

Planning and Economic  
Development Committee  
May 23, 2018

# Commercial Districts Ordinance Update



# Today's Agenda

Little Norway/Modern Design

Community View

Parking

Proposed Developments

Mixed-Use



# City Council Review Schedule

<b>May 16, 2018</b>	City Council Workshop 1
<b>May 23, 2018</b>	<b>Planning and Economic Development Committee Meeting</b>
<b>June 1, 2018</b>	Issue City Council Notice of Public Hearing
<b>June 6, 2018</b>	City Council Workshop 2
<b>June 13, 2018</b>	City Council Staff Report Available
<b>June 13, 2018</b>	Planning and Economic Development Committee Meeting
<b>June 13, 2018</b>	City Council Workshop 3
<b>June 20, 2018</b>	City Council Public Hearing

---

# 2016 Land Use Acreage by Zoning District

Zoning	City Acreage	Percent of City Acreage Total
Residential Low (RL)	1,612.4	60%
Residential Medium (RM)	144.1	5%
Residential High (RH)	228.3	8%
Commercial (C)	440.6	16%
Office Commercial Industrial (OCI)	42.1	2%
Light Industrial (LI)	56.1	2%
Business Park (BP)	533.9	1%
Park (P)	149.7	6%

PROPOSED TEXT  
CHANGES

## “Little Norway”

### **18.80.050 Site and building design standards in C-1 downtown/Front Street commercial zoning district.**

The C-1 zoning district serves as the center of commercial and social activity within the City of Poulsbo and provides an anchor for the community. Development in downtown Poulsbo shall continue to reinforce and enhance the existing **Scandinavian heritage and small-town ‘waterfront village’** character through site planning, architectural features and elements, streetscape features, landscaping, artwork, lighting, and signage.

Overall design standards for C-1 zoning district are:

- Maintenance and enhancement of street-level street-facing store fronts with individual identity;
- Remain authentic to downtown Poulsbo’s **Scandinavian** heritage and character as a waterfront village;
- Reinforce the “Little Norway” moniker through design details, artwork, community-oriented spaces, and accessories (such as flags).
- Contemporary modern building forms, including rooflines, are to be avoided;
- Architectural features and use of color that create visual interest;
- Height and bulk of buildings are proportional and appropriate to C-1 zoning district and the site;
- Roof forms include focal points and variation in detail, including pitch, terraced and cornice roof forms;
- Rooftop equipment is creatively concealed; and
- Landscaping, hardscapes and urban design elements that unifies the site design, the site within the zoning district, and contributes to the character of downtown Poulsbo.

The following site and building design standards for the C-1 commercial zoning district are intended to provide site and architectural design consistent with the existing scale and design of downtown Poulsbo. The city’s design



## Community View

## 18.80.050 B: Building Design

12. Community View. Consideration of the view of the First Lutheran Church shall be evaluated. Sloping roofs, stepbacks, framing and other architectural design techniques shall be incorporated into the building design when appropriate to mitigate the impact of the view specifically between Moe St NE and NE Hostmark St. from the west side of Poulsbo.

- a. The planning director may elect to require a visual impact survey if significant impacts to the view of the First Lutheran Church from the west side of Poulsbo are anticipated.
  - i. If required, the visual impact survey shall include graphic representation of the proposed building or addition to an existing building at the thirty-five-foot average height. Photos, photo simulation and other graphics shall be used.
  - ii. The city may require the erection of a balloon, crane or similar device to simulate the proposed dimensions and height of a structure if the visual impact survey graphics are not sufficient to determine the visual impact on the viewscape.

# Parking

The Engineering Department will ensure that *proposed* projects are considered in the required traffic impact analyses for proposed projects.

- 2. Please ensure that the traffic predicted to be generated by the technically complete project located on the former Poulsbo City Hall property is included in the background traffic for modeling this project. The TIA for this project is also being performed by Heath and Associates. Please use the uses/traffic generation associated with the most recent submittal. Note that the latest submittal has 83 residential units.*
- 3. As the applicant has multiple new and redevelopment projects that will be impacting the downtown area, it is highly recommended that consideration be given to expanding the TIA to consider all of the applicant's proposed projects and discussing trip generation, traffic impacts, motorized & nonmotorized safety and mitigation in one overall report. This may reduce the overall effort and expense and provide a more robust response to the significant citizen comments received by the City through the Notice of Application process regarding traffic impacts and safety. It is also highly recommended that the TIA include a robust analysis of seasonal variation in traffic volumes and level of service in the downtown area.*

*Note that while this suggested comprehensive traffic analysis is not a requirement for this proposal, staff feels that this approach would be beneficial both to the applicant as risk/cost management and to the City to assist in making an appropriate SEPA threshold determination.*



# DOWNTOWN DEVELOPMENT

## PLANNING & ECONOMIC DEVELOPMENT > CURRENT APPLICATIONS & NOTICES

The City appreciates the interest of the public and values their comments during all public processes. We regularly give notice of development, hearings and decisions. For more information about noticing requirements, please see Poulsbo Municipal Code [19.50](#).

Click sign up below to receive public notice email alerts.

NOTICE OF APPLICATION (NOA) 

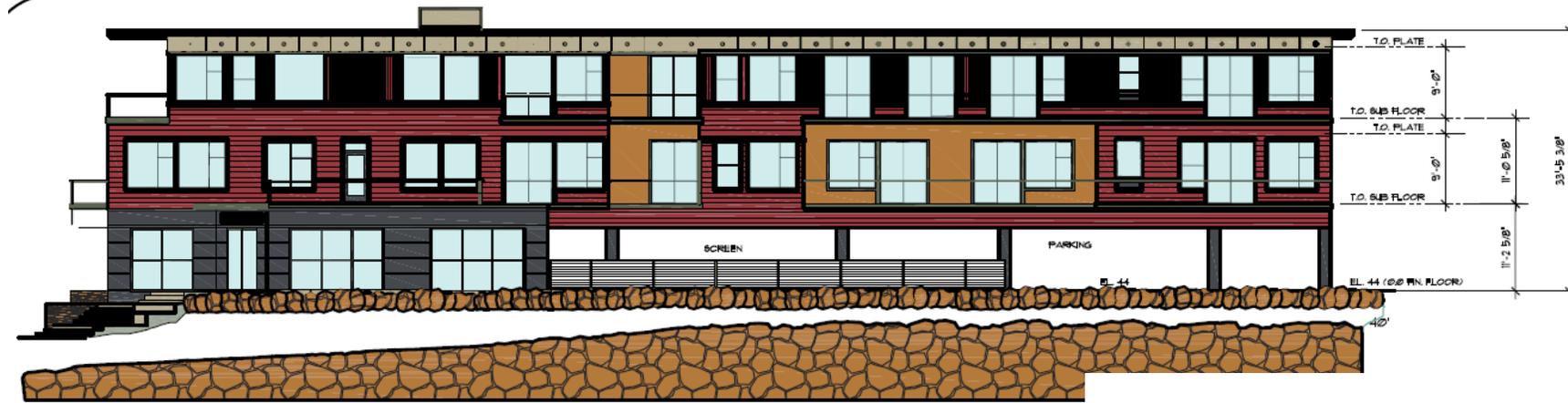
SEPA DETERMINATIONS 

NEIGHBORHOOD MEETINGS NOTICES 

STAFF REPORTS 

### NOTICE OF APPLICATION (NOA)

- [Vanaheimr \(Old Police Station\) Site Plan Review/ SSDP](#)
  - [Vanaheimr Drawings March 1, 2018](#)
  - [Vanaheimr Photometric Report February 12, 2018](#)
  - [Vanaheimr Drainage Report Addendum February 8, 2018](#)
  - [Vanaheimr Mixed Use Civil Plan February 8, 2018](#)
- [Advanced Rentals ACUP and Site Plan](#)
- [Les Schwab Site Plan & BLA](#)
  - [SEPA Checklist Les Schwab](#)
- [Old City Hall Apartments \(comment period closed\)](#)
  - [Plan Drawings Version 1 \(September 2017\)](#)
  - [Plan Drawings Version 2 \(April 2018\)](#)
  - [Traffic Impact Analysis](#)
  - [SEPA Checklist](#)
- [Poulsbo Convalescent Center Release of Concomitant Agreement](#)
  - [SEPA Checklist – Poulsbo Convalescent Center Concomitant Release](#)
  - [Concomitant Agreement Poulsbo Convalescent Center](#)

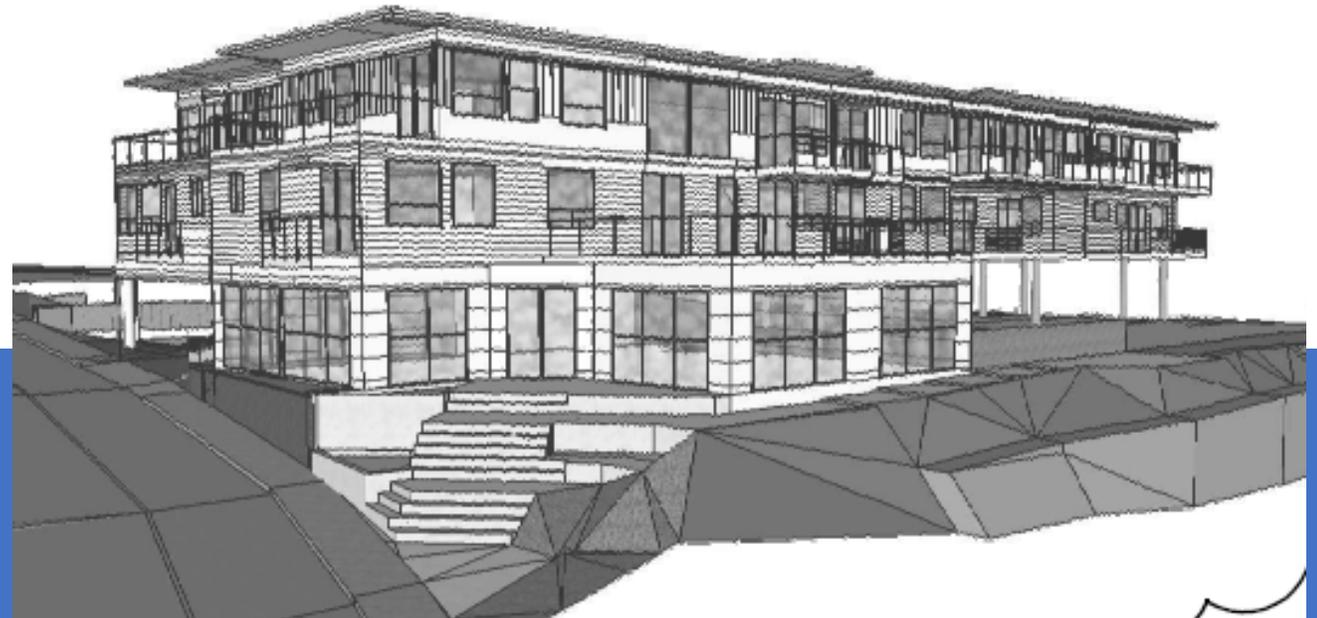


- Active SPR Application
- 25 Units
- 2,444 SF Commercial
- 35' Average Height

WEST (WATER SIDE VIEW) ELEVATION

SCALE: 1" = 20'-0"

**Not Approved**



# Vanaheimr - "Old Police Station"

TOTAL COVERED LENGTH = 142'-3"  
81.9% OF THE EAST FACADE IS COVERED



- Active SPR Application
- 84 Units
- 7,500 SF Commercial
- 45' Average Height

Not Approved



# Old City Hall Apartments

### 3. BUILDING DESIGN.

- You are correct that the zoning code currently does not require Scandinavian design or detailing. However, over the course of the last several months staff has been reviewing amendments to the Commercial Districts Ordinance with the Planning Commission and we have heard from the public through this process that they would like to see the heritage and character of Downtown Poulsbo maintained. Understanding that this building will likely be built under the current standards AND that the property owner would like this building to be appreciated by residents, staff recommends additional consideration for design elements that will assist help with fitting in with the existing character of downtown Poulsbo. **The building will already be an outlier in terms of size and bulk, as the current proposal for amendments to the commercial districts will not allow this type of height and massing in the future, therefore design elements can help with softening of the impact.**



*lopment*



247 4<sup>th</sup> Street  
Bremerton, WA 98337

Subject: Old City Hall Apartments; Request for Clarification, P-07-12-17-01

Dear Mr. Guyt,

This letter is in response to your latest request for clarification provided to the city via email on May 7, 2018. Overall, staff feels that the site does not support the number of units that are proposed. The increased parking requirements, due to the increase in units (74 units with the first submittal, 83 units currently), have lead to a less desirable design, including the removal of a central outdoor courtyard that would have been a great statement piece. With the change in the number of units, and therefore parking spaces, staff has been forced to request additional design elements to lessen the massing and scale of the building. **We strongly encourage you, and the property owner, to reconsider the number of units on this site.**

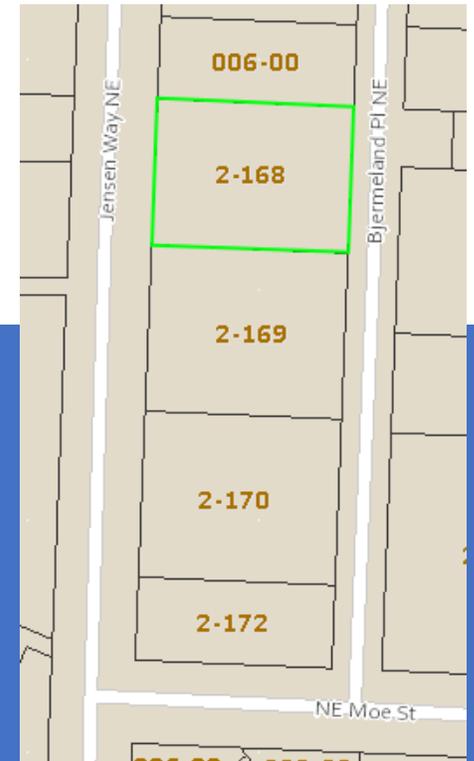
# Old City Hall Apartments



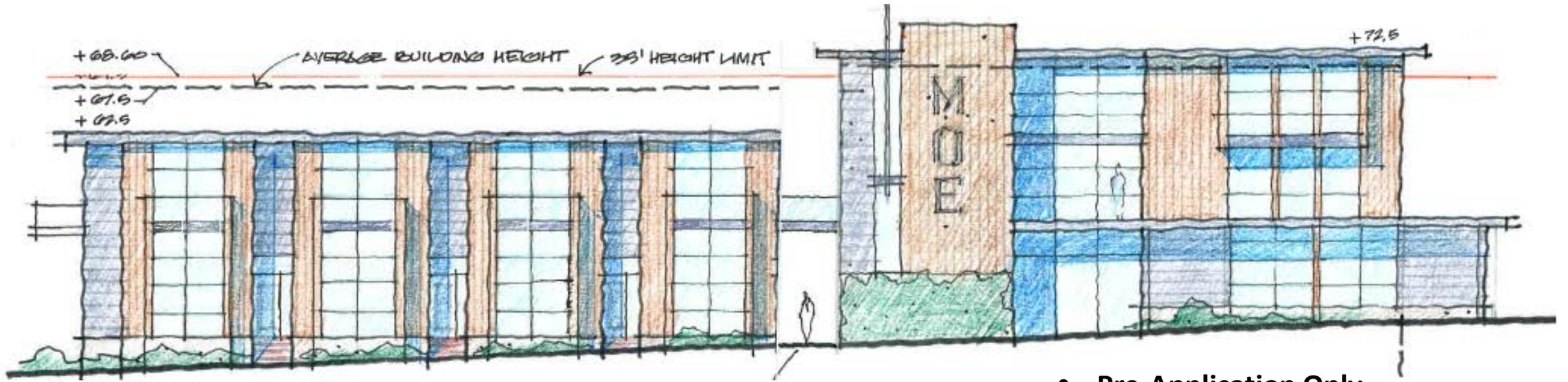


**Not Approved**

- **Pre-Application Only**
- **4 Units**
- **2,000 SF Commercial**



**Jensen Way Lofts**

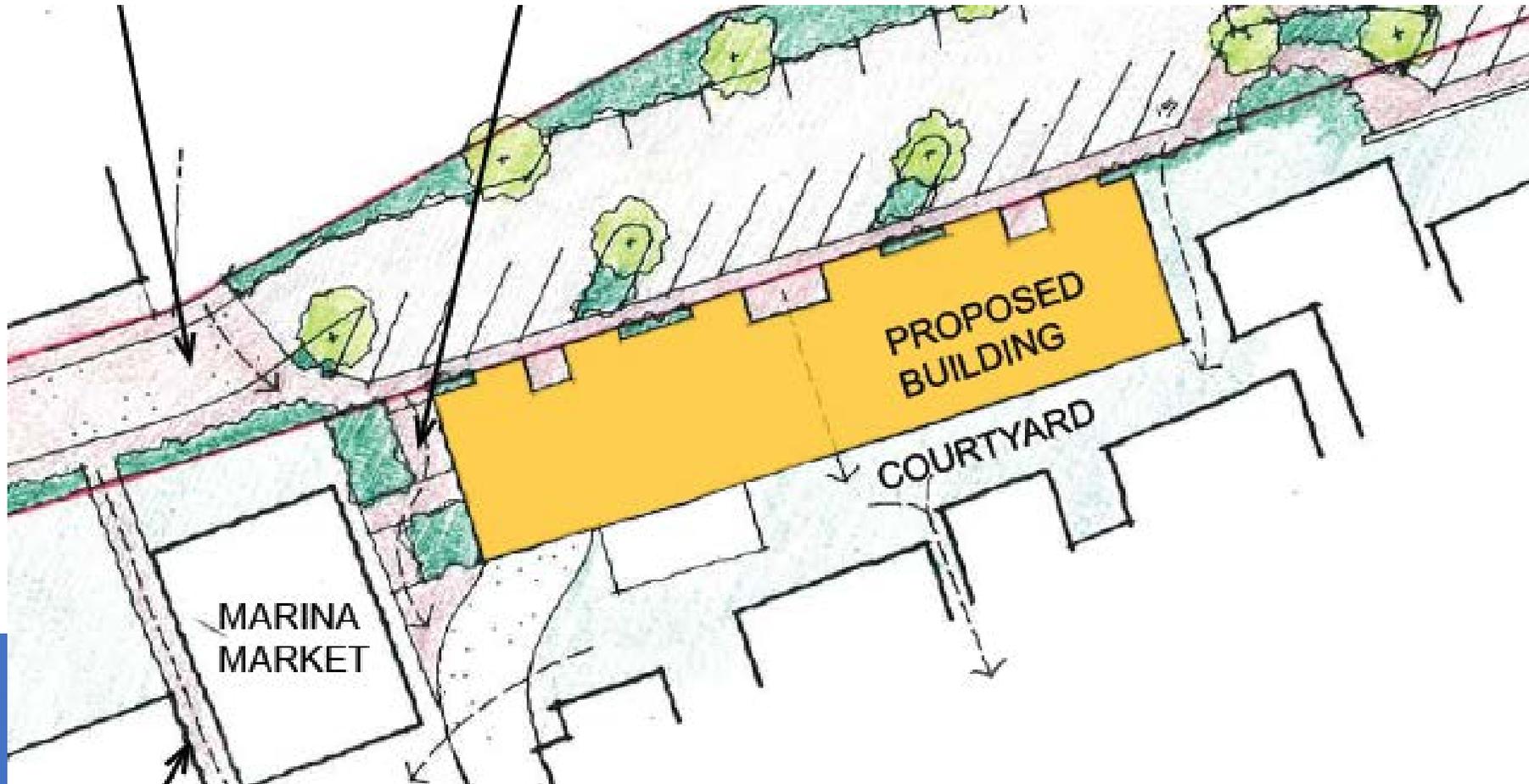


**Not Approved**

- Pre-Application Only
- Units ?
- SF Commercial ?

# Moe Street Building





- Conceptual stage
- No building designs

**Not Approved**

## 3<sup>rd</sup> Street Residential

MIXED-USE

# Multicounty Planning Policies

***MPP-DP-35.*** Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for **mixed uses** and choices in housing types, and encourage walking, bicycling, and transit use.

## Kitsap Countywide Planning Policies

# Centers of Growth

***Town or City Centers*** are usually the existing downtown core of a city or Urban Growth Area. There is an abundant mix of shopping, service, employment, and cultural opportunities. Multifamily housing may be intermixed and single family housing may be within walking or bicycling distance. Infill should include **mixed use** and higher densities surrounding the Town Center.

***Mixed Use Centers*** are a generic category that can be described in terms of neighborhoods or districts within a city or Urban Growth Area. The designation represents a commitment to planning for Center development, with a planned mix of housing, commercial, service, and employment opportunities. Most shopping and commercial uses are within a short walking or bicycling distance of housing. There is a higher proportion of multi-family housing at relatively high densities.

# City of Poulsbo Comprehensive Plan

## Mixed-Use

**Policy LU-3.3.** Provide for a **mix of activities including** retail, office, social, recreation, local services and as appropriate **residential, within the commercial designations.**

**Policy LU-3.9.** Encourage **mixed use** by allowing residential units to be located in combination with existing and new street frontage commercial in all commercial zoning districts.

**Policy CC-5.9.** Encourage **mixed use** by allowing residential units to be located in association with commercial frontage in Downtown Poulsbo. New mixed use buildings shall be designed to complement the existing character and pedestrian-scale of Downtown Poulsbo, shall be limited in height to an average of 35', and have a mix of both commercial and residential uses incorporated within the building

# City of Poulsbo Comprehensive Plan

## Mixed-Use

**Policy HS-1.1.** Provide land for the city's projected population through a variety of housing types, such as single family and multi-family attached and detached housing (both owner and renter occupied), **mixed use**, manufactured housing, group homes, government-assisted housing, and housing for low-income households.

**Policy HS-3.6.** Encourage additional housing units through the provisions of **mixed use** development in commercially zoned areas.

**Policy ED-6.5.** Facilitate the redevelopment and re-invigoration of older commercial areas. Work with property owners and stakeholders to transform such areas into dynamic retail/**mixed use** commercial areas that also provide a gathering place.

# Mixed-Use *Background*

Mixed use – locating residential units within commercial zoning districts either within a commercial structure or on a commercially zoned site – is a planning concept that was first introduced in Poulsbo in the 2009 Comprehensive Plan Update.

Within the past months, the PED Department has received several mixed-use structure applications, where the distribution of uses caused some concern of whether the mixed-use structure standards remain relevant.



# Uses on the First Floor - Options

1. Require commercially permitted uses only on the first floor.
2. Require commercial uses on the first floor along street frontage, and other uses can be allowed behind. Other uses may include those that support the residential uses, such as exercise rooms, lobbies, community rooms/meeting spaces, hospitality suites, and parking.
3. Require commercial uses on the first floor along street frontage and allow other uses (as defined above) and allow residential uses behind.
4. Allow conversion space by requiring first floor to be constructed and parked to commercial standards but allow for residential use until market demand supports commercial use.
5. Make no requirement for any commercial space and allow full-residential structures in the C zones.

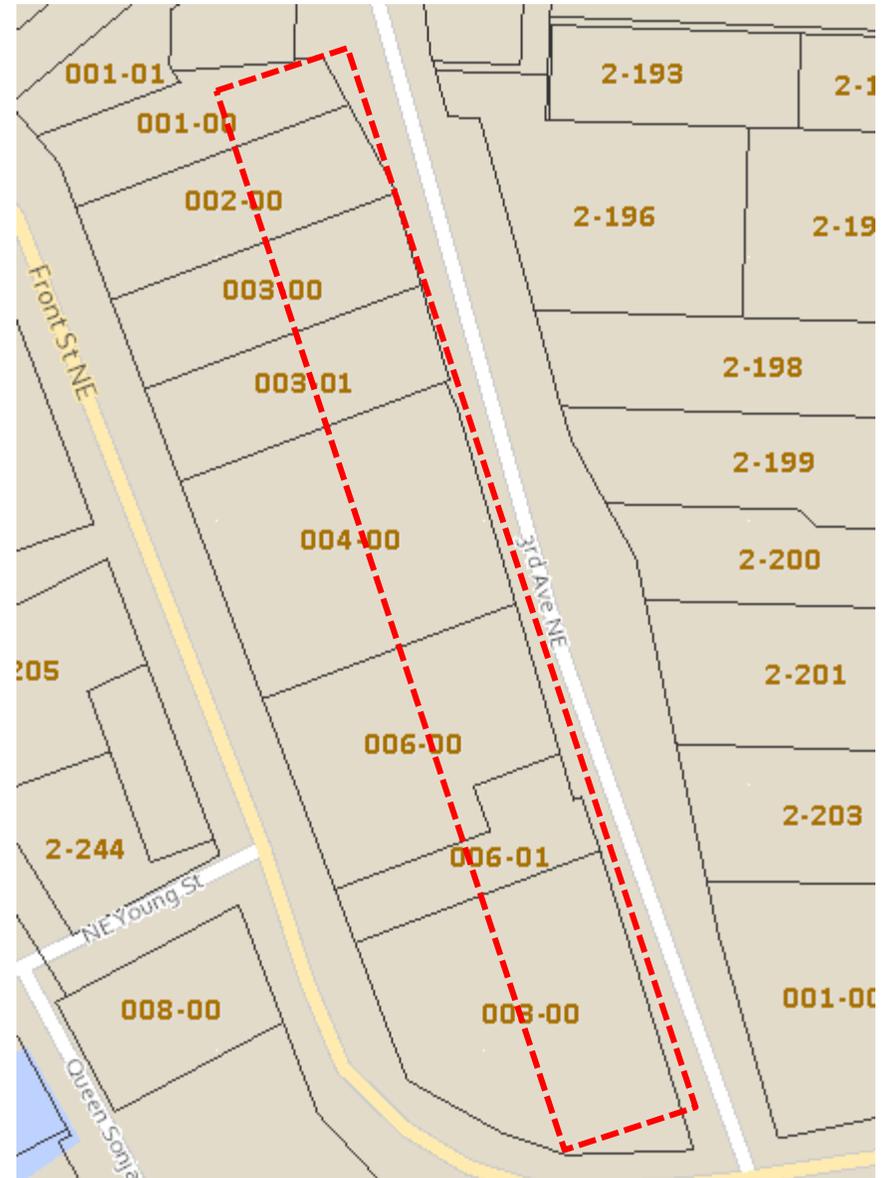
# Density - Options

1. Allow setbacks, parking, lot coverage and height of the zoning district to determine number of residential units allowed (current standard) .
2. Establish proportionate standards for how much the building square footage can be utilized for commercial use and residential use.
3. Provide a maximum density in C-1 zoning district.
4. Provide a maximum density in C zoning districts for mixed use structures that utilize 45' height bonus.

# Mixed-Use Site

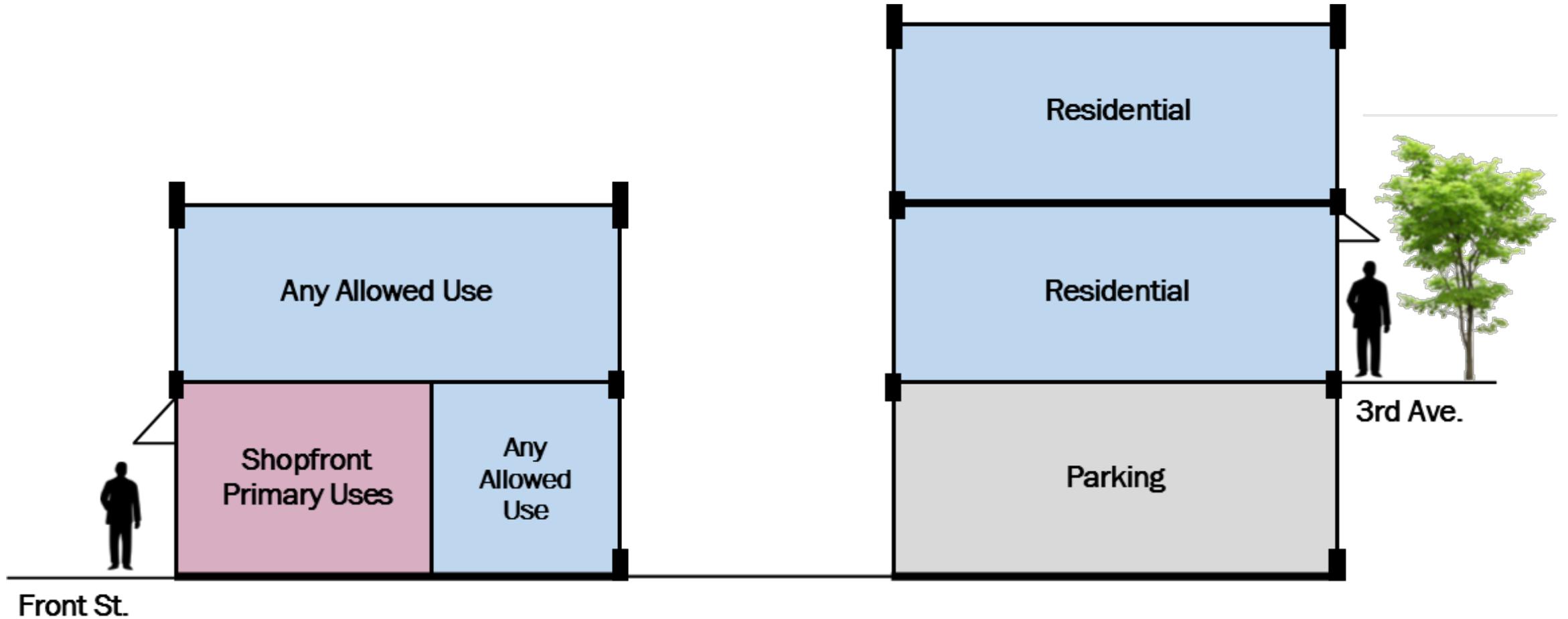
18.80.080 K

Residential uses near downtown Poulsbo provide housing opportunities within walking distance of its amenities and features. Through-lots which have street frontage off Front Street NE on the west and 3<sup>rd</sup> Avenue NE on the east, present an opportunity to offer stand-alone residential units on commercially zoned properties. Building and site design shall compliment the character of the Shopfront Overlay, including unique street-facing building facades and pedestrian scale massing.



# Mixed-Use Site

Conceptual Image



# Remaining Questions

1. What uses should be allowed on the first floor in a mixed-use structure?
2. Should density be restricted in a mixed-use structure?
3. Do you support the creation of the “mixed use site” ?