and provides goods and services locally to one of Seattle's few remaining affordable neighborhoods. The proposal functions to foster pedestrian and pedestrian-friendly activity.

DESIRED CHARACTERISTICS.

A variety of retail/service activities and interest along the street front, with limited breaks for parking

The proposed pedestrian designation would overlay an area zoned for neighborhood commercial use. It is oriented towards retail and service activities, which are an appropriate fit for this proposed pedestrian designation. Current uses in the area includes: restaurants such as Taco Del Mar and Fasica; commercial retail such as Matthiesen's Flowers; and services such as Salon Lorache, Southeast Neighborhood Service Center, and Twink's child care facility.

Rainier Avenue South is generally auto oriented, but the area proposed for P2 designation has the most pedestrian traffic in the Rainier Valley. There are a limited number of curb cuts, and only one parking lot on the street. The businesses and buildings make use of the sidewalk. A number of buildings feature architectural moldings, ornamental glazing, and artwork signs near the doorways. Limited setbacks predominate. There are trees, benches, bike racks, and designated crosswalks along Rainier Avenue South throughout the proposed area. These characteristics increase the pedestrian comfort and visual interest along the streetscape.

Primarily built to the front property line

Nearly all storefronts in this commercial district are built to the property line, separated from Rainier Avenue South only by sidewalks. This design is conducive to pedestrian activity. The majority of buildings are no more than two stories tall, with few exceptions, such as the historic Columbia Hotel (corner of Rainier Avenue South and South Ferdinand) and the Toby Building (corner of Rainier Avenue South and South Edmunds). The limited building heights create pedestrian-friendly environments. People do not feel crowded or towered over by the buildings around them.

Minimal pedestrian-auto conflicts

There are few curb cuts and only one parking lot adjacent to Rainier to cause conflict between cars and people. There are a number of traffic lights and striped crosswalks at intersections to help pedestrian flow.

Commercial frontage uninterrupted by housing, drive-in facilities, or large parking areas along the principal pedestrian street front.

There is one commercial property in Columbia City with a parking lot in front of the building. There is a commercial bank that has a drive-in facility, but it is located in the rear of the building. There are no street-level apartments or housing units within the proposed areas, although there are residential units on the second floors of some structures, which is appropriate for a pedestrian area.

PHYSICAL CONDITIONS FAVORING DESIGNATION AS P2.

The area is surrounded by low- to medium-density residential areas

Single family and multifamily housing surround the Columbia City commercial area. The surrounding residential areas are mostly zoned SF5000. There are also areas zoned for Lowrise multifamily development. Many of the commercial buildings in this area have upper floors with residential accommodations. The estimated 1996 population within one mile of the greater Columbia City area is 49,815. This number is expected to grow 5.6 percent by 2001, according to the Southeast Effective Development, Inc.

Pedestrian access from residential areas is good, and/or excellent transit service exists

Pedestrians have easy and excellent access to the Columbia City commercial district. The residential areas are linked to the adjacent commercial districts through sidewalks and gentle topographic changes. Sidewalks within the commercial area were widened in the 1970s, and have ornamental brickwork along the edges. Public transit exists throughout the proposed zone area. According to Metro Transit, routes 7 and 9, with multiple stops through the proposed zone, are among the most used routes in the entire Metro system. Sound Transit's light rail system is planned to improve public transit service for these communities as well.

On- and off-street parking capacity is limited, and a full parking waiver could create unacceptable spillover parking in surrounding residential areas

There is limited on-street parking along Rainier Avenue South and the side streets in the commercial district, although reconfiguring parking within the right-of-way may yield more spaces. The P2 designation offers less in the way of parking waivers to require more parking to be provided on site than a P1 designation, and P2 designations also allow parking lots to be located to the side of businesses to provide the required parking. Therefore, spillover parking problems will be smaller with the P2 designations, and the potential impacts from any increased spillover parking are expected to be minimal.

The commercial area is shallow, so that there is limited opportunity to provide accessory parking away from the principal pedestrian street front.

The commercial district is shallow and well developed, extending up to one block off Rainier Avenue South. Because of the way it has developed, accessory parking is not feasible without demolishing commercial structures. The commercial district's shallowness is seen as an asset, however. It encourages pedestrian access from the residential areas.

RECOMMENDATION - REZONE

The area of Columbia City proposed for this P2 zone has many of the elements of already successful pedestrian designations in other parts of the city (Lower Queen Anne, Fremont, and Greenwood). The zone would further encourage and support a pedestrian oriented retail shopping district, which is something the community strongly desires. It is understood that the P2 zone contributes to the strength of the commercial district by providing a pedestrian environment which will likely help attract the mix of businesses that the community needs and wants while preserving the unique character of this portion of the Rainier Valley.

The Director recommends approval of the P2 Zone as described above and shown on the accompanying Exhibit A.

Return Address:

Seattle City Clerk's Office

600 4th Avenue, Room 104

Seattle, WA 98104

FILED
CITY OF SEATTLE

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CITY CLERK

Please print or type information WASHINGTON STATE RECORDER'S Cover Sheet (RCW 65.04)

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12:00

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Document Title(s) (or transaction contained therein): (all areas applicable to your document <u>must</u> be filled) .1ORDINANCE # 119178
Re _____ of document.
Grantor(s) (Last name first, then first name and initials) 1.City of Seattle <input type="checkbox"/> Additional, names on page----of document.
Grantee(s) (Last name first, then first name and initials) 1.N/A 2.
Legal description (abbreviated: i.e. lot, block, plat or section, township, range) <input type="checkbox"/> Additional reference #'s on page _____ of document/ N/A
Assessor's Property Tax Parcel/Account Number/ N/A <input type="checkbox"/> Assessor Tax # not yet assigned.

ORDINANCE 119178

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AN ORDINANCE relating to land use and zoning, amending the Official Land Use Map, Section 23.32.016, and Section 23.47.040, to establish a Pedestrian 2 zone in Columbia City, and a Pedestrian 2 zone in Hillman City, along Rainier Avenue S.

WHEREAS, the City Council finds that the two (2) Pedestrian 2 zones established by this ordinance will protect and promote the health, safety and welfare of the general public, NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Attached to this ordinance are 2 pages of zoning maps, identified as Attachment A, incorporated herein by reference. The areas depicted on these maps showing a change in the zoning designation are hereby rezoned. These maps are hereby adopted as an amendment to the Official Land Use Map, SMC 23.32.016.

Section 2. Section 23.47.040 of the Seattle Municipal Code, as last amended by Ordinance 118414, is further amended as follows:

23.47.40 General provisions for pedestrian-designated zones.

* * *

C. For purposes of this subchapter, the following streets are principal pedestrian streets when located within a pedestrian-designated zone:

- Lake City Way Northeast;
- Roosevelt Way Northeast;
- Greenwood Avenue North;
- North 85th Street;
- East Greenlake Drive North;
- Woodlawn Avenue Northeast;
- University Way Northeast;
- Northeast Forty-fifth Street;
- Northwest Market Street;
- Fremont Avenue North;
- Fremont Place North;
- Queen Anne Avenue North;
- Mercer Street;
- Roy Street;
- First Avenue North;
- 15th Avenue East;
- Broadway Avenue East;
- East Olive Way;
- East Madison Street;
- Madison Street;

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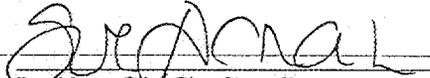
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California Avenue Southwest;
Southwest Alaska Street;
Rainier Avenue South.

Section 3. The provisions of this ordinance are declared to be separate and severable and the invalidity of any clause, sentence, paragraph, subdivision, section, subsection, or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of this ordinance or the validity of its application to other persons or circumstances.

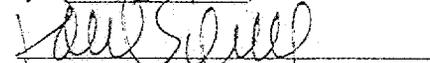
Section 4. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 12th day of October, 1998, and signed by me in open session in authentication of its passage this 12th day of October, 1998.



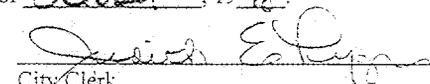
President of the City Council

Approved by me this 19th day of October, 1998.



Paul Schell, Mayor

Filed by me this 20 day of October, 1998.



City Clerk

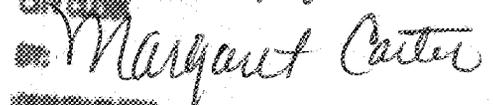
(SEAL)

STATE OF WASHINGTON
COUNTY OF KING
CITY OF SEATTLE

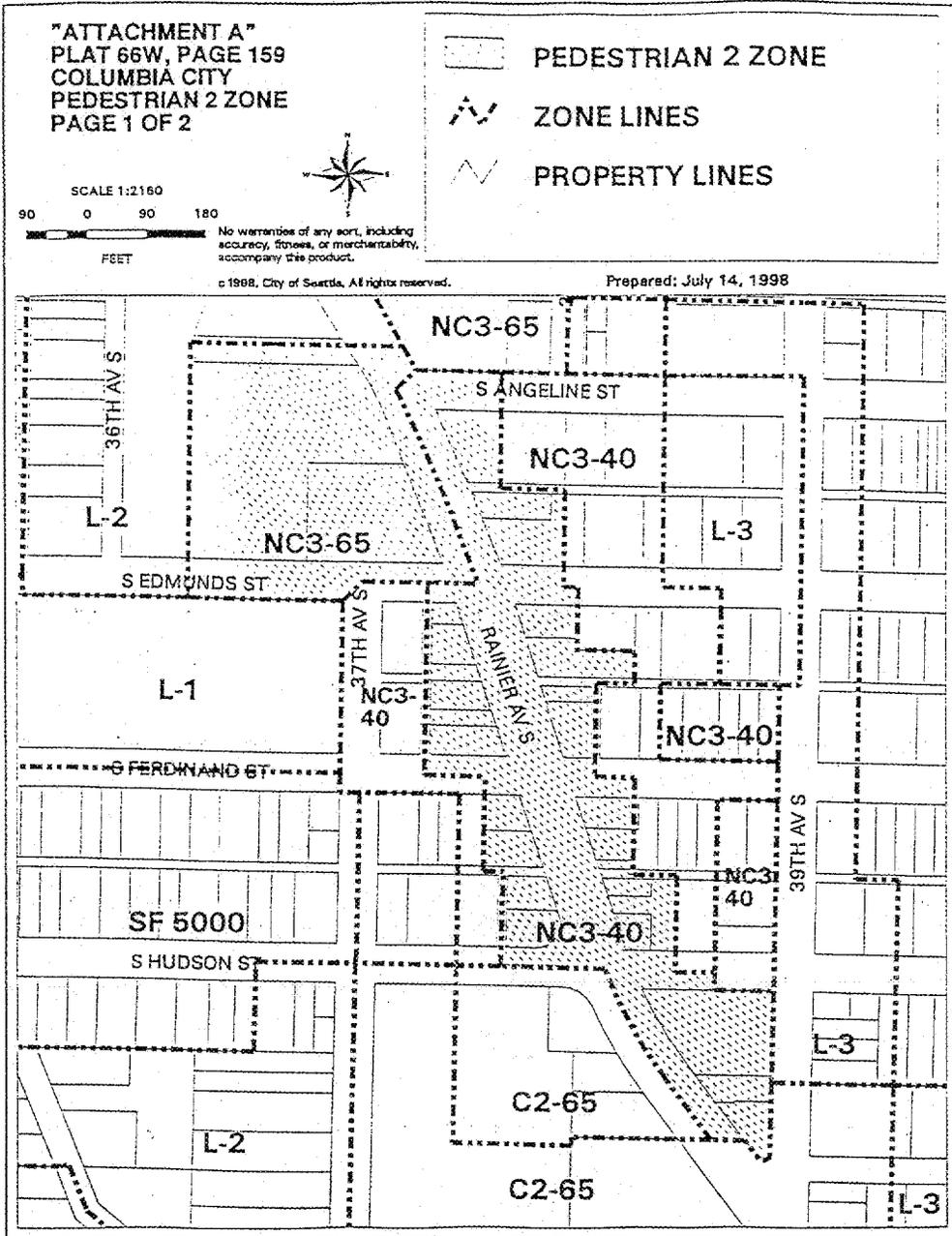
I, JUDITH E. PAPP, CITY CLERK OF THE CITY OF SEATTLE, DO HEREBY CERTIFY THAT THE ~~ORDINANCE~~ AND FORWARDED IS A TRUE AND CORRECT COPY OF Ordinance 119178

AS THE SAME APPEARS ON FILE, AND IS RECORDED IN THIS DEPARTMENT.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED THE SEAL TO THE CITY OF SEATTLE, THIS 30th day of Oct. 1998

JUDITH E. PAPP
CITY CLERK

MARGARET CARTER
DEPUTY CLERK

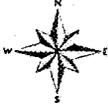
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"EXHIBIT A"
PLAT 66E, PAGE 160
HILLMAN CITY
PEDESTRIAN 2 ZONE
PAGE 2 OF 2

-  PEDESTRIAN 2 ZONE
-  ZONE LINES
-  PROPERTY LINES



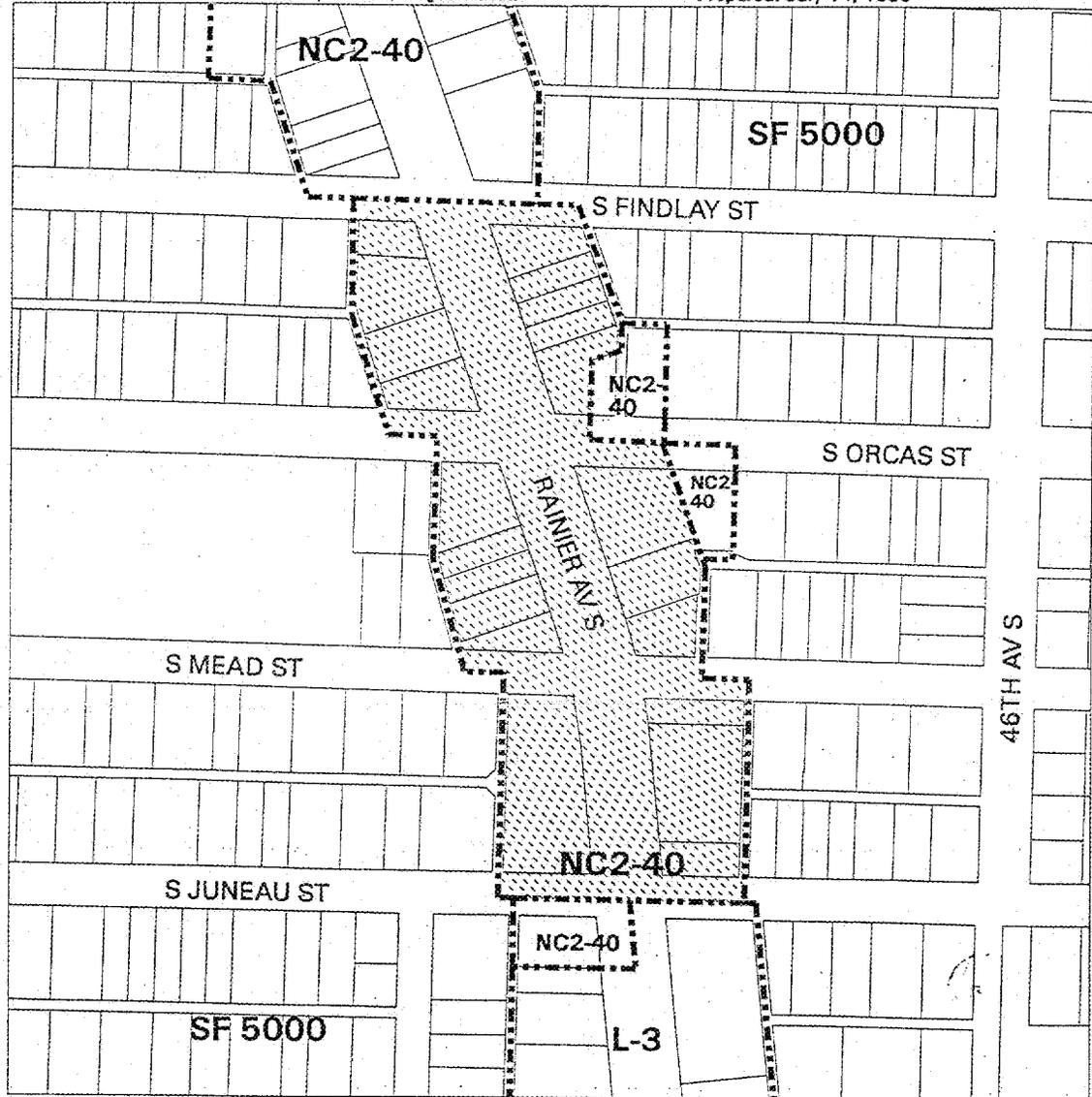
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Prepared: July 14, 1998



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City of Seattle
Neighborhood Planning Office

Karma Ruder, Director
Paul E. Schell, Mayor



TO: Council President Sue Donaldson
FROM: Karma Ruder, Director *KR y SD*
DATE: July 16, 1998
SUBJECT: Proposed Legislation

The attached legislation is proposed to adopt Pedestrian (P-2) overlay zoning for two areas in Columbia City and Hillman City and to designate sections of Rainier Avenue South within the proposed pedestrian designation as a Principal Pedestrian Street. Underlying zoning for these areas is Neighborhood Commercial, a zone which encourages pedestrian activity.

The proposed rezone is supported by the group preparing a neighborhood plan for the areas in question and is consistent with the recommendations emerging from the planning process. The community has requested action on this proposal in advance of submittal of their complete plan for City Council approval and adoption in order to make the area attractive to the type of commercial enterprise they wish to encourage during this period of economic growth and to discourage new traffic generating, auto-oriented businesses.

In Columbia City, the proposed overlay district lies within the Columbia City Landmark District. The Department of Construction and Land Use and Department of Neighborhoods have determined that the P-2 designation is not inconsistent with the Landmark District. Upon adoption of the P-2 and Principal Pedestrian Street designations, the Landmarks Preservation Board has indicated it intends to adopt the design guidelines associated with these designations as part of the Columbia City Landmark District design guidelines.

The Council's Business, Economic and Community Development Committee has been requested to schedule a hearing to take public testimony on the proposed legislation.

Environmental review of the proposed legislation was conducted and a determination of non-significance (DNS - no Environmental Impact Statement required) was issued by the Strategic Planning Office. The appeal period for this determination concluded on May 7, 1998, and no appeals were received by the Hearing Examiner.

The proposed action has no fiscal impacts. Any costs for staff training and mapping will be nominal and can be accomplished within existing resources.

Questions about the proposed amendments should be directed to Veronica Jackson, 684-8495, or Susan Dehlendorf, 684-8189 of NPO.

City of Seattle
Neighborhood Planning Office

Karma Ruder, Director
Paul E. Schell, Mayor



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FROM: Karma Ruder, Director KR by SD
DATE: July 17, 1998
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PEDESTRIAN DESIGNATED ZONE (P ZONE)

NEIGHBORHOOD COMMERCIAL ZONES

P zones are appropriate in areas where a pedestrian environment is established or desired, in Neighborhood Commercial (NC) zones

P zones are not applied to more auto-oriented Commercial (C) zones

PRINCIPAL PEDESTRIAN STREET

P zone uses and development standards apply only to parcels adjacent to the principal pedestrian street

STREET LEVEL USES

The following street level uses are required along the principal pedestrian street:

- Personal and household retail sales and service uses
- Eating and drinking establishments
- Customer service offices
- Entertainment uses

PARKING WAIVER (for an NC2 and NC3 P2 designation)

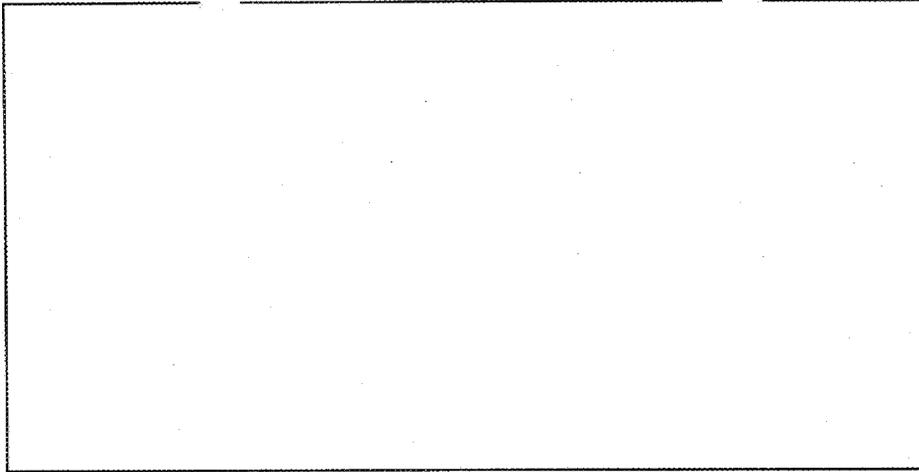
Parking is waived for the first 5,000 sf of each retail or customer service business establishment in a structure (2,500 sf for eating and drinking establishments or 150 seat in motion picture theaters)

PARKING LOCATION AND ACCESS

- Parking may be located at the rear of a structure or built into or under a structure
- In limited circumstances, parking may be located to the side of a structure, and is limited to 60' along the principal pedestrian street front

BLANK FACADES AND BUILDING SETBACKS

- Limits are imposed on both blank facades and building setbacks
- 80% of street frontage must be in required street level use along the principal pedestrian street



LPB 236/98

TO: Mary Beth Binns
DCLU

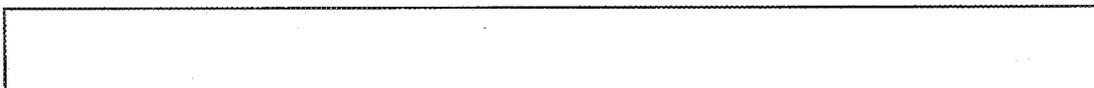
FROM: Patricia Lee
DON

RE: Pedestrian 2 Overlay District in Columbia City

DATE: July 7, 1998

Thank you for the opportunity to review the proposed ordinance establishing a Pedestrian 2 Overlay District in the Columbia City commercial area. I have the following comments:

1. The purposes of the Pedestrian 2 Overlay District is consistent with the purposes for establishing the Columbia City Landmark District (SMC 25.20.020 et.seq.).
2. It should be noted that the Pedestrian 2 Overlay District is smaller than the District and the boundaries are not the same as the Columbia City Landmark District.
3. While it is stated that a Pedestrian 2 Overlay District would "not create conflict with the responsibilities of the Landmarks Preservation Board" it should also be clearly stated that the Pedestrian 2 Overlay ordinance would not change the Certificate of Approval requirements in the Columbia City Landmark District.
4. In reviewing applications, the Landmarks Preservation Board and Columbia City Landmark District Review Committee are guided by the adopted guidelines in the Columbia City Landmark District Ordinance, SMC 25.20.020 et. Seq., the adopted Columbia City Landmark District Design Guidelines and the Secretary of Interior's Standards for Rehabilitation. Direct reference to these guidelines in the Pedestrian 2 Overlay District Ordinance would make it clear that these guidelines remain in effect.
5. If the Pedestrian 2 Overlay District Ordinance is adopted and Rainier Avenue South is designated a Principal Pedestrian Street, we will propose to the Landmarks Preservation Board that the Pedestrian 2 Overlay District and Principal Pedestrian Street Designation be adopted as part of the Columbia City Landmark District design guidelines so there is no conflict in the design guidelines. The design guidelines in Pedestrian 2 Overlay Districts are consistent with the



historic building patterns in Columbia City. My review of the Pedestrian 2 Overlay District Design requirements indicate that:

Parking would be required at the rear of a building, built into or under a structure or to the side

Limited curbcuts on a principal street

Alley/side street access to parking preferred

No more than a 10' setback from the property line

Blank facades could not exceed 30' in width or more than 40% of the facade, measured from 2-8 feet above the sidewalk.

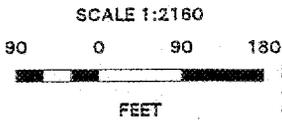
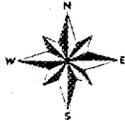
6. While the Columbia City Landmark District does not review uses, the reduction in parking requirements, limitations on types of uses and requirements for street level uses would not be inconsistent with the Columbia City Landmark District designation.

If you have any questions, please do not hesitate to contact me at 684-0226.



**"ATTACHMENT A"
PLAT 66W, PAGE 159
COLUMBIA CITY
PEDESTRIAN 2 ZONE
PAGE 1 OF 2**

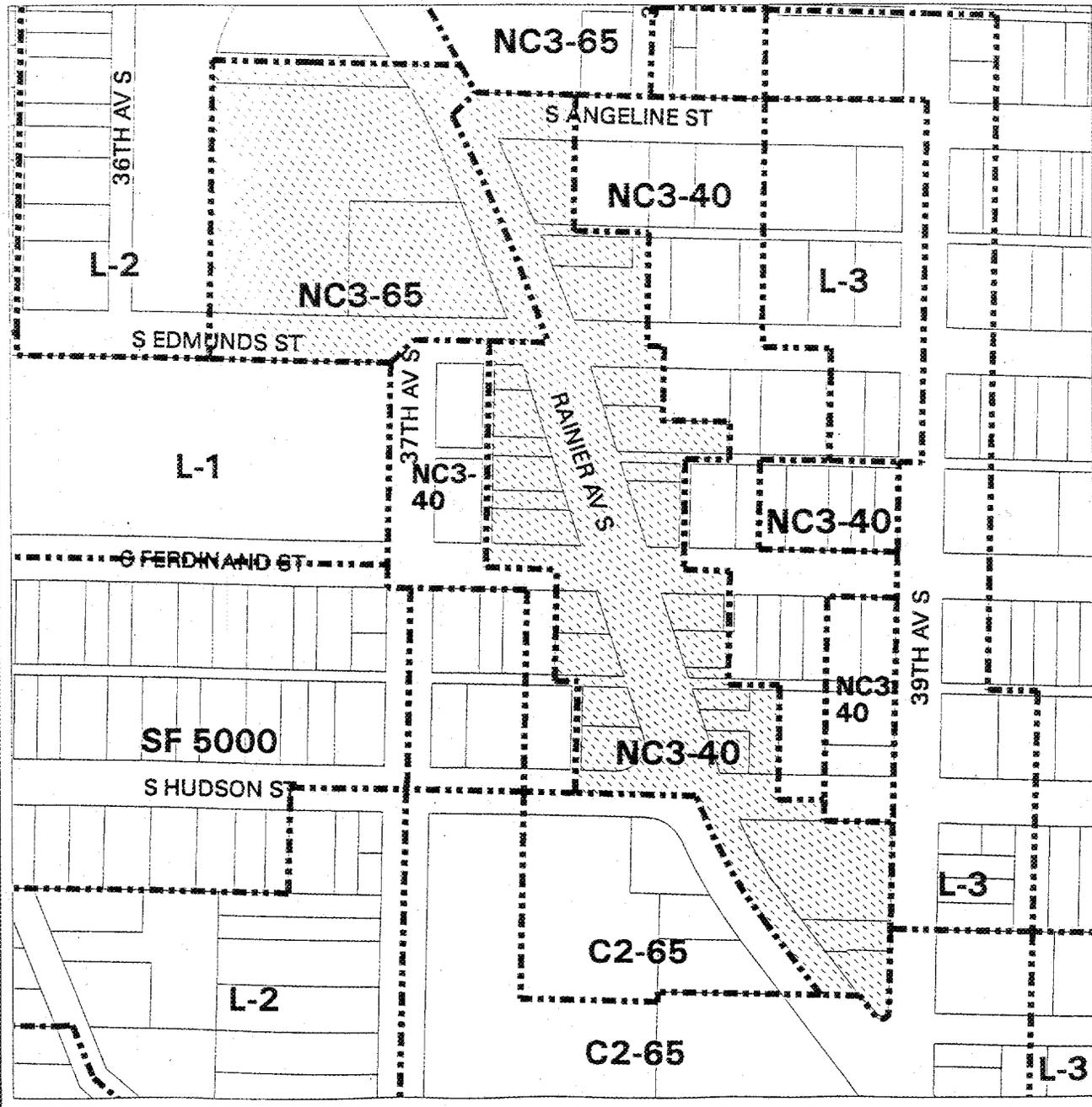
-  PEDESTRIAN 2 ZONE
-  ZONE LINES
-  PROPERTY LINES



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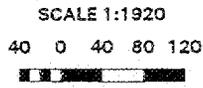
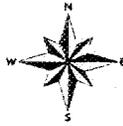
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Prepared: July 14, 1998



**"ATTACHMENT A"
PLAT 66E, PAGE 160
HILLMAN CITY
PEDESTRIAN 2 ZONE
PAGE 2 OF 2**

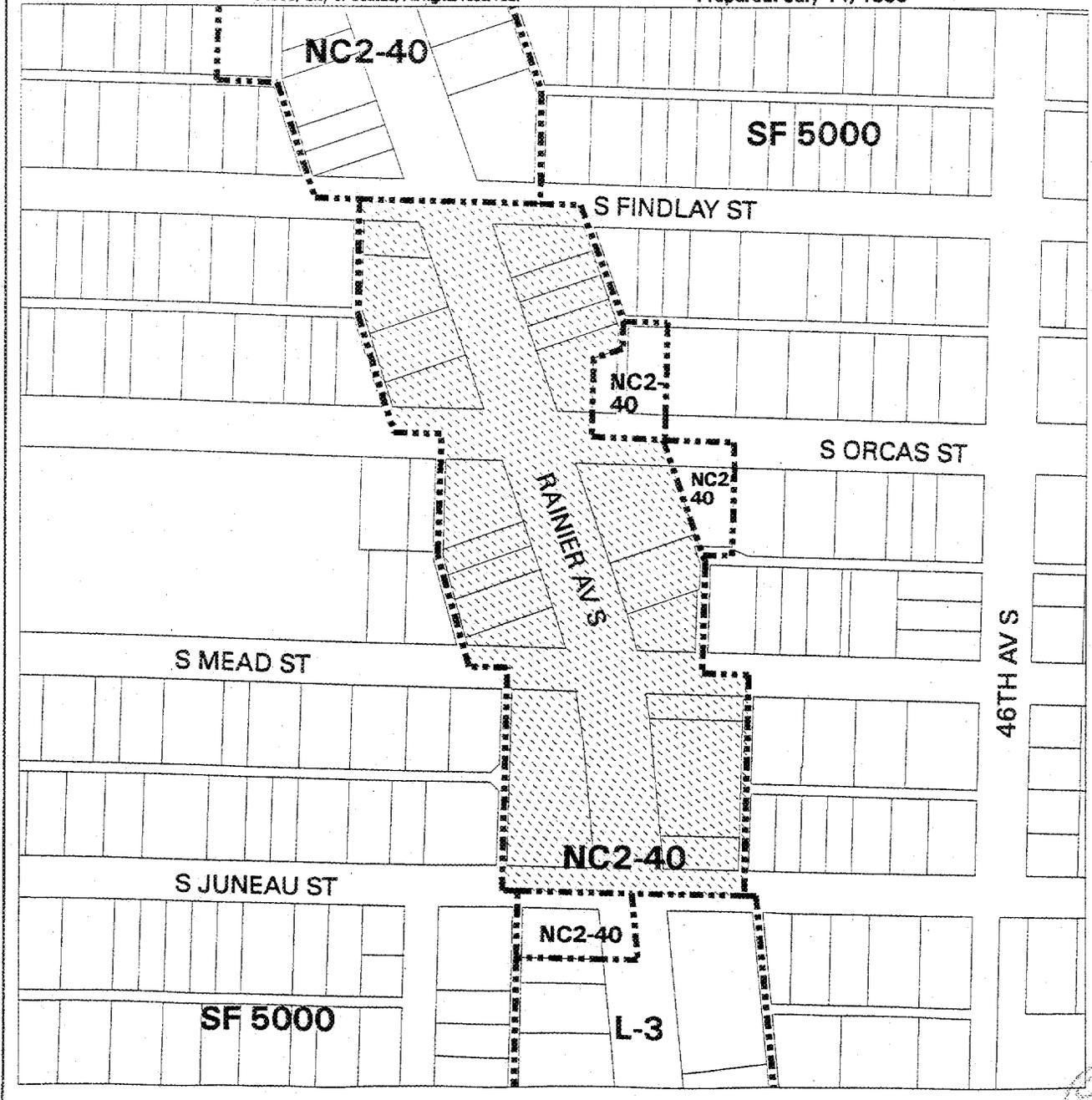
-  PEDESTRIAN 2 ZONE
-  ZONE LINES
-  PROPERTY LINES



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Prepared: July 14, 1998



ORDINANCE 119178

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AN ORDINANCE relating to land use and zoning, amending the Official Land Use Map, Section 23.32.016, and Section 23.47.040, to establish a Pedestrian 2 zone in Columbia City, and a Pedestrian 2 zone in Hillman City, along Rainier Avenue S.

WHEREAS, the City Council finds that the two (2) Pedestrian 2 zones established by this ordinance will protect and promote the health, safety and welfare of the general public, NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Attached to this ordinance are 2 pages of zoning maps, identified as Attachment A, incorporated herein by reference. The areas depicted on these maps showing a change in the zoning designation are hereby rezoned. These maps are hereby adopted as an amendment to the Official Land Use Map, SMC 23.32.016.

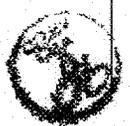
Section 2. Section 23.47.040 of the Seattle Municipal Code, as last amended by Ordinance 118414, is further amended as follows:

23.47.40 General provisions for pedestrian-designated zones.

* * *

C. For purposes of this subchapter, the following streets are principal pedestrian streets when located within a pedestrian-designated zone:

- Lake City Way Northeast;
- Roosevelt Way Northeast;
- Greenwood Avenue North;
- North 85th Street;
- East Greenlake Drive North;
- Woodlawn Avenue Northeast;
- University Way Northeast;
- Northeast Forty-fifth Street;
- Northwest Market Street;
- Fremont Avenue North;
- Fremont Place North;
- Queen Anne Avenue North;
- Mercer Street;
- Roy Street;
- First Avenue North;
- 15th Avenue East;
- Broadway Avenue East;
- East Olive Way;
- East Madison Street;
- Madison Street;



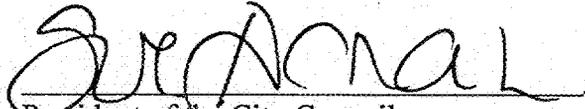
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California Avenue Southwest;
Southwest Alaska Street;
Rainier Avenue South.

Section 3. The provisions of this ordinance are declared to be separate and severable and the invalidity of any clause, sentence, paragraph, subdivision, section, subsection, or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of this ordinance or the validity of its application to other persons or circumstances.

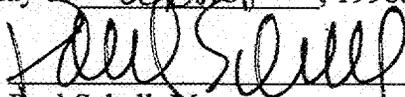
Section 4. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 12th day of October, 1998, and signed by me in open session in authentication of its passage this 12th day of October, 1998.



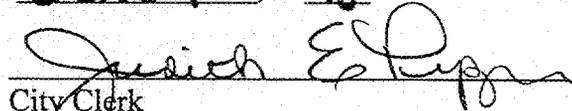
President of the City Council

Approved by me this 19th day of October, 1998.



Paul Schell, Mayor

Filed by me this 20 day of October, 1998.



City Clerk

(SEAL)

FILED
CITY OF SEATTLE

98 DEC 10 PM 10:19

CITY CLERK

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600 4th Avenue, Room 104
Seattle, WA 98104

19

Please print or type information WASHINGTON STATE RECORDER'S Cov

Document Title(s) (or transaction contained therein): (all areas applicable to)

ORDINANCE # 119178

Re _____ **of document.**

Grantor(s) (Last name first, then first name and initials)
 1. City of Seattle
 Additional, names on page----of document.

Grantee(s) (Last name first, then first name and initials)
 1. N/A
 2.

Legal description (abbreviated: i.e. lot, block, plat or section, township, r
 Additional reference #'s on page _____ of document/ N/A

Assessor's Property Tax Parcel/Account Number/ N/A
 Assessor Tax # not yet assigned.

9811032127

ORDINANCE # 119178

1. City of Seattle

2. N/A

Legal description (abbreviated: i.e. lot, block, plat or section, township, range, section, quarter, acreage)

Assessor's Property Tax Parcel/Account Number/ N/A

Assessor Tax # not yet assigned.



Seattle City Council

1

PUBLIC HEARING SIGN-UP SHEET

Pedestrian 2 Overlay for Columbia City and Hillman City

INFORMATION ON THIS SIGN-UP SHEET IS PUBLIC RECORD

(PLEASE PRINT) NAME	ORGANIZATION	(OPTIONAL) ADDRESS	ZIP	(OPTIONAL) PHONE/FAX
Ms. Majorie Long		4528 S. Juneau St	98118	
Matthew Kitchen	Columbia City Planning Com.	5008 45th Ave. S.	98118	760-0187
Kraig Dieffenber	Columbia City Property Assn	4918-4966 Ramer Ave S -	98148	
Pat Chernik	SEEA			
Frank Buchanan	Prop. owner			

From: MaryBeth Binns
To: Eric Tweit, Karma Ruder, seedcorp22@aol.com, Su...
Date: 8/26/98 5:34pm
Subject: COLUMBIA CITY P2 ETC.

Here's the collective think on all the questions that I am aware of:

- 1) In both Columbia and Hillman commercial areas, existing NC zoning allows unlimited residential density, as long as commercial uses are established at street level. If development has not occurred because of the requirement for commercial use at street level (i.e., commercial doesn't pencil out), then maybe the parking waiver in the P-2 designation will help.
- 2) The P designation will cancel out any benefit obtained from a rezone to NC/R. NC/R allows unlimited density in single purpose residential development, but the P designation would prohibit residential use at street level. The result is no different than the current NC zoning. Note, single purpose residential development in both NC and NC/R currently requires a conditional use permit.
- 3) There is a small amount of NC outside the proposed P designations in Columbia City. To get more residential density out of this area behind the P zone, the neighborhood could rezone to NC/R. There would be a slight increase in density (over the increase in density allowed in urban villages, post plan adoption), but hardly worth it if the rezone would be controversial. Whether or not the neighborhood goes ahead with the rezone, they should authorize single purpose residential development to be permitted outright in this area.

In summary, the rationale for NC/R to increase residential density, and thereby housing stock, does not hold up. A more appropriate argument could be made by demonstrating that the requirement for commercial use at street level is slowing or stopping development in the area, or that new storefronts would remain empty. If this is the case, the neighborhood may want to consider eliminating the requirement for commercial use at street level by scaling back the P-2 and doing some NC/R rezoning.

CC: Diane Sugimura, John Skelton, Mike Podowski

From: MaryBeth Binns
To: Dan McGrady
Date: 8/28/98 2:55pm
Subject: COLUMBIA CITY P2

Heads up.

The neighborhood planning group introduced a new desire this week that has serious implications for the P2. They're suddenly more serious about allowing single purpose residential use than realizing pedestrian characteristics/parking waivers along Rainier...at least in Hillman City (residential use at street level is not allowed in a P1 or P2 zone).

DCLU and NPO have been talking to various nabes all week to sort out these 11th-hour issues, and a meeting is planned for Monday/Tuesday to conclude. However, here's what I think might happen. DCLU will stand behind the proposal as it is before council. The nabes will ask that the P2 for Hillman be dropped entirely, and the southern boundary for Columbia be moved north a block or two.

DCLU would have alternate maps ready for the ordinance, just in case.

SPONSORSHIP

THE ATTACHED DOCUMENT IS SPONSORED FOR FILING WITH THE CITY COUNCIL BY THE MEMBER(S) OF THE CITY COUNCIL WHOSE SIGNATURE(S) ARE SHOWN BELOW:

Jan Prago

FOR CITY COUNCIL PRESIDENT USE ONLY

COMMITTEE(S) REFERRED TO:

PRESIDENT'S SIGNATURE

STATE OF WASHINGTON - KING COUNTY

99028
City of Seattle, City Clerk

—ss.

No. ORD. IN FULL

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:ORD 119178

was published on

11/04/98

The amount of the fee charged for the foregoing publication is the sum of \$ _____, which amount has been paid in full.

H. Patterson

Subscribed and sworn to before me on

11/04/98

McQuinn

Notary Public for the State of Washington,
residing in Seattle

City of Seattle

ORDINANCE 119178

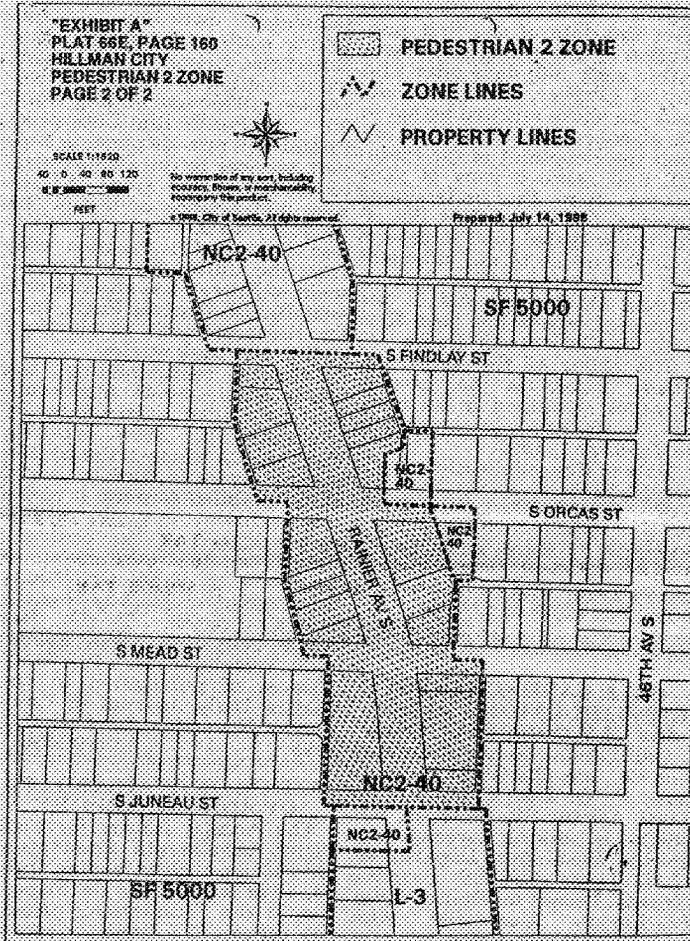
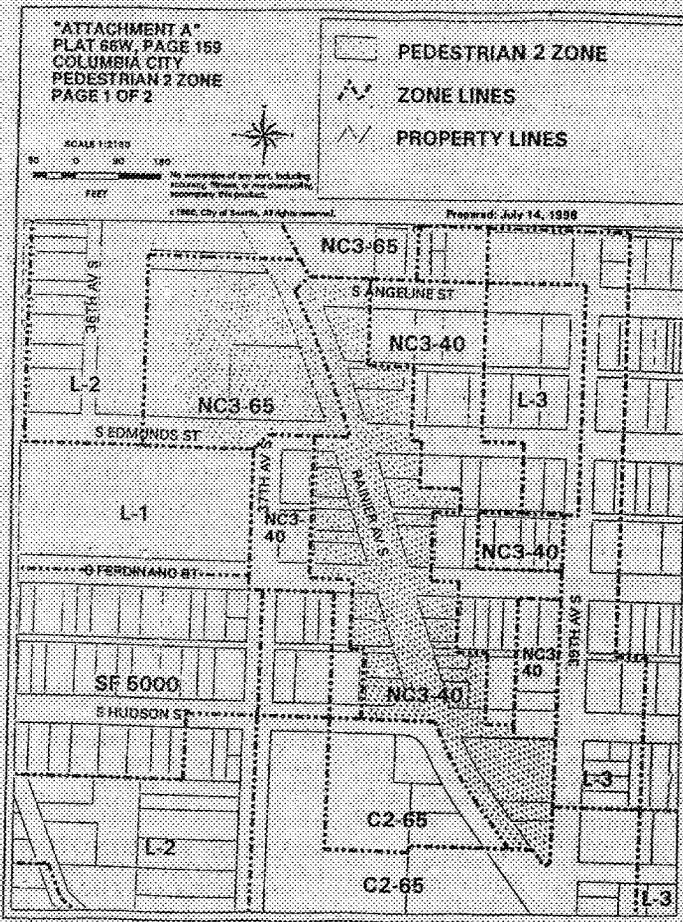
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SECTION 2. Section 23.47.040 of the Seattle Municipal Code, as last amended by Ordinance 118414, is further amended as follows:

California Avenue Southwest,
 Southwest Alaska Street,
 Rainier Avenue South.

23.47.40 GENERAL PROVISIONS FOR