

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Town Center Subarea Plan
DEPARTMENT: Planning and Development Services Department
PRESENTED BY: Joseph W. Tovar, FAICP, Director Paul Cohen, Senior Planner - Project Manager
ACTION: <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion

PROBLEM/ISSUE STATEMENT:

In 2007 the City Council directed staff to work with the community and Planning Commission to initiate, develop, and publicly process a Town Center Subarea Plan that reflects Council goals and policies and the City Vision. The creation of a Town Center Plan is a component of the 2011-2012 City Council Goal No. 1 and will help implement the City's Vision 2029. It also provides the policy direction to the accompanying proposed Town Center Business District amendments to the Development Code. The Town Center development regulations are still under deliberation by the Planning Commission.

After holding a series of study meetings and public hearings (Attachment A and B), on June 16 the Planning Commission deliberated and recommended that the City Council adopt the Town Center Subarea Plan (Attachment C). The Planning Commission will hold an additional meeting on June 30, 2011 to complete their deliberations regarding the Town Center development regulations.

At the July 5, 2011 City Council Study Session, the staff will present and respond to questions about the following items: (1) the Planning Commission recommended Town Center Subarea Plan (Attachment D); (2) the Supplemental Environmental Impact Statement for the Town Center Subarea Plan (Attachment E); and (3) computer-animated videos illustrating how the building forms might look if future projects are developed consistent with the Town Center Subarea Plan and District regulations.

Staff expects to return to the Council's July 11, 2011 Study Session with a presentation of the Planning Commission's recommended Town Center development regulations. This is dependent on the Planning Commission making their recommendations at their June 30 meeting. The Town Center regulations implement the subarea plan through regulation of land uses, review process, setbacks, building heights, and development standards regarding street frontage, site, building, and sign design. Council is scheduled to take action on both the Town Center Subarea Plan and Development Code amendments for the District on July 25, 2011.

RESOURCE/FINANCIAL IMPACT:

The adoption of the plan and Code amendments themselves do not have direct and immediate financial impacts. The transportation and capital facilities elements of the Comprehensive Plan should support changes in the land use element of the Plan including subarea land uses. As addressed in the SEIS, the Plan and development regulations do not require changes in these elements, including the CIP or TIP, since the impacts from the existing Comprehensive Plan and Development Code for properties within the subarea are not significantly different than those expected under the amendments. The major improvement of Aurora Avenue is expected to be completed in September of this year to 185th and is funded for completion to 192nd by January of 2012.

As part of the subarea plan implementation, future Councils may decide to direct city resources to projects in the Town Center District such as a park, gateway features, and walkways connecting adjacent neighborhoods to the services and transit in Town Center.

As new development is drawn to the area, increased revenue to the City will be generated from development permits and property, sales, real estate excise and utility taxes. If adopted, proposed traffic impact fees will fund a portion of the cost of future street improvements in the subarea.

RECOMMENDATION

No action is required at this time. The agenda item is for discussion only. The City Council has additional meetings scheduled for July 11 and 25 to continue discussion and take action on the proposed subarea plan, Development Code amendments.

Approved By: City Manager *jm* City Attorney

INTRODUCTION

The overall objective is to create an attractive, compact, walkable, and mixed-use center that furthers the City's goals for economic vitality, environmental sustainability, and housing opportunity. The geographic limits of Town Center were set by a prior Council decision to be bound on the south by N. 170th, on the north by N. 187th, on the west by Linden Ave. N. and on the east by Stone Ave. N.

The Subarea Plan will capitalize on the Town Center's close-in regional location and good transit service to create a focal point for much of the City's future commercial and residential growth. At the same time, the Subarea Plan provides policy direction to connect, respect, and protect the single family neighborhoods that adjoin Town Center immediately to the east and west.

While the Town Center Subarea Plan was being developed, staff coordinated with other related projects such as the middle mile of the Aurora Project, the Transportation Master Plan, the proposed park at Town Center design, and the Aurora banner project.

DISCUSSION

The history and much of the rationale for the Town Center Subarea Plan is included in the Planning Commission transmittal memo (Attachment C).

SEPA and Planned Action

The proposed Town Center Subarea Plan (Attachment D) and subarea plan district regulations were reviewed pursuant to the requirements of the State Environmental Policy Act (SEPA), RCW 43.21C. The City prepared a Draft EIS (DSEIS) to evaluate the likely environmental consequences of the Town Center Subarea Plan and Town Center development regulations (Attachment E). The Final SEIS will be completed and be made available to Council prior to the July 5th meeting. The City proposes to adopt these documents as a SEPA planned action, under RCW 43.21C.031. The purpose of a planned action is to complete the environmental review for all of Town Center prior to the application for individual development permits. SEPA compliance through the planned action process was used in the North City Business District.

As part of a planned action area, future development proposals within the Town Center boundaries must comply with the development regulations of the subarea would be exempt from SEPA. Those regulations assume up to 1,200 residential units, 200,000 square feet of office and 200,000 square feet of commercial/ retail uses within the Town Center District.

The staff report transmitting the DSEIS provides an explanation of the methodology used to prepare the document, as well as the mechanics of how the planned action would be incorporated with the design review and building permit reviews described in the proposed Town Center District development regulations.

COUNCIL GOAL ADDRESSED

The development of a Town Center Subarea Plan has been a part of the Council goals since 2007. The City Council, in its Goals for 2010-2011, identified as a major priority adoption of amendments to the Comprehensive Plan such as the Town Center Subarea Plan, as well as creating permit processes that are more timely and predictable. The specific goal and overview are as follows:

Goal 1: Implement the adopted Community Vision by updating the Comprehensive Plan and key development regulations in partnership with residents, neighborhoods, and businesses.

Goal Overview: To implement the adopted Community Vision, which integrates the Environmental Sustainability, Housing and Economic Development Strategies with citizen input received at the City's vision and values workshops conducted in 2008. This will be accomplished through drafting various elements of the Comprehensive Plan, Town Center Subarea Plan, amended tree regulations and development regulation adjustments.

Major Objectives:

- Adopt amendments to the City's development regulations to make the permit process more timely, clear and predictable, e.g., administrative design review, planned actions, subarea plans, and other appropriate planning tools.
- Adopt amendments to the tree regulations, adopt a policy of increasing tree canopy through voluntary programs, and become a Tree City USA
- Amend the citywide Comprehensive Plan to make it consistent with the adopted 2029 Vision and Framework Goals while also reducing its length and complexity
- Adopt the Town Center Subarea Plan and code

RECOMMENDATION

No action is required at this time. The agenda item is for discussion only. The City Council has additional meetings scheduled for July 11 and 25 to continue discussion and take action on the proposed subarea plan and development code amendments.

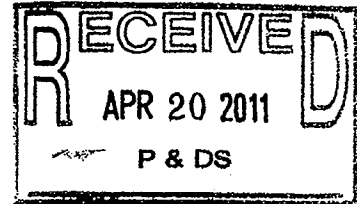
ATTACHMENTS

Attachment A - Public Hearing Notice
Attachment B - Commission Minutes
Attachment C - Planning Commission Transmittal Memorandum to the City Council
Attachment D - Recommended Town Center Subarea Plan
Attachment E - Planned Action Draft SEIS (Final SEIS will be distributed prior to meeting)
Attachment F - List of Exhibits

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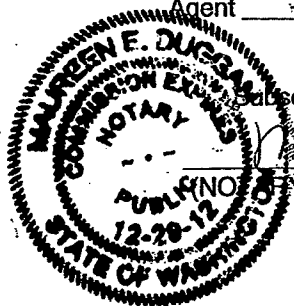
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Newspaper	Publication Date
The Seattle Times	04/18/11

Agent Debbie Collantes Signature Debbie Collantes



Subscribed and sworn to before me on April 19, 2011
(DATE)

Maureen E Duggan (NOTARY SIGNATURE) Notary Public in and for the State of Washington, residing at Seattle
MAUREEN E. DUGGAN



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Ad TEXT: Notice of Public Hearing
of the Planning Commission
for the Town Center Subarea
Plan and Development Code
Amendments

The City is proposing the
creation of a Town
Center plan that is located
between N. 188th and
N. 170th and between Fremont
Ave N. and Stone
Ave N. The plan is to guide
development into a
distinctive district that
encourages public
services, retail services,
improved design
standards, residences, a park,
single-family
protections, and a walkable
environment that is
served by Bus Rapid Transit.

The City expects to issue a
Draft EIS which may
include mitigation measures
under applicable
codes, and the project review
process may
incorporate or require
mitigation measures. The
Draft EIS and its comment
period will be
publicly noticed when
completed.

Interested persons are
encouraged to provide
oral and/or written comments
regarding the above
project at an open record public
hearing. The
hearing is scheduled for May 5,
2011 at 7 PM in
the City Council Chambers, City
Hall at 17500
Midvale Ave N., Shoreline, WA.

Copies of the proposed subarea
plan and
development code
amendments, and SEPA
Checklist
are available for review at the
City Hall, 17500
Midvale Avenue North.

Questions or More Information:
Please contact
Paul Cohen, Planning and
Development Services at
(206) 801-2551.

Any person

requiring a disability
accommodation
should contact the City Clerk at
(206) 801-2230
in advance for more
information. For TTY
telephone service call (206)
546-0457. Each
request will be considered
individually
according to the type of
request, the
availability of resources, and
the financial
ability of the City to provide the
requested
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The notice, in the exact form annexed, was published in the regular and entire issue of said paper or papers and distributed to its subscribers during all of the said period.

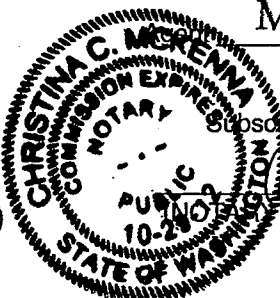
Newspaper	Publication Date
The Seattle Times	05/12/11

Marilyn Peredo Signature Marilyn Peredo

Subscribed and sworn to before me on May 12, 2011

(SIGNATURE) Christina C McKenna Notary Public in and for the State of Washington, residing at Seattle

Christina C. McKenna





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Re Advertiser Account #6391000

Ad # 797146300

Ad TEXT: City of Shoreline Notice of 2nd Public Hearing of the Planning Commission for the Town Center Subarea Plan and Development Code Amendments

The City is proposing the creation of a Town Center plan that is located between N 170th and N 188th Streets and between Fremont Ave N and Stone Ave N. The plan is to guide development into a distinctive district that encourages public services, retail services, improved design standards, residences, a park, adjoining single-family protections, and a walkable environment that is serviced by Bus Rapid Transit.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for June 2, 2011 at 7 pm in the City Council Chambers, City Hall at 17500 Midvale Ave N, Shoreline, WA.

The Draft SEIS has been noticed and written comments will be received until June 9, 2011 at 5 pm. Public comments on the Draft SEIS will also be accepted during the June 2 Planning Commission public hearing.

Copies of the proposed subarea plan and development code amendments, and Draft SEIS are available for review at the City Hall, 17500 Midvale Avenue North.

Questions or More Information: Please contact Paul Cohen, Planning and Development Services at (206) 801-2551.

Any person requiring a

disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.

APPROVAL OF MINUTES

No minutes were available for Commission's approval.

GENERAL PUBLIC COMMENT

Ken Howe, Shoreline, said he has participated on numerous citizen committees and has lived in the City for 30 years. He expressed concern that the Transportation Master Plan proposes amendments that would change his neighborhood into a series of arterials, yet the changes were never discussed by either the neighborhood transportation committee or the citywide pedestrian bicycle committee, both of which he participated on. He said it is critical that Linden Avenue between 175th and 185th Streets be classified as a neighborhood street, and the City has given assurance that this would be the case throughout the entire Town Center Subarea process. He suggested that either the Transportation Master Plan work was never coordinated with the Town Center Subarea Plan work or there has always been a plan to ignore the input from the citizens. He asked the Commission to remember that this portion of Linden Avenue is the dividing line between neighborhoods and commercial properties. Forcing this portion of the street to become an arterial would have a significant impact on the neighborhood.

LEGISLATIVE PUBLIC HEARING ON TOWN CENTER SUBAREA PLAN AND DEVELOPMENT CODE

Vice Chair Perkowski reviewed the rules and procedures for the legislative public hearing. He emphasized that the hearing would be continued to June 2nd, and most likely to June 16th, as well. However, the Commission may choose to limit new testimony on those dates to specific items or issues. He explained that at the conclusion of tonight's hearing, the Commission would decide what limits, if any, they would place on the written or oral testimony that would be accepted following the hearings. He opened the public hearing.

Staff Overview

Mr. Tovar referred to the Staff Report and briefly reviewed the process that has taken place over the past four years to reach the point of a public hearing before the Commission on the proposed Town Center Subarea Plan and Development Code. He reported that a draft Environmental Impact Statement (EIS) was completed and staff would spend the next few days editing the document. It would then be posted on the City's webpage and forwarded to the Commissioners. It would be entered into the record when the public hearing continues on June 2nd. He informed the Commission that the next edition of *CURRENTS* incorrectly states that the hearing would be continued to May 19th. A new notice would be published to announce the correct date for the June 2nd continued hearing.

Mr. Tovar advised that, aside from providing a map to identify the boundaries of the Town Center Subarea as requested by the Commission, no substantive changes have been made to the subarea plan since the last time it was reviewed. Therefore, staff would not spend a significant amount of time reviewing the document prior to the hearing. Instead, Mr. Cohen would focus most of his presentation on the changes made to the Development Code.

Mr. Cohen, Project Manager, reminded the Commission of the City Council's Goal 1, which calls for implementing the adopted Community Vision by updating the Comprehensive Plan and key development regulations in partnership with residents, neighborhoods and businesses. He also referred to the criteria for adopting Comprehensive Plan amendments and pointed out that the Growth Management Act, the county's planning policies, and the City's Comprehensive Plan all support the concept of city centers (urban centers) that condense sprawl, encourage efficient use of transportation, and incorporate transportation-oriented design. The City's newly adopted Vision Statement and Framework Goals also support the city center criteria. The criteria for Development Code amendments talk about consistency with the Comprehensive Plan.

Mr. Cohen reported that the Town Center Development Code proposal has not changed since it was last presented, but a number of issues were raised by the Commission. He reviewed each one as follows:

- Transition Overlay – Mr. Cohen explained that the overlay is applied to the Town Center where adjacent property is zoned R-4 or R-6. The purpose of the overlay is to provide buffers and transitions between Town Center and the adjoining single-family neighborhoods by modifying building bulk, landscaping requirements, access, etc. He recalled that the Commission raised the issue of how the transition overlay would remain applicable if adjoining parcels were to be rezoned. To answer this question, staff is recommending a section be added to the transition overlay (20.92.040.B) that states that “the transition overlay shall be applied to all Town Center zones that abut or that are directly across the streets from R-4 or R-6 zoning. . .” He explained that, as proposed, the transition overlay would change if a rezone occurs.

Mr. Cohen said the Commission also raised a concern about the few isolated parcels on Midvale Avenue that are zoned R-6, even though the majority of the area is zoned R-8. He explained that these two lots are access easements tracts and cannot be developed as single-family. He suggested they keep the transition overlay intact no matter how small the adjacent parcels are.

Commissioner Behrens asked if the transition overlay would provide protection to the four, single-family lots that abut a three-story commercial building (dentist's office) at the corner of 188th Street and Firlands Way if redevelopment were to occur. Mr. Cohen answered affirmatively.

Commissioner Kaje asked staff to display Figure 1 (20.92.020) on the overhead screen. He noted that the copy provided in the Staff Report is in black and white, and it is difficult to see the transition overlay. Commissioner Moss said that while she understands the maps are available to view online, it would be helpful for staff to provide copies of colored maps to the Commissioners so they can have a clear understanding of the scale. Mr. Cohen used the map to point out the location of the single-family properties referenced earlier by Commissioner Behrens. He commented that the transition overlay has been applied wherever there is single-family zoning across the street or adjacent to the subarea. He said the transition area standards would also apply to the TC-4 portion of the subarea, which has mostly R-8 zoning across the street, to designate it as a zone that only allows residential types of development.

Commissioner Moss used Figure 1.20.92.020 to identify the location of the R-6 parcels along Midvale Avenue north of North 185th Street that are actually access easement tracts. She asked for further clarification about how the transition overlay would be applied to these very small parcels. Mr. Cohen acknowledged that the situation would be awkward. The proposed language would apply the transition overlay to all zones that abut or are directly across the street from R-4 and R-6 or have residential development potential, and these two small tracts do not have residential development potential. Commissioner Moss suggested there is at least some residential development potential if and when adjacent properties are redeveloped at some point in the future. Mr. Cohen noted the developments are fairly new, and the tracts are essential to provide access to the houses at the far end of the development. He acknowledged that far off into the future the properties could redevelop and the lots could be reconfigured, but the transition overlay would be applied directly to the portion of the subarea that is located across the street from the isolated R-6 lots.

Commissioner Kaje suggested that, because neither of the access easement tracts has homes located on them, perhaps the zoning could be changed to match the zoning of the single-family development for which they provide access. This would avoid a potential future complication. He noted that the transition overlay would not provide protection to the single-family homes, just the two small access easements. Mr. Tovar agreed this situation could become a problem, and no purpose is served by having single-family zoning on parcels that can never be developed as such. He suggested the Commission could recommend the City Council add rezoning the subject property to match the adjacent single-family zoning to their long-term work program.

- Parking Standards – Mr. Cohen said the Commission noted that the proposed parking requirement is less than the current requirement in the Mixed-Use Zone (MUZ). For example, the proposed parking ratio of .75 stalls per bedroom is half the requirement of studio and one-bedroom units in the MUZ zone, but is equivalent for 2 and 3 bedroom units in MUZ. In addition, the proposed parking requirement for commercial space is between 25% and 40% less than the current requirements. He noted that more one-bedroom apartments are being constructed now than any other size. He recommended the parking standards revert to the current standards but keep the proposed criteria to reduce the parking requirements as incentive to reduce traffic and encourage other forms of transportation.

Mr. Cohen said the Commission also noted that the criteria allows the parking standard to be reduced for development located within ¼ mile of a transit stop. The Commission raised concern because a ¼-mile radius would be measured by a straight line and rarely is there a straight line between where someone lives and a transit stop. He noted that the width of the Town Center Subarea from Linden Avenue to Stone Avenue is just over ¼ mile. That means anything within Town Center would have access to transit along Aurora Avenue North, and would therefore, meet the criteria. He recommended the standard be changed to use a more standard practice of calculation based on the ratio of straight-line distance divided by the actual walking-route distance. He suggested another option would be to remove the radius and require that the transit access must be within a certain walkable distance using approved surfaces.

Commissioner Kaje commented that being located near a transit stop should not be considered a legitimate incentive for reducing parking standards when it applies to every property within the Town Center Subarea. He suggested that some of the incentives seem appropriate for residential development, but not for commercial. He recalled that at their last meeting he expressed concern that if they reduce the amount of parking required for multi-family development because there is a commercial parking lot nearby, residents could end up parking in the commercial parking areas for days at a time. He said he hopes the Commission can improve upon the incentive concept as the public hearings move forward. He said he is not opposed to well-thought-out incentives for reducing parking, but they need to be matched to commercial and residential development. They should eliminate those criteria that all properties can meet.

Commissioner Behrens observed that, as currently worded, all properties within the subarea would meet the criteria of being located within ¼ mile radius of a transit stop. That means a developer would only need to meet one additional criterion in order to obtain a reduction in the parking requirement. He agreed with Commissioner Kaje that the incentives that qualify a developer for a parking reduction should be meaningful and provide an actual benefit to the community. He said he is not sure the proposed incentives are enough to outweigh the potential burden to the community of having insufficient parking places.

Commissioner Behrens recalled that at a previous meeting, he suggested that impacts be one topic of discussion at the required neighborhood meetings. However, staff did not provide a response. He said he would like Section 20.92.060.E.1.h to be stringently reviewed at the public meeting to ensure there are no negative impacts to the neighborhood. He recalled there are several situations in the City where development has resulted in overspill parking. Mr. Cohen noted that Item 4 on Page 10 of the Staff Report address traffic impact studies for individual developments. Commissioner Behrens said it only speaks about neighborhood traffic, which is a legitimate issue that needs to be addressed. However, his concern is more specifically oriented towards what happens to neighborhood streets when adjacent large residential developments do not provide enough parking and people end up parking on the streets. Mr. Cohen said he understands Commissioner Behrens' point.

Commissioner Moss said it does not appear that most of the information in the proposed Town Center Development Code (Exhibit 4) has changed since the last time it was reviewed by the Commission. Mr. Cohen clarified that the Staff Report is intended to provide an overview of proposed changes, but no changes have been made yet. The proposed language would be adjusted once the Commission has provided further direction to staff. The next Staff Report would clearly identify the changes. Mr. Tovar encouraged the Commissioners to share their suggestions and concerns and request additional clarification, but he emphasized no final judgment or conclusion about the proposed language would be made by the Commission until after the public hearings have concluded.

Commissioner Moss said she believes there is value in the Commission discussing the parking standards and the radius distance index that gives a value as to how walkable it is. However, she questioned how "walkability" would be measured. For example, if multi-family housing is built

along Stone Avenue, would the City determine that the north end of the complex would meet the criteria but the south would not?

Commissioner Moss referred to the map in Section 20.92.030, which identifies street types and pedestrian circulation. There are several through connections identified on the west side of Aurora Avenue North, but none on the east side. Mr. Cohen explained that North 178th, North 180th, and North 183rd would continue the through connections identified on the west side of Aurora, but they would be located on actual streets where there would be ample pedestrian facilities to connect the neighborhoods to the Town Center Subarea. Mr. Tovar suggested that perhaps it would be helpful to carry the brown lines all the way from Linden Avenue to Stone Avenue. Commissioner Moss agreed. She summarized that the circulation would extend all the way from Stone Avenue to Linden Avenue. However, the connections on the east side would be storefront streets, and the connections on the west would have a more residential feel. Mr. Cohen advised that Stone Avenue would have Green Link Street Standards, which would continue up the side streets until they blend into the storefront street standards. All will have pedestrian facilities. Mr. Tovar suggested they come up with some other type of symbol to identify the Green Link Streets.

- Full Site Improvements Threshold – Mr. Cohen explained that when a proposal is of large enough scale or value, the City needs clear thresholds to identify when full site improvements are required. He specifically referred to one of the thresholds in Section 20.92.015 (expand the square footage of an existing structure by 20%, as long as the original building footprint is a minimum size of 4,000 square feet). He said staff is proposing to remove this criterion in Town Center because it does not take into consideration the size of the entire lot and the proportionality of required full site improvements. For example, a minimal 800 square foot addition (20% of 4,000 square feet) on a 130,000 square foot site would require full site improvements. He reminded the Commission that the intent of this threshold is to prevent incremental development from avoiding full site improvements. However, staff is not convinced of this threshold's standard or effectiveness.

Vice Chair Perkowski expressed concern that the language in Section 20.92.015 is vague and offers an opportunity for developers to find loopholes. He asked if staff has solicited information about how other jurisdictions handle site improvement thresholds for town center type developments. He noted the proposed language does not identify a time frame. In addition, the word "completely" could offer a loophole. Mr. Cohen said the 50% valuation is used widely, but he agreed to conduct a small survey of other jurisdictions. He suggested it would be helpful for him to provide three examples, using the proposed criterion. Staff agreed to provide examples of what other jurisdictions do in their town centers to provide a range of choices for the Commission to consider.

- Traffic Impact Study – Mr. Cohen referred to the Commission's earlier suggestion that the proposed language should provide more clarity about when a traffic study would be required. He agreed that the language in Item E (Traffic Impacts) in Section 20.92.040 (Neighborhood Protection Standards) does seem vague. He explained that the Transportation Master Plan and

EIS would analyze the impacts of traffic for the Town Center Subarea overall. In addition, all individual developments that generate more than 20 vehicle trips during the PM peak hour would be required to submit a traffic study. The intent of the required traffic study is to analyze whether additional traffic is projected to flow onto non-arterial streets, in which case mitigating measures can be required by the City Engineer. He suggested the language be changed to clearly articulate this intent.

Commissioner Behrens commented that parking should be considered when identifying traffic impacts. He specifically referred to the parcel on 192nd Street adjacent to the Echo Lake development. He pointed out that the street has been narrowed due to the addition of a sidewalk and the string of cars that park along the street on busy Saturdays. There is one section where the road is literally down to one lane, and the Interurban Trail crosses right in the middle of this section. There is also an access out of the back end of Sky Nursery. The trucks, pedestrian traffic, parking, additional traffic, and a street light create a very difficult situation. He has noticed that the majority of houses on one side of 192nd Street have all been sold since the Echo Lake development went in. He recalled a written comment from a gentleman about a traffic plan for that particular street. He suggested it is important to make sure the small streets that connect Stone and Midvale Avenues and potentially Meridian Avenue are not made too narrow because cars are allowed to park on both sides. A traffic/parking plan could identify where cars should and should not park so that traffic and parking problems are not compounded.

- Property Tax Exemption – Mr. Cohen recalled the Commission raised the question about whether property tax exemptions would be applied before or after development. The answer is that the property tax exemptions would apply to the assessed value of the new development. Commissioner Kaje said the question was actually if it would be to the increment of increased property value or to the total new property value. He said he has seen it handled in different ways. A property owner may be eligible for an exemption for the increased value of a property, but they would continue to pay the tax on the value they started with. Mr. Tovar said the City's only experience with the property tax exemption is in North City. He agreed to request additional information from the Economic Development Manager and provide a response to the Commission.
- Subarea Plan Area Map – Mr. Cohen reported that, as requested by the Commission, a map was inserted into the Town Center Subarea Plan to identify the subarea's boundaries and streets.
- Land Use Table – Mr. Cohen said the Commission asked that specific uses be listed under each of the land use categories. Staff suggests the land use chart should directly refer to the Development Code General Land Use Table 20.40.120, with the exception that conditional and special-use permits would not be required. Mr. Tovar explained that the only reason to go to Table 20.40.120 would be to look at the use listing, and not to determine if a use on the table would require a conditional or special-use permit.

Vice Chair Perkowski announced that since the Staff Report was prepared, the City received a comment letter from Janet Way, President of the Shoreline Preservation Society, dated May 5, 2011. The letter was identified as Exhibit 7.

Questions by the Commission to Staff

Commissioner Broili referred to Item B.1.g of the State Environmental Policy Act (SEPA) Environmental Checklist (Exhibit 5), which refers to the entire subarea as urban and developed and nearly 100% impervious. He reminded the Commission of the information they received at their last meeting regarding the City's current tree canopy and the comment he made at the joint City Council/Commission meeting about the 10% increase in impervious surface since 1992. While the proposed language addresses a lot of issues, it does not address the reduction of impervious surfaces. He suggested language be added to address this issue as part of the design and building standards in the proposed Town Center Development Code. Mr. Tovar observed there is a lot of language in the subarea plan that talks about sustainability and natural systems, but the proposed Development Code language does not include similar standards. Staff recently became aware of work that is being done in Seattle that could be used as a model. He suggested staff bring back additional language to address the Commission's concerns related to impervious surfaces. The public could be invited to comment on this new language at the continued hearing on June 2nd.

Public Testimony

Vicki Westburg, Shoreline, said she was present to comment on the historical aspects of Town Center. She suggested that Town Center needs to be a destination for residents and tourists, and many things will make it just that. The red brick road will turn 100 years old in 2012, and the idea of a centennial walk over historical bricks would enhance the system of walking trails in the City by adding a unique dimension. In addition, Firlands Way could have a special designation, such as a pedestrian/bicycle only street with amenities such as informational signage that would point out historic sites of interest, shops, and other businesses. She observed that this would involve the uncovering of the old red brick road and extending it in each direction from where it appears now at 175th Street. She explained that the point is to revitalize the area, and surely they can do this; but not at the expense of the historical elements, a sense of pride in our past, or future income through the business of heritage tourism.

Ms. Westburg reminded the Commission that there are many historic sites, and their irretrievable loss would be devastating. She summarized that the exact boundaries of the Town Center are from 170th Street to 188th Street and from Stone Avenue to Linden Avenue. Although the Ronald School Building, the Historical Museum and the Masonic Lodge are some examples of what is not officially a part of the Town Center Subarea Plan, they are right at the edge of it and would have a visual and physical presence within easy reach. They should, therefore, be kept in mind as plans are drawn. She said the presence of such sites lends a great deal to the overall essence and purpose of a town center where visitors can be informed and residents can be truly proud of.

Boni Biery, Shoreline, referred to a letter she submitted previously to the Commission, which is her best attempt to address her concerns about the residential properties located northwest of 185th Street

and Aurora Avenue North. She expressed her belief that the transition overlay is wonderful, but she is very concerned about the potential of a 70-foot high building in this location, which is what is currently allowed. She noted that this happens to be her fence line, and she lives in a single-story home. She proposed that the Commission go back to their original proposal of five zones, with a separate zone for this unique area. She noted that the properties adjacent to the dentist office are single-family homes that are primarily one story in height. Ms. Biery referred to the idea raised by Ms. Westburg about lifting the pavement and exposing the brick on Firlands Way. She said that putting in 70-foot buildings in this location would compromise the historic scale of the street. Again, she proposed that a separate zone be created that allows the same uses as the TC-3 zone, as well as the protections that are afforded the residential properties on Stone Avenue.

Ken Howe, Shoreline, referred to the Fred Meyer remodel, which had a horrendous impact to the surrounding residential properties. They violated the noise regulations every night. The most offensive was that the City allowed them to use semi-truck containers along the back side of the building for storage, and stuff was even stacked on top of the containers. He said it is important to tighten the standards for remodel projects so they are not offensive to adjacent residential property owners.

Scott Becker, Shoreline, underscored the comments made by Commissioner Broili about the need to implement sustainability goals. The new Shoreline City Hall made a statement in terms of sustainability, and this came about through community awareness and participation. He suggested that part of sustainability is finding a more systemic way of looking at the transportation system within the urban ecology of Town Center they are working to create. He commented that the Sketch Up Models are a good step towards helping the City get beyond the traditional way of planning. However, it is also important to show public places and connective tissue, as well as pedestrian walkways, etc.

Discussion and Final Questions by the Commission

Commissioner Esselman asked if some of the east/west connections would be pedestrian only. She pointed out that Aurora Avenue splits the Town Center Subarea. Therefore, it is important to have activity on either side by providing good connections and attractive facades. They could also create activity pockets (sculpture, benches, kiosk, etc.) to draw people in either direction.

Commissioner Moss referred to Item B.8.i of the SEPA Checklist (Exhibit 5) on Page 85 of the Staff Report, which states that approximately 1,200 new jobs would be added to the subarea over the next 20 years. She noted that while a fair amount of attention has been given to housing issues, the proposed language does not specifically talk about how the additional jobs would be created. She asked staff to provide clarification about how the City would accomplish this goal. Mr. Tovar responded that some of the information about the types of jobs could be contained in the EIS, which will be available next week. Staff could also provide more information at the continued hearing if it is not adequately addressed in the EIS. Mr. Tovar explained that it is much easier to answer the question of how many people would work on the site if there is a real project. But this is a non-project action subarea plan and code for a large area that they are not sure what actually is going to be built. He emphasized that the EIS is not intended to be a forecast of what the City expects to happen or can force to happen. Instead it is

intended to describe the maximum impact that might occur given what is allowed by the proposed action.

Commissioner Moss noted that the Town Center vision talks about being a good place to work, live and play. If that is the case, there needs to be a mix of services and jobs. She agreed it would be helpful to have more information about what staff envisions the jobs would be. Mr. Tovar said they could describe possibilities and provide some numbers. However, he recalled that one philosophy of this type of form-based code is to let the market decide what the uses will be. The proposed code language is permissive in many ways and does not presume that the City can predict what the balance will be. The bookend of 1,200 jobs and 1,200 households is intended to represent a maximum impact scenario. Commissioner Moss recognized that the staff cannot provide this precise information, but she is looking for a sense of types of businesses that would be allowed.

Commissioner Broili requested clarification of how Section 20.91.040 would be applicable to the Town Center Subarea. He also asked who would be responsible for design review. Mr. Tovar answered that the proposed design review process is outlined in Section 20.30.297. Sections 20.91.021 and 20.91.040 attempts to make design review consistent everywhere, whether a property is located in the MUZ zone, the Ridgecrest Planned Area, etc.

Commissioner Kaje asked the width of the transition overlay. Mr. Cohen explained that a transition overlay's depth is determined by requirements on building bulk and step backs. By the time you can get to the full development potential of 70 feet, the transition overlay would be 80 feet. Commissioner Kaje said Ms. Biery's letter points out some interesting factors about how the north edge is fundamentally different from other places where the transition overlay would be applied. For their next hearing, he asked staff to provide a mock up of what development in this overlay zone could look like. He said he appreciates Ms. Biery's concern about potential height. However, he hesitates to put too much weight on the fact that the homes there are primarily one-story today because the single-family zones allow development up to 35 feet in height. Because there would be no street between potential developments and the existing single-family homes in this area, he felt it would be appropriate for the Commission to discuss Ms. Biery's suggestion that these properties should have a zoning designation that is fundamentally different, with perhaps lower height limits. Mr. Cohen agreed to provide a mock up drawing. He pointed out that the setbacks for the transition area from single-family creates the same 20-foot backyard dimension that is required of single-family. He also pointed out that the height of the building would initially start at 35 feet, which matches the potential height of the single-family zone. The height could increase for the portion of the building that is further back into the site. Commissioner Kaje expressed his belief that the step back requirement would make a huge difference in terms of solar exposure and sight line.

Commissioner Behrens pointed out that while there would be a 20-foot buffer between the residential property and the potential commercial development, the back of the building, as it abuts the residential lot, could reach a height of 70 feet because there is no street setback. Mr. Cohen clarified that the height of the commercial development would start at 35 feet, and taper up as you move away from the residential properties. Commissioner Behrens suggested this is not clear in the proposed language.

Because Ms. Biery's property is a corner lot, Commissioner Broili questioned which would be considered the backyard. He also asked staff to refresh his memory as to why this area was changed from TC-5 to TC-3. Mr. Cohen agreed to check his notes. Commissioner Broili said Ms. Biery raised a good point, especially about the historical aspects of Firlands Way. This is a unique area, and he is not clear that it mimics the Midvale Avenue scenario. He suggested perhaps they should consider the option of going back to five Town Center zones. Mr. Tovar said staff would come back to the next meeting with an answer to the setback questions with respect to Ms. Biery's property. They could also work with Ms. Biery to prepare a proposal of what a TC-5 zone might look like. The Commission could consider this as an alternative at the next hearing.

Commissioner Behrens pointed out that Policy TC-23 (Page 27 of the Staff Report) states that the City should "celebrate the heritage of the community through preservation, education and interpretation of artifacts and places in or near the Town Center." He said he had a conversation with Mr. Cohen via Plancom regarding the potential of designating the red brick road as historic. He said he would be interested in knowing if a historic road designation would aid the City in obtaining funding to expose the bricks and remodel the road. He observed that one thing he finds missing in the plan is a community center; and the Masonic Temple, which is located directly across the street from the Historical Museum and adjacent to Town Center, seems to be a custom-made location for this type of use. There is potential for grant funding to remodel the building because it is historic. He suggested that, at some point, they should have a discussion about whether it would be appropriate to recommend the City Council consider the red brick road and the Masonic Lodge in their long-term plans.

Mr. Tovar explained that none of the discussion or proposed language has included the historic properties that are next to town center. However, he recognized there is a relationship between the historic properties and Town Center, and the properties could be included as part of a heritage walk. But that does not mean the properties are part of Town Center, and expanding the land use area to include the historic properties could cause confusion and delay. He recommended the Commission be careful about acknowledging or talking about properties that are located outside of the Town Center other than referencing their obvious relationship. He cautioned against conveying to the public that the Town Center Subarea Plan would regulate what can and cannot happen on properties that are outside of the subarea. They could forward a recommendation to the City Council to consider the concept of a community center in the Masonic Lodge, but this discussion should take place outside of the Town Center Subarea Plan discussion.

In response to Commissioner Behren's comment, Mr. Cohen said there is a provision in the proposed language that requires that the brick road underneath Firlands Way be exposed and restored when the area is improved. If restoration of the brick road is unfeasible and/or cannot meet City road standards, the City would design a slow-traffic street where pedestrians and cars could mix. Mr. Cohen further explained that actual funding to do the work would not be addressed as part of the Development Code. However, the City could take this on as a project. Commissioner Behrens said he did not intend for the brick road and Masonic Lodge to be included as part of the Town Center Subarea Plan. However, the plan does refer to the historical context of adjacent properties. His intent was to point towards a potential source of income or revenue for the City to actually restore or improve these sites by designating them as historic. Mr. Tovar agreed that adding language regarding the brick road underneath

Firlands Way would be appropriate for inclusion in the Development Code language because it is located within the Town Center Subarea.

Commissioner Broili suggested that if they do not want to include anything related to historic structures outside of the Town Center Subarea, they may want to strike the words "or near" from Policy TC-23. Mr. Tovar explained that the current language allows the City to acknowledge that there are adjacent historic buildings that may be related to the identity of the Town Center. His concern is that the City not convey that the land use would change on these properties as a result of the subarea plan. He suggested that if Policy TC-23 is eventually adopted, the Commission could forward a recommendation to the City Council regarding the future adjacent historic properties.

Commissioner Esselman pointed out that Section 20.92.060.B.1.b states that 60% of the ground floor facade on storefront streets must be transparent window. Green Link Streets require that 15% of the entire facade must be transparent window. Boulevard Streets allow a developer to use either Storefront or Green Link Street Standards. Mr. Cohen agreed that is what the language says, but he is not sure that is the intent. He agreed to review this issue further and report back.

Commissioner Kaje recalled that throughout the Commission's discussions about the Town Center Subarea Plan over the past two years, the properties along Firlands Way have jumped out to him as having great potential. He said he finds the idea of creating a type of pedestrian/bicycle boulevard with businesses on both sides appealing. However, he cautioned that this would likely require developing the entire square as part of one vision as opposed to a property-by-property approach. He said he is leaning towards at least exploring the option of bringing back the TC-5 zone. He asked if it would be possible to include language that would allow the City to entertain this possibility should there be the opportunity in the future. Mr. Tovar agreed that staff could propose language to accomplish this goal. He referred to a policy statement that talks about the potential future relocation of the intersection at 182nd Street to 180th Street, contingent upon property owner assembling property and wanting to do it. This same type of language could be composed for Firlands Way. Mr. Cohen observed that the City has control of this street right-of-way, which is larger than a typical right-of-way. Commissioner Kaje said he understands that the City has the ability to designate the type of street. However, if the properties are owned and redeveloped parcel-by-parcel, it would be difficult to implement the concept and still provide adequate access to the properties. Again, he said it would be difficult to implement a pedestrian/bicycle vision absent of a larger scale comprehensive development plan for the corner. Mr. Tovar agreed that a policy statement that talks about the possibility would be appropriate, but it would not be necessary to add a lot of additional language to the development code language if the TC-5 zone is reinstated.

Vice Chair Perkowski pointed out that Policy TC-15 talks about considering the creation of new rights-of-way or the vacation of other rights-of-way in order to facilitate better vehicular and pedestrian circulation. It also encourages parcel aggregation and more comprehensive site development designs. This is consistent with the concept brought forward by Commissioner Kaje. He asked if there is language in the proposed development code that encourages parcel aggregation. Mr. Tovar explained that, typically, the City has used increased development intensity to encourage developers to do certain things. However, because much of the philosophy of the Town Center Development Code language is to describe the building envelope and step backs and then let the market do what it wants, increased

density would not really be considered an incentive. He explained that another option would be to offer a right-of-way vacation as a potential incentive to encourage the aggregation of private parcels.

Commissioner Moss referenced Section 20.92.070.B.4, which would require buildings that exceed 150 feet in length along the street front to have a minimum 30-foot wide section that is offset at least by 20 feet through all floors. While this requirement appears to make perfect sense, she questioned how it would be applied to buildings that are very long. Mr. Tovar clarified that an offset would be required for every 150 feet of building façade. A 450-foot long building would require three offsets. Commissioner Moss expressed concern that the intent is not clear in the proposed language. Mr. Tovar agreed to insert “for each 150 feet” at the end of the sentence.

Commissioner Moss noted that Section 20.92.070.B.5 talks about window trim that is of a color that contrasts with the façade color. She questioned if the City has the ability to enforce a mechanism about painting after the original development. Mr. Tovar agreed that it is very difficult to control these situations because the City does not require permits for painting. The City would only be able to enforce the standard when a building is remodeled or developed. Commissioner Moss questioned if it would be appropriate to create code language that provides the desired façade articulation upfront so the City does not have to rely on color in the future. Mr. Cohen said he also noted this concern. Because the City cannot control color into the future, he agreed they should look for other ways to get the articulation. Mr. Tovar recommended they delete “or a color that contrasts with the façade color,” recognizing a developer could suggest a design departure and make a case using paint to provide the articulation. This would require the developer to sign a covenant that that the contrast would continue when the building is painted in the future.

Commissioner Broili said that while he understands Commission Moss’ concern about enforcement, using paint to provide the contrast would model good behavior. He recognized that a property owner would have the ability to change the paint and eliminate the contrast, but at least there would be a clear example of what it could and should be.

Commissioner Esselman pointed out that buildings less than 60-feet wide would be exempt from the façade articulation requirements. Mr. Cohen said the idea is that these buildings would be small enough that their impact on the overall street front would be minimal. Commissioner Esselman questioned if the impact to the overall street front would be impacted more significantly if two or more small buildings were constructed next to each other. Mr. Cohen said the exemption would only to apply to small buildings on separate lots. Two small buildings on a single lot would require the developer(s) to work together as one development.

2nd Public Hearing on June 2, 2011

Vice Chair Perkowski reminded the Commissioners and the public that another public hearing would be held on June 2nd.

Commissioner Kaje noted that the Commission raised a lot of issues and perhaps some interesting ideas will come forth at the next hearing. Therefore, he did not believe it would be appropriate to limit the

scope or comments provided by the public at the hearing on June 2nd. The remainder of the Commission concurred that it would be appropriate to invite the public to comment on any item related to the proposed Town Center Subarea and Development Code.

DIRECTOR'S REPORT

Mr. Tovar recalled that at the last meeting he reported that the May issue of *CURRENTS* would include many articles related to planning activities, including a picture and article about the Planning Commission, as well the Aldercrest Master Development Program, Town Center Subarea Plan, Point Wells, Tree Canopy Study, how to interact with the City and the Planning Commission on various land use matters, and public notice signs.

Mr. Tovar clarified that while *THE SEATTLE TIMES* indicated that Snohomish County has issued a permit for the Point Wells Development, it is not true. He explained that a permit application has been made by the developer, and it is currently being processed. The Growth Hearings Board decision invalidated the County's urban center plan designation for Point Wells for numerous reasons. The Board concluded that Point Wells is not the proper location for an urban center under the County's own definition and the Puget Sound Regional Council's definition for a regional growth center. They also noted the amount of traffic that would be generated from the property into the City's road network. The Board emphasized that allowing the property to be developed as an urban center would make the City of Shoreline's capital facilities element non-conforming with the Growth Management Act (GMA) because the level of service standard would be exceeded.

Mr. Tovar further announced that the Growth Hearings Board found that Snohomish County's Urban Center code was compliant with the requirements of the GMA but noncompliant with the goals of the GMA. He said he found it interesting that the Board could find the code regulations compliant with GMA when they are based on a plan that has been invalidated for noncompliance with the requirements of the GMA goals. He announced that today the City and the group, Save Richmond Beach, have filed a petition asking the Growth Hearings Board to reconsider their findings. The motion would be posted on the City's webpage. He explained that language stating that local codes must be consistent with their comprehensive plans is repeated three times in Section .040 of the GMA. However, the petition filed by the City of Shoreline, the Town of Woodway and Save Richmond Beach used an incorrect citation. The request for reconsideration suggests that this is a harsh and extreme outcome given that the error was marginal and technical. He said the group also reasserted their request that the Board invalidate the urban center code since they previously concluded that it does not comply with the goals. Mr. Tovar explained that if the Board rules in favor of the motion for reconsideration, Snohomish County and/or the developer may file an appeal, which would be forwarded to the judicial system. He cautioned the Commission against making any public pronouncements about the entire issue. At some point in the future, they may be asked to consider amendments to the City's policies which describe what can and cannot happen at Point Wells.

Mr. Tovar announced that on May 9th the City Council would conduct a study session on the tree regulations. He recalled that at their joint meeting with the Council, some Commissioners questioned if the 31% tree cover identified by the study is accurate as a flat trend line. He summarized that the City

Vice Chair Perkowski questioned how the document would be used. Mr. Tovar answered that at their recent retreat, the City Council talked about how to make the vision statement and framework goals more evident to the citizens. They agreed to reformat the document and distribute in a number of ways. It will be available on the City's webpage, and copies will be provided at each of the Commission meetings. Staff is also developing a large poster format, including graphics, which can be used as a prominent display at City Hall. Also at their retreat, the City Council members each read a section of the document, which helped them focus on the balance of the subjects at their retreat. This exercise was so useful that they discussed the idea of creating a video involving a reading of the document. He concluded that the goal is to put the document out into the the public so they have a clear understanding of the vision statement and Comprehensive Plan update. He invited the Commissioners to share their ideas, as well.

GENERAL PUBLIC COMMENT

Laethan Wene, Shoreline, said he and his neighbors are tired of being kept awake at night as a result of the Aurora Corridor Project. He suggested it is time for the City to establish a noise ordinance to prevent these situations in the future.

LEGISLATIVE PUBLIC HEARING ON TOWN CENTER SUBAREA PLAN AND DEVELOPMENT CODE

Chair Wagner reviewed the rules and procedures for the legislative public hearing and noted that at the conclusion of tonight's meeting, the hearing would be continued to June 16th. She then opened the hearing.

Staff Overview and Presentation of Preliminary Staff Recommendation and Questions by the Commission to Staff

Mr. Tovar advised that Paul Cohen, project manager, would walk the Commission through the materials contained in their Commission packet, as well as the desk packet they received just prior to the meeting. David Levitan, project manager for the preparation of the draft Environmental Impact Statement (EIS) on the Town Center Subarea Plan Development Code, was also present to answer the Commission's questions about the draft EIS. He noted that written comments related to the draft EIS can be submitted until June 9th. He emphasized that the Planning Commission and City Council will use the Draft EIS and Final EIS as a tool in making decisions about the Town Center Subarea Plan Development Code. He noted that the responses to comments on the EIS would be available for Commission review at the continued hearing on June 16th. If necessary, the Commission could continue the public hearing/Commission deliberations to their regular meeting on July 7th. Another option would be to schedule an extra Commission meeting on June 30th. He advised that the City Council would like to receive the Commission's recommendation sometime in July so they could potentially take final action before their break in August.

Because the Commission has spent a fair amount of time reviewing the proposal on previous occasions, Mr. Tovar suggested they focus their comments on new items and perhaps provide some preliminary direction to staff in preparation for the continued public hearing on June 16th. He suggested that rather

than crafting specific language now, the Commission could provide direction for staff to compose the appropriate language for their future review. He invited Commissioners to also meet or talk individually with staff to prepare draft language, as well.

Mr. Tovar referred to a letter from Carter Subaru dated June 1st, requesting an opportunity to meet with staff to discuss their concerns and consider some options. They may also address the Commission during the hearing; however staff is not prepared to provide a response tonight about what they asking the Commission to consider. They will provide this response on June 16th.

Mr. Cohen referred to the feedback and questions presented by the Commission on May 5th and provided the following response:

1. Computer Videos.

Mr. Cohen presented two, short-animated videos that staff prepared for the Van Guard/Interurban Building and Fred Meyer/Ice Arena sites. He noted that the computer models were presented previously to the Commission, but they have been refined. He cautioned that neither rendering represents actual proposals by the property owners to develop the sites. Rather, they represent two of multiple possibilities assembled by staff using the proposed development code. Mr. Tovar added that the purpose of the videos is to illustrate form and possibilities under the standards of the draft code. The uses within the building envelopes are speculative. The form-based concept would leave use decisions to the market. Mr. Cohen noted that both videos are available for the public to view on the City's website.

2. Green Factor

Mr. Cohen recalled that at their May 5th meeting, staff raised the possibility of using a concept similar to that used by the City of Seattle called the "Green Factor." It uses a scoring system to grade a development on the types of sustainable development techniques that are implemented. After further research staff concluded that it is not advisable for Shoreline to implement a program of this type. He reminded the Commission that the City's goal is to streamline their review processes, and implementing this concept would be complicated. In addition, staff believes it would be redundant in light of the fact that the City has or will soon have code standards that address many sustainability issues such as:

- The Town Center Development Code proposes a tree preservation requirement. Currently, there are no tree preservation requirements in any commercial zones.
- The City's Storm and Surface Water Comprehensive Plan has been updated to include an emphasis on low-impact development, higher standards, and more flexibility. The standards will likely be updated again in the future to require that stormwater be dealt with on site.
- The Commission discussed the parking standard for the Town Center subarea, specifically the provision that would allow the director to reduce the parking requirement up to 50% if a developer can meet specific criteria. This is another way to support sustainable development by encouraging fewer cars whenever possible.
- Town Center Policy TC-18 directs the City to support adoption of the International Green Building Code, which should occur in 2012.
- The bus rapid transit program will be implemented in 2013.

Mr. Cohen said staff is recommending the City pursue the above mentioned provisions, but not necessarily the Green Factor program that is used by the City of Seattle.

Commissioner Broili asked staff to share examples of how implementing the Green Factor program would be complicated. Mr. Tovar answered out that the program is outlined in an extensive amount of text, maps and charts, and it would take a significant amount of effort to review and implement a similar program in Shoreline. Mr. Cohen clarified that implementing this program would be another layer on top of all the other processes and code requirements.

3. Survey of Development Thresholds

Mr. Cohen recalled that staff is proposing a development threshold that would require full site improvements in the Town Center Subarea for any completely new development and any development where the construction valuation is greater than 50% of the assessed property and buildings. The Commission asked staff to research how this issue is addressed in other jurisdictions. He reported that Mill Creek, Redmond, Edmonds, Lynnwood and Covington, Kirkland, Mountlake Terrace and Bothell all indicated that they do not have specific development thresholds for when full site improvements are required. Staff has concluded that the City is likely ahead of other cities in developing this concept, and they are confident that the City's existing provision has worked well.

Commissioner Kaje asked if these other jurisdictions require site improvements automatically for all development. Mr. Levitan said some cities automatically require site improvements and others allow the City the discretion to discuss the requirement with developers but have no specific requirement on the books. Many indicated that site improvements have not been an issue because redevelopment has occurred wholesale, requiring the developer to redo everything. Commissioner Behrens questioned how cities can apply the site improvement requirements fairly if they have no established standards and decisions are made on an informal basis. Mr. Tovar agreed this would be staff's concern, as well. Mr. Tovar said it is always good to look at what others do; but just because Shoreline's provision is unique, does not mean it is wrong. Staff recommends they maintain the current provision for site improvement requirements.

4. Transition Overlay

Mr. Cohen recalled that at their last meeting, the Commission raised questions about the proposed transition overlay between commercial and single-family residential zones. They requested additional information to help them decide whether the current proposal is equitable and provides enough protection for the two different scenarios in the transition areas. Staff is now recommending two types of transition overlays that have different yet equitable standards:

- **Transition Area 1** would apply to all properties within the subarea that directly abut single-family residential properties such as Firlands Way and behind City Hall. As currently proposed, the overall transition width would be 100 feet. Type I landscaping would be required in the first 20 feet adjacent to the single-family residential properties. The first edge of the building could be located 20 feet from the property line and permit a height of up to 35 feet. The building

height would be allowed to increase by 10 feet for every additional 20 feet a portion of the building is stepped back from the property line.

- **Transition Area 2** would apply to all properties within the subarea that are located across the street from single-family residential properties such as Linden Avenue and south of Top Foods. A 15-foot setback would be required. The building height at the setback line would be limited to 35-feet, and additional 10 feet of height would be allowed for every additional 10 feet that a portion of the building is stepped back from the property line.

Commissioner Behrens said he visited the site that is currently being designated as Transition Area 1, and he is concerned that future development could result in a massive building that would cover about two-thirds of the length of Firlands Way. Even without acquiring adjacent properties, the building on the existing lot within the triangle could be much larger than what is illustrated in the drawing. Chair Wagner noted that the current code language would already allow the building to be significantly larger than what currently exists. She asked staff to identify the delta between what is currently allowed and what is proposed to be allowed. Mr. Cohen answered that the property is currently zoned Office, with Mixed Use zoning on the southern end of Firlands Way. The current height limit is 35 feet for office uses, but in a mixed use building, residential development would be allowed a height of up to 50 feet. While there would be some setback requirements, it would not be as substantial as the proposed 20-foot landscaped setback area. No step back would be required under the current code. He summarized that the current zoning would allow for a taller building with a larger building envelope than what currently exists.

Commissioner Behrens asked staff to prepare a mock up drawing of what the lot would look like under maximum development based on the current and proposed code requirements. Chair Wagner suggested that because the geography of this particular scenario is unique, the mock up should broadly take grade changes into consideration. Commissioner Broili specific asked that the mock up identify the sharp elevation change along the west to east property line of properties 0045, 0040, 0035 and 0030 that are noted in the drawing.

Mr. Cohen shared a cross section drawing to illustrate the property line that separates the single-family zone from Town Center. The drawing identifies the potential size and height of what could be built on the single-family lot. It also identifies the potential height and size of a building that could be constructed on the Town Center side and the required landscape buffer. He noted that the building height would be limited to 35 feet at the 20-foot setback line, with the potential of increased height the further the building is setback from the property line. The portion of the property located outside the transition area allows for building heights of up to 70 feet. The intent of the transition zone is to mirror the type of development that is allowed in the abutting single-family residential zone.

Commissioner Broili noted that the triangular property on Firlands Way is a corner lot. He recalled that at the last meeting there was some confusion about which property line would be considered the rear and which would be the side. Mr. Cohen said the property along Firlands Way would be the front yard, and the code allows the director to determine the rear yard on odd shaped lots. Everything else would be considered a side yard. Commissioner Moss requested clarification about how the front, side and rear yard setbacks would be defined in the transition areas. Mr. Cohen pointed out that the proposed dimensional standards treat the side and rear setbacks within transition areas the same (20 feet). Mr.

Tovar added that there is flexibility in the code to administratively allow setback averaging to address unique situations. He observed that the 20-foot landscape requirement on the north side of the triangular property would effectively be a "front yard" that has trees in it.

Commissioner Behrens pointed out that the location of the access to the triangular property can have a significant impact on the abutting single-family residential properties. If the driveway is established along the northern border, the impact to the residential properties would be much greater than if the access were provided on the southern end. The same would be true for parking, garbage enclosures, etc. They should try to move these impacts as far away from the single-family residential development as possible. Mr. Tovar recalled that when discussing zoning for the Aldercrest site, the Commission talked about the notion of requiring the driveways to be placed a certain distance from the single-family residential property line. Mr. Cohen pointed out that the driveway would not be allowed within the 20-foot landscape buffer.

Mr. Cohen provided two drawings to illustrate there would be 115 feet between the maximum height allowed in the single-family residential zones (35 feet) and the maximum height allowed in the proposed Transition Overlay 1 zone in the Town Center Subarea. The distance would be 125 feet for the proposed Transition Overlay 2 zone. He summarized that the separation and height are quite similar in both overlay zones. However, in Transition Overlay 2, the buildings would be separated by approximately 60 feet of right-of-way with traffic. The separation in Transition Overlay 1 would be less, but there would be a 20-foot landscaped area with no traffic. The step back requirement in Transition Overlay 1 would be 20 feet compared to 10 feet in Transition Overlay 2. That means the height would increase more gradually in Transition Overlay 1.

Commissioner Kaje said he supports staff's argument that the step back requirement should be different in the two proposed transition overlay zones because of the right-of-way presence in Transition Overlay 2. He observed that the Seattle City Light right-of-way is actually 100 feet instead of 60 feet, so the separation would be even greater in this one location. However, staff is still recommending a 10-foot step back requirement. Mr. Cohen concurred.

Vice Chair Perkowski asked where the step back requirements for the two transition overlay zones is covered in the text of the proposed Development Code language. Mr. Cohen answered that staff is seeking feedback from the Commission before incorporating the Transition Overlay 2 concept into the proposed language. Table 20.92.020(B) describes the Transition Overlay 1 zone, and another column would be added for the Transition Overlay 2 zone.

Commissioner Esselman said she supports the concept of requiring a greater setback in transition areas that immediately abut single-family residential zones. As a result of the required step backs, the maximum 70-foot height of buildings within the transition area would not be visible from the single-family residential properties.

Commissioner Kaje observed that the concept outlined in Transition Overlay 1 is consistent with the transition overlay identified in the Aldercrest zoning, which provides 125 feet from the single-family residential property line before a proposed building can reach its maximum height of up to 65 feet. He

said he would prefer to use a similar approach as opposed to creating a new and perhaps biased approach for different parts of the City.

Chair Wagner suggested that the residential properties on Linden Avenue might expect a slightly more intense use, particularly since there is already commercial development located across the street. She said it seems almost flip to her that someone who is already living across from commercial development would have a further distance to go before the maximum height is reached.

5. Creation of a TC-5 Zone and Firlands Way Policies

Mr. Cohen recalled that at their May 5th meeting, the Commission heard a proposal to create a TC-5 zone for the area around Firlands Way that would have a 35-foot height limit throughout. The Commission asked staff to explain why they decided to eliminate the TC-5 zone from their proposal. After further review, he clarified that the original proposal never identified a TC-5 zone for Firlands Way. Instead, it identified a TC-5 zone for properties on Stone Avenue and a TC-4 zone for properties on Linden Avenue. Upon further review, staff did not feel a separate zone was needed for the properties on Linden Avenue because of the proposed transition area. The TC-4 zoning designation was removed from Linden Avenue and placed on Stone Avenue. The TC-5 zoning designation was eliminated.

Chair Wagner asked if staff believes the creation of Transition Overlay 2 would adequately respond to the concerns that were raised specific to the Firlands Way properties. Mr. Cohen said the rationale for proposing a TC-5 zone for these properties was to respect the historic heights of buildings that used to exist in the area and improve views of area trees. He also recalled that a Commissioner commented that the greater building height would diminish pedestrian activity at the street level. Staff recommends against creating a TC-5 zone with limited heights because they believe pedestrian activity is determined by what is happening at the ground floor, and not what is happening above. They also believe that having a residential population in the area would actually feed the street activity and help the businesses to thrive. He suggested that more activity on the street level would draw even more people. However, he cautioned that pedestrian activity also depends on how you treat the first floor level, and many of the street and frontage improvement requirements proposed for both Midvale Avenue and Firlands Way (TC-3 zone) are oriented towards this goal (i.e. sidewalks, commercial standard spaces, slower traffic, back-in parking). He specifically noted that Policy TC-17 talks about Midvale Avenue being a slower street, and he suggested they include Firlands Way in this policy, as well. Regarding the desire to respect what historically was located on the site, it is important to keep in mind that the original development consisted of one and two-story buildings that were farm houses and some commercial buildings. He noted that the proposed design standards would have to be changed in order to be consistent with how the site was historically developed.

Commissioner Broili said that while he understands staff's point regarding height and historic aspect, he would support the creation of a TC-5 zone for the property on Firlands Way to address the issues listed under Item 5 on Page 11 of the Staff Report that are unrelated to height and historic issues. Mr. Cohen said if the Commission recommends a TC-5 zone, it would be helpful to identify specifically how the standards would differ from the other proposed zones. Commissioner Broili expressed his belief that the potential opportunities for redevelopment of properties along Firlands Way are much different than the Midvale Avenue area. He pointed out that Firlands Way is an unusual diagonal street, and the access coming from Aurora Avenue North and 185th Street is strange, as well. In addition, there may be

opportunities to create incentives to achieve a more walkable area in this location that serves the City's long-term goals and opportunities much better.

Commissioner Broili referred to the last sentence in Item 5 on Page 11 of the Staff Report in which staff states their belief that an incentive approach would "deter future development rather than encourage it." He said he is not sure he agrees with this statement, and he has a concern about development being given precedent over the long-term goals, interests and services that might be engendered from a different approach to the area. He recalled that staff earlier stated that it would be a disincentive to envelop this property under the Green Factor, as well. He cautioned against having a blanket policy of not considering standards or requirements that deter development of any kind. He said he is opposed to giving away something just to get a property developed without considering the full weight of the potential opportunity that may exist. He would like this property to be zoned separately to allow the City more flexibility to deal with this unique area.

Mr. Tovar clarified that staff is suggesting two different ways to articulate the uniqueness of the properties on Firlands Way. They could talk about the City's aspirations for this area explicitly in the subarea plan, or they could address the area's unique circumstances in the Development Code language. If the Commission supports the concept of creating a TC-5 zone, they must identify specifically how the TC-5 zoning standards would be different than the TC-3 zoning standards. He agreed that the diagonal location of Firlands Way offers an interesting place-making opportunity. If the Commission believes this opportunity would primarily take place within the right-of-way by way of pedestrian improvements, street furniture, or special marketing for the history of the bricks, they could address this goal as a policy statement in the subarea plan rather than creating a separate TC-5 zone. Commissioner Broili said he would support this approach, as long as the opportunities are protected. Staff agreed to propose policy language for the Commission's consideration at the continued hearing.

Mr. Cohen pointed out that in Item 5 on Page 11 of the Staff Report, staff recommends that Policy TC-23 be amended to include a list of things they consider historic in this general area. In addition, the proposed language in Section 20.92.050 talks about street frontages and includes a specific provision that the City should try to expose the old brick road on Firlands Way where feasible and possible. Staff is hoping that both of these changes would further emphasize that Firlands Way is a historic area.

Commissioner Broili said he would like to pursue the concept of developing incentives to aggregate properties along Firlands Way. He recalled that at a previous meeting, a Commissioner articulated the vision of this area being a walkable, open street fair area, which he supports. He felt this concept is embraced by the Town Center goals and policies, as well.

Commissioner Kaje said that while the proposed new Transition Overlay 2 zone addresses some of his concerns related to the Firlands Way properties, he also shares Commissioner Broili's concern about protecting the unique attributes of these properties. He said he would support the staff's recommendation that the vision for this area can be accomplished using the code language proposed for the TC-3 zone. However, he felt the proposed policy statement revision is insufficient. He recommended an additional policy statement be created to specifically focus on the uniqueness of the setting and the opportunities that exist. For example, he would not want a future City Council or Commission to alter the right-of-way in such a way that they lose some of the dynamic opportunity.

Mr. Tovar agreed to work with staff to create additional policy language to address the Commission's concerns. He cautioned that the policy statement should use modest action verbs such as consider, examine, and promote as opposed to dictating that the City allocate significant funding to redo Firlands Way. Commissioner Behrens suggested staff research what the City of Bothell has done to recognize the historic nature of their downtown. Chair Wagner suggested the street front standards for Firlands Way should be consistent with the historic charm of the area.

6. Industrial Uses

Mr. Cohen recalled that at their last meeting, the Commission asked if the prohibition on industrial uses in the Town Center Subarea would also prohibit non-polluting manufacturing uses such as software development or small computer hardware assembly. He explained that the City uses the North American Industry Classification System (NAICS) Manual, which uses the term "manufacturing" instead of "industrial" uses. Manufacturing uses can range from heavy, polluting types to light, non-polluting types. Staff is recommending that the land use chart be amended to either specify the types of exempt manufacturing or be more general and exempt light manufacturing that is non-polluting and requires no outdoor storage. He said would prefer the latter approach, and the proposed code language was actually changed to implement this concept. Commissioner Moss said she supports the idea of being more general. The code language could remain in place for many years. Using a more specific approach would require frequent updates since the types of industrial uses will change over time.

Chair Wagner suggested that light industrial should be identified as a permitted use, so it is explicit that the use is allowed in all of the Town Center zones. Commissioner Kaje said that to be consistent, perhaps light industrial uses should be allowed in the TC-1, TC-2 and TC-3 zones, but not in the TC-4 zone. He noted that the proposed language already lists uses that are prohibited in the TC-4 zone. The majority of the Commission concurred. The majority also concurred with the more general approach that was recommended by staff.

Public Testimony

Boni Biery, Shoreline, recalled that the concept of having a separate zoning designation for the Firlands Way area was eliminated at the design charette when someone suggested that Midvale Avenue and Firlands Way were the same and should not have separate zoning designations. The change was made immediately with no opportunity for further comment and she remembers because she was furious. Ms. Biery noted that, as per the proposed code language, a building on Firlands Way could be 0 to 10 feet from the front property line. She asked if the maximum building height of 70 feet would apply from the front of the property, with step backs as the building gets closer to the single-family residential development. She said she would like clear information about what a potential building could look like compared to what currently exists and what would be allowed by the current code.

Ms. Biery asked if the code addresses the issue of balconies. She said her property is about one story below the ground level of nearby business properties. The back yards of her home and those of her neighbors are currently entertainment for the people that use the building, which is very disquieting. She agreed that Firlands Way has always been a combination of mixed-uses, and the pictures she submitted provide evidence that there were storefronts and small homes that were setback from the

property line. Nothing was over two stories. She said it would be worthwhile to keep the height limit at 35 feet.

Chair Wagner suggested that Ms. Biery speak with Mr. Cohen regarding the potential size of a proposed building and what the setbacks would be. She said she also appreciated the comments Ms. Biery made about the origin of the TC-5 zone and how it was eliminated. However, rather than merely suggesting there needs to be a specific zone for the Firlands Way area, the Commission would appreciate information about how the new zone should be different than the proposed TC-3 zone. She invited Ms. Biery to submit these comments in writing.

Kristine Wilson, Perkins Coie, said she represented Carter Subaru. She expressed appreciation for staff's willingness to talk to them and address their questions, and they look forward to meeting with staff again soon. She referred to a letter that was submitted yesterday on behalf of Carter Subaru, which was included in the Commission's desk packet. She summarized that Carter Subaru is very pleased to be part of the City's Town Center. However, they do have some concerns about how some of the design standards would be applied to existing uses going forward. They believe design review is an appropriate process to take into account the specifics of the design code as it is applied to particular uses, but they want the Director to have sufficient authority to consider specific impacts. As requests for design departures are made, it is important that the purpose and intent of allowing the use as a permitted use is considered. Ms. Wilson emphasized that outdoor vehicle display is important to successful vehicle sales and leasing uses, so they are particularly concerned with respect to how the proposed street frontage, lighting, parking and circulation standards would be applied to their permitted use. She said they look forward to continuing to work with the City staff in the coming weeks, and they support continuing the open public hearing to allow these discussions to move forward.

Laethan Wene, Shoreline, disagreed with Mr. Cohen's comments about pedestrian-friendly access on Linden Avenue. He felt that Linden Avenue should be included because it is used by pedestrians.

Continued Staff Overview and Presentation of Preliminary Staff Recommendation and Questions by the Commission to Staff and Applicant

The staff and Commission reviewed the proposed Development Code language as follows:

- Mr. Cohen advised that **Table 20.92.020(A)** was amended to add "shipping containers" as a prohibited use. While shipping containers are allowed in commercial areas with a conditional use permit, staff is recommending they be prohibited throughout Town Center.

Chair Wagner asked how prevalent the shipping container problem is. She suggested that if they are currently in use by a business, there may be a reason to allow them for at least a short period of time. Mr. Cohen said that shipping containers that are legally located would be allowed to remain as legal non-conforming uses, but no new shipping containers would be allowed. Mr. Tovar asked for an opportunity to discuss this issue further amongst staff before making a final recommendation. He explained that Mr. Cohen's recommendation is in response to concerns and complaints the City has received from the residential neighborhood on the west side of Linden Avenue related to noise, aesthetics, etc. Their issues are legitimate, but he has also heard from property owners who need the containers and would like other options for dealing with the concerns without actually prohibiting the

use. He suggested perhaps it would be better to approach the issue via screening and performance standards.

Commissioner Broili said he tracks innovative design throughout the world and some very creative things have been done using old shipping containers as actual structures, etc. He expressed concern that they not limit the opportunity for these types of creative design.

- Vice Chair Perkowski noted that **Table 20.92.0209(A)** makes reference to **Table 20.40.120**, which talks about conditional and special uses. He recalled previous discussion that language should be added to make it clear that they are only talking about the uses and not the processes identified in Table 20.40.120. Staff agreed to make this change.
- Mr. Cohen said **Section 20.92.040.E** was amended to make it clear when traffic studies are required and how impacts identified in the studies would be addressed. As currently proposed, developers would be required to complete a traffic impact study if the proposal exceeds the threshold. Additional traffic that is projected to use non-arterial streets would be required to implement traffic mitigation measures, which are approved by the City's Engineer in collaboration with the abutting neighborhoods.

Commissioner Kaje noted that the proposed language would be clearer if the words "and developed" were inserted after "traffic engineer." This would make it clear that the neighborhoods would help to define the types of mitigation measures that are most appropriate, but they would not be involved in the final approval.

Commissioner Moss noted that the language related to cut-through traffic and parking impacts was deleted from Section 20.92.040.E. She asked if the proposed language would require the City and the neighborhood to agree upon a reasonable way to mitigate the impacts or would the City Engineer be able to make the final decision if a compromise cannot be agreed upon. Mr. Cohen clarified that the City Engineer would make the final decision on how to mitigate the impacts. While the neighborhood would be invited to participate in the process, they would be choosing the ultimate solution.

Chair Wagner suggested the language be amended further to make the neighborhood collaboration process clearer. Mr. Tovar said the intent of the proposed language is to provide an opportunity for the public to understand the issue and try to persuade the outcome. He asked the Commission to provide feedback about whether or not the City Engineer's decision should be appealable to the Hearing Examiner. This would give more weight to the neighborhood's sentiment. He reminded them that the goal is to balance the Traffic Engineer's technical judgment with the need to fairly consider people's opinions. Chair Wagner suggested that before they make a decision regarding appeals, the language should be expanded to identify the threshold that would trigger the study requirement, as well as decision criteria. Mr. Tovar suggested that perhaps the decision should be administrative, appealable to the Hearing Examiner. Allowing the City Engineer to make the final decision with no appeal would be a more direct way to deal with the issue, but it would be less responsive to the neighborhood input.

Commissioner Behrens suggested they utilize the Neighborhood Safety Committee to consider the traffic impacts and work with the City Engineer to mitigate the issues. Mr. Cohen said the spirit of the proposed language was that the neighborhoods would be consulted, and he agreed that it would be

appropriate to invite the Neighborhood Safety Committee to organize the neighborhood meetings. Commissioner Behrens recalled a public meeting he attended in which 125 people voiced opposition to a particular proposal, yet it was approved by the City anyway. He cautioned that a neighborhood's role in the final decision should be clearly defined. Again, Mr. Tovar suggested there must be clear decision criteria. Commissioner Behrens suggested staff invite the Traffic Engineer to help create measurable criteria. Mr. Cohen agreed to contact the Traffic Engineer for additional information.

- Mr. Cohen pointed out that **Section 20.92.060.2** was amended to require transparent windows on 60% of the first floor façade on boulevard streets.

Mr. Cohen said that, as per the amendment, both storefront and boulevard streets would require that 60% of the ground floor façade be placed in windows at certain heights. Green streets are a separate category that requires 15% transparent windows.

- Commissioner Behrens referred to the map in **Section 20.92.030**, which identifies 178th, 180th, and 183rd Streets as storefront streets, which require 10-foot sidewalks. He reminded the Commission that the right-of-way on these streets is only 40 feet. A 10-foot sidewalk, along with a 6-foot parking strip on both sides of the street would result in only an 8-foot lane width.

Mr. Cohen clarified that while the existing road width might be less now, the actual right-of-way ownership is 60-feet wide. This would allow space for 10-foot sidewalks on each side of the street, as well as two travel lanes. Commissioner Behrens said he measured the streets from setback to setback and found the rights-of-way to be 40-feet wide. Commissioner Broili pointed out that it is not possible to measure the rights-of-way unless you have clear information about where the actual property lines are located. Mr. Cohen agreed to meet with Commissioner Behrens to review the right-of-way widths.

- Commissioner Esselman referenced **Section 20.92.060.C.2.a**, which calls for a 20-foot beveled building corner with entry and 80% of the first floor in transparent glass. She suggested that perhaps the 80% requirement is too much considering the structure of a building and 60% would be a better number. Also, if the intent is to require that 60% of the corner be transparent in addition to the 60% required for the building façade, then **Section 20.92.060.B.2.a** should also be amended.

Mr. Cohen said the intent is that transparency should be emphasized on the street corner. Commissioner Esselman noted that, depending on the size of a building, a developer could put all the transparency on the corner and have none on the rest of the building. Mr. Cohen said the language would require an average of 60% transparency over the entire first floor façade of a building. However, the corner facades could be no less than 60%. Commissioner Esselman suggested the language should require an additional amount at the corner. Mr. Cohen agreed to discuss the issue further with Commissioner Esselman and come up with language to address her concerns.

- Commissioner Esselman referenced **Section 20.92.060.C.3** and suggested that a simpler approach would be allow whichever street specification has the highest requirements to dictate what happens at the corner.

Mr. Cohen noted that sometimes there is a combination of street fronts that culminate at a corner. As per Commissioner Esselman's suggestion, the requirements would be based on the street specification that has the greatest requirements. The Commission agreed this change would be appropriate.

- Mr. Cohen referred to **Section 20.92.060.E.1**, which originally proposed different parking standards for residential, office and retail uses. The standards have been amended to use the City's current city-wide parking standards. Modifications would be allowed based on the criteria identified in the proposed language.

Mr. Cohen recalled that a Commissioner suggested that the criteria that any developer could meet merely by being located within the Town Center Subarea should be removed because they could not be considered incentives. Therefore, Items d (a transit stop within ¼-mile radius) and e (an off-street public parking lot within ¼-mile radius) were eliminated. Item h (neighborhood meeting to discuss impacts of traffic and parking) was also removed because it did not really have any teeth to it and traffic and parking impacts are already addressed in the transition area standards.

Commissioner Moss pointed out that staff is proposing to eliminate the two items that reference a ¼-mile radius because all properties within the subarea would meet these criteria. She reminded the Commission that she asked staff to apply the radius index concept to see if that would still be the case.

- Commissioner Kaje said the commute trip reduction program in **Section 20.92.060.E.1.e** sounds nebulous. While he is an advocate for commute trip reduction programs, he suggested they either need to define some standards for the program or eliminate it. He said he is in favor of incentives that result in benefits to the community.

Mr. Cohen said there is a staff person who coordinates commute trip programs for businesses over a certain size in the City, and there are applicable standards. Commissioner Kaje suggested that reference be made to the City's existing program. He asked staff to provide information about the City's existing standards. Commissioner Moss said the State also provides guidelines for commute trip reduction programs. However, she is not sure the businesses currently located in the Town Center Subarea would trip the threshold for these standards. Mr. Cohen agreed that only City Hall would meet the threshold.

- Commissioner Moss referenced **Section 20.92.060.E.1.c**, which appears to require one parking space per 4,300 net square feet of retail/office space.

Mr. Cohen said the strike out is not visible over the 4. The requirement would be one parking space for every 300 square feet of retail/office.

- Mr. Cohen advised that **Section 20.92.060.I.2** was amended to include improved design standards for screening roof and ground-mounted mechanical equipment. Rather than just allowing them to be painted gray, they would like to increase the requirement so there is a separate screen that matches the architecture of the building.

Commissioner Broili said the language is fairly specific that the screening must be constructed using the main building façade material, and he is not sure that actually accomplishes the intended goal. He

suggested a better approach would be to require screening that is complimentary to the overall design. He said he can see cases where using the same siding around the rooftop mechanical equipment would look odd. The goal is to mask and/or hide the equipment so it is not an eyesore. Mr. Tovar agreed that the proposed language is a good first attempt, but it needs to say more.

- Chair Wagner noted that **Section 20.92.070.B.1** makes reference to “two architectural features listed below.” There are actually three. She also noted that earlier in the same paragraph references is made to Items a and b only. There is no mention of Item c.

Commissioner Moss pointed out that the picture provided in this section breaks up the text, making it more difficult to read. She agreed that the language should be amended to be clearer.

- Mr. Cohen advised that **Section 20.92.070.B.4** was amended to clarify that a building would be required to have a minimum 30-foot wide section that is offset at least by 20 feet through all floors for each 150 feet in length along the street front.

Chair Wagner referred to a situation where an entryway extends over the sidewalk to the street edge, with space for people to walk through. She felt this approach would break up the façade of the building and would not be out of context with the spirit of still allowing sidewalk through passage. She suggested this should be allowed as an exemption. Commissioner Broili said perhaps they could allow a developer to push the modulation out instead of back. The developer could offer environmental opportunities as a trade off. Mr. Cohen noted that the proposed language does not say whether the offset has to go forward or backwards. Chair Wagner pointed out that if a development is required to be setback from the property line by a certain distance, any modulation would have to be pushed back rather than forward unless there is a specific exemption that allows them to push forward into the right-of-way.

Mr. Cohen suggested that the provision that requires developers to provide plaza space would allow the feature described by Chair Wagner to be built over top of the plaza space. Covered plaza space would be allowed as long as it is open air.

- Mr. Cohen advised that the language in **Section 20.92.070.B** was amended to eliminate the option of using color to provide the window trim contrast. T

Mr. Cohen explained that the rationale for the amendment is that colors can change over time, and the contrast could potentially be eliminated. There are other options for providing this contrast.

- Mr. Cohen referred to **Section 20.30.297** and recalled that the language presented to the Commission in May included four criteria. However, staff is recommending that Criteria 2 and 3 be deleted because they are difficult to define and difficult for the developers and the community to understand what they can expect.

Mr. Cohen explained that requiring a development to use materials and architectural elements that are compatible with the context of other development in the vicinity (Criteria 3) may not be desirable,

particular where there is older development that is inconsistent with the goals of the Town Center Subarea. He noted that this would likely be the case in the majority of situations.

Final Questions by Commission

Commissioner Moss referred to the written comments she sent to her fellow Commissioners a few hours earlier. Rather than debating the issues she raised, her intent was to bring them to the attention of the Commission and perhaps generate conversation at the continued public hearing. She particularly noted the following items:

- There is currently no mention about bicycling in the Vision Statement. However, some of the Town Center Subarea Plan policies mentioned the activity as something that is important. Was this omission intentional?
- Has the City actually adopted Engineering Development Design Criteria? Mr. Cohen answered affirmatively.
- What is the articulation for bench and wall seating and how is it addressed in the code?

Commissioner Moss said she did some research on the correct use of the term “foot-candle,” which is defined as the amount of light that is put off from one candle at one foot away. She suggested that instead of “foot-candle” the proposed language should use terms that are current, straightforward and easy to measure. She reminded the Commission that the goal is to prevent light from becoming disruptive to neighboring buildings or residential houses across the street. Mr. Cohen agreed to research the latest standards for measuring illumination. Commissioner Moss pointed out that the American National Standards Institute states that “foot-candles” is an antiquated term that should be replaced.

Commissioner Moss expressed her belief that **Section 20.91.040** creates confusion because it talks about the Ridgcrest Planned Area. While she understands that the language was changed for consistency when the Ridgcrest Planned Area was adopted, she suggested staff provide preface language to explain the rationale for including the language as part of the Town Center zoning.

Commissioner Moss complimented Mr. Levitan for the draft EIS. However, as she reviewed the document, she was unsure how important it was that the information in the draft EIS match exactly with the language in the proposed Town Center zoning language. Mr. Levitan said the intent of the draft EIS was to evaluate the proposed Town Center Subarea Plan and code language. It was largely written in March and April. Since that time the proposal has been changed in some areas, such as the parking requirements. These changes would be addressed as part of the final EIS. If there had been no changes since the draft EIS was prepared, the fact sheet would be the only requirement. If there are minor changes, an addendum could be done to explain the changes. An addendum could also be done as a separate process to an existing environmental document. In the case of the parking requirement changes, the impacts would be less because the parking requirements have been increased and the impacts decreased. While the change would not be considered minor, it would be identified as a net benefit that could be captured by an addendum to the draft EIS rather than a re-write of the entire transportation chapter.

Commissioner Broili referred to **Section 20.92.050.1**. He said he understands that lighting is necessary for safety. However, they are learning more about the intrusiveness of lighting and keeping it task specific so it does not violate another person's space. He suggested there should be some reference in the propose code language that talks about this aspect of lighting standards. Mr. Cohen said the code has a general standard that requires shielding of outdoor lighting so that no direct light enters adjacent property. He suggested this general language could be added to the proposed Town Center zoning code, as well.

Vice Chair Perkowski pointed out that **Section 20.30.297.2** makes reference to **Table 20.92.030**, which does not exist. The correct reference is **Table 20.92.020**, which contains the dimensional standards.

Vice Chair Perkowski referenced **Section 20.92.040.G** and recalled the Commission's discussion about the rationale for not using the Green Factor. Tree preservation is specifically sited and he questioned if staff has done any analysis to identify the number of significant trees on proposed TC-4 parcels and Transition Overlays 1 and 2. While he supports tree preservation, he suggested this statement may not be meaningful. He suggested there be some sort of vegetation requirement if the 20% preservation requirement is not pertinent. Commissioner Broili agreed it would be appropriate to talk about vegetation preservation as opposed to tree preservation. Mr. Cohen noted that this provision is the current standard for single-family residential zones. It is a high number, and he agreed that there are only a few parcels in the Town Center Subarea that have sufficient trees for the provision to be applicable. He reminded the Commission that the landscaping standards in the general code would apply. The landscaping, street trees and buffer requirements would ensure that vegetation is planted. Vice Chair Perkowski agreed, but suggested that tree preservation should not be used as a meaningful rationale for why the City should not implement the Green Factor concept.

Commissioner Esselman referred to Town Center Policy TC-5, which talks about having retail, service, grocery and restaurants for people that live, work or can walk to the town Center. However, the Vision Statement also talks about providing these services for people who live elsewhere in Shoreline or who pass through Shoreline. This is not addressed in the proposed code language. Mr. Tovar agreed this would be a good point to address. It might also be appropriate to address what will happen when the bus rapid transit (BRT) program is fully implemented on Aurora Avenue in 2013. People within walking distance of Aurora Avenue North would be able to get to Town Center without using a car. In their recent research, the Urban Land Institute found that in Snohomish County, many of the trips on the Swift BRT are local trips within a two or three mile travel shed of Aurora Avenue North. It may be important to point out in the Subarea Plan that access to the goods, services and amenities in Town Center will be made available to people within the City. Some will be driving cars, but many will arrive on foot by using the BRT. Staff agreed to come up to language to address this issue, as well as a separate policy statement that addresses the desire for the Town Center Subarea to become a regional destination, as well.

Mr. Tovar asked if the Commission would like the staff to propose possible language for their recommendation to the City Council as a starting point for their continued discussion. The Commission agreed that would be appropriate. Chair Wagner encouraged the Commissioners to review the proposal again and submit their additional comments to staff by June 7th.

Continuation of Public Hearing

COMMISSIONER KAJE MOVED THAT THE PUBLIC HEARING ON THE DRAFT TOWN CENTER SUBAREA PLAN AND ZONING CODE BE CONTINUED TO JUNE 16, 2011. COMMISSIONER BROILI SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

DIRECTOR'S REPORT

Mr. Tovar did not have any additional items to report to the Commission.

UNFINISHED BUSINESS

No unfinished business was scheduled on the agenda.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

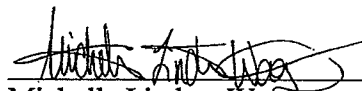
Commissioner Behrens said he recently had a conversation with two people from the Masonic Temple who indicated they would be doing a major remodel on the building. He asked if staff had been contacted by these individuals to obtain more information about their historical status and how this could help them obtain funding for the building redesign. Mr. Cohen answered that he has not been contacted yet.

AGENDA FOR NEXT MEETING

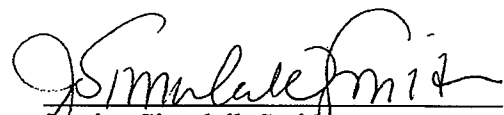
Chair Wagner noted that the agenda for June 16th would be the continued hearing for the Town Center Subarea Plan and Zoning Code.

ADJOURNMENT

The meeting was adjourned at 10:00 P.M.



Michelle Linders Wagner
Chair, Planning Commission



Jessica Simulcik Smith
Clerk, Planning Commission



Memorandum

DATE: June 17, 2011
TO: Shoreline City Council
FROM: Shoreline Planning Commission
RE: Commission Recommendation for Town Center Subarea Plan

The Planning Commission held several study sessions and three nights of public hearings on the Town Center Subarea Plan and Town Center Development Code. After a multi-year, multi-faceted public outreach effort, taking input from the public and staff reports, including the Environmental Impact Statement, deliberating, and considering a series of amendments, the Commission voted to recommend the attached Subarea Plan. We understand that the City Council will begin its review of our recommended Town Center Subarea Plan at your study meeting of July 5th.

While the Commission concluded its hearing on the Town Center Subarea Plan and forwarded the attached recommendation, the public hearing on the Town Center Development Code has been continued to a Special Meeting date of June 30. The Commission anticipates developing a recommendation on the proposed Code by the conclusion of that meeting in time for the July 11th Council meeting.

The proposed Subarea Plan has been crafted to encourage appropriate redevelopment in the Shoreline Town Center while simultaneously identifying ways to connect adjacent residential neighborhoods to the emerging transit, civic activities, goods and services in Town Center. It has also been important to lay the policy groundwork in the Subarea Plan for detailed standards in the Town Center Code to protect those adjacent neighborhoods from potential negative impacts of new development.

The Commission placed a special focus in the Subarea Plan on language that encourages development that serves a region-wide market, in addition to the larger Shoreline community or nearby neighborhoods. Many of the goals and policies are supported by concepts of economic, social, and environmental sustainability. This is a concept that flows from the City's Vision 2029 to the Town Center Subarea Plan and will influence the Town Center Development Code.

Following is a brief summary of the chronology of public outreach for this effort, and a summary of how the Planning Commission believes the proposed Subarea Plan meets the applicable criteria set forth in the City's Code.

A. Public Outreach Chronology

- In 2007 the City launched the effort with:
 - Council adoption of five Town Center framework goals for the Comprehensive Plan.
 - Council adoption of thirteen interim Strategic Points to help provide context for the design work of two major public projects in Town Center: Mile 2 of the Aurora Project and the new City Hall.
 - A Shoreline Speaker Series featured regional and national experts on planning and design issues, still on the City's website as streaming video at <http://shorelinewa.gov/index.aspx?page=181>
 - February: Mark Hinshaw on "Housing and Demographic Trends and Innovative Responses."
 - March: Gene Duvernoy on "Cascade Agenda Cities."
 - April: Amalia Leighton on "Creating and Implementing Green Infrastructure."
 - May: Ron Sher on "A discussion of Community Gathering Places."
 - August: Dan Burden on "Walkable and Pedestrian friendly communities."

- January 2008 – Planning Commission hosted a design charrette with the public to inventory existing conditions and brainstorm possible future design themes.
- April 2009 – City Council adopted a Citywide Vision that identifies the lands along Aurora Avenue N between N 175th and 185th Streets as the core of an emerging Town Center.
- July 2009 – Town Center walkabout with the Planning Commission and interested citizens.
- August 2009 – Planning Commission reviewed synthesis of past relevant actions and projects, updates on the Aurora project, economic development potential and the public outreach program for the Town Center effort.
- October 2009 – Planning Commission hosted a Town Center Open House to review preliminary land use, circulation and design concepts with the public.
- October 2009 – City launches Town Center Subarea Facebook Page at <https://www.facebook.com/ShorelineTownCenter>
- January 2010 – Planning Commission held workshop to discuss project background, transportation issues and coordination with the transportation master plan.
- April 2010 – Town Center charrette with the public to explore form and design issues in Town Center and vote in a visual preference survey.
- June 2010 – Staff held workshop with Richmond Highlands and Meridian Park Neighborhood Associations to solicit input on ways to connect and protect residential neighborhoods adjacent to Town Center.
- July and August 2010 – Planning Commission held meetings to review results of public outreach and preliminary discussion of design standards for inclusion in Town Center Code.

- September 2010 – Planning Commission reviewed draft of Town Center Subarea Plan and Code.
- January 2011 – Draft Town Center Subarea Plan and Code posted to City website and released for public review.
- April 2011 – Planning Commission study session to hear staff update on preliminary public comment on draft Subarea Plan and Code.
- May 2011 – Issued Draft Supplemental Environmental Impact Statement for the Town Center Subarea Planned Action.
- May and June 2011 – Planning Commission held three public hearings and deliberations.

B. Comprehensive Plan Amendment Criteria – 20.30.340

The Commission arrived at its recommendation on the Subarea Plan based on the following criteria in the Development Code:

1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies, and the other provisions of the Comprehensive Plan and City policies; or

The amendment is supported by state, county, and city goals and policies. The GMA supports urban growth, reducing sprawl, economic development, housing, transportation, and citizen participation. Countywide policy FW-11 supports concentration of development in urban growth areas and accommodation of the 20-year population projection and employment forecast including to promote a land use pattern than can be served by public transportation.

Several Shoreline Comprehensive Plan policies support the amendments, including

- *Goal LU VIII – Change the Aurora Corridor from a commercial strip to distinctive centers with variety, activity, and interest by:*

Balancing vehicle, transit, and pedestrian needs

Creating a “sense of place” and improving image for each center

Protecting neighborhoods

Encouraging thriving businesses

Using sound marketing principles

- *Policy LU25: Pursue opportunities to improve the City's image by creating a sense of place on the Aurora Corridor for doing business and attracting retail activity.*
 - *Policy LU27: Ensure street design and urban design is distinctive in the center part on the Aurora Corridor, from 175th through 185th.*
2. The amendment addresses changing circumstances, changing community values, incorporates a sub area plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan; or

- *2009 Shoreline City-wide Vision Statement and Framework Goals:*

"You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many."

"Aurora Avenue is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the City."

"As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by the vibrant Town Center, which is focused between 175th and 185th Street. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations."

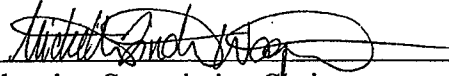
- *FG 2: Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.*
- *FG 4: Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.*

- *FG 9: Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.*
 - *FG 10: Respect neighborhood character and engage the community in decisions that affect them.*
 - *FG 14: Designate specific areas for high density development, especially along major transportation corridors.*
3. The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.

The amendment will benefit the community by focusing much of future growth into a district that is best served by transit, pedestrian circulation, is central to Shoreline, and provides centralized, convenient pedestrian access to public events, amenities and services.

The Shoreline Planning Commission reviewed the proposal in light of the criteria and concluded that the proposal met the criteria for amendment of the Comprehensive Plan.

Date: 6/17/2011

By: 
Planning Commission Chair

PLANNING COMMISSION RECOMMENDATION 6/16/11



**Shoreline Town Center
Subarea Plan**

Introduction

Located on the middle mile of the City's three mile long Aurora corridor (State Route 99), Town Center is the geographic center of the City of Shoreline. It is at the crossroads of three of the City's most heavily traveled roads, N. 175th St, N. 185th St., and Aurora/SR 99, and serves as the civic and symbolic center of the community. See Fig. 1. Early in the life of the new City of Shoreline, a citizen survey identified this area as the "Heart of Shoreline."

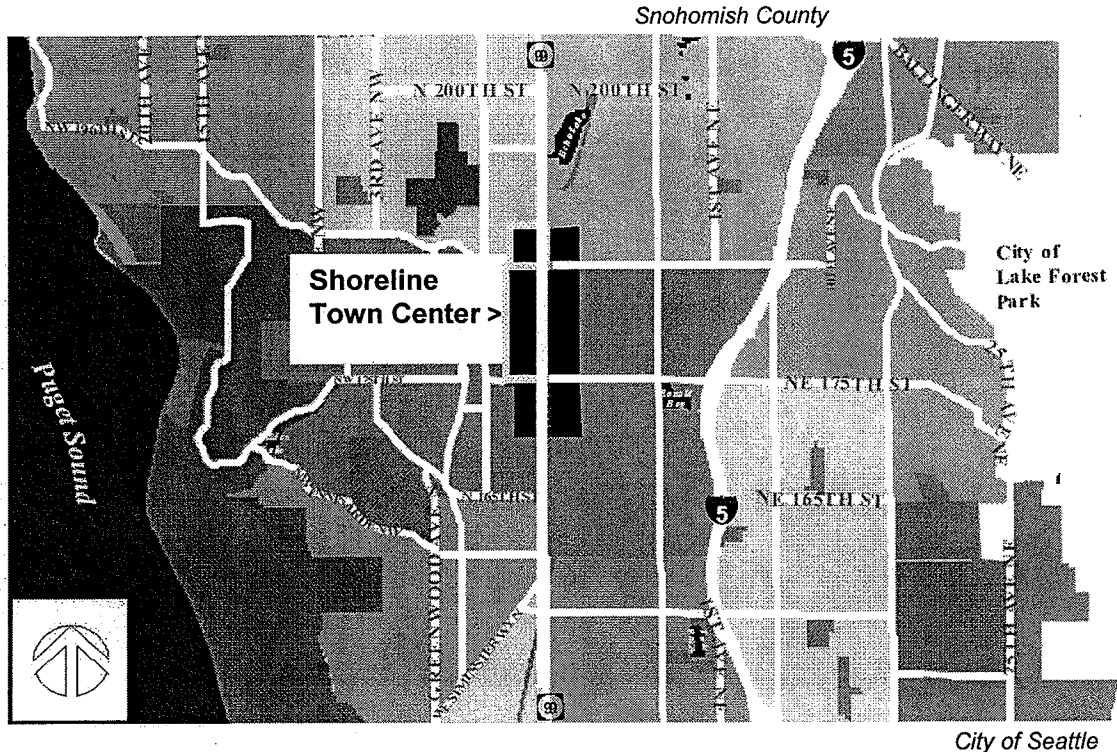


Fig.1 Town Center is the Heart of Shoreline

Shoreline's settlement began in the early 20th century in this area around Judge Ronald's original homestead and the Ronald schoolhouse. In the early 1900's, the North Trunk (red brick) Road and Interurban electric railway traversed this area, linking it to Seattle and Everett. The "Ronald Station" was located in the vicinity of the proposed Park at Town Center.

Growing dramatically after World War II, Shoreline became an auto-oriented suburb characterized by large areas of relatively low residential density, which lacked urban amenities and services such as parks and sidewalks. During the post-war decades, the Aurora/SR 99 corridor developed as a strip commercial highway, with a tremendous diversity of businesses. While these businesses largely met local and regional needs, the highway itself became congested, chaotic, unattractive, and unsafe.

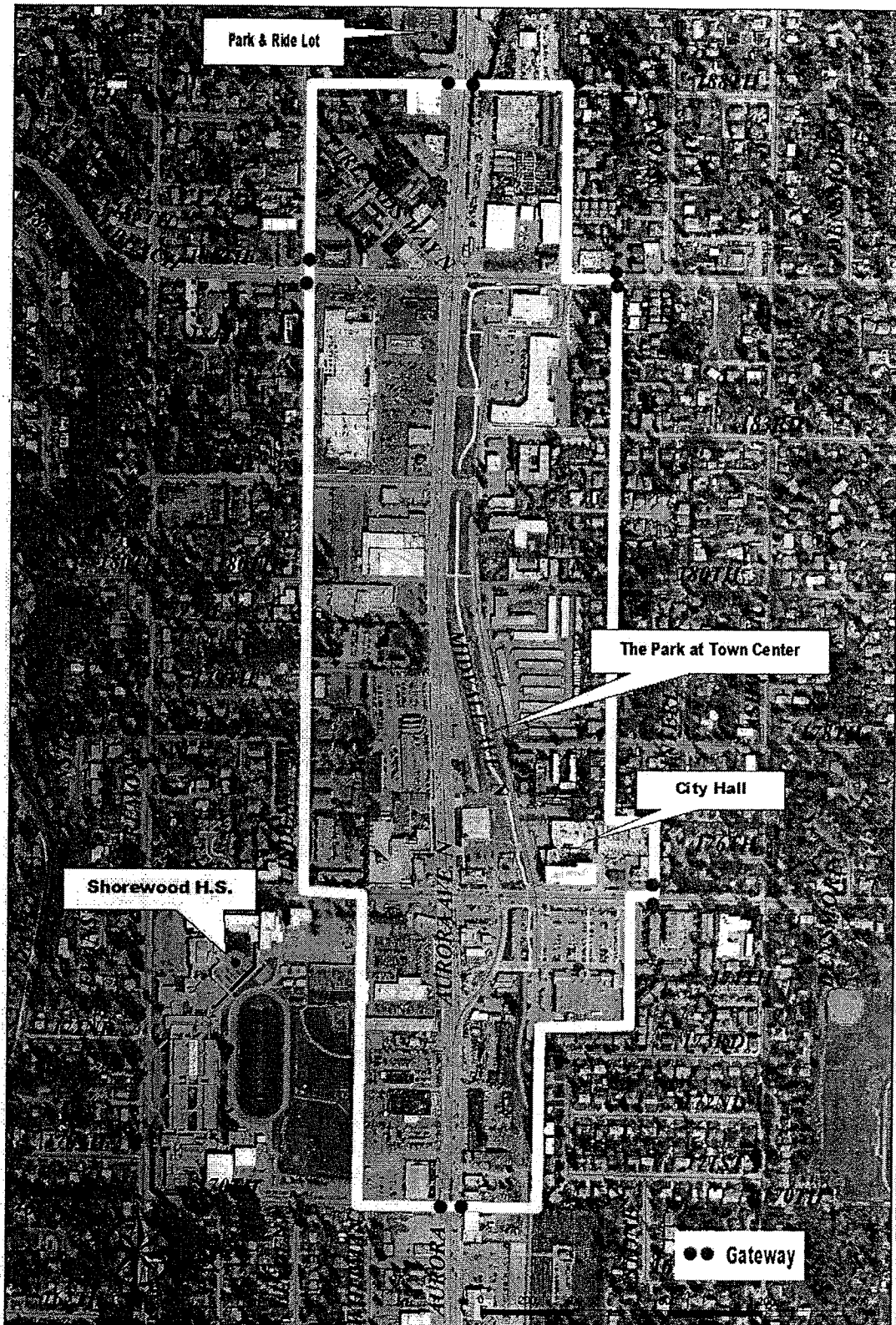


Fig. 2 Town Center boundaries and gateways

Several of the civic facilities typically found in traditional downtowns began to locate in and around the Town Center area in the 1960's. These include the Shorewood High School, the Shoreline Fire Department Headquarters, and the Ronald Sewer District Office and Yard. Commercial and apartment uses also began to locate in this area, including grocery, drug store and other retail stores and personal services. Some of these uses still co-exist with businesses serving a larger market area, such as auto dealerships.

The emergence of regional shopping malls at Alderwood and Northgate in the 1970's began to erode Shoreline's primary market for certain retail goods and services. With the City's incorporation in 1995, additional civic pieces of an emerging Town Center came into being. The Interurban Trail through Town Center was completed in 2005 and the new City Hall opened in 2009. In 2011, Aurora Avenue North through Town Center was rebuilt as a Boulevard, design work began on a new park at Town Center, and construction began on a new Shorewood High School with buildings located immediately adjacent to Town Center.

In 2009, the City adopted a city-wide Vision Statement which articulated the community's preferred future for the year 2030. The Vision integrated many of the policy objectives of the City's adopted strategies for Economic Development, Housing, and Environmental Sustainability. The Vision identifies Town Center as a focal point for much of the City's future growth accommodation, and many of the framework goals provide a broad outline for most of the content of the Town Center Subarea Plan.

Achieving the City's Vision and the objectives of the Town Center Subarea Plan will be influenced by regional market factors, individual investment decisions, and state and regional growth management policies. High capacity transit service will arrive in Shoreline on Aurora by 2013 in the form of bus rapid transit service, while regional light rail service is scheduled for 2023, linking the City to the broader region.

The growth management development strategy for the central Puget Sound region, Vision 2040, forecasts adding 1.7 million people and 1.4 million jobs with only a negligible increase in the size of the region's urban growth area. See Fig. 3. Combined with state climate change targets to reduce greenhouse gas emissions and vehicle miles traveled, there will be strong market and regional public policy pressures on close-in cities such as Shoreline to accommodate growth.

Shoreline's ability to accommodate these pressures while maintaining the community's reputation as one of America's best places to live, will be a major challenge. Implementation of a clearly articulated Town Center Subarea Plan will be one important strategy to help Shoreline meet that challenge.

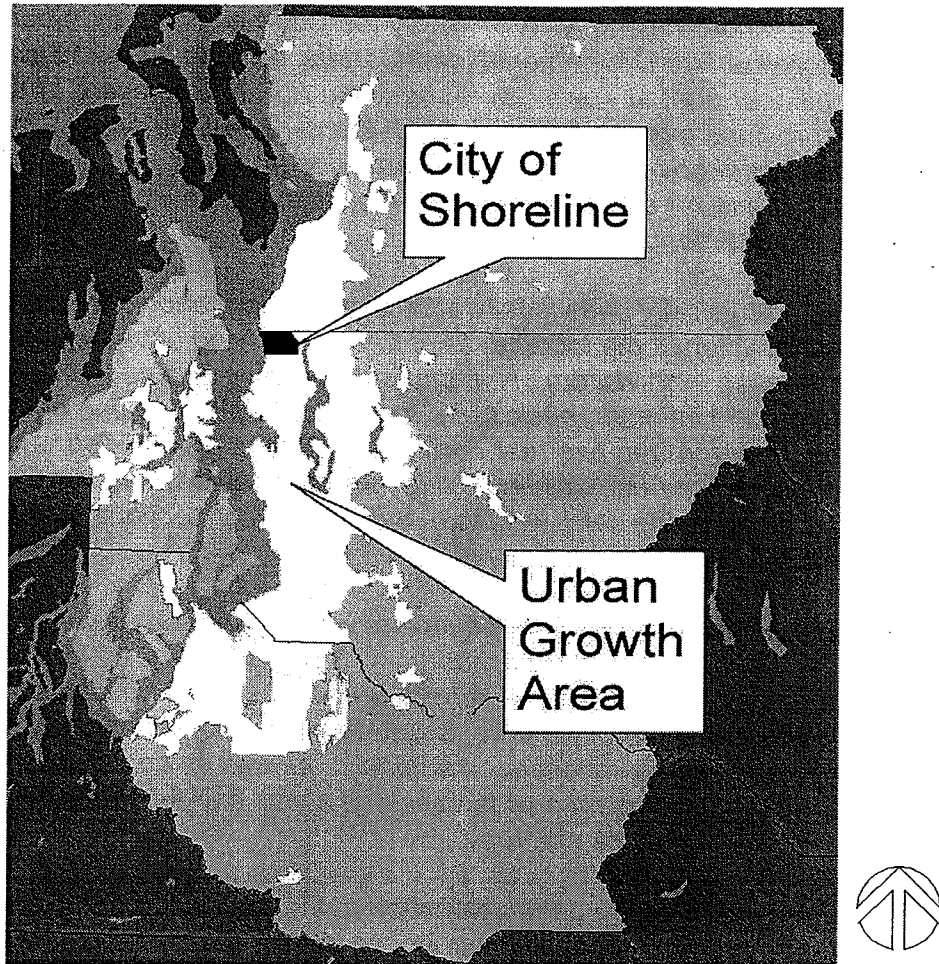


Fig. 3 Shoreline's place within the Vision 2040 Urban Growth Area

Town Center Vision Statement

Shoreline Town Center in 2030 is the vibrant cultural and civic heart of the City with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events. People of diverse cultures, ages, and incomes enjoy living, working, and interacting in this safe, healthy, and walkable urban place.

Once a crossroads on the Interurban electric railway that connected Seattle and Everett, Shoreline's Town Center has evolved into a signature part of the City. The Center stands out as a unique and inviting regional destination while gracefully fitting in with its surrounding landscape and neighborhoods. Connections to neighborhoods and the region are convenient and accessible through a system of paths, roads, and public transit. Citizens, business owners, and city officials are justifiably proud of the many years of effort to create a special and livable place that exemplifies the best of Shoreline past, present, and future.

Town Center is anchored along N. 175th St. by the City Hall complex, Shorewood High School, the Shoreline Fire Department Headquarters, and the Ronald Sewer Offices and Yard. The linear park at Town Center between Aurora Boulevard and Midvale Avenue North provides a green thread through the center of the area. City Hall serves not only as the seat of government, but also provides an active venue for many other civic functions. The north end of Town Center includes the revitalized historic five-point interchange at Firlands Way.

Town Center is a physically and visually attractive, inviting, and interesting place where form and function come together to promote a thriving environment for residents, businesses, and visitors. Notable features include a number of green open spaces both large and intimate, enclosed plazas, storefronts opening onto parks and wide sidewalks, underground and rear parking, numerous ground-floor and corner retail options within mixed-use buildings, and internal streets within large blocks with other pathways that provide safe, walkable and bikable connections throughout the Center area east, west, north, and south.

Building heights range from one to three stories within transition areas adjacent to single-family residential areas along Linden and Stone avenues, up to six stories in mixed-use buildings along sections of Aurora Boulevard, while buildings in the Midvale and Firlands areas are generally four to five-story mixed-use structures. Building materials, facades, designs, landscaped setbacks, as well as public art and green infrastructure features represent a wide variety of styles and functions while maintaining a harmonious look and feel.

The City of Shoreline has long been committed to the realization of the three E's of sustainability -- environmental quality, economic vitality and social equity -- and Town Center has successfully integrated these values to achieve sustainable development.

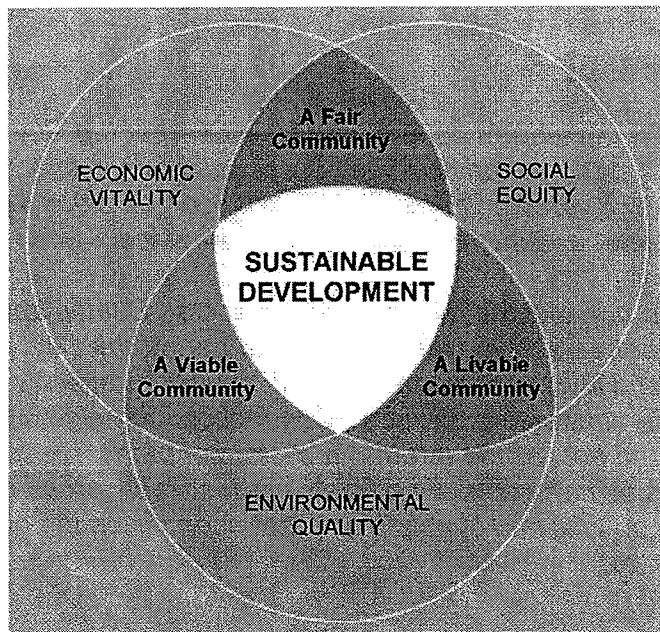


Fig. 4 Principles of Sustainable Development

Environmental Quality

While respecting elements of its historic character, Town Center has become a model of environmentally sound building and development practices. The buildings themselves are state-of-the-art energy efficient and sustainable structures with zero carbon impacts. Town Center's tree canopy and native vegetation are all part of a strategic system for capturing and treating stormwater on site and protecting and enhancing overall environmental quality. Major transit stops along the mature Aurora Boulevard provide quick and convenient connections to major centers elsewhere in the region. Civic spaces and parks have been designed for daily use and special events.

Economic Vitality

Town Center attracts a robust mix of office, service, and retail development. The boulevard boasts an exciting choice of shops, restaurants, entertainment, and nightlife. The Center is a model of green industry and economic sustainability that generates the financial resources to help support excellent city services, with the highest health and living standards. As a result, Town Center's success helps to make Shoreline one of the most fiscally sound and efficiently run cities on the West Coast.

Social Equity

Town Center offers a broad range of job opportunities and housing choices that attract a diversity of household types, ages, and incomes. Attention to design allows the public gathering places to be accessible to all. People feel safe here day and night. Festivals, exhibits, and performances attract people of all ages and cultural backgrounds.

Summary

Town Center is thoughtfully planned and built, yet all the choices feel organic and natural, as if each feature and building is meant to be here. Town Center is a place people want to be in Shoreline in 2030, and is positioned to continue to grow gracefully and sustainably for decades.

Town Center Goals

Goal TC-1 Create a Town Center that embodies the sustainability values of environmental quality, economic vitality, and social equity.

Goal TC-2 Create a Town Center that is complete, compact, and connected to its neighborhoods and the region.

Goal TC-3 Create a "sense of place" in Town Center that provides a focal point for Shoreline's civic life and community-wide identity and embraces its unique history.

Goal TC-4 Create an economically and culturally thriving Town Center through the coordinated efforts of the City, the School District, other public sector organizations, business organizations, community non-profits, and neighborhood associations.

Town Center Policies

Policy TC-1 Promote a blend of civic, commercial, and residential uses in Town Center.

Policy TC-2 Create a safe, attractive, and walkable Town Center that links mixed use, mid-rise buildings, a broad range of housing choices, major civic amenities, public gathering places, and bus rapid transit service.

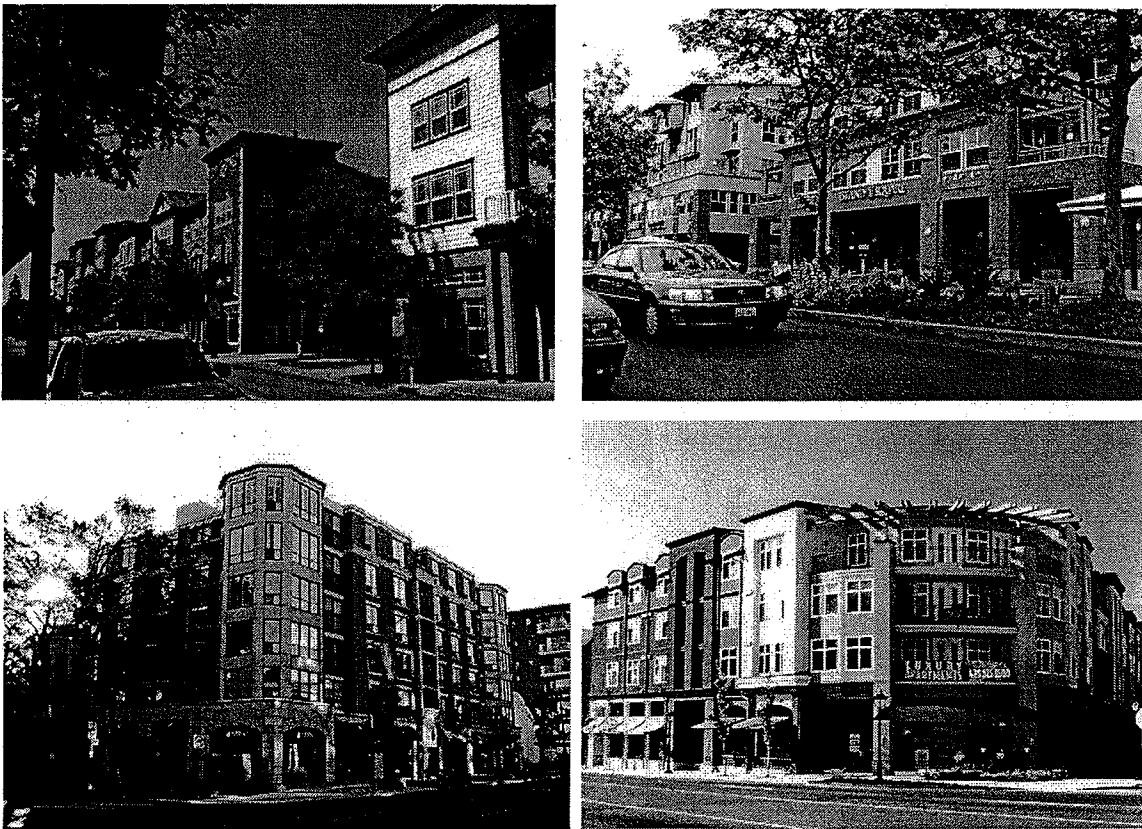


Fig. 5 Mid-rise, mixed use buildings provide pedestrian scale and access at the street level while accommodating housing and business opportunities above

Policy TC-3 Increase the variety of housing choices in Town Center and increase opportunities for moderate cost housing. Reduce new housing construction costs and incentivize affordable housing in Town Center.

Policy TC-4 Publicize innovative “green infrastructure” including City Hall, Shorewood High School, and Aurora boulevard as models for private projects in Town Center.

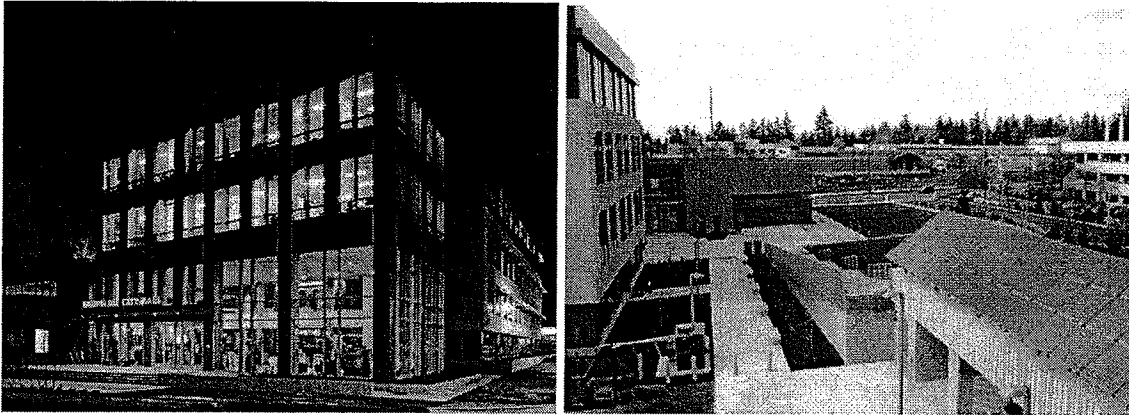


Fig. 6 The LEED GOLD City Hall

Policy TC-5 Encourage additional retail, service, grocery, and restaurant uses to serve both a broader regional market as well as people who live or work in Town Center, or within walking distance of Rapid Ride bus service that will provide walk-on access to Town Center from the entire length of Aurora by 2013.



Fig. 7 Aurora Improvements will accommodate Bus Rapid Transit service starting in 2013

Policy TC-6 Connect Town Center to other parts of Shoreline and the region by promoting multi-modal transportation choices including high capacity transit on Aurora, frequent local bus service, bicycle paths, and improved pedestrian walkways.

Policy TC-7 Leverage federal, state, and other investment sources, and market Town Center as a high value location for private investment and business starts.

Policy TC-8 Enhance the sustainability of adjacent residential neighborhoods through targeted investments in green street links to Town Center, and focused programs to enhance energy conservation and carbon neutrality.

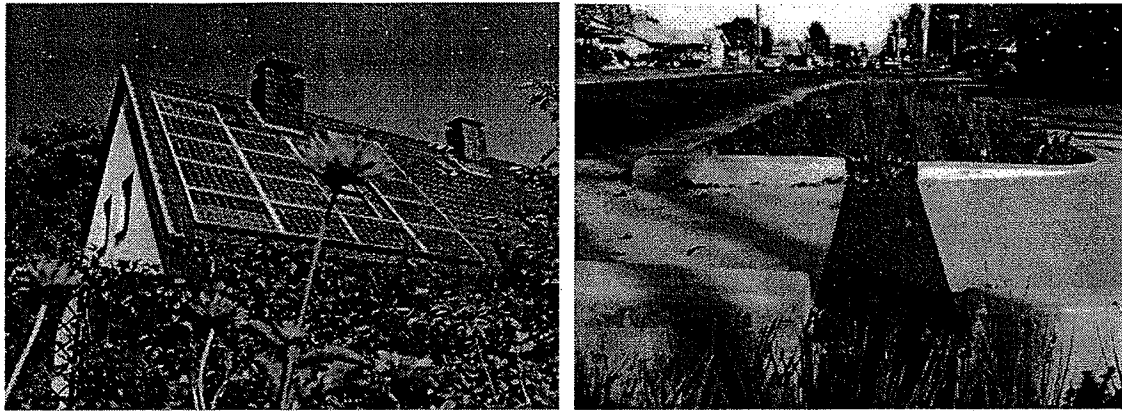


Fig. 8 *Examples of private investments in alternative energy and public investments in low impact drainage facilities in the right-of-way*

Policy TC-9 Create a seamless network of safe, convenient, and attractive walkway improvements within Town Center that also connects to all streets, the Interurban Trail, high capacity transit on Aurora, and adjacent neighborhoods.

Policy TC-10 Create safe and attractive pedestrian crossings of Aurora, walkways to better link uses within Town Center, and more direct and attractive walkways from adjacent neighborhoods.

Policy TC-11 Reduce the noise, visual, and safety impacts of traffic on Aurora Avenue as it passes through the Town Center.

Policy TC-12 Give clear visual indication of Town Center's boundaries with gateway treatments, such as signs and landscaping. (See Fig. 2 for location of gateways).

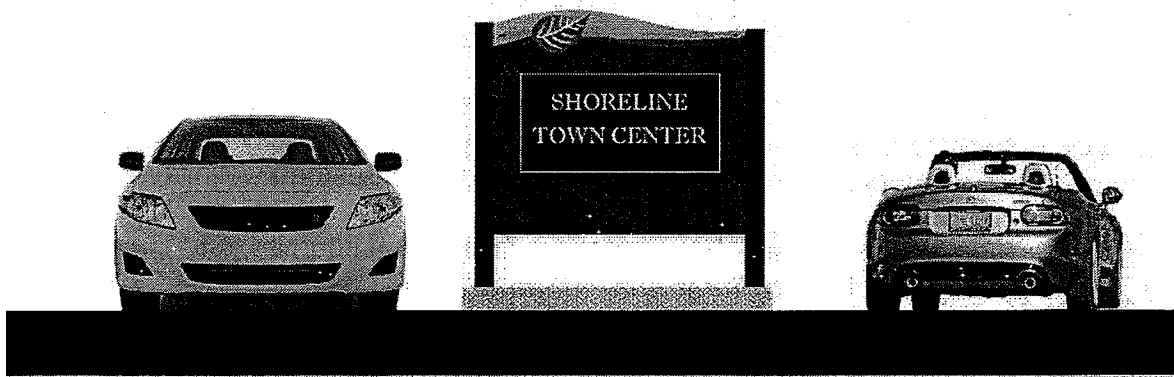
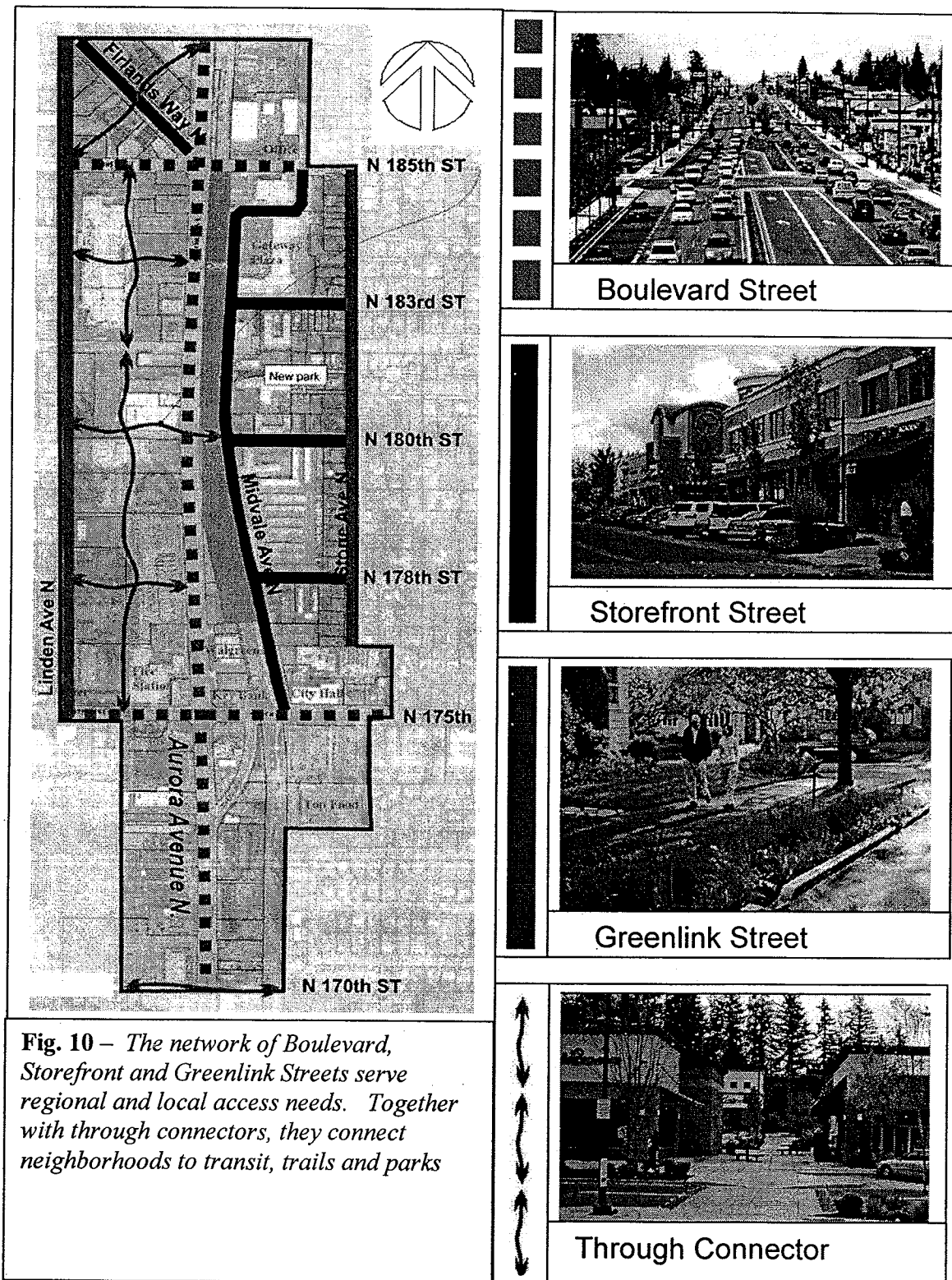


Fig. 9 *Example of a potential town center gateway sign*

Policy TC-13 Create a hierarchy of Boulevard, Storefront, and Greenlink streets to serve different mobility and access roles within Town Center.



Policy TC-14 Post public “wayfinding” signs to direct motorists and bicyclists to public destinations within and near Town Center.

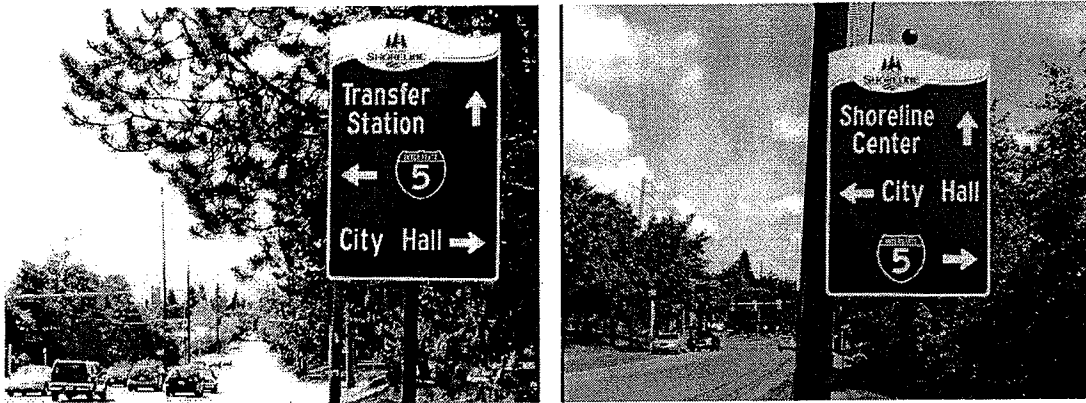


Fig. 11 Wayfinding signs can be located in medians, behind sidewalks, or on poles

Policy TC-15 Encourage the removal of the western leg of the intersection at N. 182th and Aurora if re-development of lands at N. 180th and Aurora enables the installation of a fully signalized mid-block intersection at that location.

Policy TC-16 Consider the creation of new rights-of-way, or the vacation of other rights-of-way in order to facilitate better vehicular and pedestrian circulation. Encourage parcel aggregation and more comprehensive site development designs in order to create a more pedestrian friendly environment, and promote mixed use development.

Policy TC-17 Protect adjacent residential areas from impacts generated by developments in Town Center. Create a medium density buffer between the commercial uses in Town Center and the single family neighborhoods east of Midvale that limit lighting, signage, and noise impacts. Orient commercial uses west of Aurora so that they have primary access and impacts oriented toward Aurora, rather than to the neighborhood west of Linden.

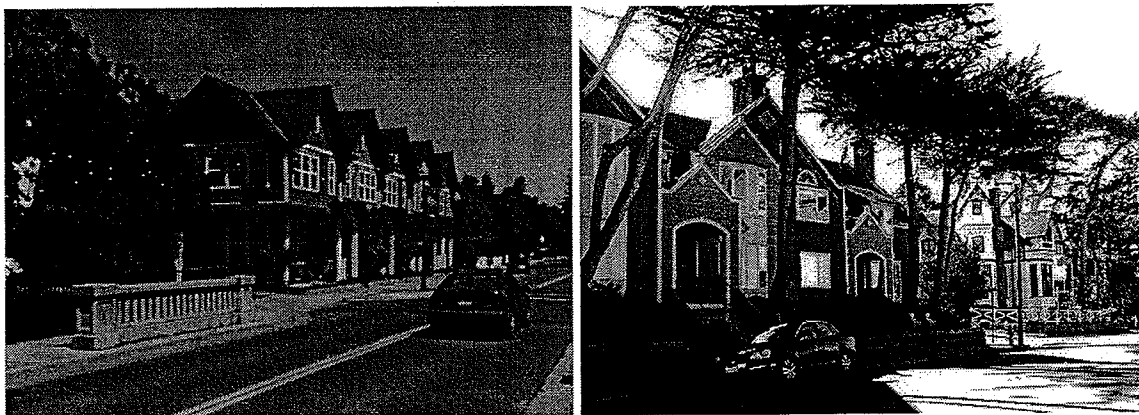


Fig. 12 Townhouses provide an effective buffer by backing onto commercial and facing onto residential

Policy TC-18 Reconfigure Midvale Avenue N. as a low speed, pedestrian-friendly lane to support mixed use development on the east side and public uses in the Town Center Park.

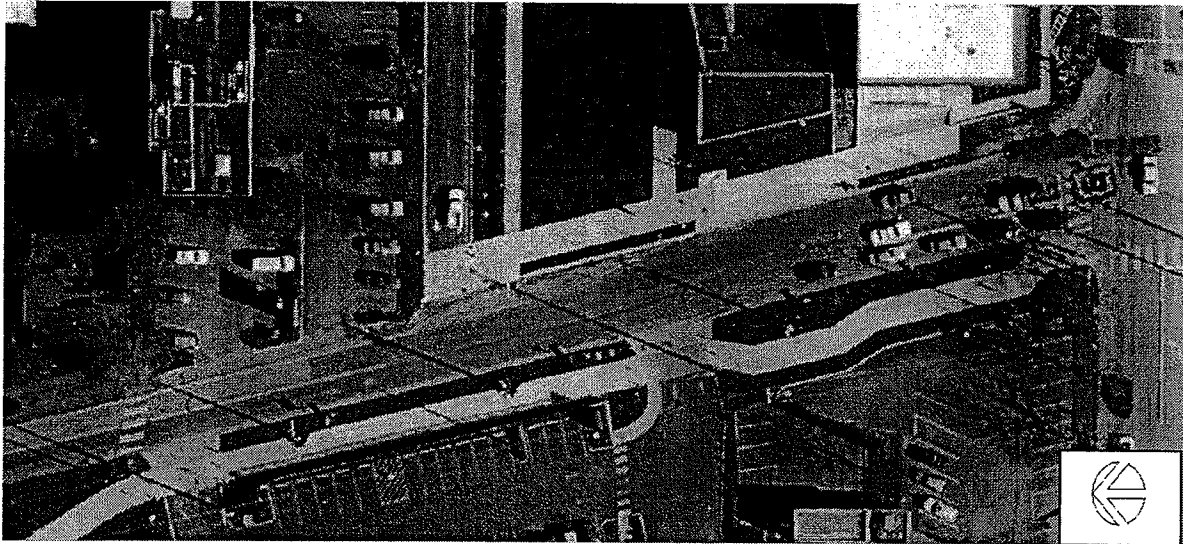


Fig. 13 Midvale Ave N., Interurban Trail and City Hall

Policy TC-19 Recognize the environmental and aesthetic value of existing stands of prominent trees, promote a green built environment by adopting the U.S. Green Building Code, and launch a recognition program for innovative private projects that exemplify the sustainability vision for Town Center.

Policy TC-20 Develop the park at Town Center as a memorable, green, open space and link it to the City Hall Civic Center. Program both of these spaces for celebrations, public gatherings, and informal “third places.”



Fig. 14 Farmers' markets and community events are several possible park uses

Policy TC-21 Celebrate the heritage of the community through preservation, education, and interpretation of artifacts and places in or near Town Center. Work

with the Shoreline Historical Museum to explore the possibilities for a “Town Center Heritage Walk” and programs to help activate the Park at Town Center.

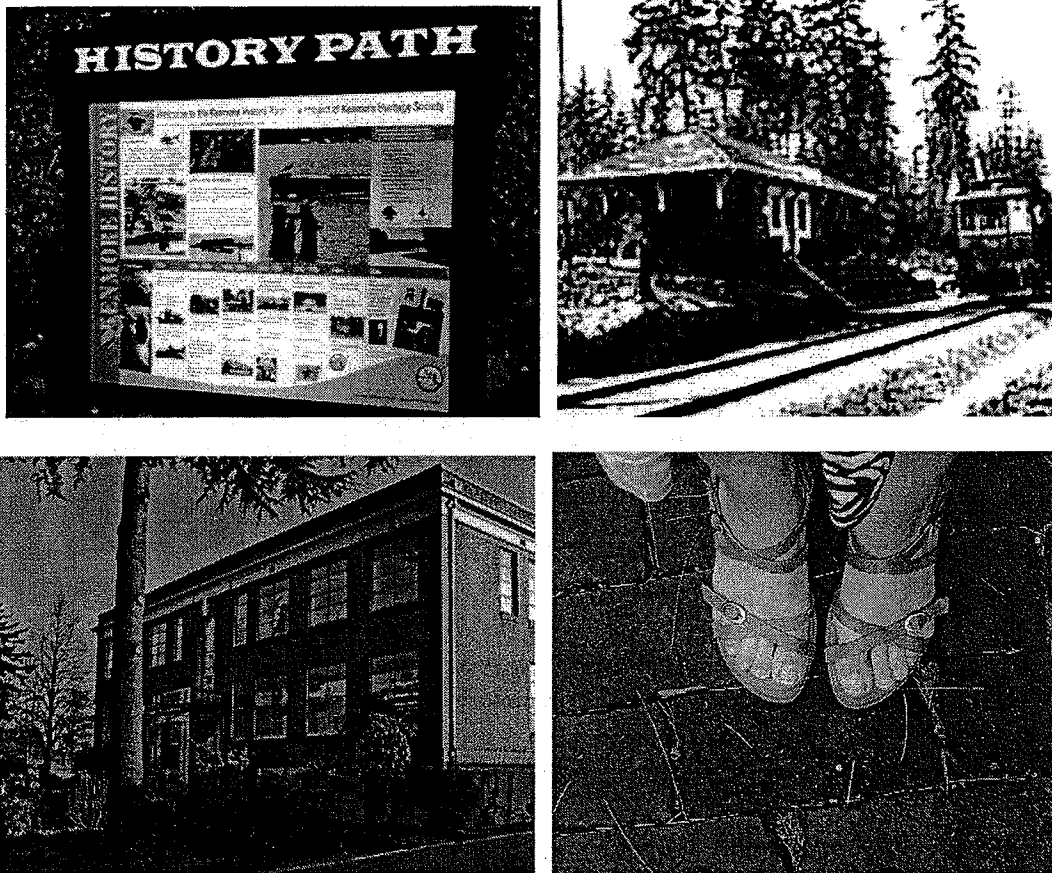


Fig. 15 Town Center history: the Interurban Railway, Ronald School House, and Red Brick Road

Policy TC -22 Call attention to the unique diagonal orientation of Firlands Way, as well as its history, with such place-making methods as interpretive signage, murals, street furniture and exposing the red bricks still beneath the road surface. Encourage a long-term vision for Firlands Way as a pedestrian oriented storefront street. Reclassify the street if necessary to allow the historic road to remain a central part of that vision.

Policy TC-23 Encourage structured parking for commercial, multifamily, and mixed use developments, and reduce parking requirements in recognition of the availability of transit, on-street parking, walkability, and housing types.

Policy TC-24 Where feasible, minimize surface parking lots, locate them in rear or side yards and screen them with landscaping, low walls or fences, arbors, and other treatments to soften visual impacts.

Policy TC-25 Abate the remaining billboards, or re-locate them out of the Town Center, and craft a form-based sign code that orients and sizes commercial signage based on the function and speed of streets and walkways served.

Policy TC-26 Create a form-based development code and streamlined permit process that consolidates environmental review and design review into a single expedited administrative permit review. Adopt illustrated and clear design standards with a menu of options and opportunities for design flexibility.

Policy TC-27 Adopt Town Center design standards and a design review process so that new projects respect existing architectural patterns (e.g., building forms, roof shapes, roof materials, fenestration, materials, etc.) that provide context and human scale.

Fig. 16 *A variety of existing roof shapes, materials, and colors in Town Center*



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Acronyms

ADT- Average Daily Trips
AQI- Air Quality Index
BRT- Bus Rapid Transit
CIP- Capital Improvement Program
DAHP- Washington State Department of Archaeology and Historic Preservation
DEIS- Draft Environmental Impact Statement
DNS- Determination of Non-Significance
DOE- Washington State Department of Ecology
DS- Determination of Significance
DSEIS- Draft Supplemental Environmental Impact Statement
EIS- Environmental Impact Statement
EPA- United States Environmental Protection Agency
FAR- Floor Area Ratio
FEIS- Final Environmental Impact Statement
GIS- Geographic Information System
GMA- Growth Management Act
KCHPP- King County Historic Preservation Program
LOS- Level of Service
MUZ- Mixed Use Zone
NAAQS- National Ambient Air Quality Standards
NPDES- National Pollutant Discharge and Elimination System
NRPA- National Recreation and Parks Association
PM- Particulate Matter
PROS Plan- Parks, Recreation, and Open Space Plan
PSCAA- Puget Sound Clean Air Agency
PSE- Puget Sound Energy
PSRC- Puget Sound Regional Council
RCW- Revised Code of Washington
ROW- Right-of-way
SCL- Seattle City Light
SEIS- Supplemental Environmental Impact Statement
SEPA- State Environmental Policy Act
SMC- Shoreline Municipal Code
SPU- Seattle Public Utilities
SWMP- Stormwater Management Program
TAZ- Traffic Analysis Zone
TC- Town Center
TDM- Transportation Demand Management
TMP- Transportation Master Plan
V/C Ratio- Volume to Capacity Ratio
WAC- Washington Administrative Code
WSDOT- Washington State Department of Transportation

May 10, 2011

Subject: City of Shoreline Town Center Subarea Plan, Town Center Code, and Planned Action Ordinance
Draft Supplemental Environmental Impact Statement

Dear Reader:

The City of Shoreline invites you to comment on the City of Shoreline Town Center Subarea Plan and Planned Action Ordinance Draft Supplemental Environmental Impact Statement (Draft SEIS). The Draft SEIS analyzes the environmental impacts of future land use, transportation, and other features in the Town Center Subarea.

Two alternatives are analyzed in the Draft EIS: the Proposed Alternative includes adoption of a Town Center Subarea Plan and associate development regulations (Town Center Code) and the Planned Action Ordinance; and the No Action Alternative, which is a continuation of the City's current Comprehensive Plan and development regulations applicable to the study area without amendment.

The Proposed Alternative would implement development, design, and street standards that have been developed in hopes of establishing a livable and walkable district. Concepts include a primarily form-based code; design review; neighborhood protection measures for adjacent single family neighborhoods; and new street frontage standards to increase pedestrian activity and public gathering and improve pedestrian safety.

The Proposed Alternative also includes adoption of a Planned Action Ordinance. If adopted pursuant to WAC 197-11-164, the Planned Action Ordinance would indicate that the EIS adequately addresses significant impacts of the Proposal, and that future projects consistent with the analyzed projects and parameters of the Planned Action Ordinance (1,200 residential units, 200,000 square feet of office space, and 200,000 square feet of commercial space) would not require future SEPA threshold determinations.

The evaluation of a No Action Alternative is required by SEPA. This alternative assumes that the Town Center Subarea Plan would not be adopted into the Comprehensive Plan, and would not be implemented with new development regulations.

This Draft SEIS identifies specific environmental impacts and ways to mitigate impacts in advance of development. The followed areas are addressed in the Draft SEIS: Land Use and Aesthetics, Air Quality, Parks and Recreation, Cultural and Historic Resources, Utilities, and Transportation.

Agencies, affected tribes, and members of the public are invited to comment on the Draft SEIS. The City of Shoreline will accept written comments from issuance on May 10, 2011 until 5:00 pm on June 9, 2011. Written or emailed comments may be provided to the Responsible Official as follows:

Responsible Official: David Levitan, AICP

Position/Title: Associate Planner

Phone: (206) 801-2554

Email: dlevitan@shorelinewa.gov

Address: 17500 Midvale Avenue North, Shoreline, WA 98133

Should you require additional information on the Proposal, please contact Paul Cohen, Project Manager at (206) 801-2551 or pcohen@shorelinewa.gov.

Fact Sheet

Project Title

City of Shoreline Town Center Subarea Plan, Development Regulations, and Planned Action Ordinance

Proposed Action

The proposed action would involve the following:

- Adoption of the Town Center Subarea Plan, which would be incorporated into the City of Shoreline Comprehensive Plan;
- Adoption of the Town Center Code development regulations, which would be incorporated as Chapter 20.92 of the City of Shoreline Municipal Code; and
- Adoption of an ordinance designating the Town Center Subarea as a Planned Action for the purpose of State Environmental Policy Act (SEPA) compliance, pursuant to the Revised Code of Washington (RCW) 43.21C.031(2)(a) and Washington Administrative Code (WAC) 197-11-164.

The Subarea Plan includes a vision statement for the Town Center subarea, as well as a list of goals and policies to help achieve that vision. The Town Center Code includes an urban design concept plan (detailing street type designations and through connections), zoning map for the four Town Center Zone districts, and a variety of development, design, safety, and neighborhood protection standards. These standards include permitted uses in each zone, minimum and maximum building heights, streetscapes, parking, landscaping, internal connections, stormwater, green streets, pedestrian and bicycle amenities, traffic calming, and public spaces.

Based on City growth targets and projections, the City anticipates the Proposed Action could result in the following level of development in the subarea:

- 1,200 new residential units
- 200,000 sf of new office space
- 200,000 sf of new retail space

This Environmental Impact Study (EIS) also includes a general discussion of the three alternatives that have been developed for the proposed Park at Town Center. The Park at Town Center is envisioned as a passive recreational and gathering space along either side of the Interurban Trail (between Aurora Avenue North and Midvale Ave North), running from North 178th Street to North 185th Street. Following a final public workshop in June 2011, a preferred alternative will be selected and presented to the City Council in July or August 2011, and will be require Council adoption of a separate ordinance and Parks Master Plan. Because the preferred alternative has yet to be selected for the Park at Town Center, the City of Shoreline will be preparing a project-specific SEPA Checklist for the Park at Town Center.

No Action Alternative

The No Action Alternative assumes that the Town Center area would develop according to the existing Comprehensive land use designations and development regulations. As the Park at Town Center is a separate project, it is anticipated that it would still move forward under the No Action Alternative.

Supplemental EIS

This Supplemental Environmental Impact Statement (SEIS) expands on the analysis of the 1998 Comprehensive Plan EIS, 2004 Comprehensive Plan Update SEPA Checklist and DNS, the 2009 Regional Business (RB) Zone SEPA Checklist and DNS, and the 2007 Aurora Corridor Second and Third Mile SEPA Checklist and DNS, with more specific analysis of the Town Center Subarea Planned Action area. Copies of the aforementioned documents are available for review at the City of Shoreline, and were used to scope this EIS. Alternative C/D of the 1998 Comp Plan EIS proposed to accommodate expected future growth along major arterials and transit routes, primarily along Aurora Avenue North, and within the Town Center Subarea.

Development of this SEIS is subject to the procedures outlined in WAC 197-11-620, in addition to the procedures for Planned Actions outlined in WAC 197-11-164.

Location

The Town Center Subarea Plan area is located approximately 10 miles north of downtown Seattle, and is comprised of 79 acres of land on both sides of State Route 99 (Aurora Avenue North) in Shoreline, WA. The area's southern boundary is North 170th Street, and the northern boundary is North 188th Street. The western boundary is Linden Avenue North (north of 175th Street) and properties fronting on Aurora Avenue N (south of North 175th Street), and the eastern boundary is primarily Stone Avenue North, except for the areas north of North 185th Street and south of North 173rd Street, where the eastern boundary is the Seattle City Light (SCL) utility corridor.

Proponent

City of Shoreline

Lead Agency

City of Shoreline

Contact Person and Responsible Official

David Levitan, AICP
Associate Planner
17500 Midvale Ave N
Shoreline, WA 98133

Required Approvals

The Proposed Action would require the City of Shoreline City Council to take the following actions:

- Adoption of the Town Center Subarea Plan;
- Adoption of the Town Center Code; and
- Adoption of a Planned Action Ordinance

In addition, the City Council would adopt a separate ordinance approving the Park at Town Center Park Master Plan.

Date of Draft SEIS Issuance

May 10, 2011

Date Comments Due

June 9, 2011, 5:00 pm

Public Comment

Written comments can be mailed, faxed, or emailed to the responsible official as follows:

David Levitan, AICP, Associate Planner

Planning and Development Services

City of Shoreline

17500 Midvale Ave North

Shoreline, WA 98133

dlevitan@shorelinewa.gov

Fax: 206-546-8761

Date of Implementation

Approval is anticipated by August 2011

Availability/Purchase of the Draft SEIS

The document is available free of charge on the City of Shoreline's Town Center Subarea Plan website:
<http://www.shorelinewa.gov/index.aspx?page=180>.

Copies of the Draft SEIS are also available on CD for \$2.00.

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Chapter 1: Summary

1.1 Introduction

This chapter provides a brief summary of information contained in this Planned Action Draft Supplemental Environmental Impact Statement (SEIS). It provides an overview of the alternatives (Proposed Action and No Action), significant impacts, mitigation measures, and unavoidable adverse impacts that could result from the proposed action. This summary is intended to be brief and selective; the reader should consult individual sections of the SEIS for detailed information concerning environmental impacts and mitigation measures of the alternatives.

1.2 Planned Action Ordinance

1.2.1 Definition of a Planned Action

The City of Shoreline proposes to designate the Town Center Subarea Plan and Code as a “Planned Action”, pursuant to the State Environmental Policy Act (SEPA) and as defined under WAC 197-11-164 (under RCW 43.21C.031). The Planned Action process allows agencies to complete comprehensive environmental analysis for certain planned areas, such as subarea plans, during the plan-making process, and eliminates the need for site-specific environmental review for future projects at the time of permit application so long as they fall within the Planned Action boundaries and development parameters.

By law, planned actions must:

- be designated by ordinance;
- be located within an Urban Growth Area;
- be consistent with and implement a comprehensive plan or subarea plan;
- not be an essential public facility; and
- have had all potential significant environmental impacts adequately addressed.

The Planned Action analyzed in this SEIS meets all of these criteria. As such, the environmental review and mitigation measures included in this document cover all future projects that fall within the parameters of the Planned Action, as defined and adopted in the Planned Action Ordinance (see Section 1.2.2).

1.2.2 Adoption of the Planned Action Ordinance and Planned Action EIS

According to WAC 197-11-168, the ordinance adopting the planned action shall:

- Describe the types of projects the Planned Action applies to;
- Specifically find that the environmental impacts of the planned action proposal have been identified and adequately addressed in this SEIS; and
- Identify any specific mitigation measures that must be included for the proposal to qualify as a planned action.

As mentioned in the Fact Sheet, this SEIS evaluates the potential environmental impacts that could result from future development projects that are:

- 1) located within the Town Center subarea boundaries;
- 2) consistent with the Town Center Subarea Plan and Town Center Code development regulations; and
- 3) fall within the following development thresholds:
 - a) 1,200 net new residential units
 - b) 200,000 square feet (sf) of net new office space
 - c) 200,000 square sf of net new retail space

When a future development project within the Town Center Subarea is proposed, the City must verify that the proposal is the type of project contemplated in the planned action ordinance, and that the probable adverse environmental impacts of the planned action project have been adequately addressed in this SEIS. If the proposal meets this test, no SEPA threshold determination or further environmental review would be required at the project level. The City may, however, require additional environmental review and mitigation if significant adverse environmental impacts were not adequately addressed in the planned action EIS, or if the proposal does not qualify as a planned action. Should future development in the subarea exceed the development thresholds referenced above, or have potential environmental impacts that the City determines have not been addressed in this document, the City of Shoreline would have the opportunity to complete additional SEPA environmental review, and revise this SEIS and the Planned Action Ordinance.

1.3 Proposed Action and Alternatives

1.3.1 Location

The Town Center Subarea Plan area is located approximately 10 miles north of downtown Seattle, and is comprised of 79 acres of land on both sides of State Route 99 (Aurora Avenue North) in Shoreline, WA. The area's southern boundary is North 170th Street, and the northern boundary is North 188th Street. The western boundary is Linden Avenue North (north of 175th Street) and properties fronting on Aurora Avenue N (south of North 175th Street), and the eastern boundary is generally Stone Avenue North, except for the areas north of North 185th Street and south of North 173rd Street, where the eastern boundary is the Seattle City Light (SCL) utility corridor. See Figure 1-1 for specific boundaries.

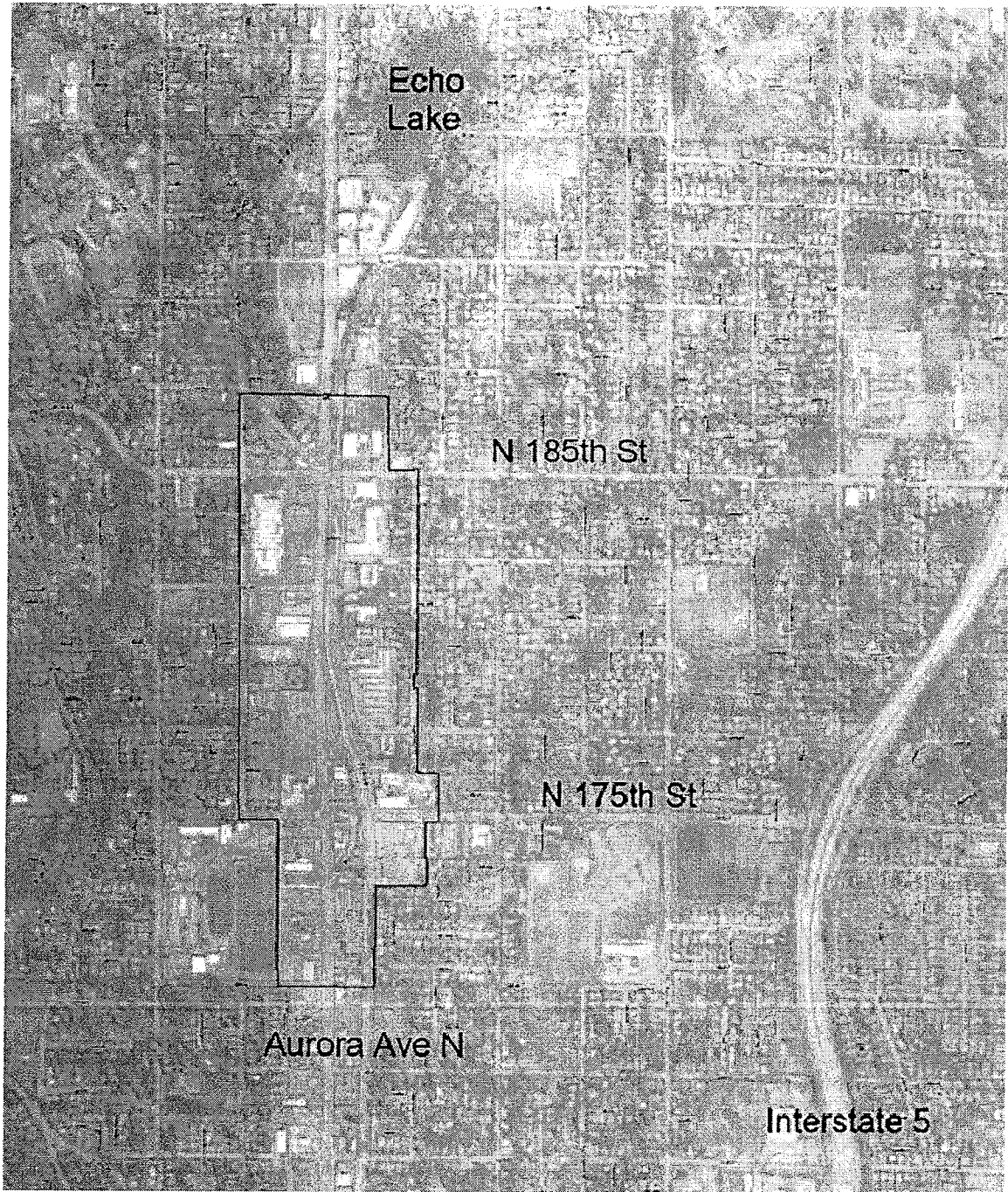


Figure 1-1: Town Center Boundaries

1.3.2 Proposed Action

As detailed in the Fact Sheet, the proposed action consists of three major elements:

- 1) Adoption of the Town Center Subarea Plan, which would be incorporated into the City of Shoreline Comprehensive Plan.
- 2) Adoption of the Town Center Code development regulations, which would be incorporated as Chapter 20.92 of the City of Shoreline Municipal Code. Development standards that are not addressed in Chapter 20.92 would be supplemented by the development standards in Title 20 of the Shoreline Municipal Code (SMC). In the event of a conflict between standards, the standards of Chapter 20.92 would prevail.
- 3) Adoption of an ordinance designating the Town Center Subarea as a Planned Action for the purpose of SEPA compliance, pursuant to the Revised Code of Washington (RCW) 43.21C.031(2)(a) and Washington Administrative Code (WAC) 197-11-164.

Based on City growth targets and projections over the next twenty years (5,000 new housing units and 5,000 new jobs), the City anticipates the Proposed Action could result in the following level of development in the subarea:

- 1,200 net new residential units
- 200,000 sf of net new office space
- 200,000 sf of net new retail space

Environmental analysis in this SEIS is limited to these development parameters. Should future projects in the subarea exceed these levels, additional environmental analysis would be needed, either for the individual project or as an addendum or supplement to this EIS.

Town Center Subarea Plan

The Town Center Subarea Plan envisions the Town Center in 2030 as “the vibrant cultural and civic heart of the City with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events”, which “stands out as a unique and inviting regional destination while gracefully fitting in within its surrounding landscape and neighborhoods”. The plan envisions green open spaces, enclosed plazas, internal streets and pathways that break up large blocks and make them more walkable, underground and rear parking, storefronts opening onto parks, plazas, and wide sidewalks, and mixed use buildings with ground-floor and corner retail.

The Town Center’s focus on walkability and gateway treatments are intended to create a “sense of place” that distinguishes it from other auto-oriented regions in the City and region. Building heights would be expected to range from one to three stories within transition areas adjacent to single-family residential areas along Linden and Stone Avenues N, to four-six story mixed-use structures along Midvale Avenue N and Firlands Way N, and up to six stories along sections of Aurora Avenue N.

How to fully achieve this vision is spelled out in a list of 4 goals and 26 policies that are included in the Town Center Subarea Plan, and are discussed in further detail in Section 2.3.

Town Center Code

The Town Center Code has been developed based on the goals and policies included in the Town Center Subarea Plan, with the hopes of developing the “vibrant cultural and civic heart of the City” described above. Further discussion of the Town Center Code is included in Section 2.3. However, some of the major components of the Code include:

- Four distinct zoning districts, with a transition overlay for areas adjacent to single family residential to provide suitable transitions between more and less intense uses;
- An increased emphasis on building form, rather than building use. Building height and setback requirements remain, but residential density requirements (dwelling units per acre) no longer exist;
- No minimum building size;
- A maximum beginning height of 35 feet (stepping up to 70 feet), landscape buffers, and limited vehicular access in residential transition overlays;
- Expanded public space, landscaping, lighting, and street frontage requirements;
- Greater unobstructed sidewalk requirements, including 10 feet for storefront streets, eight feet for green link streets, and seven feet for boulevard streets, all with additional five foot amenity zones;
- Requirements for street parking and bulbouts on both sides of storefront and green link streets, for projects located near block ends or pedestrian crossings;
- Sitting walls or benches for storefront streets, to encourage public gathering;
- Limitations on surface parking along street frontages, and the potential for parking reduction through established criteria;
- High visibility corners, with specific development and design standards;
- Lot Through-connection and walkway requirements, to encourage connections to nearby properties, streets, trails, and transit, and between single family neighborhoods and Town Center;
- Building façade, modulation, and articulation design requirements;
- Sign standards that are more appropriate for pedestrian-oriented streets;
- Restoration of the brick road that is currently underneath Firlands Way, if feasible. If not, design a street that slows traffic and improves the pedestrian experience; and
- Design Review to apply design standards to new projects.

While the Plan and Code have goals, policies, and standards for roadway improvements to Midvale Ave N, Firlands Way N, the potential vacation of N. 182nd Street, and the extension of N. 180th Street, the Planned Action does not identify any specific timetable or funding mechanism to achieve these improvements. The cross-sections discussed are currently being incorporated into the City of Shoreline’s Transportation Master Plan (TMP) Update, which is anticipated to be completed in late 2011. The TMP, as well as the City’s Capital Improvement Program (CIP), will help prioritize future projects, and will be influenced by the size and scope of redevelopment projects in the subarea.

The Park at Town Center

Consistent with Policy TC-19 of the Town Center Subarea Plan, the City of Shoreline is currently working with the public to develop a new linear, passive recreational and gathering space on either side of the Interurban Trail, known as the Park at Town Center, between approximately N 178th Street and N 185th Street. Based on public input, three park alternatives have been developed. While this EIS document discusses some of the common themes and characteristics within the Recreation Section, it notes that a project-specific SEPA Checklist will be required once an alternative has been selected. Should an alternative be selected and adopted prior to adoption of the Subarea Plan, the City shall update the Final EIS (FEIS) document to identify the preferred alternative. The Park will also require adoption of a separate ordinance and Park Master Plan.

1.3.3 No Action Alternative

Major features of the No Action Alternative are summarized below:

Land Use: The No Action Alternative would retain the existing Comprehensive Plan and zoning designations for the study area. There are currently a variety of zoning designations in the study area, including Mixed Use Zone (MUZ), Industrial, Community Business, and residential zones that range in density from 6 to 48 units per acre (R-6 to R-48). Maximum building heights range from 30 feet (35 feet with a pitched roof) in the single family residential zones, to 65 feet in the Mixed Use Zone (when incentives such as green building practices, affordable housing, and mixed-use projects are met). There is a minimum building height of 35 feet in the MUZ zone.

Transportation and Streetscape: As mentioned, the Transportation Master Plan for the City of Shoreline is currently being updated. As part of that plan, the City is developing cross-sections for the streets within the subarea. These cross-sections are expected to be the same for both the Proposed and No Action Alternatives as far as number of travel lanes, widths, and bicycle lanes. As such, the look of the streets from “curb to curb” would be expected to be the same in both alternatives. However, the proposed improvements and standards beyond the curbs, such as bulbouts, street parking, and requirements for wider sidewalks and public plazas, would not be part of the No Action Alternative. In addition, streetscape improvements in the study area may be identified as a lower priority under the No Action Alternative, as the Town Center Subarea Plan identifies the City Council’s commitment to creating a compact, walkable neighborhood where one currently does not exist.

The Park at Town Center: It is anticipated that the Park at Town Center would develop in a similar manner under the No Action Alternative. The Proposed Action does, however, include more detailed standards and analysis of how to connect the park to the surrounding Town Center area.

1.4 Prior Planning and Environmental Review

The City of Shoreline adopted a Comprehensive Plan complying with the Growth Management Act (GMA) in 1998. The Comprehensive Plan is intended to guide growth and development within the City for a twenty year period. As required by the GMA, the Comprehensive Plan is the guiding document for growth and development in the City of Shoreline, and must include the following elements: land use, housing, transportation, capital facilities, and utilities.

The City of Shoreline issued a Draft EIS (DEIS) for the 1998 Comprehensive Plan in November 1997, and adopted the FEIS in November 1998. The EIS identified and documented potential significant adverse environmental impacts and mitigation measures associated with a number of plan alternatives. The supplemental analysis in the Town Center Draft SEIS is based largely on Alternative C/D of the November 1997 Comprehensive Plan DEIS, which was one of three alternatives analyzed. Alternative C/D assumed that most growth in the City of Shoreline would be focused in selected "activity centers" within the City, with the primary area being along the central portion of the Aurora Corridor. The portion of Aurora Ave N between N 175th St and N 185th St is described as a central business area that "could be redeveloped with a wide variety of commercial uses and intensive residential uses", with higher density housing encouraged one block off Aurora Avenue on both sides (Linden and Midvale Avenues N) between N 175th St and N 185th St.

In 2001, the City completed the Central Shoreline Subarea Plan Report, which included 5 year and 25 year visions for the Aurora Corridor and included a first draft of potential development standards. This plan included a number of similar goals and policies to the Proposed Action, but was never adopted by the City Council.

In June 2005, the City of Shoreline adopted its state-mandated update to the Comprehensive Plan. As part of the process, the City completed a SEPA Environmental Checklist, and issued a Threshold Determination of Non-Significance (DNS). The City is beginning work on its next Comprehensive plan Update, which is anticipated to be adopted by the City Council by the end of 2012. An EIS will be prepared as part of the 2012 update.

In addition to the 1998 Comprehensive Plan EIS, the Town Center Subarea SEPA Checklist relied heavily on the SEPA Checklist and Technical Discipline Reports prepared for the Aurora Corridor Improvement Project, N 165th Street-N 205th Street, which was prepared in November 2007 and resulted in the issuance of a DNS on November 21, 2007. The study area for the Aurora Corridor project largely overlapped with the boundaries of Town Center. While focused primarily on the potential environmental impacts that could result from the redevelopment of the Aurora Avenue Corridor, these documents were used to scope this proposal's EIS, and ultimately helped focus the discussion to issues related to land use, aesthetics, transportation, utilities, historic resources, recreation, and air quality.

In 2007, the City Council developed the following policies to establish the framework for development of the land use, capital facility and programmatic aspects of the Town Center Subarea Plan.

- FW-1: Articulate a community vision for the town center as an early step in the development of detailed provisions for the subarea.
- FW-2: Establish a study area boundary to provide context for evaluating the opportunities and potential impacts from future development of commercial and mixed uses along Aurora Ave. N.
- FW-3: Engage Shoreline residents and businesses in detailed design processes for a) a park site on both sides of the Interurban Trail and b) Midvale Ave N.
- FW-4: Design roadway, transit and pedestrian facilities consistent with the City's preferred "Flexible alternative" for Aurora Avenue between N. 165th St. and N. 205th St.
- FW-5: Prepare a program of civic directional or 'way finding ' signage and evaluate refinements to city sign regulations to reflect the emerging function and visual character of Aurora Avenue.

1.5 Supplemental EIS

As noted, this Supplemental EIS focuses on potential impacts associated with development envisioned in, and consistent with, the Town Center Subarea Plan and Development Code. It supplements the analysis of the 1998 Comprehensive Plan EIS and 2005 Comprehensive Plan Update DNS with more specific analysis of the Town Center. Environmental analysis from the 2007 Aurora Corridor Improvement Project, N 165th Street-N 205th Street SEPA Checklist and DNS and the 2009 Regional Business SEPA Checklist and DNS were also used to help scope the topics with potential environmental impacts in this document, as the Town Center Subarea largely overlaps with the Aurora Corridor Project and the former RB zoning along Aurora Avenue N.

The 1998 Comprehensive Plan EIS evaluated a number of alternatives for the long range vision of the City, with the eventual adopted alternative (Alternative H) being developed from a combination of elements from a number of different alternatives. As part of the evaluation of alternatives, the City looked at one alternative (Alternative C/D) that sought to accommodate expected future growth along major arterials and transit routes, primarily along Aurora Avenue North, and within the Town Center Subarea.

1.6 Summary of Potential Impacts and Mitigation Measures

Land Use and Aesthetics

Impacts Common to Both Alternatives

Future commercial and residential redevelopment under either alternative is anticipated to result in slightly taller and denser developments than what currently exist in the Subarea. Although the mass and scale of the discussed redevelopment is already permitted by the current zoning (No Action Alternative) and would be consistent with the proposed Town Center zoning (Proposed Action), redevelopment could result in a change in land use and visual character in the subarea, as compared to the primarily one and two-story strip retail uses in the region. Adjacent single family neighborhoods have expressed concern regarding the potential impacts that could result from increased development in the Town Center Subarea.

Mitigation Measures Incorporated into the Proposed Action

As detailed in Sections 2.3 and 3.1, the Town Center Code was developed to create a visually appealing, mixed-use center neighborhood within the City of Shoreline, while at the same time protecting adjacent single family residential neighborhoods from any potential impacts that could result from redevelopment in the area. The Town Center Subarea Plan and Development Code include a number of standards and provisions regarding mass, scale, setbacks, site access, and landscaping that were developed to help protect and respect adjacent neighborhoods, and would require administrative design review and traffic studies for most projects. The emphasis on services, public spaces, and walkability will make Town Center accessible for the surrounding single family neighborhoods to use as amenities. In addition, the City held numerous public meetings and workshops over several years to gather input and hear concerns from nearby businesses and residents. As such, adoption of the Town Center Code and Subarea Plan would mitigate any potential adverse impacts related to land use and aesthetics.

Mitigation Measures Incorporated into No Action Alternative

Although not as detailed or comprehensive as those included in the Proposed Action, Section 20.50 of the Shoreline Municipal Code provides a number of development and design standards, most notably for the MUZ zone, that were developed to create transitions between the envisioned higher density residential and commercial uses within the Town Center and the adjacent single family neighborhoods. Administrative design review is already required for projects within the MUZ. However, it does not presently include the detailed design standards contained in the proposed Town Center Code. Both the existing zoning and proposed Town Center Code require setbacks for large buildings adjacent to residential zones. Although to a lesser degree as the Proposed Action, the current code should mitigate any potential adverse impacts.

Historic Resources

Impacts Common to Both Alternatives

There are two properties within the Town Center Subarea that have been determined to have historic significance: the Auto Cabins at 17203 Aurora Avenue N, and the North Trunk (Red Brick) Road. Under either alternative, it is possible that redevelopment activities could result in demolition or alteration of these historic resources. The Auto Cabins are currently owned by a private property owner, while most of the Red Brick Road north of N 175th Street is owned by the City of Shoreline.

While the City is not currently aware of any plans to redevelop the Auto Cabins property, the Red Brick Road north of Walgreens is located within the area proposed for the Park at Town Center. The City of Shoreline is currently evaluating three alternatives for the proposed park, and based on public input will make a recommendation to the City Council sometime in Summer 2011. Two of the three park alternatives currently being evaluated- "Shoreline on the Move" and "Shoreline Center Stage"- would result in some alteration to the Red Brick Road.

Mitigation Measures Common to Both Alternatives

The proposed Park at Town Center will require a project-specific SEPA Checklist. In completing that checklist, the City of Shoreline SEPA Responsible Official has determined that any park alternative that proposes to remove or alter portions of the Red Brick Road will trigger a SEPA Determination of Significance (DS) and preparation of an Environmental Impact Statement (EIS).

Development activities that would result in the demolition of alteration of any structure or property listed on the City of Shoreline's Historical Resources Inventory shall be reviewed by City staff, and forwarded on to King County Historic Preservation Program staff for their review and recommendation. Should any structures within the Town Center Subarea be granted historic landmark designation, any alterations shall be subject to review by the King County Heritage and Landmarks Commission and King County Design Review Committee.

Transportation

Impacts Common to Both Alternatives

While not projected to exceed accepted level-of-service (LOS) standards, development consistent with the growth assumptions for the Town Center Subarea has the potential to result in additional vehicular traffic that could adversely impact the subarea's street system via cut-through traffic to adjacent neighborhoods.

Projected increases in vehicular traffic, coupled with the increased amount of pedestrian, bicycle, and transit use that typically accompany mixed-use development, has the potential to increase conflicts among the various users of Town Center.

Impacts for Proposed Action

The Town Center Code proposes to reduce the number of required parking spaces for residential, commercial, and office uses. This has the potential to result in spillover parking into the surrounding single family residential neighborhoods. Upon reducing the parking requirements in the North City Subarea District, the City of Shoreline experienced an increase in service requests and complaints related to spillover parking.

Mitigation Measures for No Action Alternative

Current Traffic Study Guidelines (SMC 20.60.140) for the City of Shoreline require that any development proposal that would generate 20 or more (net) PM peak hour trips to complete and submit a traffic study. Any large-scale redevelopment project within the Town Center subarea is likely to trigger this requirement.

Mitigation Measures for Proposed Action

Section 20.92.040 of the Town Center Code requires that all developments shall complete a traffic study and implement mitigation measures to mitigate potential cut-through traffic or parking impacts to single-family neighborhoods. These could include traffic calming measures identified in the various Neighborhood Traffic Action Plans (NTAP's), partial street closures, and other topics addressed in the required traffic study.

Should spillover parking continue to be a problem following implementation of traffic calming measures, surrounding neighborhoods may pursue the City's Residential Parking Zone (RPZ) program, which requires permits to park in certain areas of the City. The RPZ program has identified proximity to a business district as an appropriate reason for implementing permit parking.

Significant and Unavoidable Impacts

With implementation of the above mitigation measures, the Town Center Subarea project would not be expected to result in any significant and unavoidable adverse impacts.

Chapter 2: Description of the Alternatives

2.1 Introduction

Two alternatives have been identified and will be evaluated in this Draft SEIS. The first alternative is the Proposed Action, and involves adoption of the Town Center Subarea Plan and Development Code (SMC Chapter 20.92), as detailed in Chapter 1.3.2. The second alternative is the No Action Alternative, and involves maintaining the existing zoning and Comprehensive Plan land use designation and development regulations for Town Center area, as detailed in Chapter 1.3.3.

This chapter will provide an overview and history of the Town Center Subarea Plan and Town Center Code, and include details on how the Proposed Action differs from the No Action Alternative. Readers will notice that the growth target and traffic assumptions, as well as the street cross-sections, are the same for both alternatives. This is because both alternatives are based on the City's Transportation Master Plan (TMP) Preferred Alternative (further analysis and discussion is included in Chapters 3 and 8). The primary differences between the two alternatives will be in the design and development standards and requirements used to guide future development in the subarea, and the adopted Comprehensive Plan goals and policies in place to support these standards.

2.2 Project History and Background

Developing a Town Center has been a perennial topic for the City of Shoreline since before its incorporation in 1995. In 1996, the City Council identified the Town Center Subarea as a commercial and civic center in their Visioning Map. In 1998, the community identified the general area around N 175th Street and Aurora Avenue N as the "Heart of Shoreline". In 2003, the Planning Commission recommended a report supporting a plan for Central Shoreline. In 2007, the City Council approved 13 Strategic Points to service as a guide for development and improvements in Town Center until a plan (part of the Proposed Action) was adopted. Later in 2007, the City Council adopted Phase 1 of the Town Center Plan, which replaced the 13 strategic points with 5 Town Center framework goals for the Comprehensive Plan (discussed in Chapter 1 of this SEIS).

The City Council identified community input as an integral part of any plan for the Town Center Subarea, and directed staff to hold a number of meetings and workshops so that residents and businesses could provide their input. Between 2008 and 2010, the City held one design workshop, three city-wide meetings, two surveys (with 245 respondents each), a walking tour, four meetings with the adjoining neighborhoods, two meetings with Stone and Linden Avenue neighbors, and a speaker series on related planning topics, and invited two planning classes from the University of Washington to study Town Center, and shared the results with the public. In addition, the City met with representatives of Forward Shoreline, Chamber of Commerce, Economic Development

Committee, car dealerships, Top Foods, Fred Meyer, Aurora Rents, Ronald Methodist Church, Shoreline School District, Highland Ice Arena, and Interurban Building.

2.3 Action Alternative (Proposed Action)

Town Center Subarea Plan

As discussed in Section 1.3.2, the Town Center Subarea Plan Vision Statement envisions the Town Center in 2030 as “the vibrant cultural and civic heart of the City with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events”, which “stands out as a unique and inviting regional destination while gracefully fitting in within its surrounding landscape and neighborhoods”. The plan envisions green open spaces, enclosed plazas, internal streets and pathways that break up large blocks and make them more walkable, underground and rear parking, storefronts opening onto parks, plazas, and wide sidewalks, and mixed use buildings with ground-floor and corner retail.

Building heights would be expected to range from one to three stories within transition areas adjacent to single-family residential areas along Linden and Stone Avenues N; four and five story mixed-used structures along Midvale Avenue N and Firlands Way N; and up to six stories along sections of Aurora Avenue N. To create a better pedestrian environment, buildings along streets such as Firlands Way N and Midvale Ave N would be located at the back of sidewalk, bringing storefronts closer to the street and resulting in a more vibrant business and street environment.

A major focus of the Vision Statement is the creation and expansion of pedestrian, bicycle, and transit connections to the surrounding neighborhoods and region, reducing the dependence on automobiles and making the area accessible to users of all transportation modalities. The Plan also emphasizes the importance of energy efficiency and implementing natural stormwater solutions. Such efforts are seen as a large part of the City’s commitment to the three E’s of sustainability- environmental quality, economic vitality and social equity.

How to achieve this vision is spelled out in a list of 4 goals and 26 policies that are included in the Town Center Subarea Plan. A few of the major goals and policies of the plan include:

- An urban form, mix of land uses (commercial, residential, and civic), and walkability that distinguishes it from more commercially dominated and auto-oriented portions of the Aurora Corridor and allows residents to work, shop, and eat near where they live, with a hierarchy of Boulevard, Storefront, and Greenlink streets to serve different mobility and access roles within Town Center.
- Gateway treatments, such as signs and landscaping, that announce one’s arrival to Town Center, as well as directional wayfinding signage to help residents and visitors navigate the area;

- Encourage the removal of the partial intersection at N 182nd St and Aurora Ave N, and its replacement with a fully signalized mid-block intersection at N 180th St, should redevelopment of adjacent parcels allow it;
- Reconfigure Midvale Avenue N (between N. 175th St and N 182nd St) and Firlands Way N as low speed, pedestrian friendly lanes with back in angle parking and wide sidewalks to support mixed use development and a vibrant streetscape;
- Develop the Park at Town Center as a passive open space for public gathering, celebrations, and link it to the City Hall Civic Center;
- Encourage structured parking and minimize surface parking;
- Recognize the importance of historic preservation, education, and interpretation;
- Develop a form-based development code; and
- Adopt Town Center design standards and design review procedures.

Town Center Code

The Town Center Code has been developed based on the goals and policies included in the Town Center Subarea Plan, with the hopes of developing the “vibrant cultural and civic heart of the City” described above. Some of the major components of the Code, which are also discussed in Section 1.3.2, include:

- Four distinct zoning districts, including a specific medium density district along Stone Avenue N and a transition overlay for all other areas adjacent to single family residential, created to provide suitable transitions between more and less intense uses. The maximum height in these areas begins at 35 feet, which is the same as the existing Zoning Code;
- An increased emphasis on building form, rather than building use. Building height and setback requirements remain, but residential density requirements no longer exist.
- Expanded public space, landscaping, lighting, and street frontage requirements;
- Greater unobstructed sidewalk requirements, including 10 feet for storefront streets, eight feet for green link streets, and seven feet four boulevards streets, all with additional five foot amenity zones;
- Requirements for street parking and bulbouts on both sides of storefront and green link street for projects located near block ends or pedestrian crossings;
- Sitting walls or benches for storefront streets, to encourage public gathering;
- Limitations on surface parking along street frontages, and the potential for parking reductions through established criteria;
- High visibility corners, with specific development and design standards;
- Lot Through-connection and walkway requirements, to encourage pedestrian connections between single family neighborhoods and Town Center;
- Building façade, modulation, and articulation design requirements;
- Restoration of the brick road that is currently underneath Firlands Way N, if feasible. If not, design a street that slows traffic and improves the pedestrian experience; and
- Design Review.

The Town Center Code has been developed to focus more on regulating the form and character of development, and less on land uses and densities. As such, it does not include the lengthy uses tables that are found in most conventional zoning codes, and instead identifies a short list of permitted and prohibited uses. The first part of the Town Center Code (Sections 20.92.020 and 20.92.030) addresses the purpose, land uses and dimensional standards that would be permitted within the subarea. Administrative Design Review would be required for any permit involving the construction of a new building or addition equaling at least 10,000 square feet in floor area.

While permitted uses are largely based on form, the Town Center Code recognizes that areas along Aurora Avenue N should not look exactly the same as those adjacent to single family residential neighborhoods on Stone or Linden Avenues. As a result, the zoning has been divided into the following four districts (Figure 2-1) to further distinguish their land uses, development dimensions, and design standards.

- TC-1 Aurora Southwest – The most permissive of the four districts, this district allows the same uses, and has the same development standards, as the TC-2 district (discussed below), as well as being the only district where vehicle sales, leasing, and servicing are permitted.
- TC-2 Aurora – With frontage on Aurora, 175th, and 185th, this district emphasizes commercial development, with some residential uses and pedestrian activity internal to the blocks that front primarily along Boulevard streets (such as parcels that extend from Aurora through to Linden). The maximum building height is 70 feet, with 0' front, side, and rear yard setbacks allowed for properties adjacent to nonresidential zones, and 15' side and rear yard setbacks required from residential zones.
- TC-3 Firlands/Midvale – This district emphasizes residential development, with some commercial development and pedestrian activity envisioned; primarily along Storefront Streets (those streets with building frontages at the back of sidewalk; see Chapter 8.1.1). The maximum building height and setbacks are the same as for the TC-1 and TC-2 districts.
- TC-4 Stone Avenue – This district focuses on medium density residential development as a means to protect adjacent single family residential neighborhoods. As such, there is a 15' front yard setback, and 5' side and rear yard setbacks from both residential and nonresidential zones, and a maximum building height of 35' (the same as permitted under existing single family residential zoning).
- Transition Overlay – This overlay adds building height restrictions and landscape screening between the Town Center and adjacent single family neighborhoods. The overlay is aimed primarily at providing an adequate transition and buffer between the Town Center and surrounding single family neighborhoods, and as such requires 20' side and rear yard setbacks for parcels adjacent to low density residential zones (R-4 and R-6), and 15' setbacks from medium and high density residential zones (R-8 through R-48).

A further discussion of building height, most notably height step-back requirements, is included under the Neighborhood Protection section.

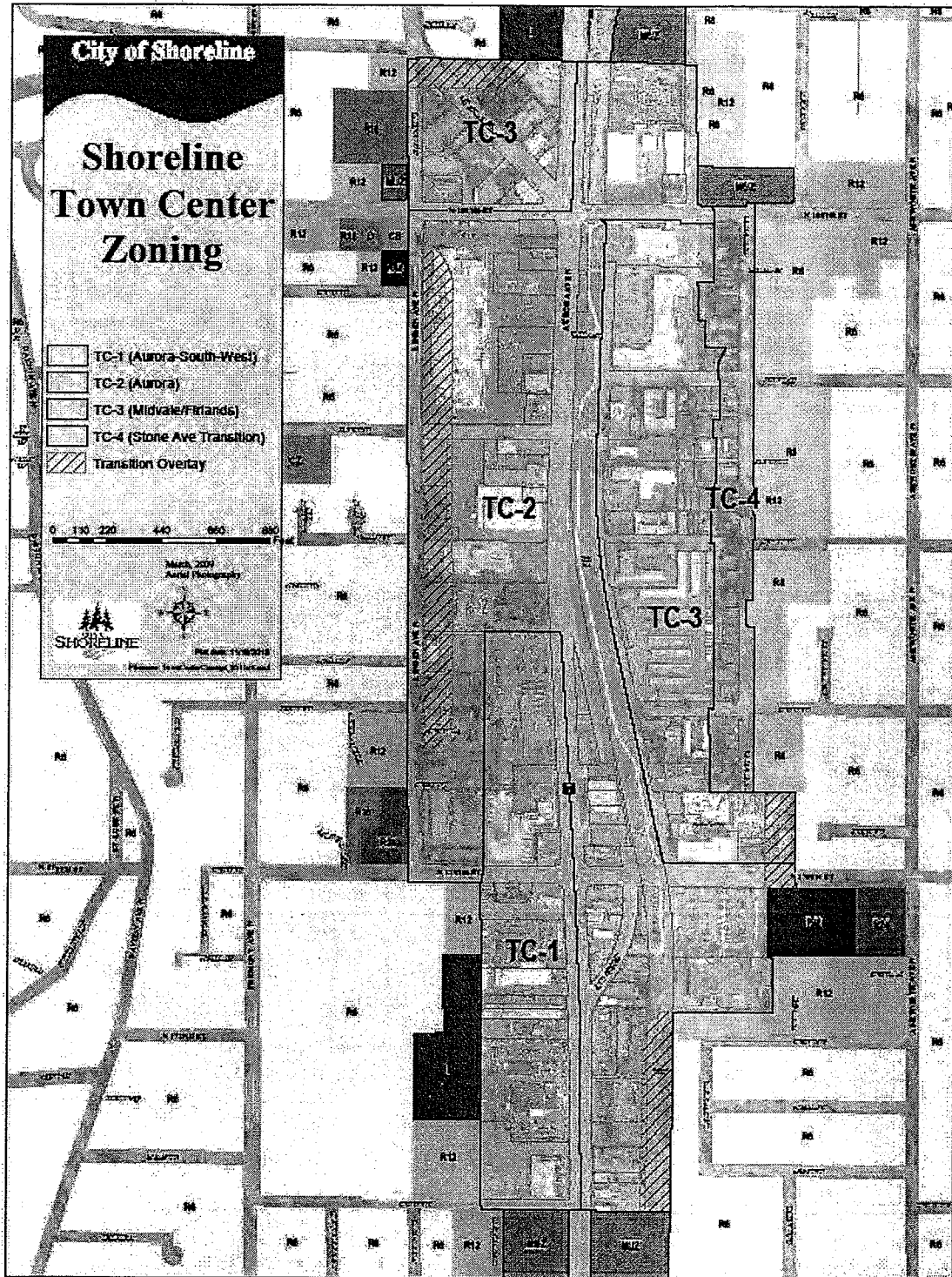


Figure 2-1: Proposed Town Center Zoning

The next sections (20.92.040-20.92.080) of the Town Center Code are the design standards, which are articulated into five connecting elements that work together in order to build Town Center into a continuous, well-functioned, and attractive district.

- 1) **Neighborhood Protection Design**– This element focuses on establishing visual and traffic impact mitigation measures for adjacent single family neighborhoods while providing access to amenities in the Town Center. For example, the maximum building height is 35 feet in all districts for the first 50 horizontal feet from the property line, with an additional 10 feet in height allowed for each subsequent 20 feet from the property line. To further buffer the potential visual impacts of future development, buildings in Districts TC-2 and TC-3 that are adjacent to single family residential (R-4 and R-6) zones will be required to provide a 15-foot wide, Type I landscape with an 8-foot solid fence or wall. In regards to traffic, this element requires the preparation of traffic impact studies that analyze cut-through traffic and parking impacts for all development in the Town Center, and prohibits direct commercial truck access from Stone or Linden Avenue N, unless no other access is available.
- 2) **Street Frontage Design** – This element establishes dimensional and design standards for streets (including on-street parking and street trees), sidewalks, lighting, utilities, and way-finding signs that are appropriate to different modes of transportation (including pedestrian) and respectful of adjoining land uses. Given their focus on pedestrian activity, Storefront Streets (Firlands and Midvale) have the widest sidewalk dimensions (10 feet), and also require all developments to provide a minimum of 8 feet of bench or sitting wall. On-street parking is required unless adequate right-of-way is not available, and bulbouts are implemented as traffic calming devices at block ends and pedestrian crossings so as to improve pedestrian safety and the overall pedestrian environment.
- 3) **Site Design** – This element is designed to complement the streetscape and connect activity from the public street/sidewalk internal to sites, creating sites that promote and enhance public walking and gathering and provide safe routes for pedestrians and disabled people across parking lots, to building entries, and between buildings. While standards vary depending on the street type- Boulevard Streets may use either Storefront or Greenlink Street (streets with landscaped building setbacks) standards, or a combination of the two- topics addressed include building location (relative to the property line), required transparent window areas, weather protection, permitted size and location of surface parking lots (not allowed on street corners or between right-of-way and building fronts), parking standards, and public and open space requirements.

Additional design treatment standards are established for street corner sites, such as beveled building corners, distinctive facades, balconies, or artwork. Consistent with the goals of creating an attractive and safe pedestrian environment, internal walkways that connect building entries, public places, and parking areas with the adjacent sidewalks and the Interurban Trail are required for all sites. Public places are required on all parcels greater than ½ acre, with additional standards for parcels greater than 5 acres. Parking

requirements have been reduced, with additional reductions of up to 50% possible depending on proximity to transit, on-street parking, and shared parking agreements.

- 4) **Building Design** – This element seeks to contribute to a more accessible, distinctive, and attractive neighborhood by requiring the use of architectural elements such as façade articulation, roofline modulation, building offsets, and distinctive windows and materials. Requirements vary slightly based on the type of street the building is fronting on, but in all cases aim to reduce the apparent scale of buildings (and their potential aesthetic impact on surrounding neighborhoods) and add visual interest to the Town Center.
- 5) **Signage** – While signage can complement the built environment and increase visibility for businesses, this element establishes standards to ensure that signs are of an appropriate size, scale, character, and material to be compatible with future development in the Town Center. Topics such as illumination, materials, and sign type (monument, building-mounted, projecting, under-awning, window, etc) are discussed, with additional requirements for the Transition Overlay and TC-4 districts.

Potential Street Improvements

While the Plan and Code have goals, policies, and standards for roadway improvements to Midvale Ave N, Firlands Way N, the vacation of N. 182nd Street, and the extension of N. 180th Street, the Planned Action does not identify any specific timetable or funding mechanism to achieve these improvements. The cross-sections discussed are currently being incorporated into the City of Shoreline’s TMP Update, which is anticipated to be completed in late 2011. The TMP, as well as the City’s Capital Improvement (CIP), will help prioritize future projects, and will be heavily influenced by the size and scope of redevelopment projects in the subarea.

2.4 No Action Alternative

As discussed in Section 1.3.3, the No Action Alternative would retain the existing Comprehensive Plan and zoning designations for the study area. As can be seen in Figure 2-3, there are currently a variety of zoning designations in the study area, including Mixed Use Zone (MUZ), Industrial, Community Business, and residential zones that range in density from 6 to 48 units per acre (R-6 to R-48). Maximum building heights range from 30 feet (35 feet with a pitched roof) in the single family residential zones, to 65 feet in the Mixed Use Zone (when incentives such as green building practices, affordable housing, and mixed-use projects are met). There is a minimum building height of 35 feet in the MUZ zone. Landscaping, parking, lighting, and open space requirements vary based on the zone, but are not as strict or specific as those in the Proposed Action.

As mentioned, the TMP for the City of Shoreline is currently being updated. As part of that plan, the City is developing cross-sections for the streets within the subarea. These cross-sections are expected to be the same for both the Proposed and No Action Alternatives as far as number of travel lanes, widths, and bicycle lanes. As such, the look of the streets from “curb to curb” would be

expected to be the same in both alternatives. However, the proposed improvements and standards beyond the curbs, such as bulbouts, street parking, and requirements for wider sidewalks and public plazas, would not be part of the No Action Alternative. In addition, streetscape improvements in the study area may be identified as a lower priority under the No Action Alternative, as the Town Center Subarea Plan identifies the City Council's commitment to creating a compact, walkable neighborhood where one currently does not exist.

MUZ zoning currently occupies the majority of the proposed Town Center Subarea. Development in the MUZ is subject to the standards and provisions in SMC 20.50.021, which were largely developed to mitigate the potential aesthetic impacts that large projects could have on adjacent single family residential neighborhoods, but with less detail and specificity than the Proposed Town Center Code.

Requirements in the MUZ include:

- Administrative design review for all developments;
- Provision of public gathering spaces at a rate of 1,000 square feet per acre;
- Phased maximum building heights, densities, and floor area ratios (FAR's), which start at 35 feet and 48 units/acre for residential-only buildings and 45 feet, 70 units/acre, and a FAR of 2.0 for commercial buildings, and can reach a maximum of 65 feet, 150 units/acre, and a FAR of 3.6 if incentives such as affordable housing, green building standards, and holding a neighborhood meeting are met; and
- Step-back requirements for projects adjacent to parcel zoned R-4 through R-12 (low and medium residential), with maximum building heights in the first 100 feet from the property limited to 45 feet and maximum building heights of 55 feet within 101-200 feet of the property line.

General Comparison of the Alternatives

In general, the Proposed Action has the potential to result in slightly higher residential densities than the No Action Alternative, as the maximum building height in Town Center Districts TC-1 through TC-3 is slightly higher than the MUZ (and does not rely on incentives to get to the maximum building height), the Proposed Action does not require any setbacks from nonresidential zones, and the stepback requirements are limited to 110 feet in the Proposed Action, as opposed to 200 feet under the current MUZ zoning. However, given the similar types of uses allowed under either alternative, the levels of development would be expected to be fairly similar, which was the rationale for using the same growth and traffic assumptions for both alternatives. As stated at the beginning of this chapter, the primary differences between the alternatives would be expected in the visual character, sense of place, and walkability of the area.

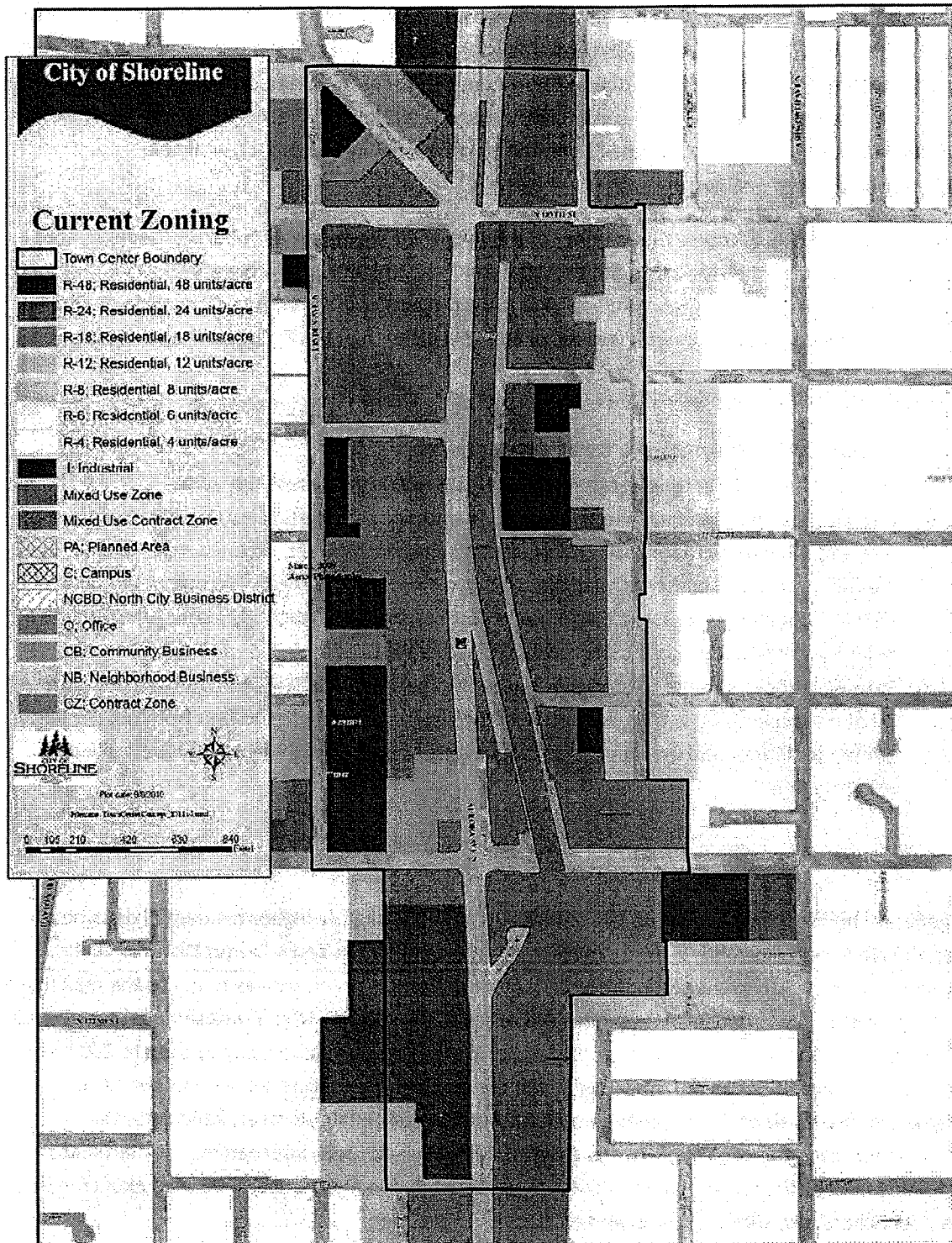


Figure 2-3: Current Zoning in the Town Center

Chapter 3: Land Use and Aesthetics

3.1 Affected Environment

3.1.1 Current Conditions and Existing Zoning (No Action Alternative)

As a first-tier residential suburb of Seattle that largely developed in its current form in the 1950's and 1960's, Shoreline has historically been a bedroom community, with corridors of auto-oriented strip mall development. The Town Center Subarea largely meets this description, with a mix of primarily one and two-story strip mall and big box retail, office, commercial, residential, and automobile sales uses along Aurora Avenue, and multi-family residential units along portions of Linden Avenue N, Midvale Avenue N, and N 178th, N 180th, and N 183rd Streets. The Town Center is also home to a number of local and municipal government uses, including the new four-story Shoreline City Hall at the NE corner of N 175th Street and Midvale Avenue N, Shoreline Fire Department Headquarters on the northwest corner of Aurora Avenue N and N 175th Street, and Shoreline Police Headquarters at the NE corner of N 185th Street and Midvale Avenue N.

Commercially zoned parcels along Aurora Avenue N and Midvale Avenue N are generally fairly shallow, and transition quickly to single family residential neighborhoods just beyond the subarea boundaries, along the east side of Stone Avenue, the west side of Linden Avenue, and to the north of Firlands Way N and N 188th Street. Figure 2-3 (in Chapter 2) illustrates the existing zoning in the Town Center Subarea. The majority of the subarea, and almost all parcels along Aurora Avenue N, Midvale Ave N, N 175th Street, and N 185th Street, is zoned Mixed Use Zone (MUZ). Office and R-48 (the City's highest density residential zoning, at 48 units/acre) zoning exists along portions of Linden Avenue N, Firlands Way N, and Midvale Avenue N, with R-12 and R-8 zoning located along Stone Avenue N, the subarea's eastern edge.

Development standards for the existing zoning in the area can be found in Chapter 20.50 of the Shoreline Municipal Code (SMC). Residential development standards for the subarea's existing zoning can be seen in Table 3-1. Development along Stone Avenue N (areas zoned R-8 and R-12) is limited to 35 feet in height, with 10' front yard setbacks and 5' rear and side yard setbacks. Residential development within the Office zone is also limited to 35 feet in height (and 24 units/acre), which can be increased to 50 feet for mixed-use projects if the additional story is stepped back at least eight feet. Residential development in the Community Business and Industrial zones (present in a few parcels just north and south of N 175th Street on the west side of Aurora) can be as high as six stories (60-65 feet), with increased setback requirements for properties adjacent to residential zones. Multi-family residential developments are also required to provide on-site open space, at the rate of 170 sf per 3BR+ unit, 130 sf per 2BR unit, and 100 sf per studio/1BR unit.

STANDARDS	R-4	R-6	R-8	R-12	R-18	R-24	R-48	NB/O	CB	MUZ/ Industrial
Base Density: Dwelling Units/Acre	4 du/ac	6 du/ac	8 du/ac	12 du/ac	18 du/ac	24 du/ac	48 du/ac	24 du/ac	48 du/ac	See SMC 20.50.021
Min. Front Yard Setback (2) (3)	20 ft	20 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Min. Rear Yard Setback (2) (4) (5)	15 ft	15 ft	5 ft	5 ft	5 ft	5 ft	5 ft	10 ft from residential, 15 ft from non- residential	10 ft from residential, 15 ft from non- residential	15 ft from residential, 15 ft from non- residential
Min. Side Yard Setback (2) (4) (5)	5 ft min. and 15 ft total sum of two	5 ft min. and 15 ft total sum of two	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft from residential, 10 ft from non- residential	5 ft from residential, 10 ft from non- residential	5 ft from residential, 15 ft from non- residential
Base Height (9)	30 ft (35 ft with pitched roof)	30 ft (35 ft with pitched roof)	35 ft	35 ft	35 ft (40 ft with pitched roof)	35 ft (40 ft with pitched roof)	35 ft (40 ft with pitched roof)	35 ft (50 ft with mixed-use project)	60 ft	65 ft (See SMC 20.50.021)
Max. Hardscape (2) (6)	45%	50%	65%	75%	85%	85%	90%	85%	85%	95%

Table 3-1: Residential Development Standards under Existing Zoning

SMC 20.50.230 details the development standards for commercial (non-residential) development under the existing zoning in the subarea; a summary is included in Table 3-2. In general, the front yard setback is 10 feet (which must be fully landscaped for residential projects), which can be reduced to zero feet for commercial projects if adequate street improvements have been made or are available (within the Town Center Subarea, all properties along Aurora Avenue N, N 175th Street, and N 185th Street would be eligible for zero lot lines due to the recent Aurora Corridor Improvement Project). The base heights are the same as for residential development within these zones, with the same stepback and transition area requirements as for residential development (discussed in further detail on the next page). Side and rear yard setbacks are not required for parcels adjacent to other commercially zoned parcels, but require 10-15 foot setbacks for those areas adjacent to areas zoned R-8 to R-48 (such as Stone and Linden Avenues N). SMC Chapters 20.50.120 through 20.50.280 also includes requirements for parking, landscaping, and building design, articulation and modulation, which are discussed below, which have been incorporated and expanded in the Town Center Code.

STANDARDS	Neighborhood Business (NB) and Office (O) Zones	Community Business (CB)	Mixed-Use (MUZ) and Industrial (I) Zones
Min. Front Yard Setback (Street) (1) (2)	10 ft	10 ft	10 ft
Min. Side and Rear Yard (Interior) Setback from NB, O, CB, MUZ, and I Zones (2)	0 ft	0 ft	0 ft
Min. Side and Rear Yard (Interior) Setback from R-4 and R-6 (2)	20 ft	20 ft	20 ft
Min. Side and Rear Yard (Interior) Setback from R-8 through R-48 (2)	10 ft	10 ft	15 ft
Base Height (6)	35 ft (3)	60 ft	65 ft (4) (5)
Max. Impervious Surface	85%	85%	90%

Table 3-2: Commercial Development Standards under Existing Zoning

As discussed in Section 2.4, development in the MUZ is subject to the standards and provisions in SMC 20.50.021. Requirements in the MUZ include:

- Administrative design review for all developments;
- Provision of public gathering spaces at a rate of 1,000 square feet per acre;
- Phased maximum building heights, densities, and floor area ratios (FAR's), which start at 35 feet and 48 units/acre for residential-only buildings and 45 feet, 70 units/acre, and a FAR of 2.0 for commercial buildings, and can reach a maximum of 65 feet, 150 units/acre, and a FAR of 3.6 if incentives such as affordable housing, green building standards, and holding a neighborhood meeting are met; and
- Step-back requirements for projects adjacent to parcels zoned R-4 through R-12 (low and medium residential), with maximum building heights in the first 100 feet from the property limited to 45 feet and maximum building heights of 55 feet within 101-200 feet of the property line.

Permitted Uses

Chapter 20.40.110 of the SMC includes a detailed list of permitted and prohibited uses under current zoning. Uses are listed as permitted, conditionally permitted, or subject to a Special Use Permit, with blank boxes representing prohibited uses. Certain uses are required to meet Supplemental Criteria before they can be approved, with the criteria established in SMC 20.40.200 through 20.40.610. For those uses and businesses not specifically covered in the use tables, a Code Interpretation can be made by the Department Director to determine whether said use is permitted.

3.1.2 Proposed Town Center Subarea Plan and Town Center Code (Proposed Action Alternative)

Town Center Subarea Plan

The Town Center Subarea Plan develops a vision of what the subarea may look like over the next twenty years, providing a list of goals and policies to help achieve this vision. Among others, Goal TC-2 calls for the creation of a Town Center that is “complete, compact and connected to its neighborhoods and the region”, while Goal TC-3 proposes to “create a ‘sense of place’ in Town Center that provides a focal point for Shoreline’s civic life and community-wide identity”.

These goals are supported by policies such as Policy TC-1, which calls for a safe, attractive, and walkable Town Center that links mixed use, mid-rise buildings, a broad range of housing choices, major civic amenities, public gathering places and bus rapid transit service, and Policy TC-5, which encourages additional retail, service, grocery, and restaurant uses to serve people who live or work in Town Center or within walking distance of it. However, while encouraging growth in the subarea, a major focus of the Plan (and Town Center Code, discussed below) is protecting nearby single family neighborhoods. For example, Policy TC-16 seeks to protect adjacent residential areas from impacts generated by developments in Town Center by establishing a medium density buffer of townhomes and similar density residential uses between the commercial uses in Town Center and the single family neighborhoods east of Midvale and limit lighting, signage and noise impacts. The policy also calls for orienting commercial uses west of Aurora so that they have primary access and impacts oriented toward Aurora, rather than to the neighborhood west of Linden.

Town Center Code

The Town Center Code was developed to implement the goals and policies of the Town Center Subarea Plan. As detailed in Section 2.3, The Town Center Code’s intent is to focus more on regulating the form and character of development, and less on establishing specific land uses and densities. However, given the City’s vision of creating a compact, pedestrian and bicycle-friendly, mixed-use environment within the Town Center, there are several uses outlined in Table 3-3 that would be prohibited in some or all districts of Town Center, many of which are permitted (either outright, conditionally, or subject to supplemental criteria) under existing zoning.

The proposed Town Center Land Use Chart is tiered, with the highest number of prohibited uses existing in the TC-4 Zone (adjacent to single-family neighborhoods along Stone Avenue N), and the least restrictions in the TC-1 and TC-2 zones (those areas along Aurora Avenue N). Examples of types of uses that would be prohibited within the entire Town Center are Heavy Equipment and Truck Repair, Shipping Containers, Trucking and Courier Services, Warehousing and Wholesale Trade, Adult Use Facilities, Gambling Uses, Transfer Stations, and Bus Bases. The Town Center Code provides additional discretion to the City’s Planning Director to make decisions as to whether certain uses are permitted.

General Land Use Category	Specific uses listed in Table	TC-1 Aurora SW	TC-2 Aurora	TC-3 Midvale /Firlands	TC-4 Stone Ave Residential
Detached Single Family	20.40.120				
Duplex, Apt, Single Family Attached	20.40.120				
Group Residences	20.40.120				
Lodging	20.40.120	PERMITTED USES			
Health Facility	20.40.140				
Government Facility	20.40.140				
Automotive fueling and service Stations	20.40.130				
Retail, Eating, and Drinking	20.40.130				
Personal and Business Services	20.40.130				
Vehicle Sales, Leasing, and Service(2)	20.40.130				
Gambling Uses					
Wrecking Yards		PROHIBITED USES			
Industrial Uses					
Adult Use Facility					

Table 3-3: Town Center Land Use Chart

Figure 2-1 in Chapter 2 illustrated the proposed zoning designations for the Town Center. As discussed in Section 20.92.020, the four zoning districts and one transition overlay district would include:

TC-1: Located along the west side of Aurora between N 170th and N 179th, this zone would allow for the widest range of uses. All uses in TC-2 and TC-3 would be allowed, as well as allowing vehicle sales, leasing, and servicing.

TC-2: Covering the remainder of properties fronting on Aurora Avenue, N. 175th and N. 185th streets and provides a broad range of uses and development potential with pedestrian activity primarily internal to the sites. The uses are generally similar to what currently exists under MUZ and Industrial zoning, while prohibiting gambling establishments, wrecking yards, industrial uses, and adult use facilities.

TC-3: This zone is primarily for properties along Midvale and Firlands and allows a wide range of uses (the same as TC-2), with an increased focus on pedestrian activity, primarily along Storefront Street (see Figure 2-2) frontages.

TC-4: This zone is oriented around Stone Avenue and limits the residential heights, uses and vehicle circulation to protect the adjacent single family neighborhoods. Uses are limited to attached and detached single-family, duplex, apartment, and group residential uses, similar to the R-8 and R-12 zoning that currently exists in much of this area.

Transition Overlay: This overlay provides a transition from higher intensity development to lower intensity uses and protects adjoining single family neighborhoods that are not adjacent to TC-4 zoning (notably along Linden, north of Firlands, and in the SE portion of the subarea) from taller building heights, traffic, and inappropriate land uses.

As stated, because the Town Center Code is focused more on form than on use, the list of permitted uses does not vary significantly from those permitted under the existing Development Code. Along these lines, the Town Center Development Standards (Table 3-4) are the same for residential and non-residential development.

In most instances, the new development standards for the TC-1 through TC-3 districts are quite similar to the standards for properties that are currently zoned MUZ, the zoning designation which constitutes the majority of the parcels located in these three zoning districts. There are properties currently zoned R-48 and Office that would be rezoned to TC-2 or TC-3, and as such could result in slightly higher building heights. However, these properties are either located away from single family residences (those fronting along Midvale Avenue N), or, as discussed above, have transition overlay districts with height and stepback requirements that have been designed to help protect adjacent single family neighborhoods.

	TC-1 <i>Aurora SW</i>	TC-2 <i>Aurora</i>	TC-3 <i>Midvale/ Firlands</i>	TC-4 <i>Stone Ave Res</i>	Transition Overlay
Minimum Front Yard Setback (1)(2)(3)	0-10 ft (6)	0-10 ft	0-10 ft	15 ft	15 ft
Minimum Side Yard Setback from Nonresidential Zones (4)	0 ft	0 ft	0 ft	5 ft (5)	5 ft (5)
Minimum Rear Yard Setback from Nonresidential Zones	0 ft	0 ft	0 ft	5 ft	0 ft
Minimum Side & Rear Yard (Interior) Setback from R-4 & R-6	15 ft	15 ft	15 ft	5ft	20ft
Minimum Side & Rear Yard Setback from R-8 through R-48 and TC-4	15 ft	15 ft	15 ft	5 ft	15 ft
Maximum Height (5)	70 ft	70 ft	70 ft	35 ft	35 ft
Maximum Hardscape Area	95%	95%	95%	75%	75%

Table 3-4: Proposed Town Center Development Standards

Exceptions to Table 3-4

- (1) *Unenclosed porches and covered entry features may project into the front yard setback by up to 6 feet. Balconies may project into the front yard setback by up to 2 feet.*
- (2) *Additional building setbacks may be required to provide right-of-way and utility improvements.*
- (3) *Front yard setbacks are based on the applicable street designation. See figure 20.92.020 for the street designation and SMC 20.92.070(B) for applicable front yard setback provisions.*
- (4) *These may be modified to allow zero lot line developments for internal lot lines only.*
- (5) *See section 20.92.050.C for height step-back standards.*
- (6) *Front yards may be used for outdoor display of vehicles to be sold or leased in the TC-1 zone.*

3.1.3 Demonstration Sites: Illustrating How Development Subject to the Town Center Code May Look

As was discussed in detail in Chapter 2.3, the Town Center Subarea Plan is focused on creating an attractive, unique, and compact mixed-use center, which also respects and protects the surrounding single family neighborhoods. Chapter 2.3 provided a discussion of the Town Center Code, which is divided into seven different sections (proposed SMC Sections 20.92.020 through 20.92.080) that seek to create a set of comprehensive design principles that help achieve the Subarea Plan vision.

While the discussion of the various development standards in the Town Center Code (detailed in Chapter 2.3) provides an introduction to some of the design and development concepts envisioned for Town Center, pictures are typically more helpful in establishing what that vision actually looks and feels like. As such, the Town Center Code includes a number of pictures and plans to illustrate appropriate design and articulation treatments (including building articulation and modulation and window design), parking lot locations and configurations, through-connections and walkways, signage, landscaping, and public and open spaces.

To help further illustrate what future projects that implement the design and development standards in the Town Center Code may look like, and their potential impacts on and benefits to the existing character and streetscape of the Town Center, the City of Shoreline has created Google Sketchup models that illustrate renderings of potential redevelopment projects for two groups of parcels within the Town Center. It is important to note that these parcels do not have any pending or immediate plans for redevelopment, and the property owners have not been approached by the City. Instead, the two sites were selected based on a variety of characteristics, including:

- **Size:** the two sites represent many of the larger parcels in the subarea, which allow for larger project examples and the incorporation of more Code elements;
- **Street Frontage:** both demonstration projects front on multiple streets, and collectively represent the three Street Types (storefront, boulevard, and green link) in the Town Center Subarea (for a further discussion of street frontages, see Chapter 8.1.1). As such, they provide a variety of perspectives based on the street type;
- **Location and Zoning:** One site on each side of Aurora Avenue N was selected. Both have at least one side adjacent to single family residential neighborhoods. The sites have different zoning: TC-2 with a Transition Overlay for one site, and TC-3 with a thin ribbon of TC-4 on the other site.
- **Land Use Type:** Consistent with the vision and growth assumptions for Town Center, the project on the west side of Aurora illustrates a commercial development project, while the project on the east side of Aurora (fronting on Midvale Avenue N) illustrates a primarily residential project (with ground floor retail). As types, amounts, and orientation of open space, public plazas, landscaping, and other items discussed in the Town Center Code will likely be slightly different for commercial and residential projects, it is useful to have examples of both types of development.

Site 1: 17828 Midvale Ave N and 17962 Midvale Ave N (Mr. Van Gard Storage/Interurban Offices)

The Mr. Van Gard site is a 4.2 acre site on Midvale Ave N, between N 178th Street and N 180th Street, that currently serves as a one-story self storage facility. Site access and primary frontage is along Midvale Avenue N (a Storefront Street), with additional frontage along N 180th Street and N 178th Street (Green Link Streets). Adjacent to that site, at the southeast corner of Midvale Avenue N and N 180th Street, is the Interurban Office Building, a two-story office building on 1.17 acres. In total, the two sites occupy about 5.4 acres, and are currently zoned MUZ. To the east of the site, along Stone Avenue N, are eight parcels totaling about 1.3 acres that are comprised of a mix of single family and duplex residences, and are zoned R-12.

The Town Center Subarea Plan, as well as long-term growth projections developed for the TMP (400 new housing units for this section of the Subarea), envisions this area as primarily multi-family residential development, with ground floor retail. As such, the model shows a cluster of buildings with four and five stories of multi-family residential units over ground-floor retail, consistent with the development and design standards established for the TC-3 district. As the site fronts primarily on Midvale Avenue N, a storefront street, the building is located right along the property line, with surface parking moved away from the right of way towards the middle of the site. Consistent with the vision and standards for the TC-4 district, the model shows a row of three story townhouses along Stone Avenue N, to help serve as a buffer between the project and the surrounding single family neighborhood. Figures 3-1, 3-2, and 3-3 show aerial views of the site, looking east from Aurora Ave N (across the Interurban Trail), north from N 178th Street, and south from N 180th Street.



Figure 3-1: Looking East towards Midvale Avenue N and N 178th Street



Figure 3-2: Looking North towards Midvale Avenue N and N 178th Street

As can be seen from the aerial views, the site provides pedestrian and vehicular entries and walkways from all three sides (178th, 180th, and Midvale), improving access and connections to the site from throughout Town Center. In addition, the aerials illustrate a site design that has been developed to help protect the character of existing single family neighborhoods, by placing the tallest buildings along Midvale Avenue N (six stories- five stories of residential over ground floor retail), and gradually stepping the building height down for the buildings along the eastern edge of the site (five stories-four stories of residential over ground floor retail). To the east of the complex, the model illustrates three story townhouse developments along Stone Avenue N, which is consistent with the vision and standards for the TC-4 district, and provides an added buffer for the properties across Stone Avenue N.

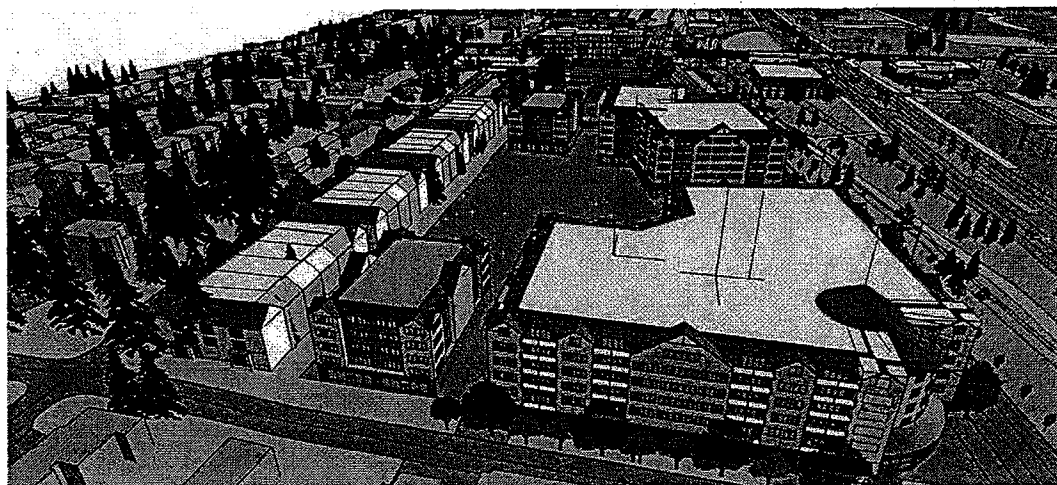


Figure 3-3: Looking South from N 180th Street



Figure 3-4: Corner of Midvale Avenue N and N 180th Street looking South

As noted above, the renderings illustrate many of the Town Center design standards. Figure 3-4 illustrates the corner of Midvale Avenue N (a Storefront Street) and N 180th Street (a Greenlink Street). Both have wide sidewalks (10 and 8 feet, respectively), with street trees every 30 feet. Although difficult to see in Figure 3-4, the curb bulbs out at the street corner, which creates room for on-street parking on the north side of N 180th Street (a similar bulb-out at N 178th Street can be seen at the bottom of Figure 3-2) and functions as a traffic calming device. On-street parking on Midvale Avenue N is shown, a requirement for both sides of Storefront Streets. The west side of Midvale is planned to have back-in angled parking within the Seattle City Light right-of-way (see Figure 8-4 in the Transportation Chapter).

Consistent with the Town Center Code, the building is located on the property line (back of sidewalk), within 15 feet of the street corner. As required for Street Corner properties, the building has a distinctive façade and roofline design from the rest of the building at the intersection of N 180th Street and Midvale Ave N. The building provides façade articulation at a minimum of every 80 feet, through such measures as façade offsets, balconies, and distinctive ground floor façades and window treatments, as well as roofline modulation at a minimum of every 120 feet. Parking is prohibited at the street corner and surface parking lots (conceptually shown, but not striped, in the model) have been placed internal to the site in order to maximum building street frontage.

As mentioned briefly above, the renderings show a 3-story townhouse development along Stone Avenue N, which provides a buffer between the larger multi-family project and the single family residential neighborhoods to the east. Figures 3-5 and 3-6 illustrate what Stone Avenue N may look like, with 8 foot sidewalks, street trees within amenity zones, and porches, balconies, awnings, and roofline modulation breaking up the mass and scale of the townhouse buildings.

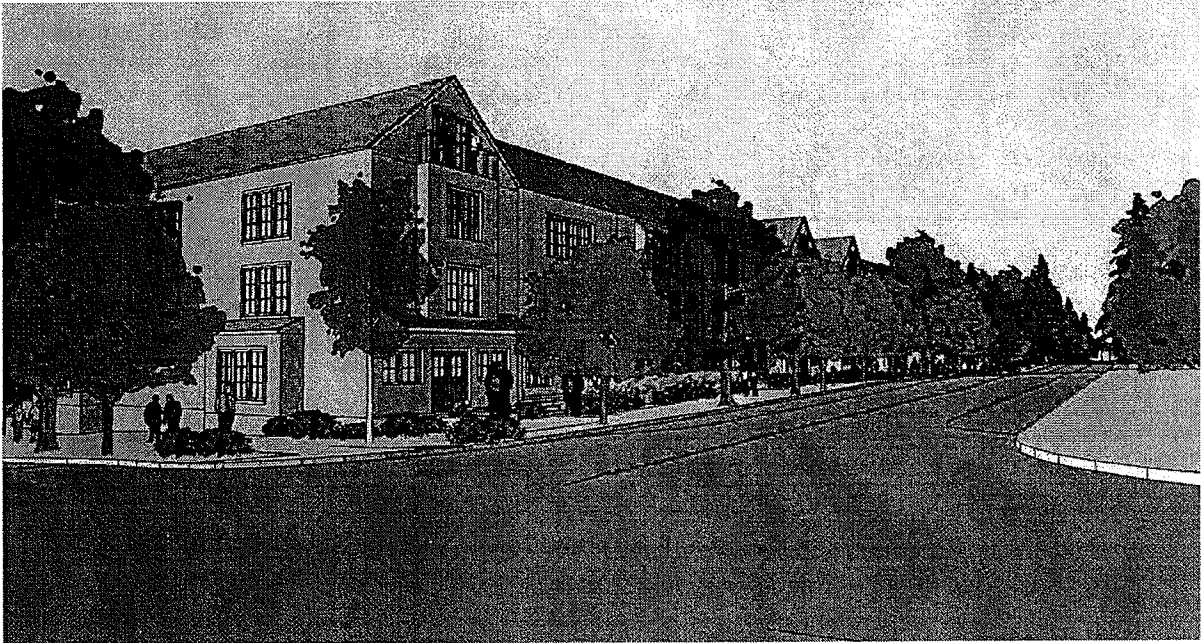


Figure 3-5: Looking Northwest towards Townhouses on Stone Avenue N

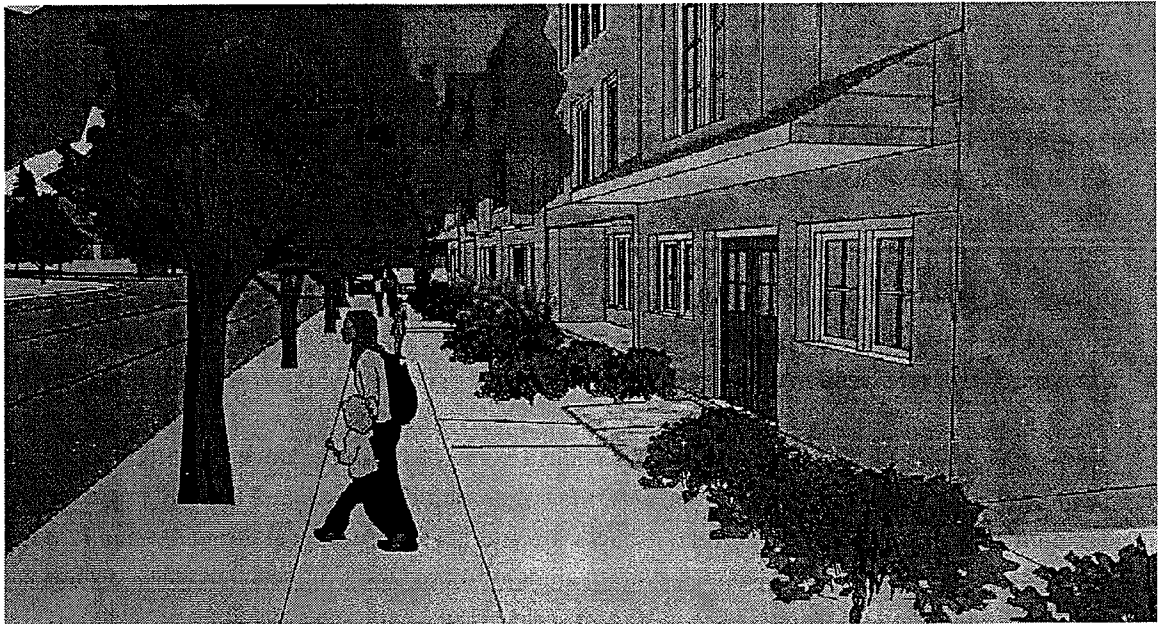


Figure 3-6: Stone Avenue N Streetscape

Site 2: 18325 Aurora Avenue N (Fred Meyer) and 18005 Aurora Avenue N (Highland Ice Arena)

Demonstration Site 2 consists of several parcels (zoned MUZ and R-48), totaling approximately 13 acres, which are bounded by N 185th Street on the north, Aurora Avenue N on the east (both Boulevard Streets), N 180th Street on the south, and Linden Avenue N on the west (both Greenlink Streets). Current uses on the site include a Fred Meyer (retail and grocery store), large surface parking lots, fast food restaurants, auto parts store, one-story strip mall development, and the Highland Ice Arena. N 182nd currently runs from Aurora Avenue N to Fremont Ave N, and separates the Ice Arena and parking lot from the rest of the demonstration site. However, consistent with the Town Center Subarea Plan, the model created for Demonstration Site 2 illustrates the vacation of N 182nd Street west of Aurora, and its replacement with the proposed extension of N 180th Street.

As discussed, given its frontage along the west side of Aurora Avenue N, the City envisions primarily commercial redevelopment in this area of the Town Center (District TC-2). As Fred Meyer has expressed a general interest in redeveloping and expanding their store in the future (the building is now 50 years old), a new, larger Fred Meyer makes up a majority of the site model. The building design incorporates Northwest architectural design elements consistent with the Town Center Code (discussed in further detail below), with an L-shaped design that extends from the corner of Aurora Avenue N and N 185th Street, west along N 185th Street, and then south along Linden Avenue N (Figure 3-7). To the south of the new Fred Meyer, a 3-story multifamily residential development is located along Linden Avenue, while a small cluster of retail fronts along Aurora Avenue N in the middle of the site, and another large building (potentially a redeveloped Highland Ice Arena with additional retail uses) is located on the northwest corner of Aurora Ave N and N 180th Street.

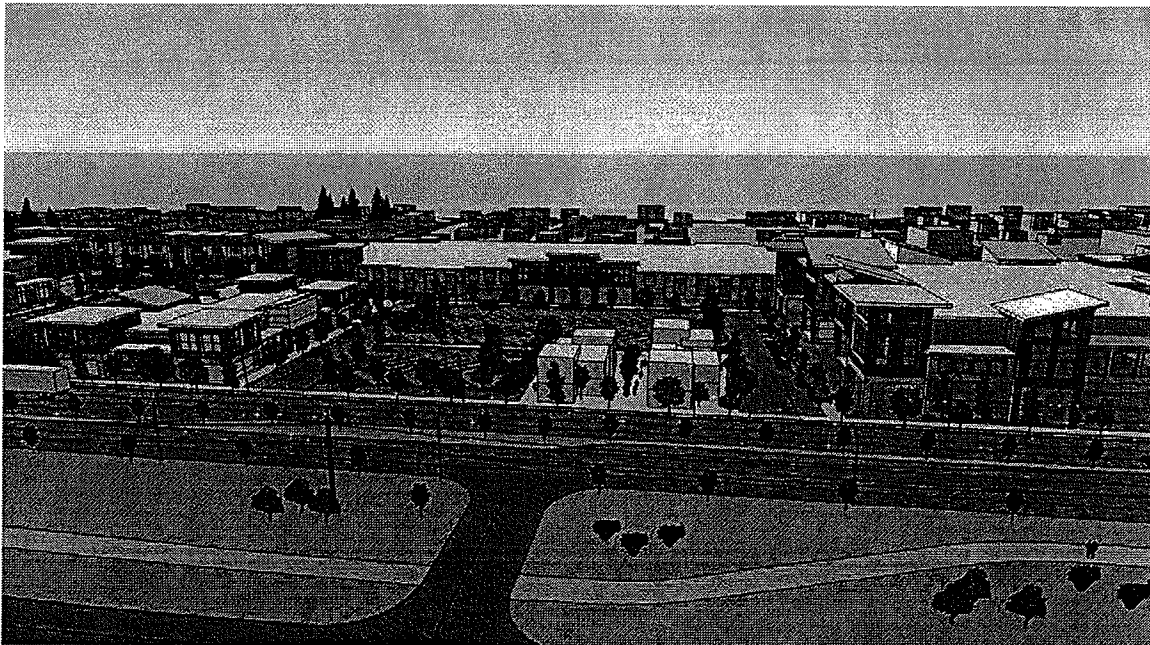


Figure 3-7: Looking West across the Interurban Trail and Aurora Avenue N

The model design illustrates numerous Town Center development and design standards. Surface parking is landscaped and placed internal to the site (much less than 50% of the total site frontage), providing easy access to all portions of the site and maximizing storefront street frontages. Vehicular access is available from Aurora Avenue N and N 180th Street but not from Linden Avenue N, which is consistent with the Town Center Code's Neighborhood Protection Standards. There are a network of pathways and sidewalks internal to the site to facilitate easy pedestrian and bicycle access, which also connect to Aurora Avenue N, across Aurora to the Interurban Trail, and to the single family neighborhood to the west.

Figure 3-8 shows the northeast corner of the property, located at the corner of Aurora Avenue N and N 185th Street (both Boulevard Streets). The building has been placed right along the property line (back of sidewalk), with the exception of the large public plaza and gathering space along N 185th Street that has been designed to maximize pedestrian and bicycle use of the property and provide adequate hard surface area for tables and chairs. Pedestrians and bicyclists using the Interurban Trail would be able to access the site by crossing Aurora Avenue N at N 185th Street or N 180th Street, and utilize the wide sidewalks installed as part of the Aurora Corridor Project.

The building includes a variety of façade articulation and roof modulation elements, including façade offsets and vertical piers (requirements for building frontages along Boulevard Streets), as well as distinctive windows, building materials, architectural elements, and enhanced landscaping at the northeast corner of the property. Project signage is appropriate in scale, internally illuminated, and building-mounted central to an architectural element, and does not include the use of billboards, electronic changing message signs, and pole signs, which are prohibited by the Town Center Code.

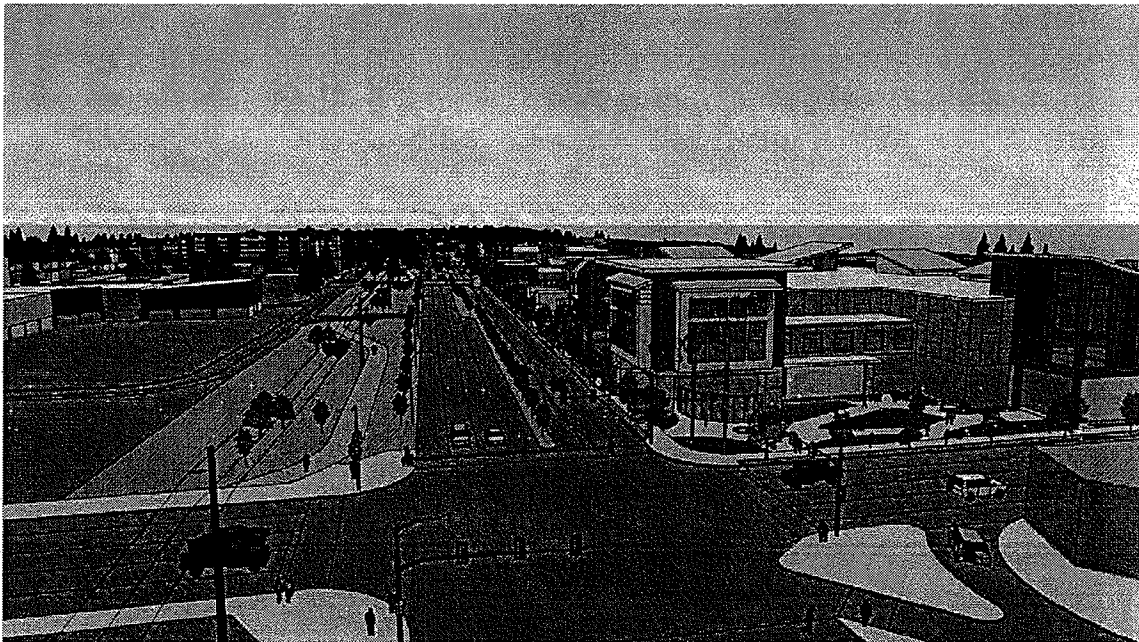


Figure 3-8: Looking South towards Aurora Avenue N and N 185th Street

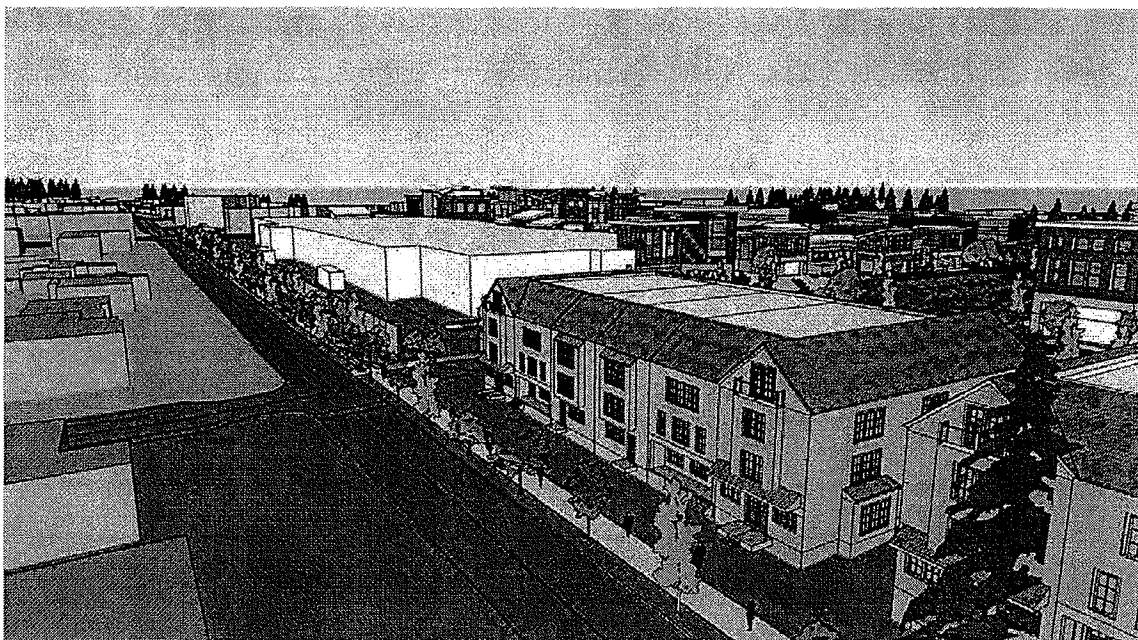


Figure 3-9: Linden Avenue N looking North towards N 182nd Street

Moving west to Linden Avenue N, Figure 3-9 illustrates what development within the Transition Overlay District may look like, with development standards established to protect the adjacent single family residential neighborhoods. As required by the Code, the Fred Meyer and townhouse buildings have been setback from Linden Avenue N a minimum of 15 feet (which is also required for developments along Greenlink Streets), and are limited to a maximum height of 35 feet. Street trees and additional landscaping help to increase the buffer for properties to the west.

Figures 3-10 and 3-11 show two different perspectives of the southwest entrance to the Fred Meyer, which is located to the northeast of the townhouse development shown in Figure 3-9. The figures illustrate a large public plaza (a minimum of 5,000 square feet, 80% of it suitable for seating and gathering, is required for sites over 5 acres) with sitting areas, landscaping, and water features, which has been designed to encourage public gathering and attract pedestrian traffic. This area is connected to the Linden Avenue neighborhood via an internal pedestrian/bicycle only pathway that is just east of N 182nd Street, and connects to the parking lots and the rest of the site's buildings through a series of sidewalks and pathways.

Overall, the two sites illustrate a number of the development and design standards that have been included in the Town Center Code to create visually attractive and walkable development that respects and protects the adjacent single family neighborhoods, consistent with the vision of the Town Center Subarea Plan.

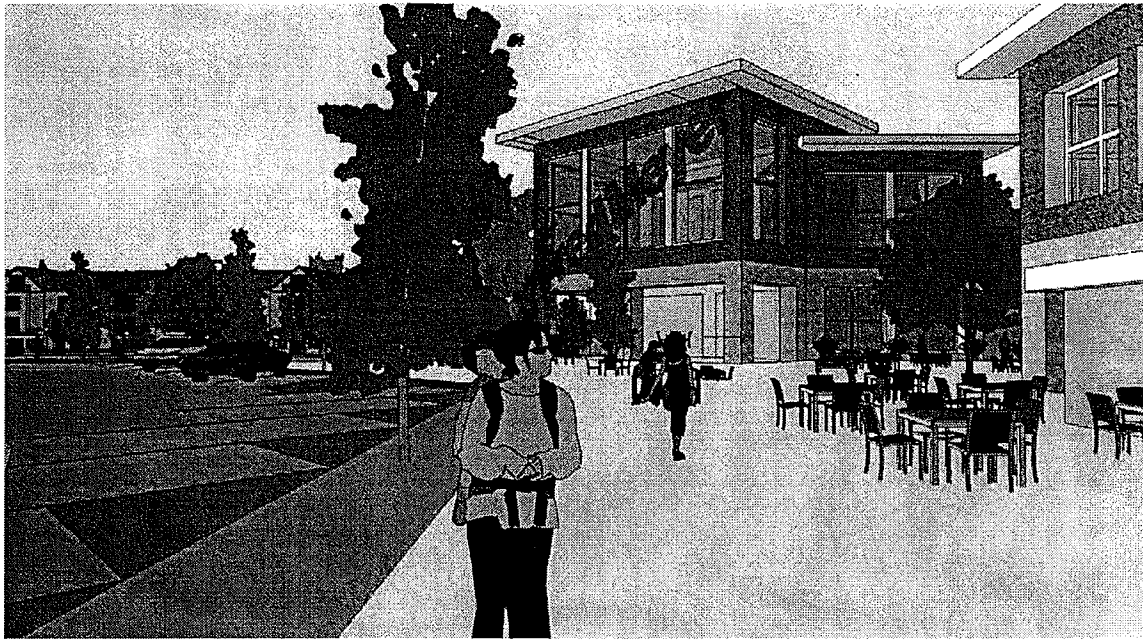


Figure 3-10: Fred Meyer Southwest Entrance and Public Plaza Looking West

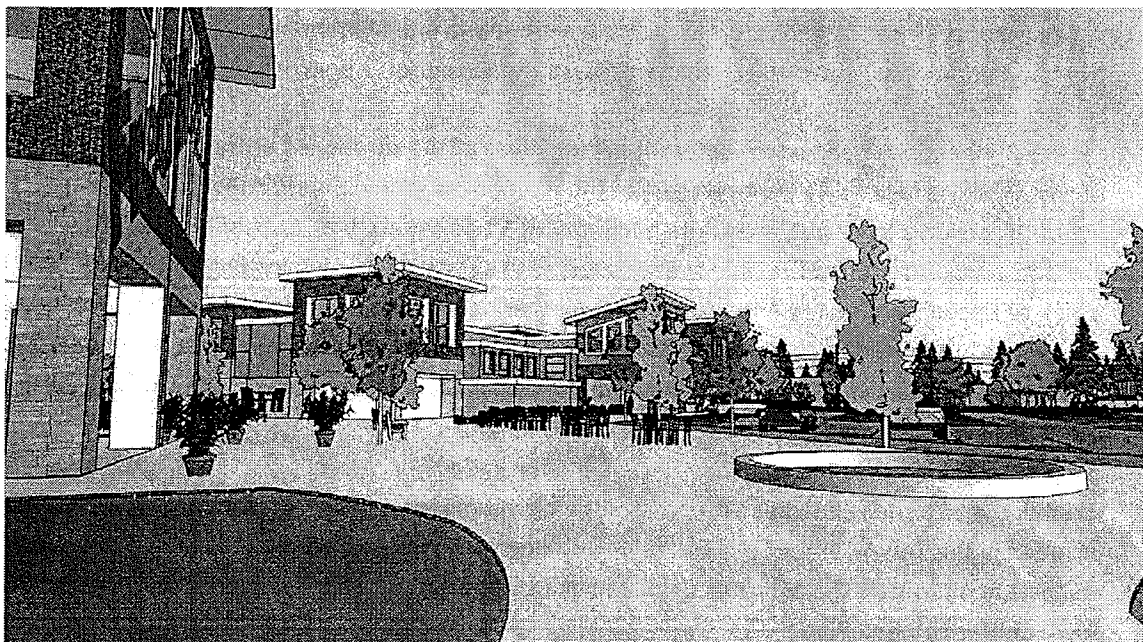


Figure 3-11: Fred Meyer Southwest Entrance and Public Plaza Looking East

3.2 Impacts

Impacts Common to Both Alternatives

Future commercial and residential redevelopment under either alternative is anticipated to result in slightly taller and denser developments than what currently exist in the Subarea. Although the mass and scale of the discussed redevelopment is already permitted by the current zoning (No Action Alternative) and would be consistent with the proposed Town Center zoning (Proposed Action), redevelopment could result in a change in land use and visual character in the subarea, as compared to the primarily one and two-story strip retail uses in the region. Adjacent single family neighborhoods have expressed concern regarding the potential impacts that could result from increased development in the Town Center Subarea.

3.3 Mitigation Measures

Mitigation Measures Incorporated into the Proposed Action

As detailed in Sections 2.3 and 3.1, the Town Center Code was developed to create a visually appealing, mixed-use center neighborhood within the City of Shoreline, while at the same time protecting adjacent single family residential neighborhoods from any potential impacts that could result from redevelopment in the area. The Town Center Subarea Plan and Development Code include a number of standards and provisions regarding mass, scale, setbacks, site access, and landscaping that were developed to help protect and respect adjacent neighborhoods, and would require administrative design review and traffic studies for most projects. The emphasis on services, public spaces, and walkability will make Town Center accessible for the surrounding single family neighborhoods to use as amenities. In addition, the City held numerous public meetings and workshops over several years to gather input and hear concerns from nearby businesses and residents. As such, adoption of the Town Center Code and Subarea Plan would mitigate any potential adverse impacts related to land use and aesthetics.

Mitigation Measures Incorporated into No Action Alternative

Although not as detailed or comprehensive as those included in the Proposed Action, Section 20.50 of the Shoreline Municipal Code provides a number of development and design standards, most notably for the MUZ zone, that were developed to create transitions between the envisioned higher density residential and commercial uses within the Town Center and the adjacent single family neighborhoods. Administrative design review is already required for projects within the MUZ. However, it does not presently include the detailed design standards contained in the proposed Town Center Code. Both the existing zoning and proposed Town Center Code require setbacks for large buildings adjacent to residential zones. Although to a lesser degree as the Proposed Action, the current code should mitigate any potential adverse impacts.

3.4 Significant Unavoidable Adverse Impacts

With implementation of development and design standards present in either mitigation measure, no significant and unavoidable land use impacts are anticipated.

Chapter 4: Air Quality and Climate Change

4.1 Affected Environment

4.1.1 Air Quality

Three agencies have jurisdiction over air quality in the Central Puget Sound region of Washington. The Puget Sound Clean Air Agency (PSCAA) is responsible for monitoring air quality in King, Snohomish, Kitsap, and Pierce Counties, working with the Washington Department of Ecology (DOE) to track air monitoring results for six criteria air pollutants at a number of monitoring sites throughout the four counties. The closest monitoring sites to Shoreline are located in Lynnwood and Lake Forest Park.

The United State Environmental Protection Agency (EPA) sets national ambient air quality standards (NAAQS) for these six pollutants, which include:

- Particulate Matter (10 micrometers and 2.5 micrometers in diameter)
- Ozone
- Nitrogen Dioxide
- Carbon Dioxide
- Sulfur Dioxide
- Lead

Regions that meet the NAAQS for criteria pollutants are said to be in attainment, while those that are not are said to be nonattainment areas.

Since 2004, the PSCAA has also increased its monitoring of over 400 air toxics, which are chemicals and compounds defined by DOE and PSCAA as pollutants that can lead to a number of adverse health effects, such as increased cancer risk and respiratory effects.

To help monitor and present data on regional air quality in the Central Puget Sound, the PSCAA issues an annual Air Quality Data Summary. The PSCAA compiles the data into an Air Quality Index (AQI), which is a nationwide reporting standard developed by EPA for the six criteria pollutants and is calculated for the monitoring sites throughout the region. An AQI below 50 is considered Good; between 51 and 100 is considered Moderate (the maximum acceptable level); between 101 and 150 is considered Unhealthy for Sensitive Groups; and above 151 is considered Unhealthy for all groups. The most recent data summary, covering the year 2008, was issued in October 2009.

In general, the data summary shows that air quality in the area is improving, especially for carbon dioxide and sulfur dioxide. However, the summary states that elevated fine particle levels present the greatest challenge in the region. Much of Pierce County is currently considered a

nonattainment area for particulate matter 2.5 micrometers in size (PM2.5) due to elevated fine particulate levels in South Tacoma that exceed the NAAQS (which were lowered for PM2.5 by EPA in 2006), while monitoring sites in Snohomish County are close to the federal standard and all four counties exceed the agency's local PM2.5 health goal of 25 ug/m³. PM2.5 is generated primarily by automobile emissions and wood burning, and as such tend to be highest in the region during the winter months, which can lead to mandatory burn bans.

In addition, ozone levels remain a concern for the region, as ozone concentrations have not decreased as significantly as its precursor pollutants, and ozone levels at the Enumclaw monitoring site violated the strengthened March NAAQS (0.075 ppm) between 2006 and 2008.

Air Quality in the City of Shoreline and Town Center

Given these issues, it is important to consider and promote land use and transportation options that have the potential to help improve air quality in the region. The Town Center Subarea Plan envisions the area as a "model of environmentally sound building and development practices", with "efficient and sustainable structures with zero carbon impacts", and a mix of uses that helps to reduce automobile trips, increase transit use, and results in more compact development within the Town Center Subarea. The Town Center Subarea Plan and Town Center Code are consistent with the City's Environmental Sustainability Strategy (adopted in 2008), which focuses on balancing environmental quality, economic vitality, and human health and managing growth in a sustainable way. In the future, the Sustainability Strategy envisions a number of Key Program Strategies that could improve air quality in the Town Center Subarea, including:

- Development of a residential green building program;
- Measuring and tracking emissions in the permitting and planning process; and
- Prioritizing non-motorized transportation investment and planning

4.1.2 Greenhouse Gas Emissions and Climate Change

According to the EPA, greenhouse gases are gases such as carbon dioxide, methane, nitrous oxides, and fluorinated gases that trap heat in the atmosphere, resulting in elevated atmospheric temperatures. Between 1990 and 2007, EPA estimates that greenhouse gas emissions increased by 17%, with the dominant factor in US emissions being carbon dioxide emissions from fossil fuel combustion, which saw a 21.8% increase during that period. In 2007, the United States Supreme Court ruled that greenhouse gases are pollutants under the federal Clean Air Act, and directed the EPA to analyze the potential adverse health impacts. In 2009, the EPA determined that six specific greenhouse gases threaten public health and the welfare of current and future generations.

While encouraging the reduction of greenhouse gases, PSCAA does not monitor their levels in the atmosphere. However, DOE has issued a "Working Paper" determining that jurisdictions are now required to consider the potential impacts of climate change in the SEPA process. DOE has stated

that agencies may follow DOE's guidance, or implement their own process, so long as they consider the direct, indirect, and cumulative impacts of greenhouse gases of a proposal.

In 2007, King County added a section on greenhouse gas emissions to its SEPA Checklist, and created a worksheet to help calculate the lifetime greenhouse gas (GHG) emissions of projects. Lifetime emissions include embodied emissions (those directly tied to the use), energy emissions from operation/construction of the use, and transportation uses related to construction and operation of, and customer/resident travel to and from, the use. Values are reported in Metric Ton Carbon Dioxide Equivalents (MtCO₂e).

Based on the development parameters of the Town Center Subarea Planned Action, the lifetime greenhouse gas emissions for 1,000 large building multi-family units, 150 small building multi-family units, 50 single-family homes, 200,000 square feet of office, and 200,000 square feet of commercial (retail) space were calculated (see Appendix A). In total the lifetime greenhouse gas emissions of the Town Center is anticipated to be 1.9 million MtCO₂e. As a reference, the yearly energy emissions of approximately 1,200 primarily multi-family residential units is about 10,000 MtCO₂e, while the yearly transportation emissions are typically about two times that value (20,000 MtCO₂e). While the King County Worksheet does not account for variables such as reduced parking standards, proximity to transit and bicycle trails, and mixed-use developments, the City anticipates that such characteristics will be influential in reducing the Town Center Subarea's overall carbon footprint.

Addressing Climate Change in the Town Center Subarea and City of Shoreline

In our region, transportation accounts for the biggest share of greenhouse gas emissions. As previously discussed, the Town Center Subarea envisions a compact mix of land uses that allows residents and employees to walk and ride their bikes and reduce their dependence on automobiles for short trips, which has the benefit of reducing greenhouse gases. Such strategies and goals are also incorporated into the City's Environmental Sustainability Strategy, and in the U.S. Mayor's Climate Protection Agreement, Cascade Agenda, and Green City Partnership Program, which the Shoreline City Council has adopted by resolution. In 2009, the City of Shoreline began collecting baseline data about local practices that contribute to global warming. Later this year, the City hopes to begin a program to offer individuals and businesses alternative actions that protect our climate.

4.2 Impacts

Development in the Town Center Subarea is expected to increase by up to 1200 units, 200,000 square feet of office, and 200,000 square feet of commercial under either alternative, as part of the anticipated 5,000 housing units and 5,000 jobs that the City of Shoreline is anticipated to accommodate over the next twenty years. This level of development will result in short term construction impacts related to air quality and the potential for longer-term impacts related to operations of future uses. However, all development will be subject to applicable local, regional, state, and federal regulations related to air quality and climate change.

In addition, the Town Center Subarea Plan's focus on compact, mixed-use development to accommodate said growth will result in a net benefit to air quality when compared to the City's historic reliance on suburban, single-family residential development to accommodate growth. The City has also increased its commitment to addressing air quality and climate change in recent years through its adoption of the Environmental Sustainability Strategy, U.S. Mayor's Climate Protection Agreement, Cascade Agenda, and Green City Partnership Program.

As such, the proposal would not result in any significant environmental impacts.

4.3 Mitigation Measures

Given the lack of significant impacts, no mitigation measures are required. However, the City of Shoreline is committed to continuing to pursue and adopt programs and policies that have the potential to improve air quality and reduce greenhouse gases.

4.4 Significant Unavoidable Adverse Impacts

None.

Chapter 5: Parks and Recreation

5.1 Affected Environment

The City of Shoreline currently has 330 acres of parks throughout the City, including 20 developed park sites, two off-leash dog park sites (one year-round, one seasonal), and numerous open space and preserve sites. Shoreline's parks are classified based on their service area, according to classifications established by the National Recreation and Parks Association (NRPA). Neighborhood parks generally have a ½ mile service area (15 minute walk), community parks a 1 ½ to 3 mile service area, and regional parks attract visitors from throughout the region. Many of the City's community parks also include soccer, baseball, and softball fields which are used by youth and adult leagues throughout the City and region.

5.1.1 Parks and Open Space within the Town Center Subarea

Figure 5-1 illustrates City parks in the general vicinity of the Town Center.

The Interurban Trail

The Interurban Trail is a 3.25-mile paved multi-purpose pedestrian and bicycle trail that is located on the east side of Aurora Avenue N within the Seattle City Light power transmission line right-of-way between N 145th Street and N 205th Street. Consistent with Policy TC-10 of the Subarea Plan, the trail connects neighborhoods to shopping, services, employment, transportation centers, and parks. The trail corridor provides an important north-south linkage through the City and to the rest of the regional Interurban Trail system (south to Seattle and north to Everett).

The trail serves as the spine of the City's bicycle trail system and is used by commuters, as well as recreational bicyclists, walkers, and joggers. The City of Shoreline recognizes the importance of the Interurban Trail, and is committed to maintaining it as a regional bicycle and pedestrian facility. The City of Edmonds is set to begin construction on its portion of the Interurban Trail in Summer 2011, which will serve to improve connections to Mountlake Terrace, Lynnwood, and Everett to the north.

Proposed Park at Town Center

The City of Shoreline is currently in the planning process for the Park at Town Center, as a passive recreational space that would be located on either side of the Interurban Trail between N 178th Street and N 185th Street. The Town Center Subarea Plan envisions it as a linear park that "provides a green thread through the center of the area", with Policy TC-19 proposing "a memorable, green, open space" linked to City Hall that should be programmed for "celebrations, public gatherings and informal 'third places'".

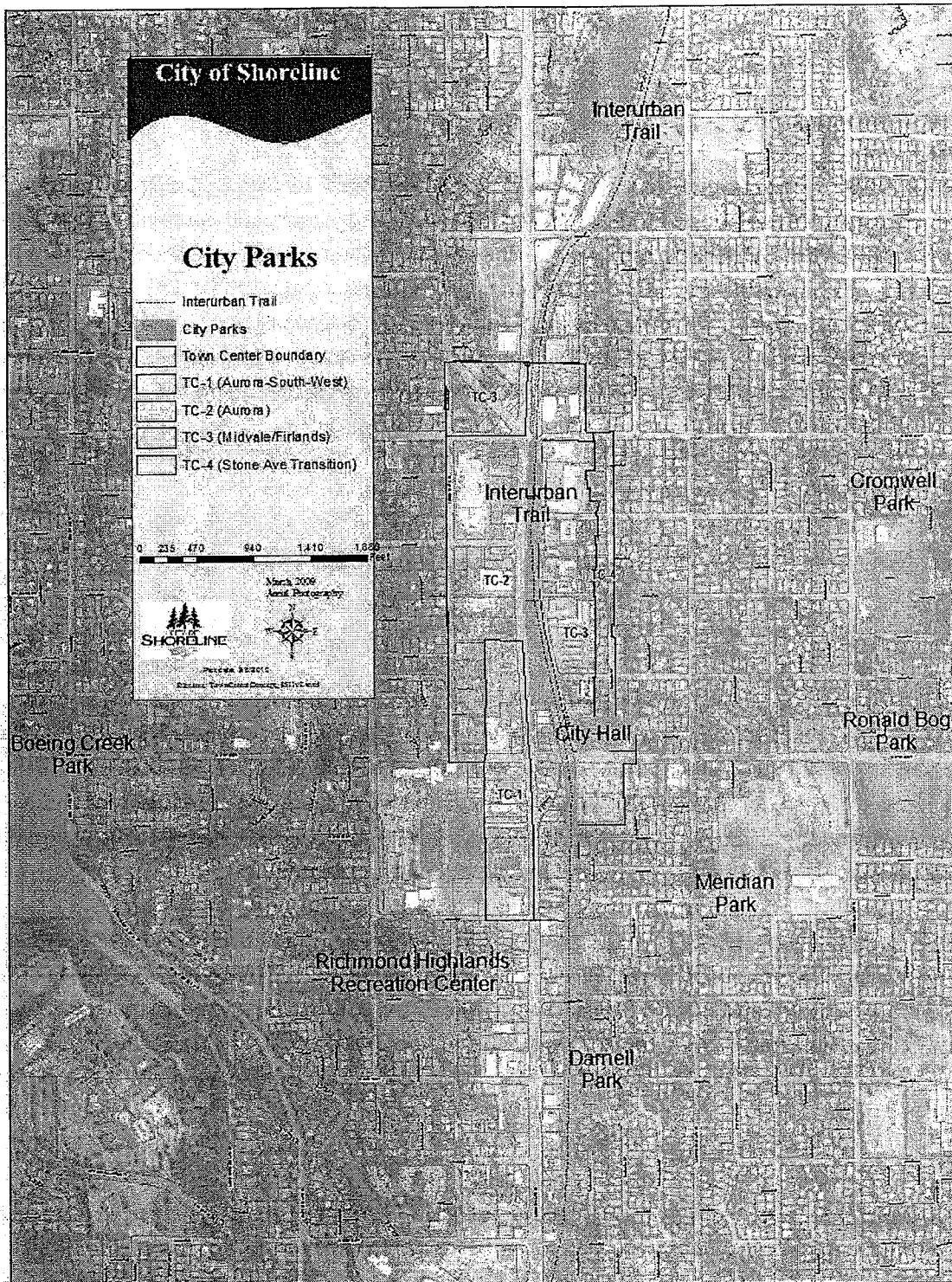


Figure 5-1- City of Shoreline Parks and Open Space

Based on input from the community, the City is considering three alternatives for the Park at Town Center: On the Move, Reflection, and Center Stage (see Appendix B). All three alternatives share common elements such as flexible spaces for outdoor events, a restroom facility, a link to City Hall, lighting, public art, and connections to surrounding neighborhoods, while differing in regards to the orientation of pathways, the use of water features, and the location of the Ronald Place (Red Brick Road) bricks.

Input on the three alternatives is being accepted until June 1, after which time the alternatives will be presented at a public workshop. Ultimately, one alternative will be selected and forwarded on to the City Council for adoption.

Parks and Open Space near the Town Center Subarea

- Richmond Highlands Recreation Center and Park is a 4.2-acre community park located south of Shorewood High School and includes: a small gym with a stage and indoor play equipment, a game room with billiard and ping pong tables, a meeting room with kitchen, outdoor children's play equipment, and a ball field. In 2009 and 2010, the City completed improvements to the baseball field/dugouts and installed a new restroom facility.
- Meridian Park is a 3.13-acre natural area located south of Meridian Park Elementary School and includes a wetland with a stream crossing as well as some passive meadow and natural areas with a circular trail. The park also includes picnic tables, benches, a basketball court, and tennis courts.
- Ronald Bog Park is a City-owned 13.61-acre natural area at the headwaters of Thornton Creek, on N 175th St just west of Interstate 5. The site was once a peat bog that was actively mined in the 1950s. The park currently features a small square-shaped pond that shows evidence of the past peat mining activities; in addition, the pond now serves an important function in stormwater management for the City.
- The 9.02-acre Crowell Park is a community park in the Meridian Park that was completely renovated in August 2010. Cromwell Park includes a basketball court, play equipment, amphitheatre, baseball field, playfield, and walking paths.
- Echo Lake Park is a 0.77-acre natural area located at the north end of Echo Lake and abutting the Interurban Trail along its eastern border. The park includes restroom facilities, picnic tables, and benches.
- Darnell Park is a 0.83-acre natural area located just east of the Interurban Trail, just south of N 165th Street. The park includes an open segment of Boeing Creek.

5.1.3 Parks Level of Service

The City of Shoreline is currently working on the update to its Parks, Recreation, and Open Space (PROS) Plan, which was adopted in May 2005. The current PROS Plan does not have an established level of service for parks and recreation services (such as acres of park/1,000 residents). Instead, the PROS Plan focuses on the recreational amenities (playfields, park benches, water fountains, restrooms, etc) available to residents by the City's recreational facilities.

While there is not a specific level of service established in the Comprehensive Plan or PROS Plan, the 2005 PROS Plan did identify a citywide deficiency in amenities at the community park and neighborhood park level. Since that time, City of Shoreline residents passed an \$18.6 million bond levy to acquire new open space and complete park improvements, with much of that money spent on improving amenities at the neighborhood and community park level. In the immediate vicinity of the Town Center Subarea, that included a complete redevelopment of Cromwell Park (detailed above) and field improvements at Richmond Highlands Park. In addition, the City has made significant improvements to amenities at Richmond Beach Saltwater Park (a nearby regional park), Boeing Creek Park, Hamlin Park, and Twin Ponds Park.

5.2 Impacts

While the 2011 PROS Plan is currently still being completed, preliminary analysis has shown that the previous amenities deficiencies at the Community and Neighborhood Park have been addressed by recent and continuing park improvements throughout the City. As detailed above, a number of those improvements have been at park facilities that would serve the current and future population of the Town Center Subarea. As such, neither alternative is anticipated to result in potential significant impacts related to parks and recreation. Should a future PROS Plan show deficiencies due to increases in population within the Town Center, additional analysis will be needed.

5.3 Mitigation Measures

No mitigation measures needed.

5.4 Significant Unavoidable Adverse Impacts

None

Chapter 6: Historic and Cultural Resources

6.1 Affected Environment

As part of the Aurora Corridor Improvement Project: N 165th Street-N 205th Street, a Cultural Resources Assessment was prepared in August 2007 by Western Shore Heritage Services, Inc. (WSHS). The WSHS study was based on a review of previous ethnographic, historic, and archaeological investigations in the local areas; site file searches at the Washington Department of Archaeology and Historic Preservation (DAHP) and King County Historic Preservation Program (KCHPP); and a review of relevant background literature and maps. In addition, Suquamish and Tulalip Tribes cultural resources staff were notified by WSHS of the Aurora Corridor project details and provided the opportunity to comment on the potential impacts of the project.

The WSHS study area based its Area of Potential Effect (APE) on those parcels that had the potential to be impacted by the construction areas for the Aurora Corridor project, and included Aurora Avenue N between N 165th Street and N 205th Street (the parcels on the west side of Aurora Avenue N between 180th and 185th all extend west to the east side of Linden Avenue N), as well as Midvale Avenue N between N 175th Street and N 185th Street.

As such, the WSHS study covered the majority of the Town Center Subarea, with the exception of the multifamily residential (apartment) developments along the east side of Linden Avenue N between N 175th Street and N 179th Street; the single and multifamily residential units along the west side of Stone Avenue N between N 175th Street and N 185th Street; and seven parcels on Firlands Way N between N 185th Street and N 188th Street.

The WSHS study determined that there were four historic properties eligible for listing on the National Register of Historic Places located within the Aurora Corridor Project's APE, two of which are located within the Town Center Subarea (see Appendix C). The first property is the Auto Cabins, located at 17203 Aurora Avenue N. The Auto Cabins are a group of small cabins built between 1921 and 1943 around an older (1914) bungalow, which provided accommodations to the increasing numbers of travelers on Aurora Avenue N/U.S. Highway 99, and provided housing for employees of the Interurban rail line. Although two of the cabins have been demolished and the other cabins are unoccupied and in varying degrees of deterioration, the WSHS study recommended them as eligible for the National Register under Criterion A due to their association with early auto-oriented, commercial development along Pacific Highway/Aurora Avenue N. The Auto Cabins are listed as an "Existing" historic structure by King County and the City of Shoreline.

The second property eligible for listing is three segments of the North Trunk (Red Brick) Road, which was completed in 1914 and is located along Ronald Place N (just east of Aurora Avenue N) north and south of N 175th Street. The last exposed section of the brick auto road that followed Aurora Avenue N from N 85th Street in Seattle to N 205th Street in Shoreline, it was part of a paved brick highway that became part of the Pacific Highway, a continuous paved route completed from Mexico to Canada in 1923. During the 1930's, most of the brick road was covered with concrete during the construction of Aurora Avenue N.

The portion of the North Trunk Road just north of N 175th Street was demolished as part of recent commercial development (Walgreens and Key Bank), and is listed as a "Demolished" historic structure by King County and the City of Shoreline. The area south of N 175th Street is in the worst condition, and is listed as "Modified" by King County, while the area north of the Walgreens is listed as an "Existing" historic structure. The WSHS study found that both of these remaining segments of the Brick Road (the areas south of 175th and north of Walgreens) "have retained variable integrity of location, design, setting, materials, workmanship, feeling and association", and are eligible for listing under Criterion A due to its association with the region's commercial and residential development during the teens and 1920s. The study concluded that these segments are the only known surviving exposed examples of the North Trunk Road, and one of the few brick roads left in King County.

For those areas outside the WSHS study's study area, but still within the Town Center subarea boundaries, the City of Shoreline has also reviewed historic designations made by the King County Heritage and Landmarks Commission. Per SMC 15.20.020, the King County Heritage and Landmarks Commission is designated and empowered to act as the landmarks commission for the City of Shoreline. The City of Shoreline is granted one Special Member to the Commission, who serves on the commission when it reviews and designates Shoreline buildings and structures nominated for landmark status.

In 1996 (just after the City was incorporated), King County prepared a Historical Resources Inventory List for the City of Shoreline. Over the last 15 years, several additional structures have been added to the inventory. The City of Shoreline has taken this inventory and added it as a layer to its Geographic Information System (GIS). In reviewing this inventory for the Town Center Subarea, the only other remaining (not demolished) historic structure located within the Town Center is the Parker's Casino at 17001 Aurora Avenue N, which was built in 1930 as the Parker's Ballroom and is listed as "Modified". Per the WSHS study, the Parker's Casino was previously inventoried, and was deemed ineligible for listing in the National Register, due to the considerable alterations and modifications it has undergone. When demolition or alteration of an inventoried historic structure (but not a landmark structure) is proposed, City of Shoreline staff notifies King County Historic Preservation Program staff, who review and provide recommendations on the project.

Two properties just outside the Town Center Subarea have also been granted historic landmark designation by King County. The Ronald School, which is currently being used by the Shoreline Historical Museum and will be incorporated into the redeveloped Shorewood High School, is located

on N 175th Street just outside the subarea boundaries. It was granted City Landmark status by the King County Landmarks Commission in 2008. Plans for restoring the building have been subject to review by the King County Design Review Committee. In addition, the Richmond Masonic Temple, located at N 185th St and Linden Avenue N just outside the subarea boundaries, was granted City Landmark status in September 2010.

6.2 Impacts

Impacts Common to Both Alternatives

There are two properties within the Town Center Subarea that have been determined to have historic significance: the Auto Cabins at 17203 Aurora Avenue N, and the North Trunk (Red Brick) Road. Under either alternative, it is possible that redevelopment activities could result in demolition or alteration of these historic resources. The Auto Cabins are currently owned by a private property owner, while most of the Red Brick Road north of N 175th Street is owned by the City of Shoreline.

While the City is not currently aware of any plans to redevelop the Auto Cabins property, the Red Brick Road north of Walgreens is located within the area proposed for the Park at Town Center. The City of Shoreline is currently evaluating three alternatives for the proposed park, and based on public input will make a recommendation to the City Council sometime in Summer 2011. Two of the three park alternatives currently being evaluated- "Shoreline on the Move" and "Shoreline Center Stage"- would result in some alteration to the Red Brick Road.

Because the Park at Town Center has yet to select and adopt a preferred alternative, the City has determined that the Park at Town Center will require completion of a project-specific SEPA Checklist. In addition, it has been determined that any park alternative that proposes to remove or alter the section of the Red Brick Road north of the Walgreens (approximately N 178th Street) will require a SEPA Determination of Significance (DS), due to its potential impacts to a historic resource.

The portion of the Red Brick Road between N 173rd and 175th Street was recently vacated, and consistent with the new design of the Aurora Corridor, no longer connects to N 175th Street. It has been incorporated into the site of a private property (Aurora Rents) which is currently being redeveloped. Due to this section having very little structural integrity and being largely deteriorated, the WSHS study determined that if businesses were to redevelop in this location (which is now the case), a finding of "no adverse effect" was recommended. Given this, there is no adverse impact from the redevelopment of the Aurora Rents property over this segment of the Red Brick Road.

6.3 Mitigation Measures

Mitigation Measures Common to Both Alternatives

The proposed Park at Town Center will require a project-specific SEPA Checklist. In completing that checklist, the City of Shoreline SEPA Responsible Official has determined that any park alternative that proposes to remove or alter portions of the Red Brick Road will trigger a SEPA Determination of Significance (DS) and preparation of an Environmental Impact Statement (EIS).

Development activities that would result in the demolition or alteration of any structure or property listed on the City of Shoreline's Historical Resources Inventory shall be reviewed by City staff, and forwarded on to King County Historic Preservation Program staff for their review and recommendation. Should any structures within the Town Center Subarea be granted historic landmark designation, any alterations shall be subject to review by the King County Heritage and Landmarks Commission and King County Design Review Committee.

6.4 Significant Unavoidable Adverse Impacts

Adherence to the mitigation measures listed under Section 6.3 would result in no significant and unavoidable adverse impacts.

Chapter 7: Utilities

7.1 Affected Environment

As discussed in the SEPA Checklist, utilities in the Town Center Subarea are provided by the following utility providers:

- Electricity- Seattle City Light (City of Seattle)
- Water- Seattle Public Utilities (City of Seattle)
- Stormwater- City of Shoreline
- Sewer- Ronald Wastewater District
- Natural Gas- Puget Sound Energy
- Refuse/Recycling/Yard and Food Waste- Cleanscapes
- Telephone/Internet/Cable Television- Frontier (formerly Verizon) and Comcast

The SEPA Checklist noted that the Town Center Subarea is entirely developed, and as such the entirety of the subarea has utility infrastructure in place. Utility providers are required to plan their systems to accommodate projected regional growth (which accounts for the development projections in the Town Center Subarea Planned Action area), and SMC 20.60.020 requires all development proposals to be served by adequate utilities prior to occupancy. The following section addresses whether there is adequate existing or planned utility infrastructure in place to accommodate these levels of development (1,200 units, 200,000 square feet of office, and 200,000 square feet of commercial) envisioned for both the Proposed No Action Alternatives.

7.1.1 Electricity- Seattle City Light (City of Seattle)

Seattle City Light (SCL) provides electricity to the entire City of Shoreline, including the Town Center Subarea. SCL's main transmission lines run along its utility corridor on the east side of Aurora Avenue N through the Town Center, adjacent to the Interurban Trail. As part of the Aurora Corridor Project, its distribution lines along Aurora Avenue, Midvale Avenue, N 175th, and N 185th have or will be undergrounded.

As of Calendar Year 2009, approximately 91.2% of SCL's electricity was generated by hydroelectric sources, such as its hydroelectric projects on the Skagit and Pend Oreille Rivers (approximately 50%) and long-term contracts with the Bonneville Power Administration. In March 2010, SCL reached a new agreement with the Pend Oreille Public Utility District to relicense the Boundary Dam Hydroelectric Project, which is expected to provide nearly half of its power over the next twenty years. In addition, in 2010 SCL re-negotiated its agreement to purchase electricity from the Bonneville Power Administration. That contract runs between 2011 and 2028, and is expected to provide approximately 40% of its power during that period.

Given the long term commitments and contracts Seattle City Light has in place for hydroelectric power over the next twenty years, as well as its commitment to providing alternative energy sources (in 2009 approximately 3.3% of its electricity was generated by wind, and it invested millions of dollars in wind technology), the Town Center Subarea has an adequate supply of electricity available to accommodate the projected growth over the next twenty years. Distribution lines are already in place due to the nearly built-out nature of the subarea, and as such adequate infrastructure is available.

7.1.2 Water- Seattle Public Utilities (City of Seattle)

Seattle Public Utilities (SPU) provides water to portion of Shoreline west of Interstate 5, including the Town Center Subarea. As required by the State of Washington, SPU prepares a Water System Plan every six years, with the most recent plan developed in 2007. In that plan, SPU indicates that there is no need to seek additional water sources to accommodate projected growth in the region, as it has adequate water supply to accommodate said growth through at least 2055, even if climate change were to result in a reduction in the snowpack. If additional water sources are needed, future Water System Plans would be updated to account for these needs.

According to the Public Services and Utilities Analysis Technical Memorandum prepared by Jones and Stokes for the Aurora Corridor Improvement Project: N 165th Street-N 205th Street, a single 24" water main is present underneath Aurora for most of the segment between N 165th Street and N 205th Street, with a double 24" main located underneath the portion between N 170th Street and N 182nd Street. 6-12" water mains cross Aurora towards the Town Center Subarea boundaries of Linden and Stone at N 170th Street and N 182nd Street, while a 20" water main is present under N 185th Street. As part of the Aurora Corridor Project, SPU relocated, realigned, and made minor improvements to some of its water lines as part of its Multiple Utility Relocation project.

In addition, the City of Shoreline is currently negotiating with the City of Seattle to acquire the SPU water system within Shoreline, including the Town Center Subarea. This acquisition has the potential to result in more accurate assessments of future infrastructure needs, given the local focus and knowledge that City of Shoreline staff could provide. As much of the SPU system is between 50 and 100 years old, it is likely that infrastructure improvements will be needed in the future throughout the Subarea and the City as a whole.

Individual projects covered under this Planned Action will still be required to submit Certificates of Water Availability and fire flow analyses at the time of project submittal. Such requirements will ensure that any and all future projects have adequate water pressure and capacity to accommodate the proposed levels of development.

7.1.3 Sewer/Wastewater- Ronald Wastewater District

The Ronald Wastewater District currently serves approximately 99% of the City of Shoreline (about 54,000 residents), including the entire Town Center area, as well as the Point Wells site in Snohomish County. An estimated 83% of the sewer mains in the Town Center Subarea are 8" concrete pipes, although a variety of 6", 10", 12", and 14" pipes also exist underneath Aurora Avenue. The majority of wastewater treatment is provided by the King County Wastewater Treatment Division, with the City of Edmonds Wastewater Treatment Plant providing additional treatment to the district.

Under King County Code 13.24, the district is required to prepare a Comprehensive Sewer Plan that is consistent with all applicable local comprehensive plans (notably Shoreline and King County), reflect current supply and demand, and forecast future supply and demand. In June 2010, the King County Utilities Technical Review Committee (UTRC) reviewed Ronald Wastewater's plan and recommended approval. On January 6, 2011, the Ronald Wastewater Comprehensive Sewer Plan was approved by King County via Ordinance 17014.

According to King County Ordinance 17014, the district used 2007 King County Buildable Lands growth assumptions for the City of Shoreline to project that it could adequately serve a residential population of approximately 75,000 residents by 2030 through redevelopment and expansion to Point Wells. Both the Proposed Action and No Action Alternatives would lead to increased demand for wastewater service and treatment. However, as the levels of development projected within the Town Center Subarea are consistent with the growth assumptions adopted by Ronald Wastewater District, there is adequate capacity to accommodate said growth. In addition, as part of the Aurora Corridor Project, Ronald Wastewater made improvements to its system and capacity in the subarea.

While future projects covered under this Planned Action will be exempt from SEPA, they will still be required to receive a Certificate of Sewer Availability as part of the development review process. This requirement ensures that any potential wastewater impacts can be identified and addressed, and that development cannot occur if adequate infrastructure is for some reason not available. The City of Shoreline also expects to acquire the Ronald Wastewater District by 2016, which should result in wastewater review being even better incorporated into the City's development review process.

7.1.4 Stormwater and Surface Water- City of Shoreline

The City of Shoreline's Surface Water and Environmental Services Program is responsible for maintaining and improving drainage and stormwater facilities in the Town Center Subarea and the City of Shoreline. The City of Shoreline is subject to regulation under the Western Washington Phase II Municipal Stormwater Permit administered by the Washington State Department of Ecology (DOE). The permit was created by the Department of Ecology to fulfill federal Environmental Protection Agency National Pollutant Discharge and Elimination System (NPDES) requirements

governing stormwater. By complying with the NPDES permit, the City of Shoreline is allowed to discharge stormwater to waters of the State (i.e. local lakes, streams and Puget Sound) if it takes certain actions to prevent stormwater pollution. Storm drain lines generally consist of corrugated metal and concrete pipes, ranging in size from 4 to 18 inches.

The permit requires the City to create and implement a Stormwater Management Program (SWMP). The SWMP outlines the City's plan to develop and implement the following programs and processes:

- Public education and outreach
- Public involvement and participation
- Illicit discharge detection and elimination
- Controlling stormwater run-off from construction sites
- Operations and maintenance of stormwater facilities after construction

The City is in the latter stages of completing a comprehensive update to its 2005 Surface Water Master Plan, with completion anticipated later in 2011. The 2005 Plan has resulted in a number of capital improvement (CIP) projects related to drainage, including drainage and stormwater improvements at Ronald Bog, Cromwell Park, East Boeing Creek, and Pan Terra Pond. The 2011 plan will incorporate a number of low-impact development (LID) and natural drainage/stormwater policies and standards, consistent with the 2005 Stormwater Management Manual for Western Washington and Low Impact Development Technical Guidance Manual for Puget Sound, which have been adopted by the City of Shoreline.

These plans and policies are anticipated to greatly increase on-site stormwater detention and retention within the city and subarea, which will decrease the amount of stormwater entering the City's storm drains and reduce potential flooding impacts. The City is also updating its Engineering Development Guide, which will incorporate additional LID and natural drainage standards within City right-of-way (ROW).

The Aurora Corridor Project includes a number of natural water quality treatments which have since been incorporated into the City's vision for stormwater treatment and drainage management throughout the City. These include rain gardens, bioswales, Filterra bioretention systems, and root boxes using Silva Cell technologies (a system of modular blocks that hold lightly compacted soils in place so as to allow filtration and avoid flooding and promote root and tree growth, while bearing loads for above ground streetscapes). The Town Center Subarea Plan envisions incorporating similar techniques throughout the subarea, resulting in a "strategic system for capturing and treating stormwater on site and protecting and enhancing overall environmental quality". Desired street section features included under both alternatives include landscaped medians and amenity zones, which should serve to further improve stormwater detention and treatment within the subarea.

7.1.5 Natural Gas- Puget Sound Energy

Puget Sound Energy (PSE) provides natural gas for heating and cooking to customers with the Town Center Subarea. PSE has adequate infrastructure and/or capacity in place to accommodate projected growth in the subarea.

7.1.6 Refuse/Recycling/Yard and Food Waste- Cleanscapes

Cleanscapes has provided waste collection services to all residents and business in the City of Shoreline, including the Town Center Subarea, since 2008. Since that time, it has developed a number of programs, such as its Neighborhood Waste Reduction Rewards, to help reduce waste generation in the City. Waste collected by Cleanscapes is taken primarily to the Shoreline Recycling and Transfer Station (2300 N. 165th Street), operated by the King County Solid Waste Division, before being taken to the Cedar Hills Regional Landfill near Maple Valley. The Cedar Hills facility is currently anticipated to reach capacity and close by approximately 2024, at which point King County will need to develop alternative landfill options.

7.1.7 Telephone/Internet/Cable Television: Comcast and Frontier

Cable, telephone, and internet services in the Town Center Subarea are provided by Comcast and Frontier. Underground cable television and fiber-optic cables are present underneath Aurora Avenue N for the entirety of the Subarea, with above ground cables present throughout the rest of Town Center. Fiber-optic system improvements to help link the Shoreline School District, City of Shoreline, and Shoreline Fire Department are currently underway throughout the Town Center, further improving the quality and efficiency of system. Given these improvements, and the rapid technological advances in the field, adequate infrastructure appears available.

7.2 Impacts

Overall, adequate utility infrastructure is in place to accommodate projected growth under both the Proposed Action and No Action Alternatives, as neither would result in development beyond what is already permitted by existing zoning. As such, no significant impacts are expected under either alternative.

7.3 Mitigation Measures

No mitigation measures are needed.

7.4 Significant Unavoidable Adverse Impacts

None

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Chapter 8: Transportation

8.1 Affected Environment

8.1.1 Vehicular Traffic

Existing Traffic Volumes and Collisions

With its location on either side of Aurora Avenue N (a state highway), and the presence of arterials at its northern (N 185th Street) and southern (N 175th Street) edges, the Town Center Subarea has long been dominated by the automobile and auto-oriented uses. As can be seen in Figure 8-1, more than 37,000 vehicles per day travel along Aurora Avenue N between N 170th Street and N 185th Street. Much of this traffic crosses through the subarea to connect with Interstate 5 via N 175th Street (over 22,000 daily trips between Aurora Avenue N and Ashworth Avenue N). In the western half of the subarea, approximately 2,500 vehicles per day travel along Linden Avenue N and N 182nd Street, while on the east side nearly 3,200 vehicles per day travel along Midvale Avenue N, and over 500 vehicles travel along Stone Avenue N.

Given these traffic volumes, many intersections and road segments within the Town Center Subarea experience a high number of vehicle collisions, most notably Aurora Avenue N. As illustrated in Figure 8-2, between 2008 and 2010 there were 95 collisions along Aurora Avenue N between N 170th Street and N 185th Street (a consistent 31/32 collisions between 170th and 175th, 175th and 180th, and 180th and 185th), with an additional seven collisions at the intersection of N 175th Street and Aurora Avenue N and five collisions at N 175th Street and Midvale Ave N. According to the Aurora Corridor Transportation Discipline Report, the overall collision rate along Aurora Avenue N, N 175th Street, and N 185th Street is more than double the statewide average for urban principal arterials.

The City anticipates that the number of collisions along Aurora will be greatly reduced following completion of the Aurora Corridor Project Improvement Project, N 165th Street-N 205th Street later in 2011, which should result in improved vehicular, pedestrian, and bicycle safety in the subarea. The Aurora Corridor Project will replace the former center turn lane with a landscaped median and dedicated left-turn and U-turn pockets, which the Aurora Corridor Improvement Project Transportation Discipline Report found will result in improved channelization, separate pedestrians from vehicular traffic, and reduce potential conflicts between vehicles, pedestrians, and bicyclists. Business Access and Transit (BAT) lanes, which are limited to buses and vehicles making turns, will reduce conflicts for vehicular turning at intersections and businesses. The project will also result in additional left and right-turn lanes, which should reduce the queuing of cars at intersections and further reduce the number of potential conflicts.

Transportation Master Plan (TMP) Update

The City of Shoreline is currently updating its Transportation Master Plan (TMP), the long-range plan that helps guide the City's Capital Improvement Program and 6 Year Transportation Improvement Plan (TIP), coordinates transportation improvements with land uses, and plans for what is needed to respond to projected growth. The TMP, which is currently undergoing internal staff review, is anticipated to be adopted by the City Council in September 2011. Once completed, its analysis will provide the foundations for the Transportation Element of the Comprehensive Plan, which the City is aiming to adopt by the end of 2012. As it is being developed concurrently with the Town Center Subarea Plan and Development Code, the TMP is incorporating various elements and street standards from the Plan and Code (Proposed Action). However, TMP policies and standards will be identical should the No Action Alternative be adopted instead of the Proposed Action Alternative.

Street Classification in the Town Center

Federal and State guidelines require that streets be classified based on function. Generally, streets are classified as either arterial streets or non-arterial streets. Local jurisdictions can also use the designations to guide the nature of improvements allowed and/or desired on certain roadways, such as sidewalks or street calming devices. The City of Shoreline uses these designations. The primary function of arterials is to provide a high degree of vehicular mobility by limiting property access. The vehicles on arterials are often through traffic. Arterials are generally connected with interstate freeways or limited access roadways. All streets other than arterials are generally designated as non arterial streets, which provide local accesses

Figure 8-3 shows the proposed street classifications that have been developed as part of the Draft TMP. Given their existing traffic volumes and the anticipated levels of growth in the Town Center, both Linden Avenue N (between N 175th Street and N 185th Street) and Midvale Avenue N (between N 175th Street and N 183rd Street) are proposed to be reclassified to Collector Arterials. Table 8-1 notes that Collector Arterials provide access to community services and businesses, connect traffic from non-arterial streets to arterials, and accommodate medium length trips, all of which accurately describe the anticipated roles of Linden and Midvale Avenues N within the Town Center.

To address concerns about the potential adverse traffic impacts to the surrounding neighborhoods that could result from the proposed levels of development and reclassification of these streets to Collector Arterials, the City of Shoreline has created specific policies for Midvale and Linden Avenues N. Policy TC-16 calls for commercial uses west of Aurora to be oriented so that they have primary access from Aurora, rather than along Linden, while Policy TC-17 calls for the street section of Midvale Avenue N to be reconfigured as a low speed, pedestrian-friendly lane with back-in angled parking that can support future uses in the area, while providing adequate capacity for the anticipated levels of development. In addition, Section 20.92.040(D) of the proposed Town Center Code prohibits direct commercial vehicular and service access from Linden Avenue unless no other access is available or practical.

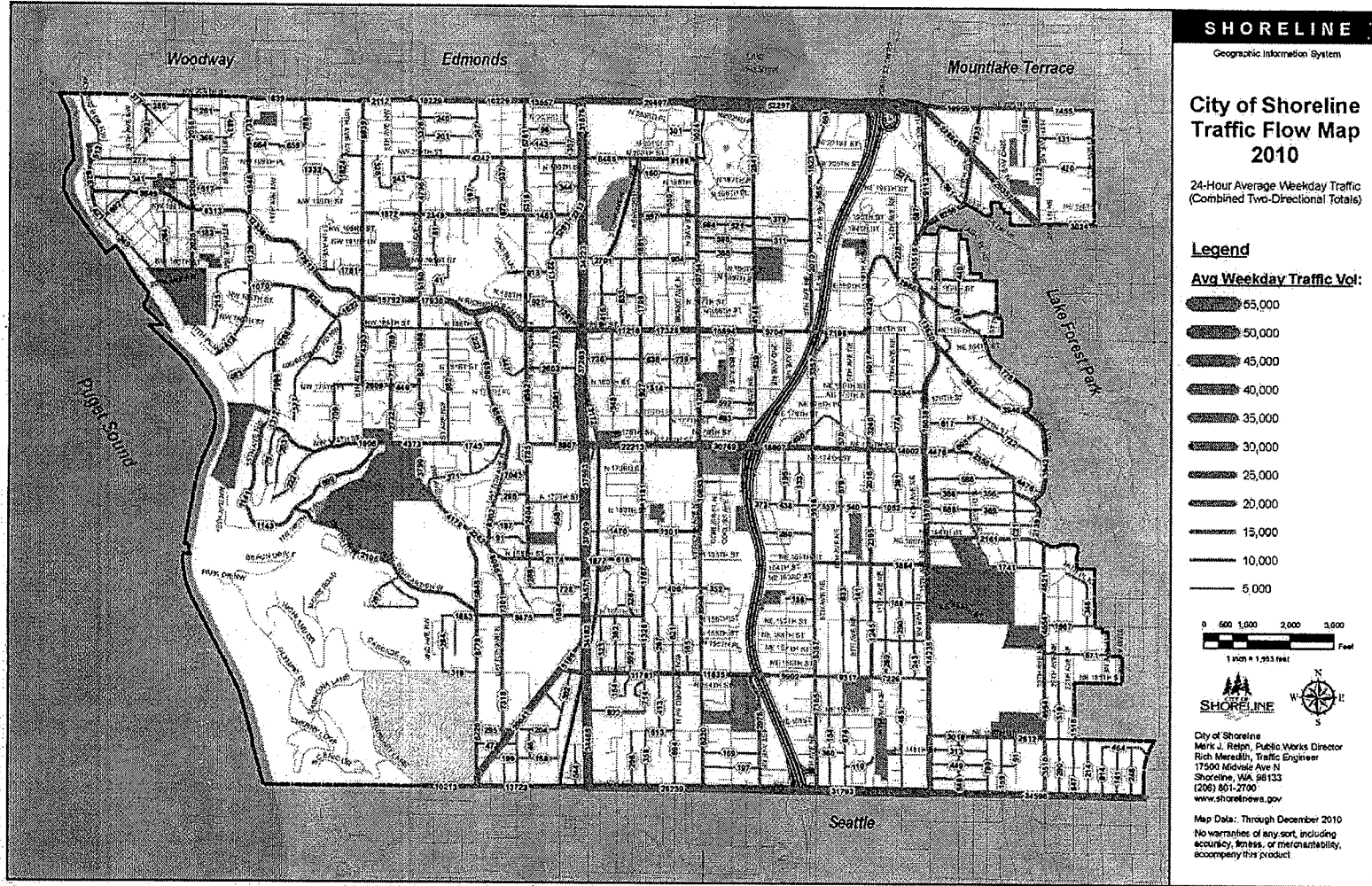


Figure 8-1: City of Shoreline 2010 Traffic Volumes

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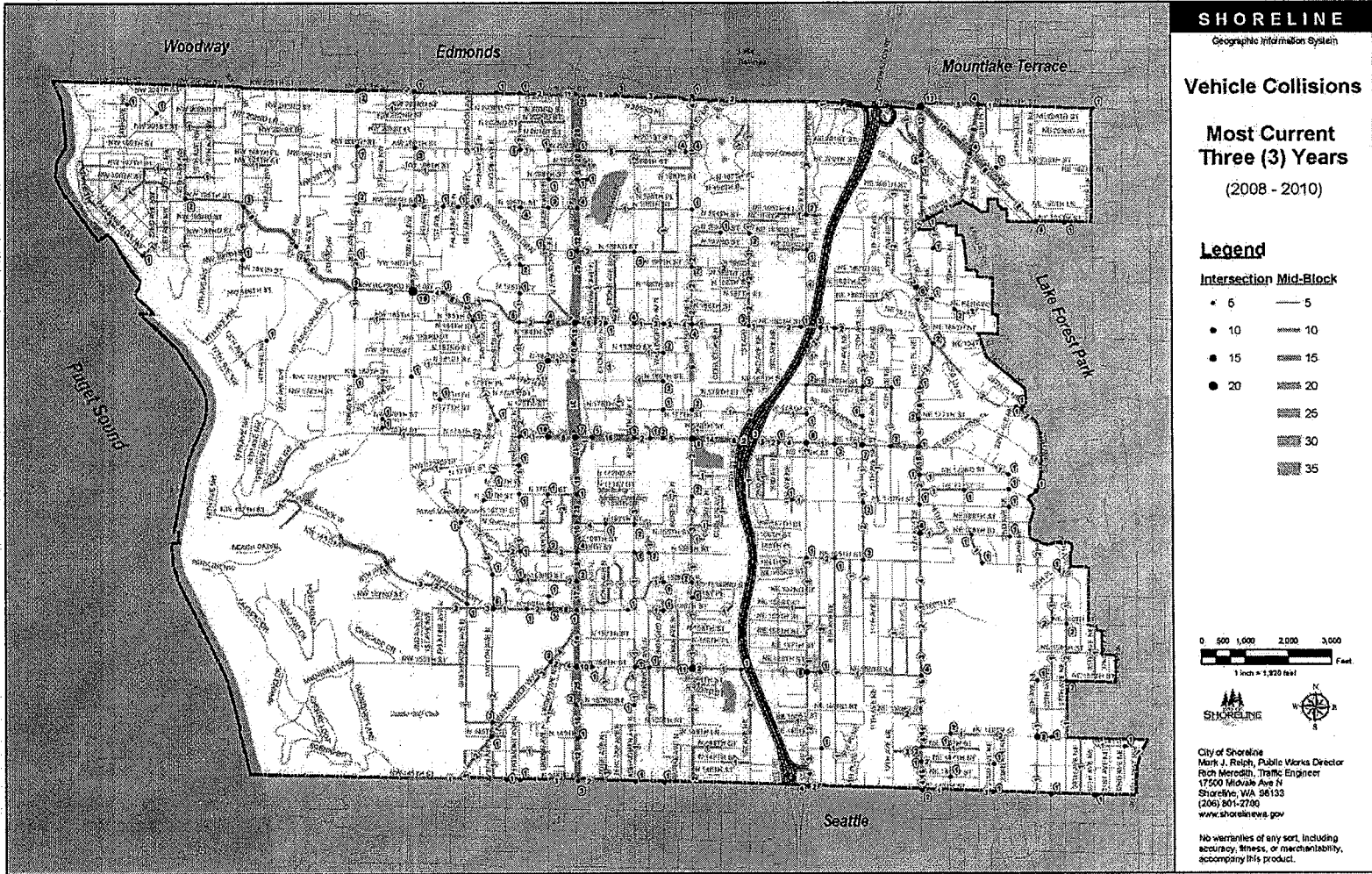


Figure 8-2: City of Shoreline Vehicle Collisions, 2008-2010

Street Frontage Design Standards in the Town Center Subarea

To complement the Street Classification system that has been developed as part of the TMP, Policy TC-8 of the Subarea Plan calls for a hierarchy of Boulevard, Storefront, and Greenlink streets to serve different mobility and access roles within the Town Center. Figure 2-2 illustrates these street types, which are defined below.

Boulevard Street	Refers to a street and/or segment of a street where there's an option for commercial storefronts or landscaped setbacks along the street with the option of ground floor residential or commercial uses.
Green Link Street	Refers to a street and/or segment of a street envisioned to have or maintain landscaped building setbacks along the street. See Figure 20.92.030 for the location of designated Landscaped Streets and SMC 20.92.070(B)(3) for the description and applicable standards for properties fronting on designated Landscaped Streets.
Storefront Street	Refers to a street or segment of a street envisioned to have storefronts placed up to the edge of the sidewalk. See figure 20.92.030 for the location of designated Storefront Streets and SMC 20.92.070(B)(1) for the description and applicable standards for properties fronting on designated Storefront Streets.

Section 20.92.050 of the proposed Town Center Code details these street types and standards, with a major goal of the section as it relates to vehicles being to minimize conflicts between vehicular traffic/parking and pedestrian and bicycle uses. The frontage design standards call for wide sidewalks (ranging from 7-10 feet), as well as on-street parking and bulb-outs at block ends and pedestrian crossing. It is anticipated that such measures will greatly improve the pedestrian and bicycle environment, and improve safety for all transportation modalities.

As part of the TMP, street cross-sections have been developed for streets throughout the subarea, based on street frontage design standards in the Town Center Code. Figures 8-4, 8-5, and 8-6 show the proposed cross sections for Midvale Ave N, Linden Avenue N, and Firlands Way N. All three streets have 10-12' travel lanes (dictated by the ROW width) and 5' landscaped amenity zones, with mature street trees. Midvale Avenue N and Firlands Way N. are Storefront Streets, which require 10' sidewalks, and both also have back-in angle parking on one side of the street. Linden Avenue N is a Greenlink street, and as such has 8' sidewalks and 8' parallel parking on the east side (the west side is outside the Subarea, and required to provide 5' sidewalks). Cross sections for Aurora Avenue N, N 175th Street, and N 185th Street were developed as part of the Aurora Corridor Project. As previously mentioned, the proposed street cross-sections for these three streets are the same for the Proposed Action and No Action Alternatives.

	Arterial Streets			Non Arterial Streets	
	Principal Arterial	Minor Arterial	Collector Arterial	Local Primary Street	Local Secondary Street
Function	<ul style="list-style-type: none"> - Connect cities and urban centers with minimum delay - Connect traffic to Interstate system - Accommodate long and through trips 	<ul style="list-style-type: none"> - Connect activity centers within the City - Connect traffic to Principal Arterials and Interstate - Accommodate some long trips 	<ul style="list-style-type: none"> - Provide access to community services and businesses - Connect traffic from Local Primary Streets to Minor or Principal Arterials - Accommodate medium length trips 	<ul style="list-style-type: none"> - Connect traffic from local secondary streets to Collector Arterials - Accommodate short trips to neighborhood destinations - Provide local accesses 	<ul style="list-style-type: none"> - Provide local accesses
Speed Limits	30 – 40 mph	30 – 35 mph	25 – 30 mph	25 mph	25 mph
Daily Volume (vehicles per day)	More than 15,000	7,000 – 20,000	2,000 – 8,000	less than 3,000	less than 3,000
Number of Lanes	Three or more lanes	Two or more lanes	Two or more lanes	One or Two lanes	One or Two lanes
Lane striping	Travel lanes delineated with stripes	Travel lanes delineated with stripes	Travel lanes delineated with stripes	No centerline striping	No centerline striping
Transit	Buses/transit stops allowed	Buses/transit stops allowed	Buses/transit stops allowed	Buses/transit stops not generally allowed except for short segments	Buses/transit stops not allowed
Bicycle Facilities	May contain bicycle lanes, shared lanes or signage	May contain bicycle lanes, shared lanes or signage	May contain bicycle lanes, shared lanes or signage	<ul style="list-style-type: none"> - Shared lanes can be provided - Signs may be included 	Bike facilities not specifically provided; may include signed bike routes
Pedestrian Facilities	<ul style="list-style-type: none"> - Sidewalks on both sides - Amenity zones 	<ul style="list-style-type: none"> - Sidewalks on both sides - Amenity zones 	<ul style="list-style-type: none"> - Sidewalks on both sides - Amenity zones 	Safe pedestrian access through the use of sidewalks, trails, or other means.	Safe pedestrian access through the use of sidewalks, trails, or other means.

Table 8-1- Draft TMP Typical Street Characteristics

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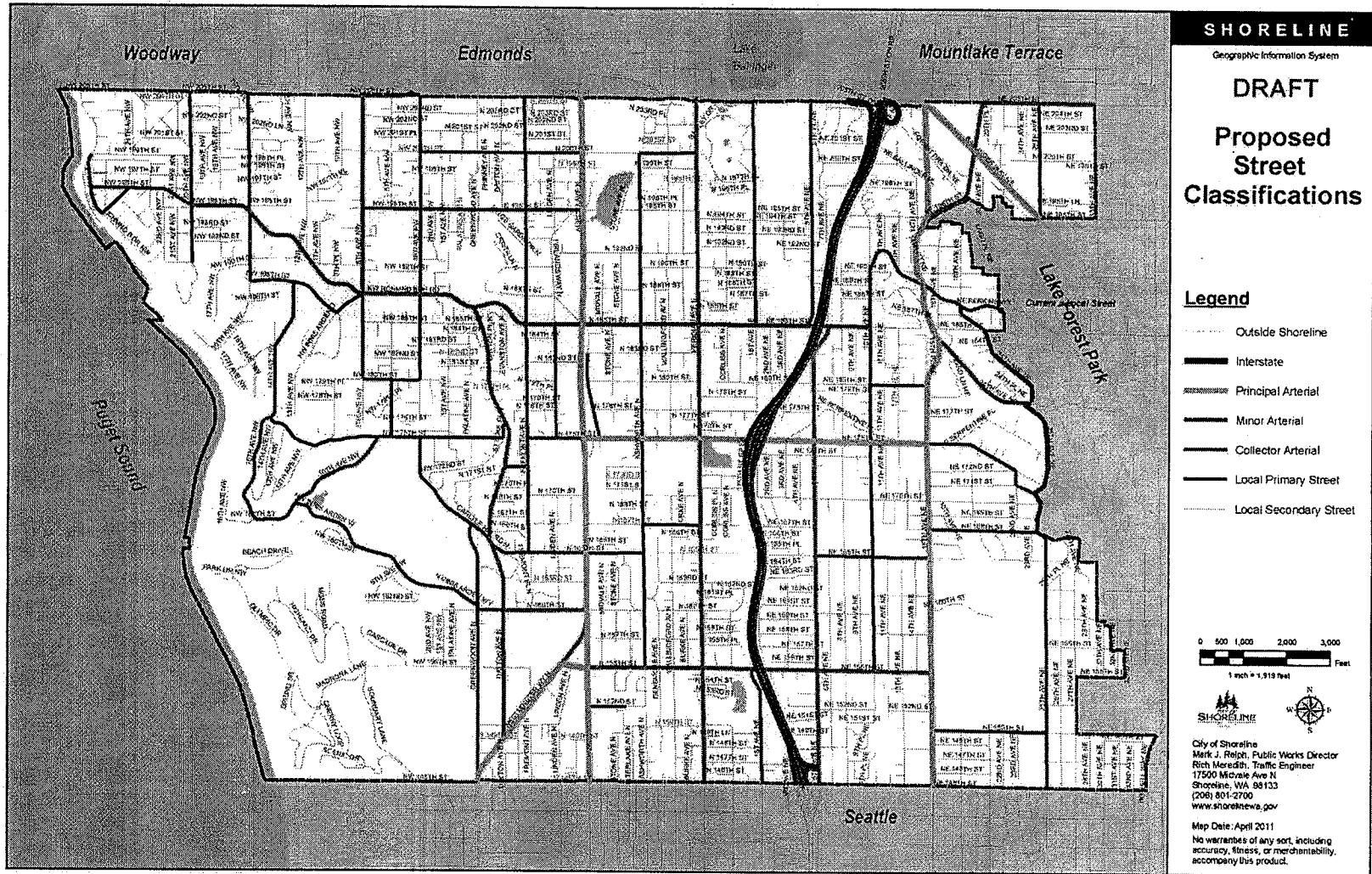


Figure 8-3: Draft TMP Street Classifications

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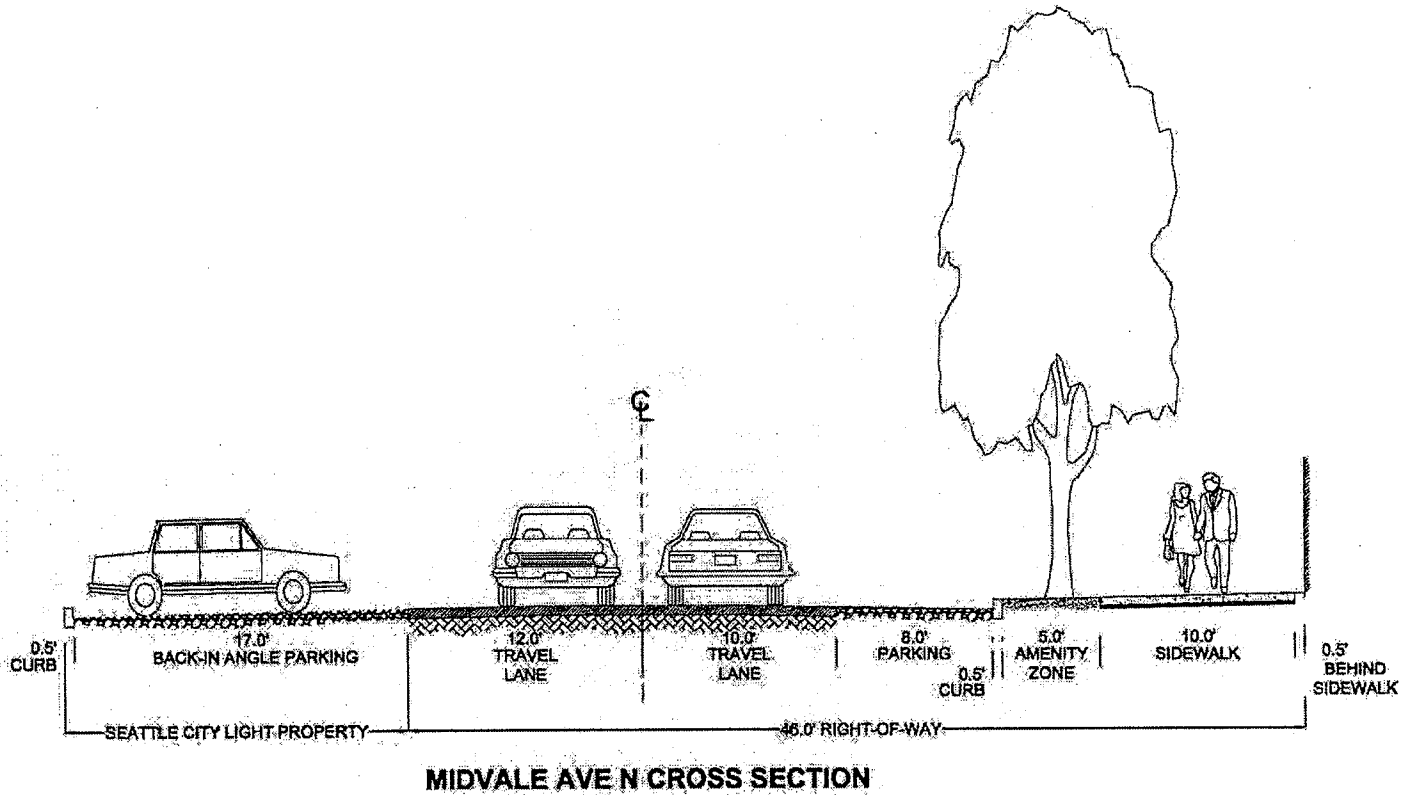


Figure 8-4: Draft TMP Cross-Section for Midvale Avenue N

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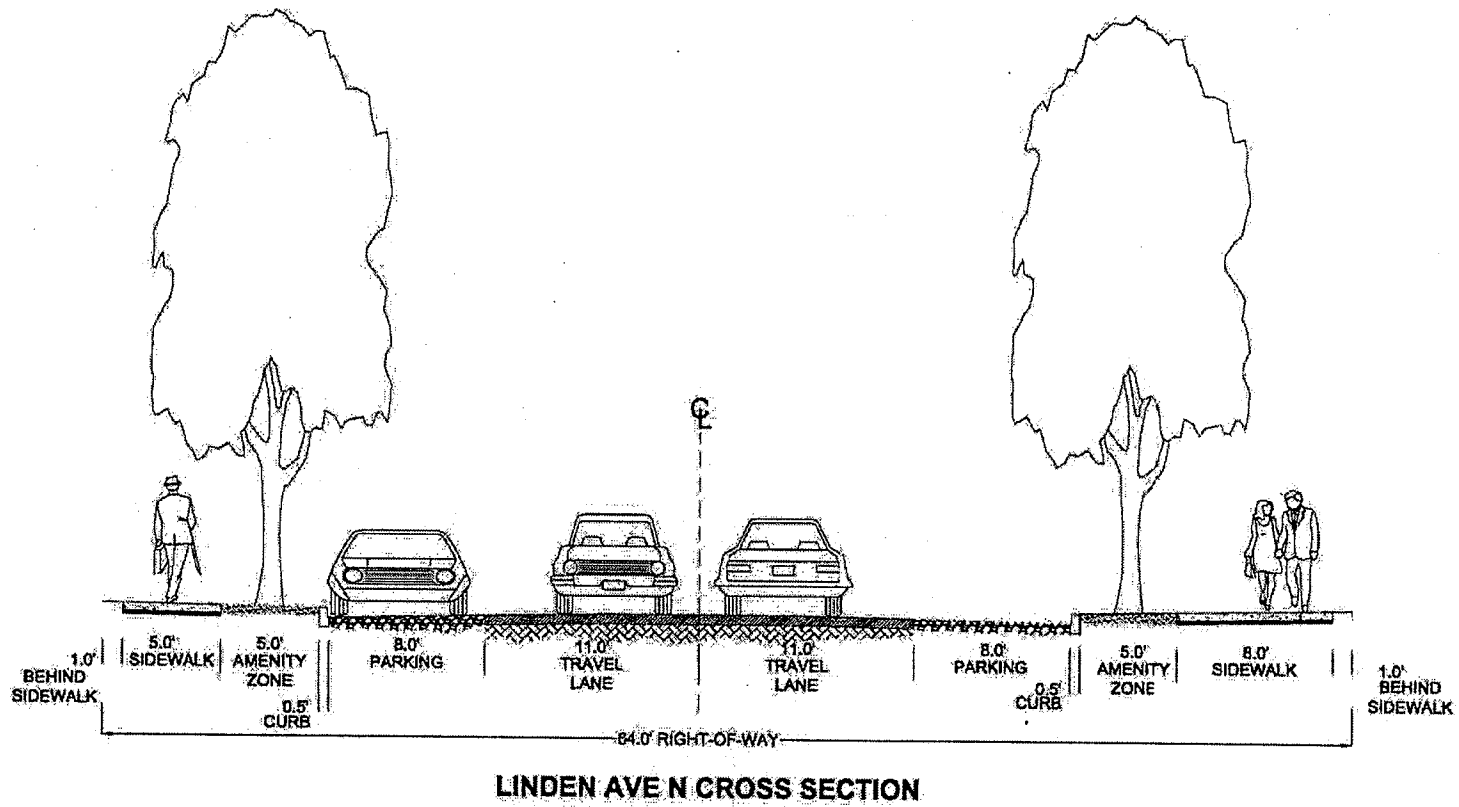


Figure 8-5: Draft TMP Cross Section for Linden Avenue N

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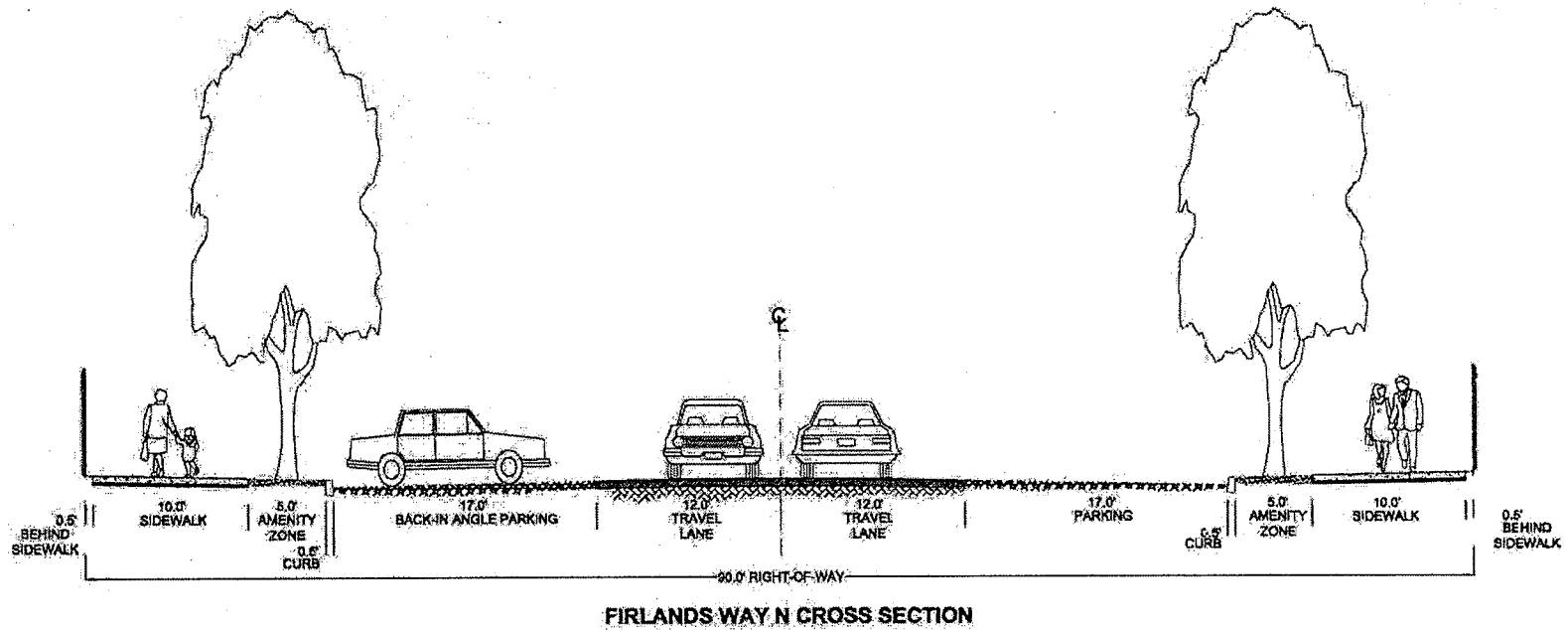


Figure 8-6: Draft TMP Cross Section for Firlands Way N

Potential Traffic and Level of Service (LOS) Impacts from Development in the Town Center

The Growth Management Act (GMA) allows each local jurisdiction to choose a level of service (LOS) method and standards. Level of service (LOS) standards are measures used to denote intersection operating conditions that help judge the performance of the transportation system, and are tied to the delay a vehicle encounters at a signalized or un-signalized intersection. LOS measurements are letter based and range from LOS A (free flowing conditions) to LOS F (unacceptable, stop-and-go conditions), with delay measured in seconds. The City of Shoreline has adopted LOS E as an acceptable LOS for signalized intersections (SMC 20.60.140). While Highways of Statewide Significance (such as Aurora Avenue N) are exempt from GMA concurrency (concurrency is the concept that adequate infrastructure must be available prior to development) requirements, the City is required to adopt a LOS for state highways, and has adopted the same LOS E standard.

As part of the Aurora Corridor Project, the City developed LOS intersection projections for Alternative B (the adopted design) throughout the Town Center Subarea for the years 2013 (anticipated completion of the Aurora Corridor Improvement Project) and 2030 (long-term growth). Table 8-2 includes these LOS projections. The projections were based on 2005 traffic counts, with the assumption that traffic volumes would continue to increase at an average rate of 1.1% over the next 25 years (2005-2010). However, over the past 5 years (2005-2010), traffic volumes along the Aurora Corridor actually declined, leading to improved LOS between 2005 and 2010, and lesser short-term (current) impacts than initially estimated.

	2013 Build (Year of Opening)				2030 Build (Growth Targets)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
205 th & Aurora	D	50	D	47	E	71	E	72
200 th & Aurora	E	59	D	50	D	48	E	71
192 nd & Aurora	B	11	B	14	B	15	B	10
185 th & Aurora	D	44	C	32	E	78	A	56
185 th & Midvale	A	4	A	5	A	4	A	5
182 nd & Aurora	B	18	C	25	C	23	D	38
182 nd & Midvale	C	23	C	30	C	24	C	28
175 th & Aurora	D	46	C	33	E	70	D	48
175 th & Midvale	B	12	B	19	B	14	B	19
165 th & Aurora	C	31	C	33	D	50	D	47

Table 8-2: Projected AM and PM Peak Hour Levels of Service in the Town Center Subarea

Overall, even when accounting for projected traffic volume growth of 1.1% per year, acceptable LOS were projected over the next twenty years for all analyzed intersections in and around the Town Center Subarea. The analysis was based on the assumption that N 182nd Street would remain, and as such does not account for Policy TC-14 of the Subarea Plan, which encourages the removal of the western leg of the intersection at N 182nd Street and Aurora Avenue N, and its replacement with a fully signalized mid-block intersection at N 180th Street and Aurora Avenue N. Should a future redevelopment project propose to vacate N 182nd Street, it would be subject to Washington State Department of Transportation (WSDOT) approval (which has jurisdictional authority over Aurora Avenue N, given its designation as a state highway) and a detailed traffic study.

As part of the 2011 TMP Update, the City of Shoreline hired DKS Associates to develop a new traffic model to help estimate potential vehicular traffic impacts associated with projected growth in the City over the next twenty years. The traffic model takes into account existing traffic levels (2008 traffic counts) in the City, and projects future traffic impacts based on the City's expected long-term (2030) growth projections, dividing the City into 141 transportation analysis zones (TAZ's) through which the growth is distributed. The growth assumptions in the model are consistent with both the City's overall growth targets over the next twenty years (5,000 new housing units and 5,000 new jobs), and those anticipated for the Town Center subarea (approximately 1,200 new housing units and 1,200 new jobs, which was projected to result in 200,000 square feet of office space and 200,000 square feet of commercial space). In general, 2030 growth assumptions in the model are localized around the proposed Light Rail stations along Interstate 5 at N 145th and N 185th Streets and along major transit corridors, such as the Town Center Subarea.

As part of its analysis, DKS prepared volume/capacity (V/C) ratios based on current (2008) and long-term (2030) traffic volumes to help identify existing and future roadway segments of concern in the City. V/C ratios are useful in providing a general assessment of capacity sufficiency on a given roadway, and are often used by cities and counties to help identify intersections for further LOS analysis, as well as future roadway improvements that can be implemented to help address future adverse traffic impacts. As noted, all future projects in the Town Center will be required to complete and submit a detailed traffic analysis.

As shown in Figure 8-7, all road segments within the Town Center Subarea currently operate at a V/C ratio of 0.80 or less, indicating acceptable traffic conditions, even before the completion of the Aurora Corridor Improvement Project. Figure 8-8 illustrates the projected V/C ratios for the year 2030, taking into account future roadway improvement projects (such as net two-way left turn lanes on Meridian, Fremont, and Dayton Avenues N and NE 185th Street) identified by the City. While several roadway segments along Aurora Avenue N are anticipated to reach V/C ratios between 0.91 and 1.00, the V/C ratio results, when coupled with the previously calculated LOS projections for 2030, illustrate that all segments and intersections within the Town Center Subarea are anticipated to have adequate capacity to accommodate anticipated levels of growth and still operate at an acceptable level. Most notably, traffic volumes and LOS along Greenlink and Storefront Streets (either Collector Arterials or Non-Arterials) will continue to be very low.

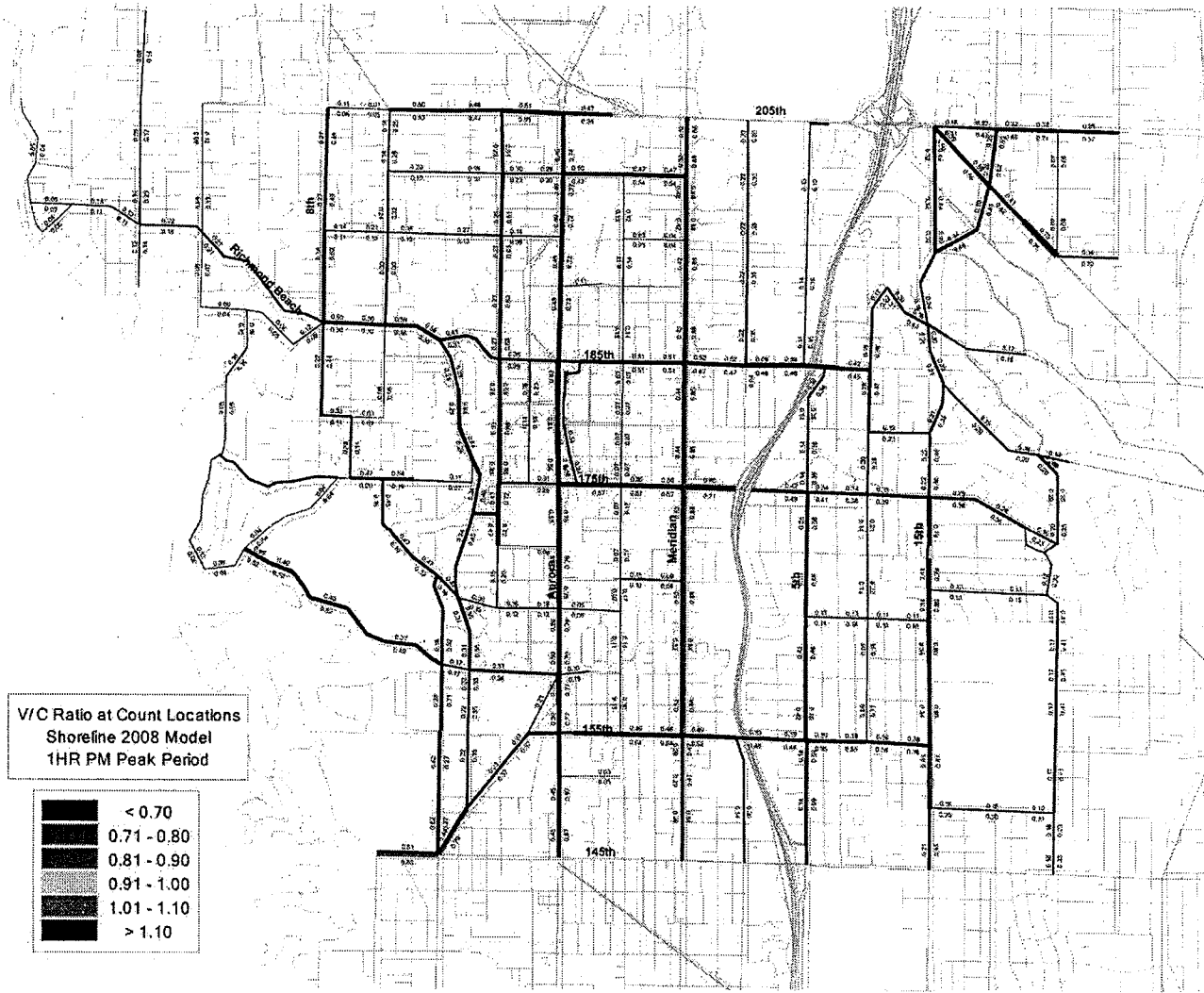


Figure 8-7: 2008 V/C Ratios in the City of Shoreline

V/C Ratio at Count Locations
Shoreline 2030 All Projects
1HR PM Peak

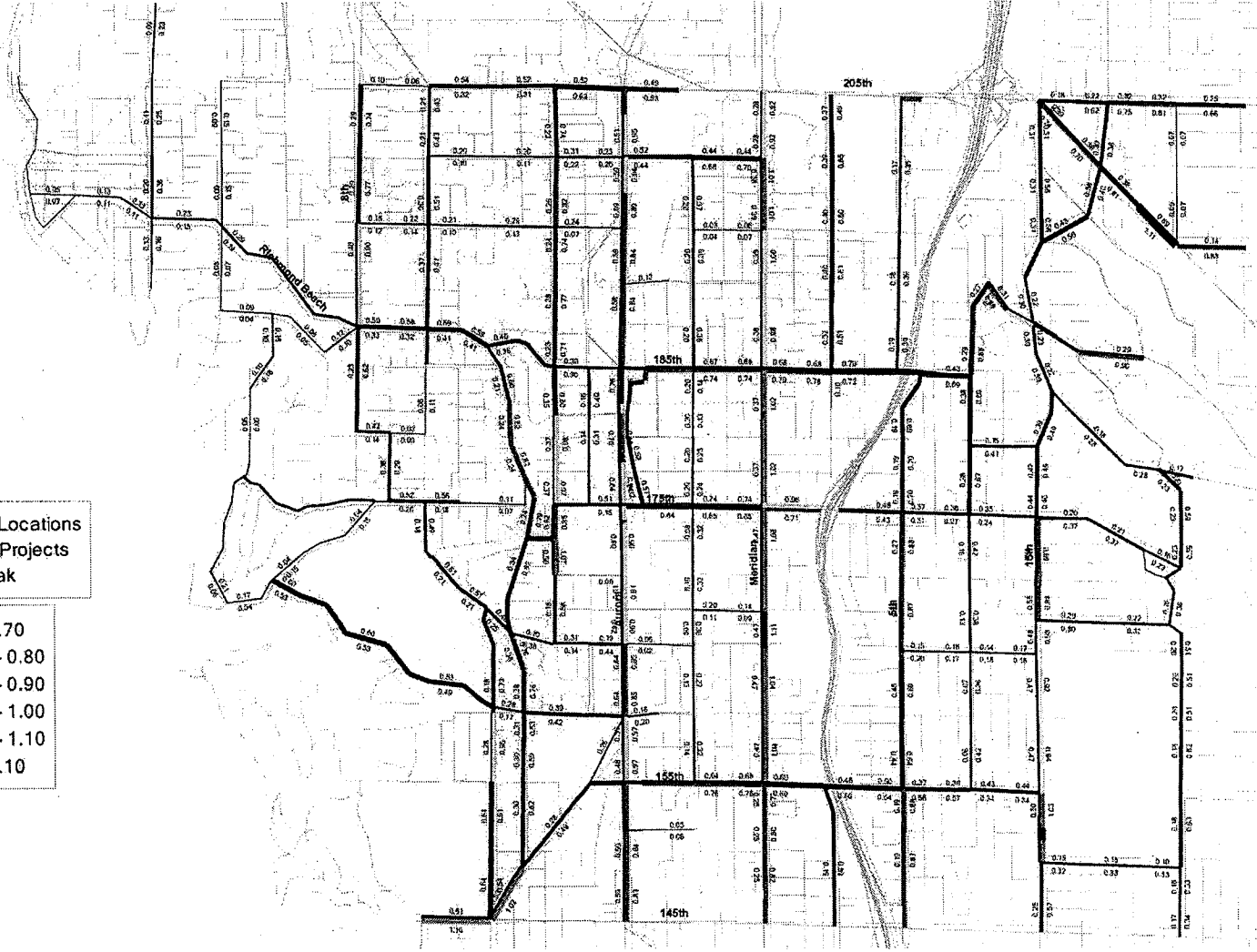
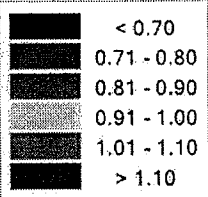


Figure 8-8: Projected 2030 V/C Ratios in the City of Shoreline with Project Improvements

8.1.2 Neighborhood Protection and Traffic Calming

One of the main concerns voiced by residents in neighborhoods adjacent to the Town Center has been the potential for increased cut-through traffic as a result of increased residential and commercial development in the subarea. Policy TC-16 of the Subarea Plan seeks to protect adjacent residential areas from impacts generated by developments in Town Center.

Traffic calming is one way to help protect neighborhoods from the potential impacts of increased traffic resulting from residential and commercial development within the Town Center. Traffic calming refers to measures which aim to reduce or manage the negative effects of motor vehicle use and improve conditions for non-motorized street users. Traffic calming measures can include speed humps, traffic circles, curb extensions (chicanes, neckdowns, and bulbouts), diverters, and landscaping. Figure 8-9 is a graphic created by the United States Department of Transportation that illustrates various traffic calming examples.

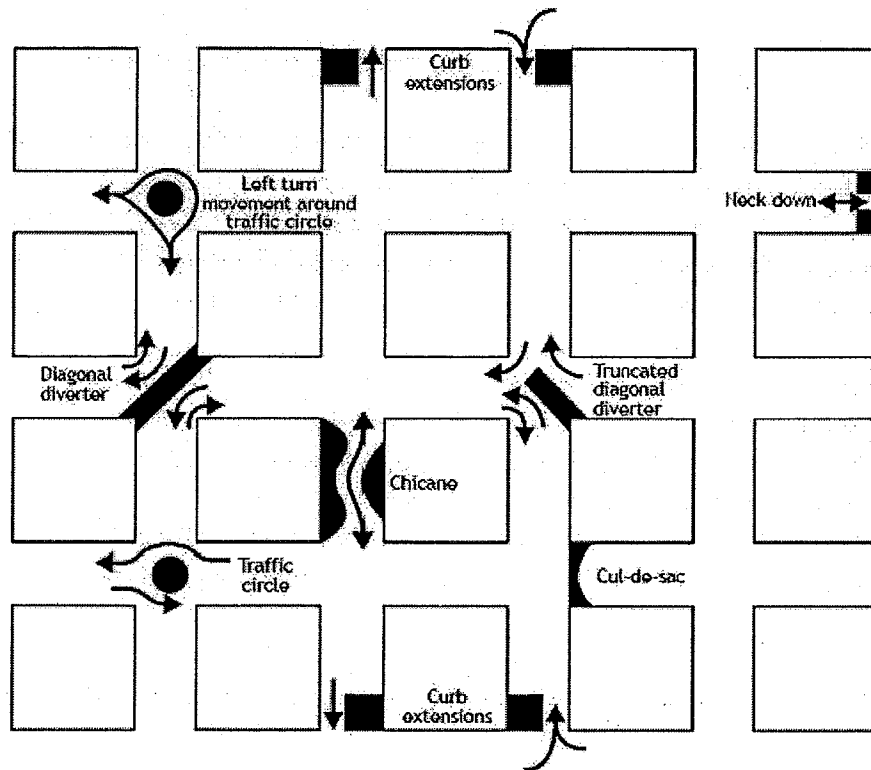


Figure 8-9: Traffic Calming Examples from the US Department of Transportation

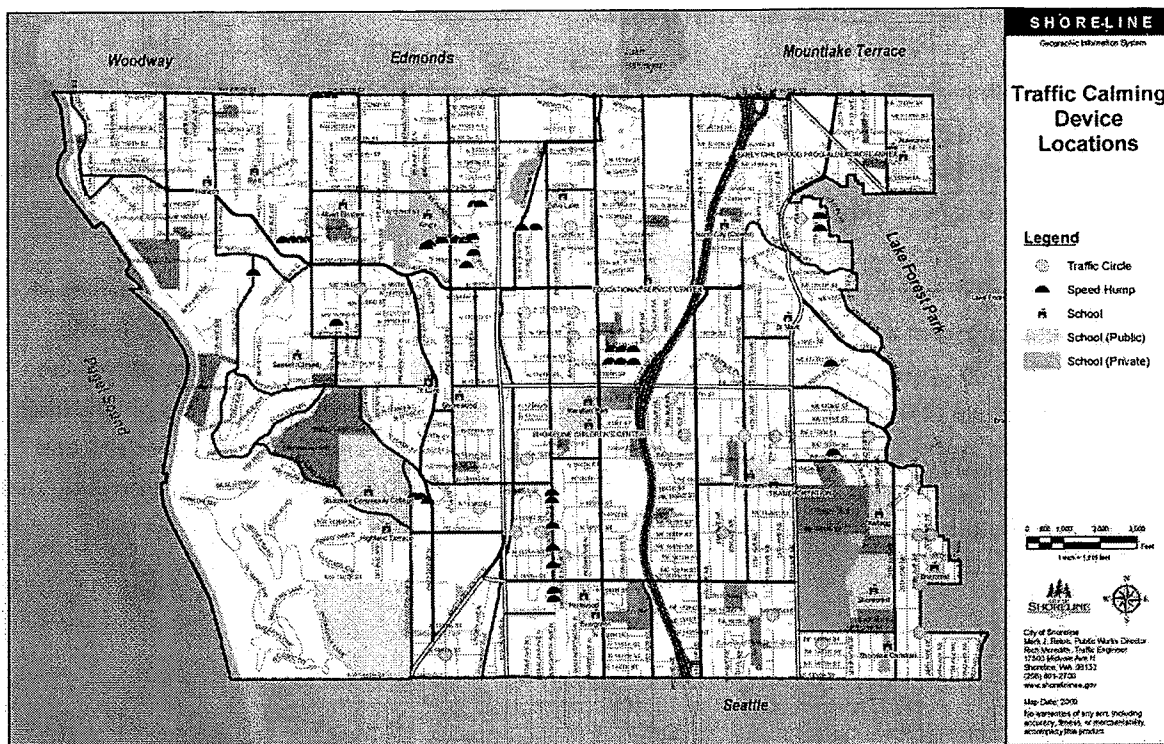


Figure 8-10: Traffic Calming Devices in the City of Shoreline

Figure 8-10 illustrates the location of existing Traffic Calming Devices in the City of Shoreline. Currently, the only traffic calming device within Town Center is a traffic circle at N 183rd Street and Stone Avenue N. However, since 2006 the City's Traffic Services Division has worked with neighborhood associations throughout the City to create Neighborhood Traffic Action Plans (NTAP's), in the hopes of improving the safety, mobility, and livability of the City's neighborhoods.

The NTAP program has resulted in comments and recommendations for the four neighborhoods surrounding the Town Center (Hillwood and Richmond Highlands to the west, and Echo Lake and Meridian Park to the east), with potential improvements prioritized based on community input. Examples of traffic calming that were proposed through the NTAP program included installing a traffic circle at N 178th Street and Wallingford Avenue N (just east of Town Center) to cut down on traffic speeds and potential collisions, and installing a traffic calming device at Linden Avenue N and N 180th Street.

Section 20.92.040 of the proposed Town Center Code is focused on Neighborhood Protection Standards for the surrounding neighborhoods. Section 20.92.040(E) notes that all development in the Town Center will be required to complete a traffic study (they are already required for all projects resulting in 20 net PM peak hour trips, per SMC 20.60.140), and include a specific focus on any mitigation measures that are needed to mitigate potential impacts related to cut-through traffic or parking. Traffic calming devices are a common solution to addressing cut-through traffic impacts.

8.1.3 Pedestrian and Bicycle Environment

Given the current automobile-oriented nature of the Town Center, most notably Aurora Avenue N, pedestrian and bicycle amenities are fairly limited. Figure 8-11 illustrates the Existing Pedestrian Facilities in the City, while Figure 8-12 shows the Existing Bicycle Facilities. The main north/south pedestrian and bicycle route through the Town Center is the Interurban Trail, a separated path that runs along the eastern side of Aurora Avenue N through the entirety of the Town Center, connecting to Edmonds and Seattle to the north and south. Concrete sidewalks exist on N 185th Street and N 175th Street, and on east side of Linden Avenue N along the western edge of the Fred Meyer, but are piecemeal in nature throughout the rest of Town Center. As part of the Aurora Corridor project, new wider sidewalks will be installed on the west side of Aurora Avenue N, while the Interurban Trail will continue to serve pedestrian traffic on the east side of Aurora. There are designated bike lanes on N 185th Street east of the Interurban Trail, but no other east-west bicycle lanes to move bicyclists through the Town Center and connect them to other parts of the City and region.

Several Town Center Subarea Plan policies address creating a more walkable environment within the Town Center. Policy TC-10 calls for creating a seamless network of safe, convenient, and attractive walkway improvements within Town Center that also connects to all streets, the Interurban Trail, high capacity transit on Aurora, and adjacent neighborhoods, while Policy TC-12 calls for creating safe and attractive pedestrian crossings of Aurora, walkways to better link uses within Town Center, and more direct and attractive walkways from adjacent neighborhoods. In regards to bicyclists, Policy TC-11 calls for improved and expanded bicycle paths.

The Town Center Subarea Plan and Code also place a great emphasis on creating quality pedestrian and bicycle connections within and between individual parcels in the Town Center. Section 20.92.060(A) of the Town Center Code calls for promoting and enhancing public walking and gathering with attractive and connected development, which provide safe routes for pedestrians and disabled people across parking lots, to building entries, and between buildings, while Section 20.92.060(D) requires developments to include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail.

As part of the TMP, the City has developed proposed Draft Pedestrian and Bicycle System improvements (which, as previously mentioned, would be the same for the Proposed Action and No Action Alternatives). These plans call for the installation of sidewalks along the entirety of Linden and Midvale Avenues N and Firlands Way N, as well as adding designated east-west bike lanes to N 175th Street and N 185th Street for the entirety of the Town Center and beyond, allowing for improved pedestrian and bicycle connections to adjacent neighborhoods and the region. Figures 8-13 and 8-14 show these proposed improvements. If sufficient funding were to become available, completion of these projects would result in a major improvement to the existing pedestrian and bicycle environment in the subarea, and be consistent with numerous goals and policies of the Town Center Subarea Plan.

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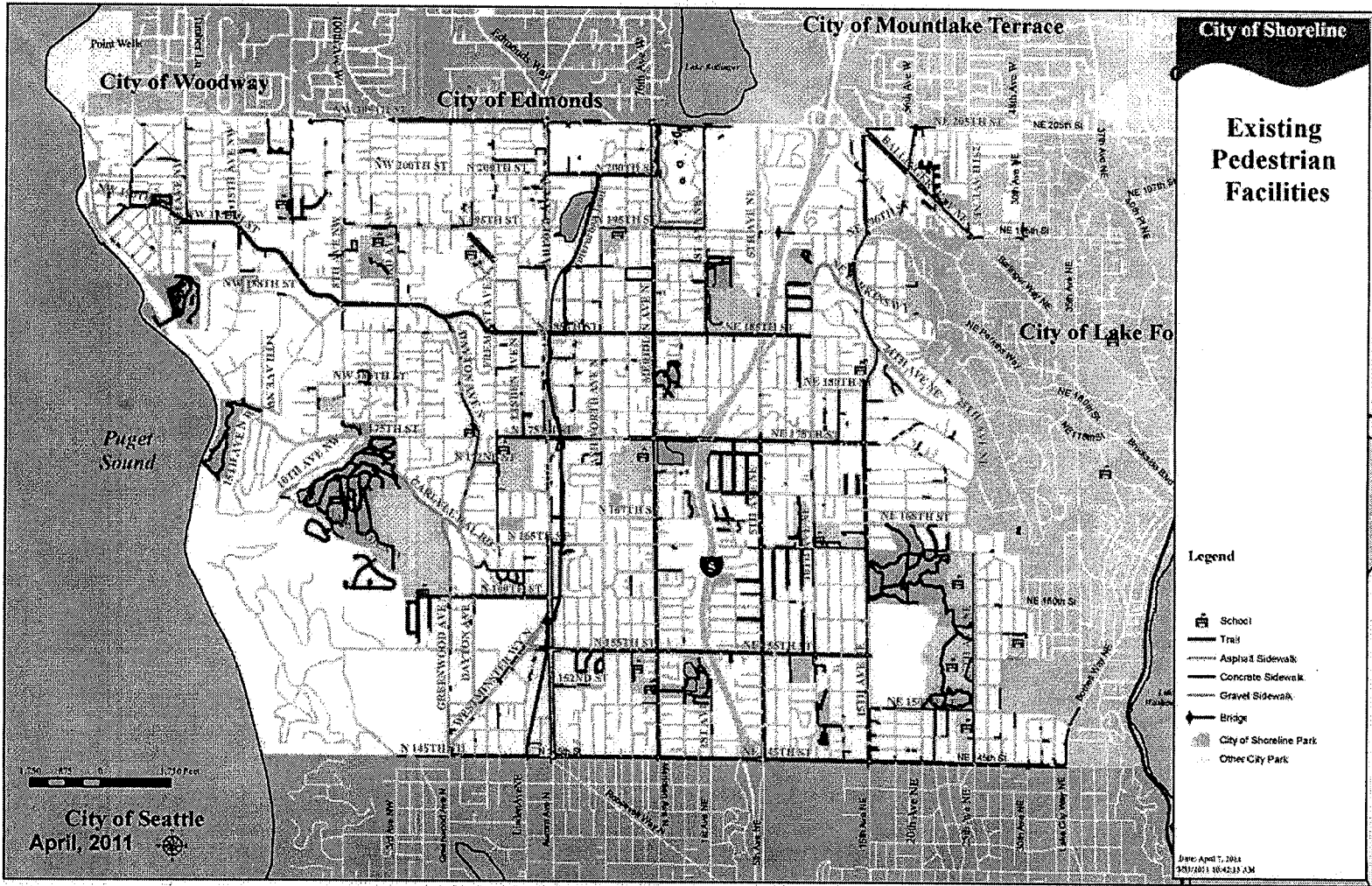


Figure 8-11: Existing Pedestrian Facilities

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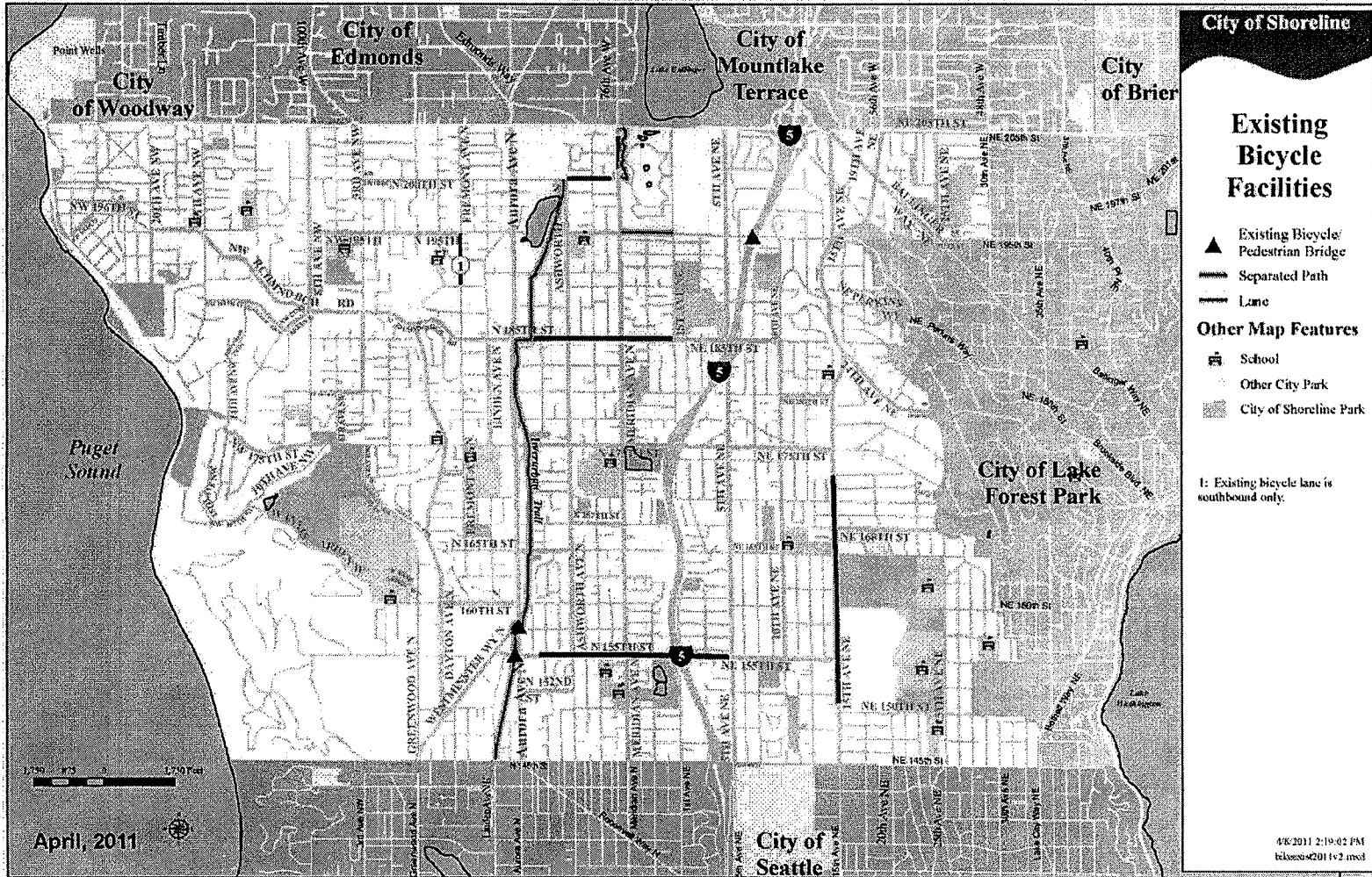


Figure 8-12: Existing Bicycle Facilities

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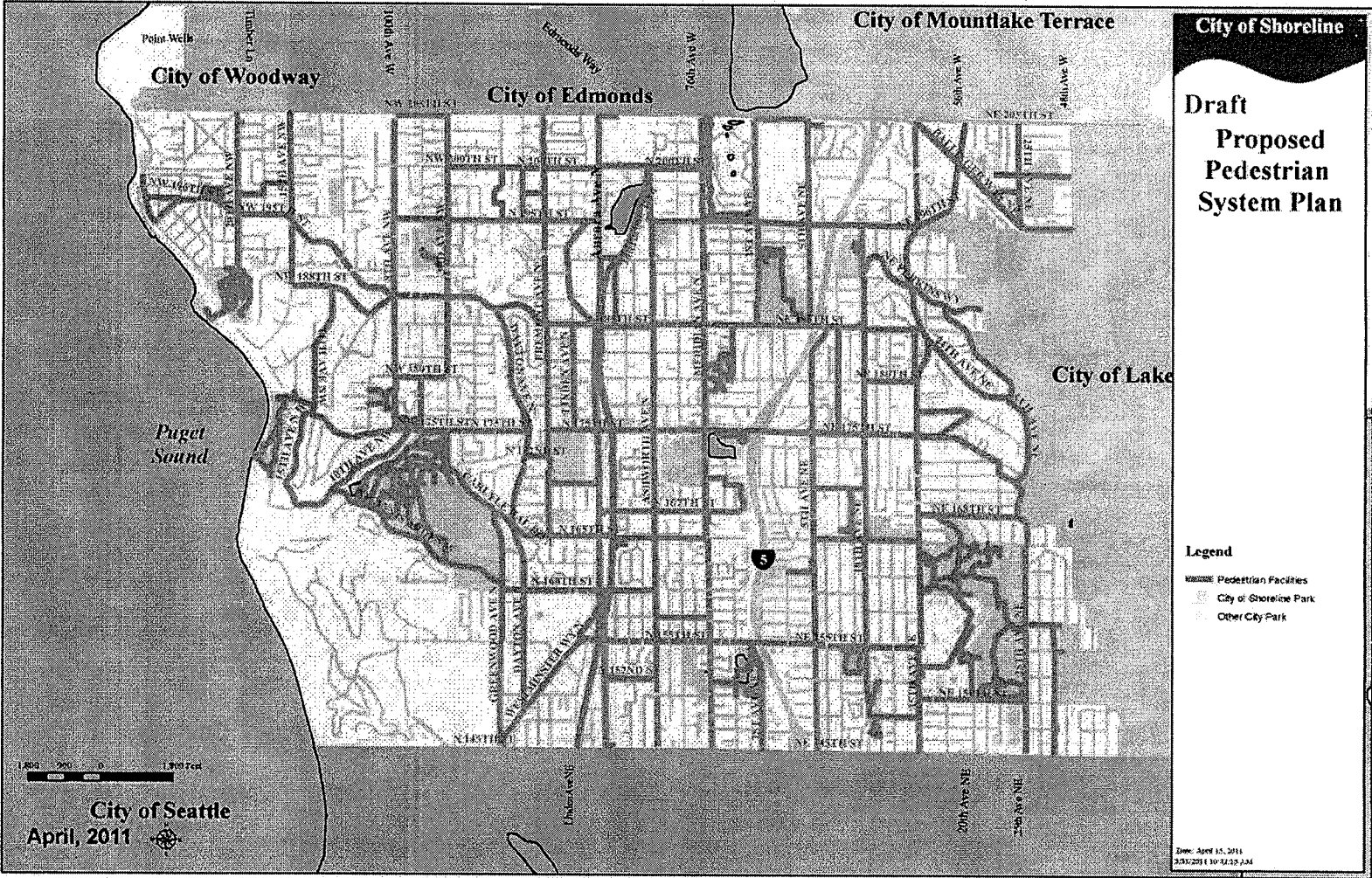


Figure 8-13: Draft TMP Pedestrian System Plan

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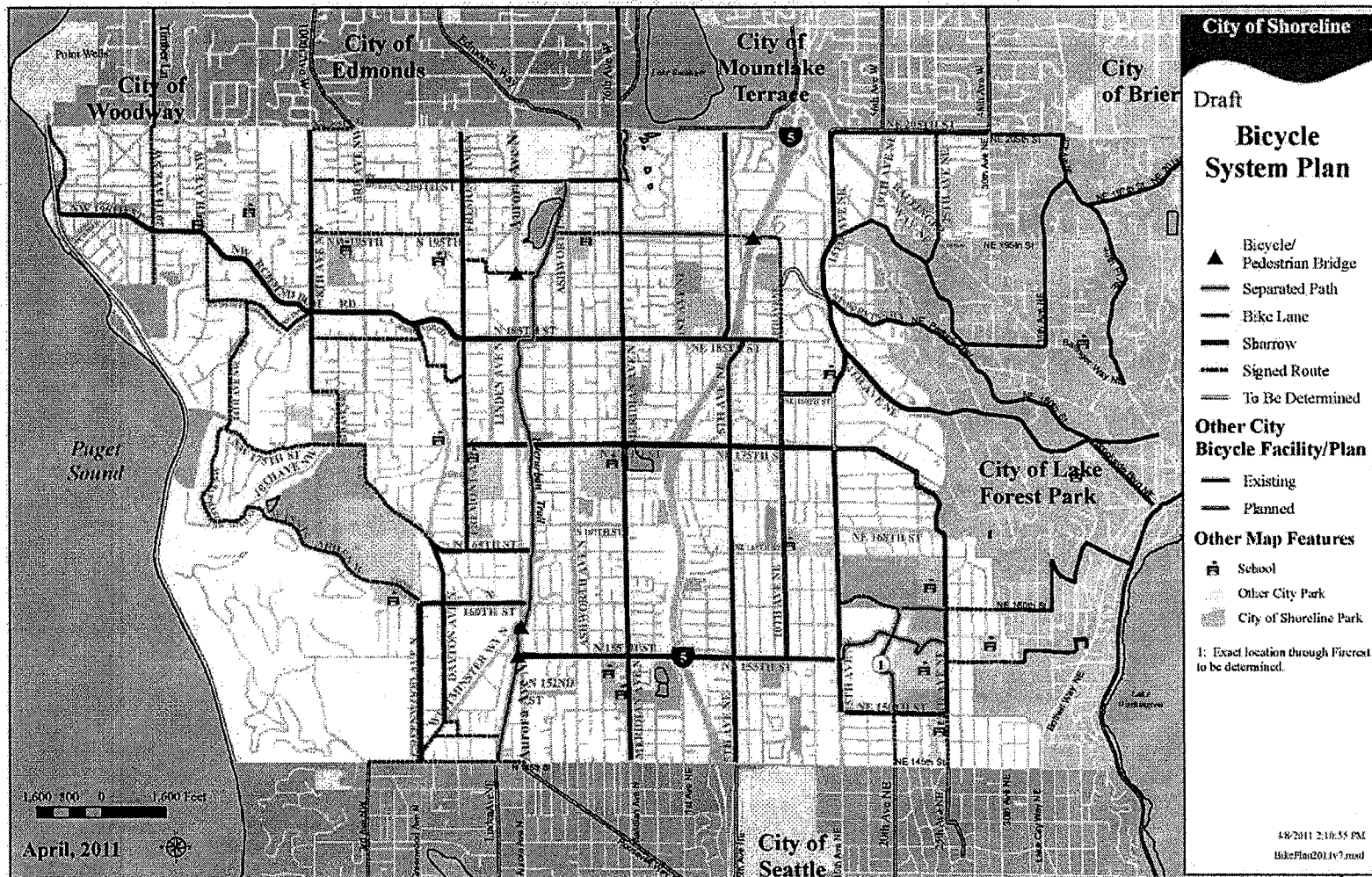


Figure 8-14: Draft TMAP Bicycle System Plan

8.1.4 Transit

The Town Center Subarea Plan places a great emphasis on improving and expanding the transit system within the subarea, with high capacity transit along Aurora Avenue N, frequent local bus service, and future Sound Transit light rail service (estimated to open in 2023) envisioned as providing a variety of transit connections to adjacent neighborhoods and the surrounding region. Additional focus has been placed on creating a network of walkways and pedestrian connections to help transit users connect to and navigate the Town Center.

Existing Bus Service

A number of existing bus lines operate within the Town Center and vicinity, either all day (Figure 8-15) or during peak commute hours (Figure 8-16). These include King County Metro Line 358, which provides service along Aurora Avenue N to Downtown Seattle every 7-15 minutes throughout the day; Metro Line 301, providing peak service down Interstate 5 to Seattle; and Metro Line 348, which provides service along N 185th Street between Richmond Beach and the Northgate Transit Center.

Future Bus Service and Proposed Short-Term Transit Enhancements

Starting in 2013, King County Metro will begin operating the RapidRide E Line along Aurora Avenue N. Largely following the route of Line 358, the line will provide faster and more frequent service between Aurora Village Transit Center and downtown Seattle, with stations at N 175th and 185th Streets and additional stops at N 180th and N 170th Streets. To capitalize on the new RapidRide line, the City of Shoreline has developed a draft series of short-term transit enhancements (Figure 8-17) to help expand transit opportunities in the Town Center and throughout the City. Desired improvements, including increasing King County Routes 373 and 330 to All-Day service, would be subject to King County Metro planning, prioritization, and funding. However, the City of Shoreline will continue to work and coordinate with Sound Transit in an attempt to maximize transit opportunities within and adjacent to the Town Center, in hopes of creating the transit-friendly, pedestrian-oriented environment envisioned in the Subarea Plan.

Future Light Rail Service and Proposed Long-Term Transit Enhancements

Sound Transit is currently evaluating alternatives for the North Corridor extension of Link light rail service, which, when operational in 2023, would extend light rail service north from Northgate (anticipated to open in 2021), through Shoreline, and on to Lynnwood. The Sound Transit 2 Plan (approved by voters in 2008) assumed a fully elevated light rail line along Interstate 5, with stations at NE 145th Street and NE 185th Street. However, additional alternatives, including a potential line along Aurora Avenue N, are currently being evaluated. The City of Shoreline has not adopted a preferred alternative, and as such has proposed a draft series of long-term transit enhancements (Figure 8-18), which focus primarily on expanding feeder service to the future light rail stations (either along N 185th Street to I-5, or along Aurora Avenue N to N 155th Street or N 192nd Street).

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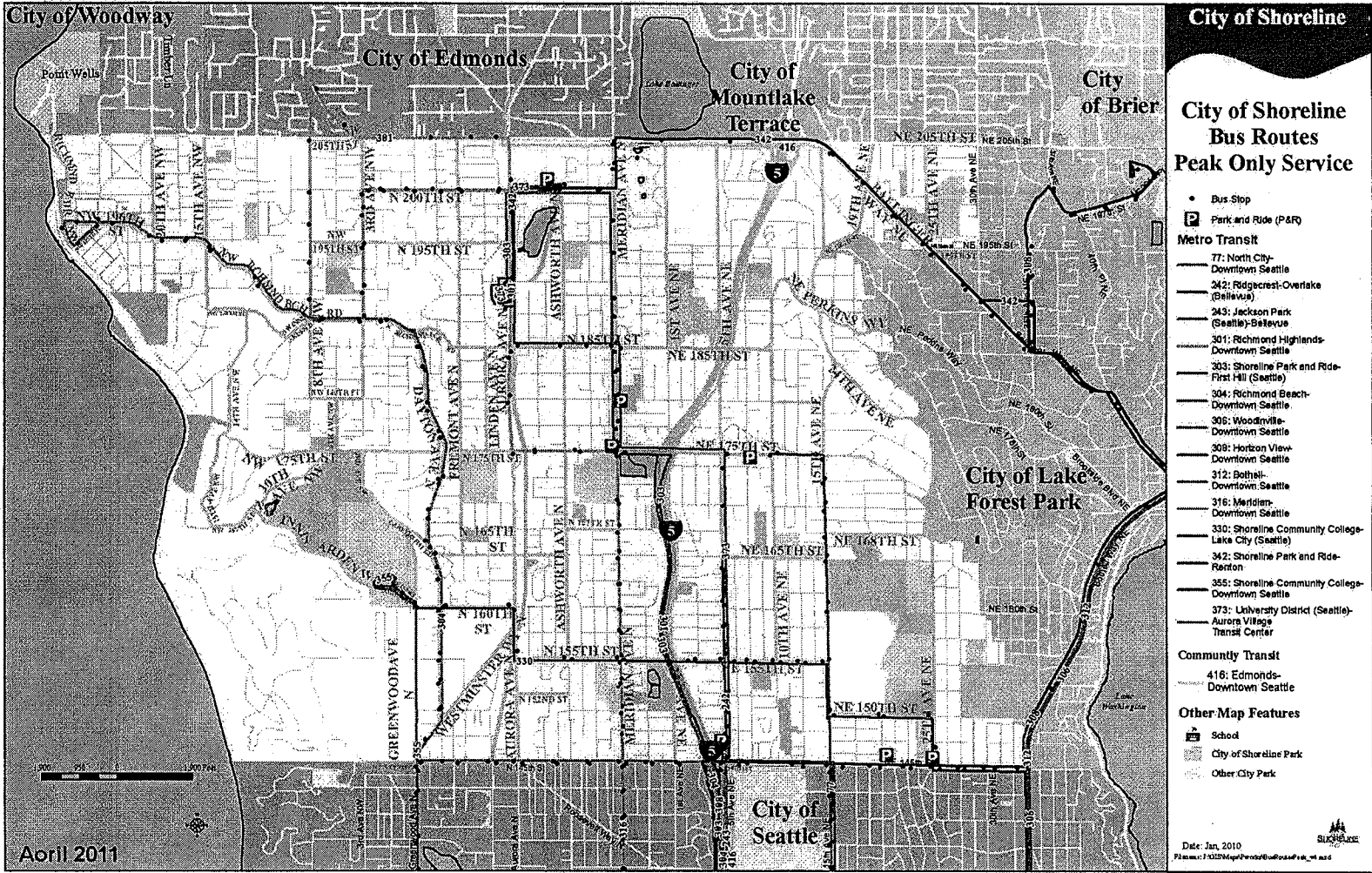


Figure 8-16- Existing Peak Hour Bus Service for the City of Shoreline

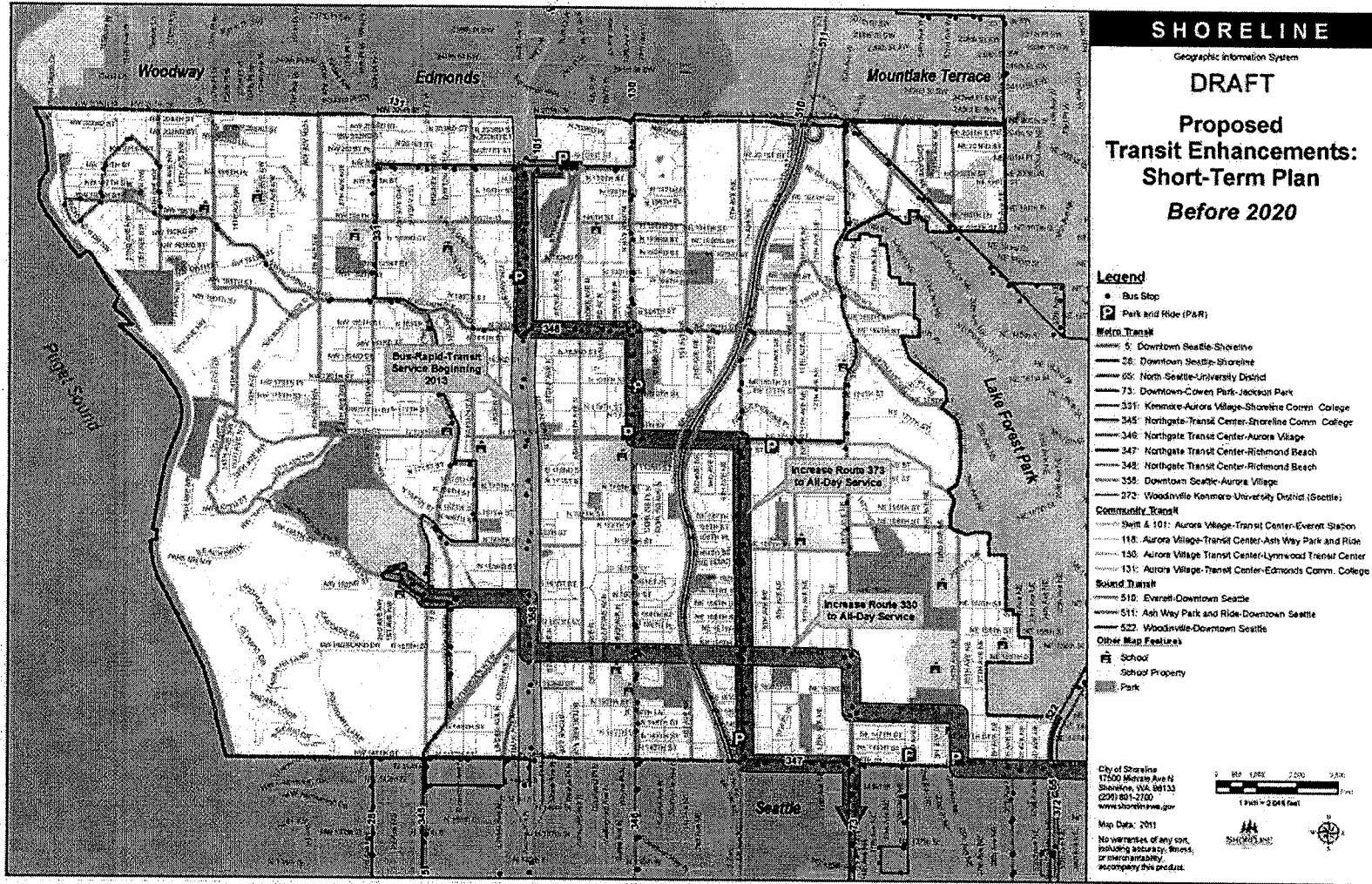


Figure 8-17: Proposed Short-Term Transit Improvements

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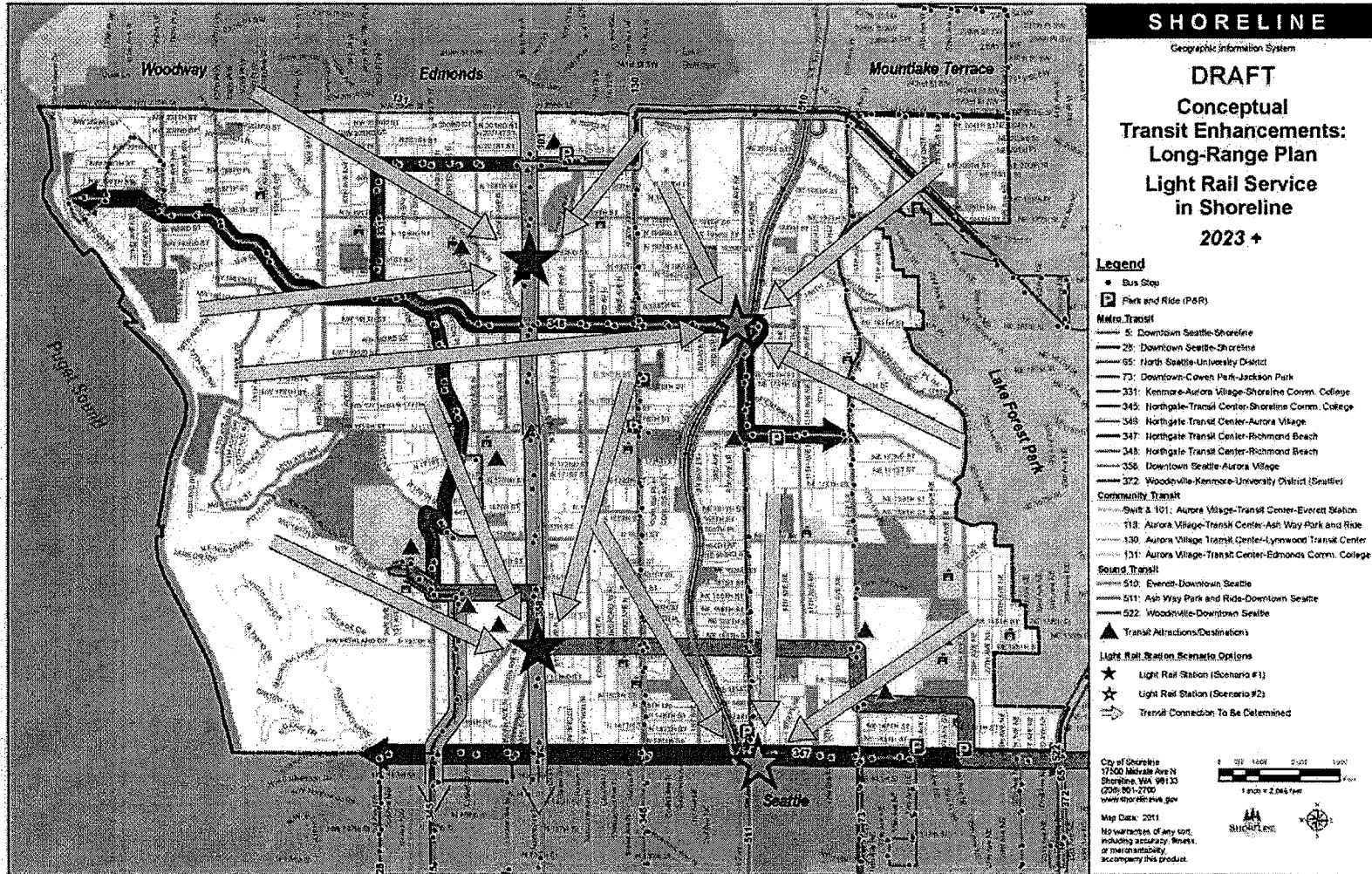


Figure 8-18: Proposed Long Term Transit Improvements

8.1.5 Parking

As previously discussed, a common theme found throughout the Town Center Subarea Plan is to reduce the area's historic reliance on automobiles, and increase the number of pedestrians, bicyclists, and transit users. With that being said, providing an adequate and appropriate amount of parking will be an important element to creating and supporting the mix of uses that contribute to a vibrant Town Center.

SMC 20.50.390 details the existing minimum off-street parking requirements for the City of Shoreline. For residential uses, single family residences require a minimum of 2 parking spaces, while apartments and condominiums require between 1.2 (for studios) and 2 (three bedrooms or larger) spaces per unit. Commercial, office, and retail uses require 1 parking space per 300 square feet of floor area. There are a number of standards and requirements related to surface parking lot standards, access, landscaping, and lighting, as well as the potential for a 20% reduction in required parking spaces when a project proposes a coordinated design and shared access to consolidated parking areas linked by pedestrian walkways.

The proposed Site Design Standards of the Town Center Code (20.92.060) includes a number of design standards related to parking, which expand on the current Development Code requirements. These standards require safe routes for pedestrians across parking lots, to building entries, and between buildings (through pathways, lighting, and landscaping requirements), and limit the amount of surface parking areas that can be located along the site frontages of Storefront/Greenlink Streets (65 lineal feet) and Boulevard Streets (50% of the site frontage), with parking internalized on sites so as to maximize building street frontage.

The parking ratios in the Town Center Code have been simplified to include just a few uses, with residential units requiring 0.75 spaces/bedroom, retail uses requiring 1 space/400 net square feet, and civic/office uses requiring 1 space/500 net square feet. These standards are lower than the existing Code requirements, as the Town Center Subarea Plan and Development Code anticipate a higher number of pedestrians, bicyclists, and transit users. The proposed parking standards are closer to those established for the North City Subarea District (SMC 20.90.080), which requires between 1 and 1.6 parking spaces per residential unit, and one parking space per 500 square feet of gross floor area.

In addition, the Town Center Code allows the Planning Director to approve reductions of up to 50% in parking requirements for projects that meet criteria such as provision of on-street parking along the parcel's street frontage, proximity (1/4 mile) to a transit stop, a commute trip reduction program, or a shared parking agreement with adjoining parcels.

8.2 Impacts

Impacts Common to Both Alternatives

Impact 8.2.1: While not projected to exceed accepted level-of-service (LOS) standards, development consistent with the growth assumptions for the Town Center Subarea has the potential to result in additional vehicular traffic that could adversely impact the subarea's street system via cut-through traffic to adjacent neighborhoods.

Impact 8.2.2: Projected increases in vehicular traffic, coupled with the increased amount of pedestrian, bicycle, and transit use that typically accompany mixed-use development, has the potential to increase conflicts among the various users of Town Center.

Impacts for Proposed Action

Impact 8.2.3: The Town Center Code proposes to reduce the number of required parking spaces for residential, commercial, and office uses. This has the potential to result in spillover parking into the surrounding single family residential neighborhoods. Upon reducing the parking requirements in the North City Subarea District, the City of Shoreline experienced an increase in service requests and complaints related to spillover parking.

8.3 Mitigation Measures

Mitigation Measures for No Action Alternative

Mitigation Measure 8.3.1: Current Traffic Study Guidelines (SMC 20.60.140) for the City of Shoreline require that any development proposal that would generate 20 or more (net) PM peak hour trips to complete and submit a traffic study. Any large-scale redevelopment project within the Town Center subarea is likely to trigger this requirement.

Mitigation Measures for Proposed Action

Mitigation Measure 8.3.2: Section 20.92.040 of the Town Center Code requires that all developments shall complete a traffic study and implement mitigation measures to mitigate potential cut-through traffic or parking impacts to single-family neighborhoods. These could include traffic calming measures identified in the various NTAP's, partial street closures, and other topics addressed in the required traffic study.

Mitigation Measure 8.3.3- Should spillover parking continue to be a problem following implementation of traffic calming measures, surrounding neighborhoods may pursue the City's Residential Parking Zone (RPZ) program, which requires permits to park in certain areas of the City.

The RPZ program has identified proximity to a business district as an appropriate reason for implementing permit parking.

8.4 Significant Unavoidable Adverse Impacts

With implementation of the above mitigation measures, no significant unavoidable adverse impacts are anticipated related to transportation.

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Chapter 9: References

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Appendix A- Greenhouse Gas Emissions Worksheet

King County Department of Development and Environmental Services
SEPA GHG Emissions Worksheet
Version 1.7 12/26/07

Introduction

The Washington State Environmental Policy Act (SEPA) requires environmental review of development proposals that may have a significant adverse impact on the environment. If a proposed development is subject to SEPA, the project proponent is required to complete the SEPA Checklist. The Checklist includes questions relating to the development's air emissions. The emissions that have traditionally been considered cover smoke, dust, and industrial and automobile emissions. With our understanding of the climate change impacts of GHG emissions, King County requires the applicant to also estimate these emissions.

Emissions created by Development

GHG emissions associated with development come from multiple sources:

- The extraction, processing, transportation, construction and disposal of materials and landscape disturbance (Embodied Emissions)
- Energy demands created by the development after it is completed (Energy Emissions)
- Transportation demands created by the development after it is completed (Transportation Emissions)

GHG Emissions Worksheet

King County has developed a GHG Emissions Worksheet that can assist applicants in answering the SEPA Checklist question relating to GHG emissions.

The SEPA GHG Emissions worksheet estimates all GHG emissions that will be created over the life span of a project. This includes emissions associated with obtaining construction materials, fuel used during construction, energy consumed during a buildings operation, and transportation by building occupants.

Using the Worksheet

1. Descriptions of the different residential and commercial building types can be found on the second tabbed worksheet ("Definition of Building Types"). If a development proposal consists of multiple projects, e.g. both single family and multi-family residential structures or a commercial development that consists of more than one type of commercial activity, the appropriate information should be estimated for each type of building or activity.

2. For paving, estimate the total amount of paving (in thousands of square feet) of the project.
3. The Worksheet will calculate the amount of GHG emissions associated with the project and display the amount in the "Total Emissions" column on the worksheet. The applicant should use this information when completing the SEPA checklist.
4. The last three worksheets in the Excel file provide the background information that is used to calculate the total GHG emissions.
5. The methodology of creating the estimates is transparent; if there is reason to believe that a better estimate can be obtained by changing specific values, this can and should be done. Changes to the values should be documented with an explanation of why and the sources relied upon.
6. Print out the "Total Emissions" worksheet and attach it to the SEPA checklist. If the applicant has made changes to the calculations or the values, the documentation supporting those changes should also be attached to the SEPA checklist.

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			Lifespan Emissions (MTCO2e)
			Embodied	Energy	Transportation	
Single-Family Home.....	50		98	672	792	78,092
Multi-Family Unit in Large Building	1000		33	357	766	1,155,694
Multi-Family Unit in Small Building	150		54	681	766	225,027
Mobile Home.....	0		41	475	709	0
Education		0.0	39	646	361	0
Food Sales		0.0	39	1,541	282	0
Food Service		0.0	39	1,994	561	0
Health Care Inpatient		0.0	39	1,938	582	0
Health Care Outpatient		0.0	39	737	571	0
Lodging		0.0	39	777	117	0
Retail (Other Than Mall).....		200.0	39	577	247	172,551
Office		200.0	39	723	588	269,869
Public Assembly		0.0	39	733	150	0
Public Order and Safety		0.0	39	899	374	0
Religious Worship		0.0	39	339	129	0
Service		0.0	39	599	266	0
Warehouse and Storage		0.0	39	352	181	0
Other		0.0	39	1,278	257	0
Vacant		0.0	39	162	47	0

Section II: Pavement.....

Pavement.....		0.00				0
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Total Project Emissions:

1,901,233

Definition of Building Types

Type (Residential) or Principal Activity (Commercial)	Description
Single-Family Home.....	Unless otherwise specified, this includes both attached and detached buildings
Multi-Family Unit in Large Building	Apartments in buildings with more than 5 units
Multi-Family Unit in Small Building	Apartments in building with 2-4 units
Mobile Home.....	
Education	Buildings used for academic or technical classroom instruction, such as elementary, middle, or high schools, and classroom buildings on college or university campuses. Buildings on education campuses for which the main use is not classroom are included in the category relating to their use. For example, administration buildings are part of "Office," dormitories are "Lodging," and libraries are "Public Assembly."
Food Sales	Buildings used for retail or wholesale of food.
Food Service	Buildings used for preparation and sale of food and beverages for consumption.
Health Care Inpatient	Buildings used as diagnostic and treatment facilities for inpatient care.
Health Care Outpatient	Buildings used as diagnostic and treatment facilities for outpatient care. Doctor's or dentist's office are included here if they use any type of diagnostic medical equipment (if they do not, they are categorized as an office building).
Lodging	Buildings used to offer multiple accommodations for short-term or long-term residents, including skilled nursing and other residential care buildings.
Retail (Other Than Mall).....	Buildings used for the sale and display of goods other than food.
Office	Buildings used for general office space, professional office, or administrative offices. Doctor's or dentist's office are included here if they do not use any type of diagnostic medical equipment (if they do, they are categorized as an outpatient health care building).
Public Assembly	Buildings in which people gather for social or recreational activities, whether in private or non-private meeting halls.
Public Order and Safety	Buildings used for the preservation of law and order or public safety.
Religious Worship	Buildings in which people gather for religious activities, (such as chapels, churches, mosques, synagogues, and temples).
Service	Buildings in which some type of service is provided, other than food service or retail sales of goods
Warehouse and Storage	Buildings used to store goods, manufactured products, merchandise, raw materials, or personal belongings (such as self-storage).
Other	Buildings that are industrial or agricultural with some retail space; buildings having several different commercial activities that, together, comprise 50 percent or more of the floorspace, but whose largest single activity is agricultural, industrial/ manufacturing, or residential; and all other miscellaneous buildings that do not fit into any other category.
Vacant	Buildings in which more floorspace was vacant than was used for any single commercial activity at the time of interview. Therefore, a vacant building may have some occupied floorspace.

Sources:

Residential 2001 Residential Energy Consumption Survey
 Square footage measurements and comparisons
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

Commercial Commercial Buildings Energy Consumption Survey (CBECS),
 Description of CBECS Building Types
<http://www.eia.doe.gov/emeu/cbecs/pba99/bldgtypes.html>

Embodied Emissions Worksheet

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# thousand sq feet/ unit or building	Life span related embodied GHG missions (MTCO ₂ e/ unit)	Life span related embodied GHG missions (MTCO ₂ e/ thousand square feet) - See calculations in table below
Single-Family Home	2.53	96	39
Multi-Family Unit in Large Building	0.85	33	39
Multi-Family Unit in Small Building	1.39	54	39
Mobile Home	1.05	41	39
Education	25.6	991	39
Food Sales	5.6	217	39
Food Service	5.6	217	39
Health Care Inpatient	241.4	9,346	39
Health Care Outpatient	10.4	403	39
Lodging	36.8	1,386	39
Retail (Other Than Mall)	9.7	376	39
Office	14.0	573	39
Public Assembly	14.2	550	39
Public Order and Safety	15.5	600	39
Religious Worship	10.1	391	39
Service	6.5	252	39
Warehouse and Storage	16.9	654	39
Other	21.9	848	39
Vacant	14.1	546	39

Section II: Pavement

All Types of Pavement	50
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	Columns and Beams	Intermediate Floors	Exterior Walls	Windows	Interior Walls	Roofs	Total Embodied Emissions (MTCO ₂ e)	Total Embodied Emissions (MTCO ₂ e/ thousand sq feet)
Average GWP (lbs CO ₂ e/sq ft): Vancouver, Low Rise Building	5.3	7.8	19.1	51.2	5.7	21.3		
Average Materials in a 2,272-square foot single family home	0.0	2269.0	3205.0	395.0	6050.0	3103.0	88.0	38.7
MTCO ₂ e	0.0	8.0	27.8	6.6	15.6	30.0	88.0	38.7

Sources

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)
Square footage measurements and comparisons
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

Floorspace per building

EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)
Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003
http://www.eia.doe.gov/emeu/cebs/cbecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls

Average GWP (lbs CO₂e/sq ft): Vancouver, Low Rise Building

Athena EcoCalculator
Athena Assembly Evaluation Tool v2.3- Vancouver Low Rise Building
Assembly Average GWP (kg) per square meter
<http://www.athenasml.ca/tools/ecoCalculator/index.html>
Lbs per kg 2.20
Square feet per square meter 10.76

1
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Average Materials in a 2,272-square foot single family home

Buildings Energy Data Book: 7.3 Typical/Average Household Materials Used in the Construction of a 2,272-Square-Foot Single-Family Home, 2000
http://buildingsdatabook.eren.doe.gov/?id=view_book_table&TableID=2036&t=xls
See also: NAHB, 2004 Housing Facts, Figures and Trends, Feb. 2004, p. 7.

Average window size

Energy Information Administration/Housing Characteristics 1999
Appendix B, Quality of the Data, Pg. 5.
<http://www.eia.doe.gov/pub/consumption/residential/frs33hor.pdf>

Pavement Emissions Factors
MTCO₂e/thousand square feet of asphalt
or concrete pavement

50 (see below)

Embodied GHG Emissions.....Worksheet Background Information

Buildings

Embodied GHG emissions are emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass).

Estimating embodied GHG emissions is new field of analysis; the estimates are rapidly improving and becoming more inclusive of all elements of construction and development.

The estimate included in this worksheet is calculated using average values for the main construction materials that are used to create a typical family home. In 2004, the National Association of Home Builders calculated the average materials that are used in a typical 2,272 square foot single-family household. The quantity of materials used is then multiplied by the average GHG emissions associated with the life-cycle GHG emissions for each material.

This estimate is a rough and conservative estimate; the actual embodied emissions for a project are likely to be higher. For example, at this stage, due to a lack of comprehensive data, the estimate does not include important factors such as landscape disturbance or the emissions associated with the interior components of a building (such as furniture).

King County realizes that the calculations for embodied emissions in this worksheet are rough. For example, the emissions associated with building 1,000 square feet of a residential building will not be the same as 1,000 square feet of a commercial building. However, discussions with the construction community indicate that while there are significant differences between the different types of structures, this method of estimation is reasonable; it will be improved as more data become available.

Additionally, if more specific information about the project is known, King County recommends two online embodied emissions calculators that can be used to obtain a more tailored estimate for embodied emissions: www.buildcarbonneutral.org and www.athenasmi.ca/tools/ecoCalculator/.

Pavement

Four recent life cycle assessments of the environmental impacts of roads form the basis for the per unit embodied emissions of pavement. Each study is constructed in slightly different ways; however, the aggregate results of the reports represent a reasonable estimate of the GHG emissions that are created from the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle. For specifics, see the worksheet.

Special Section: Estimating the Embodied Emissions for Pavement

Four recent life cycle assessments of the environmental impacts of roads form the basis for the per unit embodied emissions of pavement. Each study is constructed in slightly different ways; however, the aggregate results of the reports represent a reasonable estimate of the GHG emissions that are created from the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle.

The results of the studies are presented in different units and measures; considerable effort was undertaken to be able to compare the results of the studies in a reasonable way. For more details about the below methodology, contact matt.kuharic@kingcounty.gov.

The four studies, Meil (2001), Park (2003), Stripple (2001) and Treolar (2001) produced total GHG emissions of 4-34 MTCO₂e per thousand square feet of finished paving (for similar asphalt and concrete based pavements). This estimate does not include downstream maintenance and repair of the highway. The average (for all concrete and asphalt pavements in the studies, assuming each study gets one data point) is ~17 MTCO₂e/thousand square feet.

Three of the studies attempted to thoroughly account for the emissions associated with long term maintenance (40 years) of the roads. Stripple (2001), Park et al. (2003) and Treolar (2001) report 17, 81, and 68 MTCO₂e/thousand square feet, respectively, after accounting for maintenance of the roads.

Based on the above discussion, King County makes the conservative estimate that 50 MTCO₂e/thousand square feet of pavement (over the development's life cycle) will be used as the embodied emission factor for pavement until better estimates can be obtained. This is roughly equivalent to 3,500 MTCO₂e per lane mile of road (assuming the lane is 13 feet wide).

It is important to note that these studies estimate the embodied emissions for roads. Paving that does not need to stand up to the rigors of heavy use (such as parking lots or driveways) would likely use less materials and hence have lower embodied emissions.

Sources:

Meil, J. A Life Cycle Perspective on Concrete and Asphalt Roadways: Embodied Primary Energy and Global Warming Potential. 2006. Available: [http://www.cement.ca/cement.nsf/eee9ec7bbd630126852566c40052107b/6ec79dc8ae03a782852572b90061b914/\\$FILE/ATTKOWE3/athena%20report%20Feb.%202%202007.pdf](http://www.cement.ca/cement.nsf/eee9ec7bbd630126852566c40052107b/6ec79dc8ae03a782852572b90061b914/$FILE/ATTKOWE3/athena%20report%20Feb.%202%202007.pdf)

Park, K, Hwang, Y., Seo, S., M.ASCE, and Seo, H., "Quantitative Assessment of Environmental Impacts on Life Cycle of Highways," Journal of Construction Engineering and Management, Vol 129, January/February 2003, pp 25-31, (DOI: 10.1061/(ASCE)0733-9364(2003)129:1(25)).

Stripple, H. Life Cycle Assessment of Road. A Pilot Study for Inventory Analysis. Second Revised Edition. IVL Swedish Environmental Research Institute Ltd. 2001. Available: <http://www.ivl.se/rapporter/pdf/B1210E.pdf>

Treolar, G., Love, P.E.D., and Crawford, R.H. Hybrid Life-Cycle Inventory for Road Construction and Use. Journal of Construction Engineering and Management. P. 43-49. January/February 2004.

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Energy Emissions Worksheet

Type (Residential) or Principal Activity (Commercial)	Energy consumption per building per year (million Btu)	Carbon Coefficient for Buildings	MTCO ₂ e per building per year	Floorspace per Building (thousand square feet)	MTCE per thousand square feet per year	MTCO ₂ e per thousand square feet per year	Average Building Life Span	Lifespan Energy Related MTCO ₂ e emissions per unit	Lifespan Energy Related MTCO ₂ e emissions per thousand square feet
Single-Family Home.....	107.3	0.108	11.61	2.53	4.6	16.8	57.9	672	266
Multi-Family Unit in Large Building	41.0	0.108	4.44	0.85	5.2	19.2	80.5	357	422
Multi-Family Unit in Small Building	78.1	0.108	8.45	1.39	6.1	22.2	80.5	681	489
Mobile Home.....	75.9	0.108	8.21	1.06	7.7	28.4	57.9	475	448
Education	2,125.0	0.124	264.2	25.6	10.3	37.8	62.5	16,526	646
Food Sales	1,110.0	0.124	138.0	5.6	24.6	90.4	62.5	8,632	1,541
Food Service	1,436.0	0.124	178.5	5.6	31.9	116.9	62.5	11,168	1,994
Health Care Inpatient	60,152.0	0.124	7,479.1	241.4	31.0	113.6	62.5	467,794	1,938
Health Care Outpatient	985.0	0.124	122.5	10.4	11.8	43.2	62.5	7,660	737
Lodging	3,578.0	0.124	444.9	35.8	12.4	45.6	62.5	27,826	777
Retail (Other Than Mall).....	720.0	0.124	89.5	9.7	9.2	33.8	62.5	5,599	577
Office	1,376.0	0.124	171.1	14.8	11.6	42.4	62.5	10,701	723
Public Assembly	1,338.0	0.124	166.4	14.2	11.7	43.0	62.5	10,405	733
Public Order and Safety	1,791.0	0.124	222.7	15.5	14.4	52.7	62.5	13,928	899
Religious Worship	440.0	0.124	54.7	10.1	5.4	19.9	62.5	3,422	339
Service	501.0	0.124	62.3	6.5	9.6	35.1	62.5	3,896	599
Warehouse and Storage	764.0	0.124	95.0	16.9	5.6	20.6	62.5	5,942	352
Other	3,600.0	0.124	447.6	21.9	20.4	74.9	62.5	27,997	1,278
Vacant	294.0	0.124	36.6	14.1	2.6	9.5	62.5	2,286	162

Sources

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

Energy consumption for residential buildings

2007 Buildings Energy Data Book: 6.1 Quad Definitions and Comparisons (National Average, 2001)
 Table 6.1.4: Average Annual Carbon Dioxide Emissions for Various Functions
<http://buildingsdatabook.eren.doe.gov/>
 Data also at: http://www.eia.doe.gov/emeu/recs/recs2001_ce/ce1-4c_housingunits2001.html

Energy consumption for commercial buildings and floorspace per building

EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)
 Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003
http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls

Note: Data in plum color is found in both of the above sources (buildings energy data book and commercial buildings energy consumption survey).

Carbon Coefficient for Buildings

Buildings Energy Data Book (National average, 2005)
 Table 3.1.7. 2005 Carbon Dioxide Emission Coefficients for Buildings (MMTCE per Quadrillion Btu)
http://buildingsdatabook.eere.energy.gov/?id=view_book_table&tableID=2057
 Note: Carbon coefficient in the Energy Data book is in MTCE per Quadrillion Btu.
 To convert to MTCO₂e per million Btu, this factor was divided by 1000 and multiplied by 44/12.

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)
 Square footage measurements and comparisons
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

average life span of buildings,
estimated by replacement time method

	Single Family Homes	Multi-Family Units in Large and Small Buildings	All Residential Buildings
New Housing Construction, 2001	1,273,000	329,000	1,602,000
Existing Housing Stock, 2001	73,700,000	26,500,000	100,200,000
Replacement time:	57.9	80.5	62.5

(national average, 2001)

Note: Single family homes calculation is used for mobile homes as a best estimate life span.
 Note: At this time, KC staff could find no reliable data for the average life span of commercial buildings.
 Therefore, the average life span of residential buildings is being used until a better approximation can be ascertained.

Sources:

New Housing Construction,
 2001 Quarterly Starts and Completions by Purpose and Design - US and Regions (Excel)
http://www.census.gov/constr/quarterly_starts_completions_cust.xls
 See also: <http://www.census.gov/constr/www/newresconstindex.html>

Existing Housing Stock,
 2001 Residential Energy Consumption Survey (RECS) 2001
 Tables HC1:Housing Unit Characteristics, Million U.S. Households 2001
 Table HC1-4a. Housing Unit Characteristics by Type of Housing Unit, Million U.S. Households, 2001
 Million U.S. Households, 2001
http://www.eia.doe.gov/emeu/recs/recs2001/hc_pdf/housunits/hc1-4a_housingunits2001.pdf

Transportation Emissions Worksheet

Type (Residential) or Principal Activity (Commercial)	# people/ unit or building	# thousand sq feet/ unit or building	# people or employees/ thousand square feet	vehicle related GHG emissions (metric tonnes CO2e per person per year)	MTCO2e/ year/ unit	MTCO2e/ year/ thousand square feet	Average Building Life Span	Life span transportation related GHG emissions (MTCO2e/ per unit)	Life span transportation related GHG emissions (MTCO2e/ thousand sq feet)
Single-Family Home.....	2.8	2.53	1.1	4.9	13.7	5.4	57.9	792	313
Multi-Family Unit in Large Building	1.9	0.85	2.3	4.9	9.5	11.2	80.5	766	904
Multi-Family Unit in Small Building	1.9	1.39	1.4	4.9	9.5	6.8	80.5	766	550
Mobile Home.....	2.5	1.06	2.3	4.9	12.2	11.5	57.9	709	668
Education	30.0	25.6	1.2	4.9	147.8	5.8	62.5	9247	361
Food Sales	5.1	5.6	0.9	4.9	25.2	4.5	62.5	1579	282
Food Service	10.2	5.6	1.8	4.9	50.2	9.0	62.5	3141	561
Health Care Inpatient	455.5	241.4	1.9	4.9	2246.4	9.3	62.5	140506	582
Health Care Outpatient	19.3	10.4	1.9	4.9	95.0	9.1	62.5	5941	571
Lodging	13.6	35.8	0.4	4.9	67.1	1.9	62.5	4194	117
Retail (Other Than Mall).....	7.8	9.7	0.8	4.9	38.3	3.9	62.5	2394	247
Office	28.2	14.8	1.9	4.9	139.0	9.4	62.5	8696	588
Public Assembly	6.9	14.2	0.5	4.9	34.2	2.4	62.5	2137	150
Public Order and Safety	18.8	15.5	1.2	4.9	92.7	6.0	62.5	5796	374
Religious Worship	4.2	10.1	0.4	4.9	20.8	2.1	62.5	1298	129
Service	5.6	6.5	0.9	4.9	27.6	4.3	62.5	1729	266
Warehouse and Storage	9.9	16.9	0.6	4.9	49.0	2.9	62.5	3067	181
Other	18.3	21.9	0.8	4.9	90.0	4.1	62.5	5630	257
Vacant	2.1	14.1	0.2	4.9	10.5	0.7	62.5	657	47

Sources

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

people/ unit

Estimating Household Size for Use in Population Estimates (WA state, 2000 average)
 Washington State Office of Financial Management
 Kimpel, T. and Lowe, T. Research Brief No. 47, August 2007
<http://www.ofm.wa.gov/researchbriefs/brief047.pdf>
 Note: This analysis combines Multi Unit Structures in both large and small units into one category; the average is used in this case although there is likely a difference

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)
 Square footage measurements and comparisons
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

employees/thousand square feet

Commercial Buildings Energy Consumption Survey commercial energy uses and costs (National Median, 2003)
 Table B2 Totals and Medians of Floorspace, Number of Workers, and Hours of Operation for Non-Mail Buildings, 2003
http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set1/2003excel/b2.xls

Note: Data for # employees/thousand square feet is presented by CBECs as square feet/employee.
 In this analysis employees/thousand square feet is calculated by taking the inverse of the CBECs number and multiplying by 1000.

vehicle related GHG emissions

Estimate calculated as follows (Washington state, 2006)_

56,531,930,000 2006 Annual WA State Vehicle Miles Traveled

Data was daily VMT. Annual VMT was 365*daily VMT.
<http://www.wsdot.wa.gov/mapsdata/tdo/annualmileage.htm>

6,395,798 2006 WA state population

<http://quickfacts.census.gov/qfd/states/53000.html>

8839 vehicle miles per person per year

0.0506 gallon gasoline/mile

This is the weighted national average fuel efficiency for all cars and 2 axle, 4 wheel light trucks in 2005. This includes pickup trucks, vans and SUVs. The 0.051 gallons/mile used here is the inverse of the more commonly known term "miles/per gallon" (which is 19.75 for these cars and light trucks).
 Transportation Energy Data Book. 26th Edition. 2006. Chapter 4: Light Vehicles and Characteristics. Calculations based on weighted average MPG efficiency of cars and light trucks.

http://cta.ornl.gov/data/tebd26/Edition26_Chapter04.pdf

Note: This report states that in 2005, 92.3% of all highway VMT were driven by the above described vehicles.

http://cta.ornl.gov/data/tebd26/Spreadsheets/Table3_04.xls

24.3 lbs CO2e/gallon gasoline

The CO2 emissions estimates for gasoline and diesel include the extraction, transport, and refinement of petroleum as well as their combustion.

Life-Cycle CO2 Emissions for Various New Vehicles. RENew Northfield.

Available: <http://renewnorthfield.org/wpcontent/uploads/2006/04/CO2%20emissions.pdf>

Note: This is a conservative estimate of emissions by fuel consumption because diesel fuel, with a emissions factor of 26.55 lbs CO2e/gallon was not estimated.

2205

4.93 lbs/metric tonne

vehicle related GHG emissions (metric tonnes CO2e per person per year)

average life span of buildings, estimated by replacement time method

See Energy Emissions Worksheet for Calculations

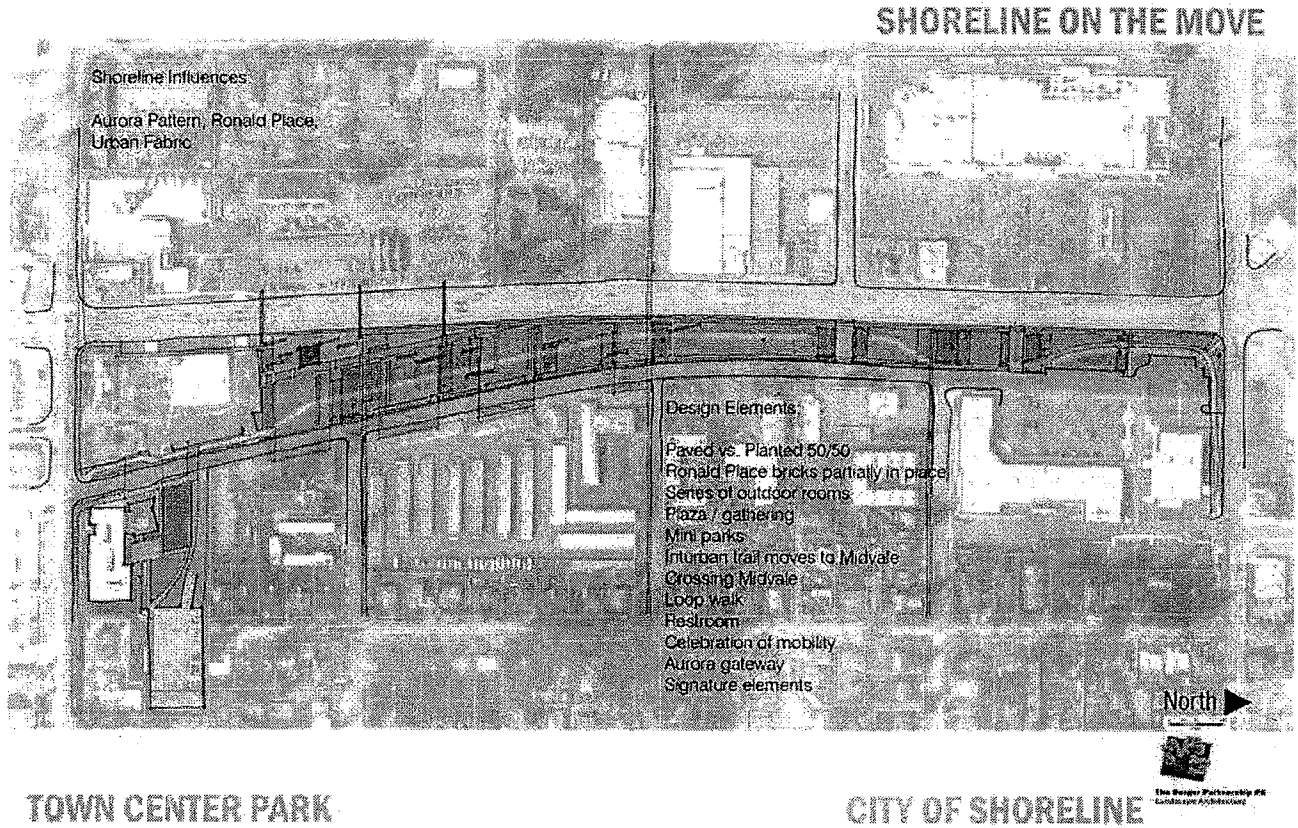
Commercial floorspace per unit

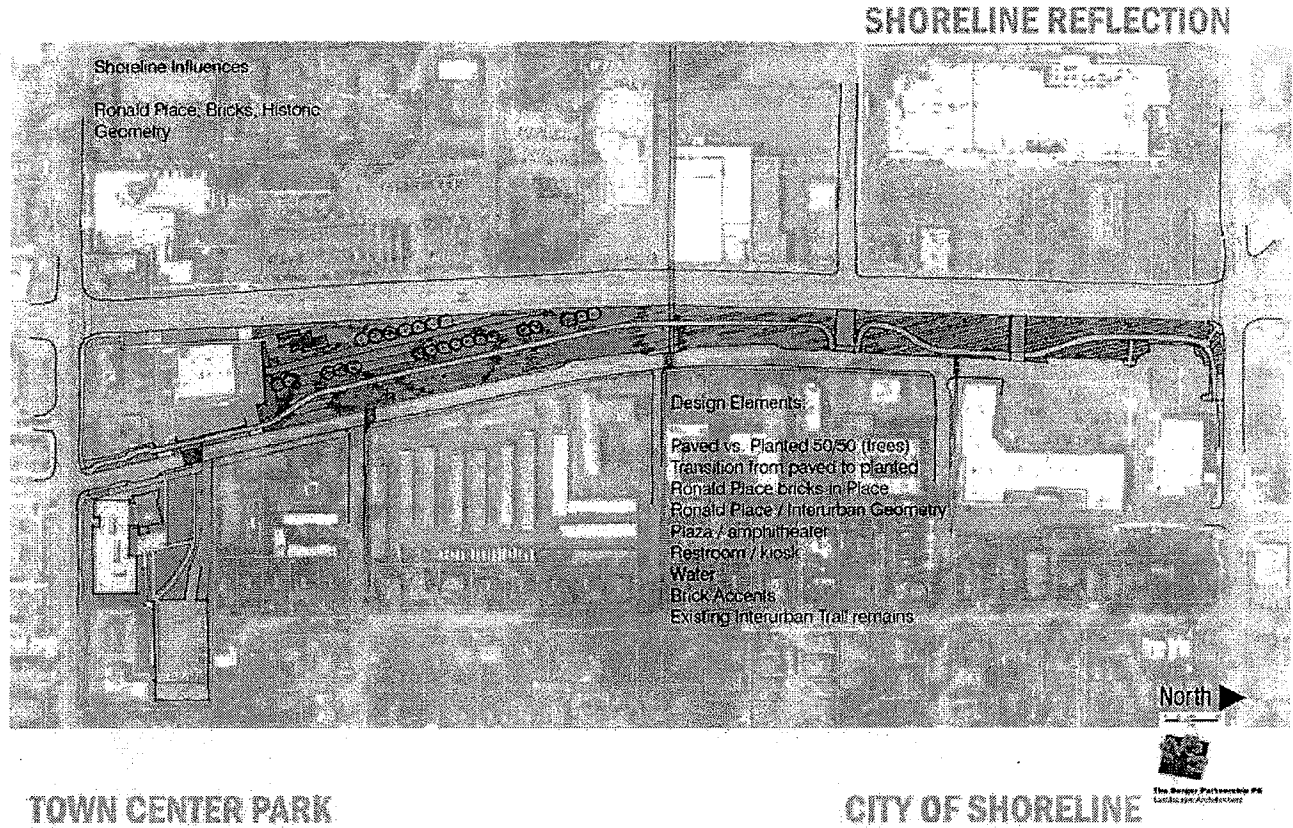
EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)

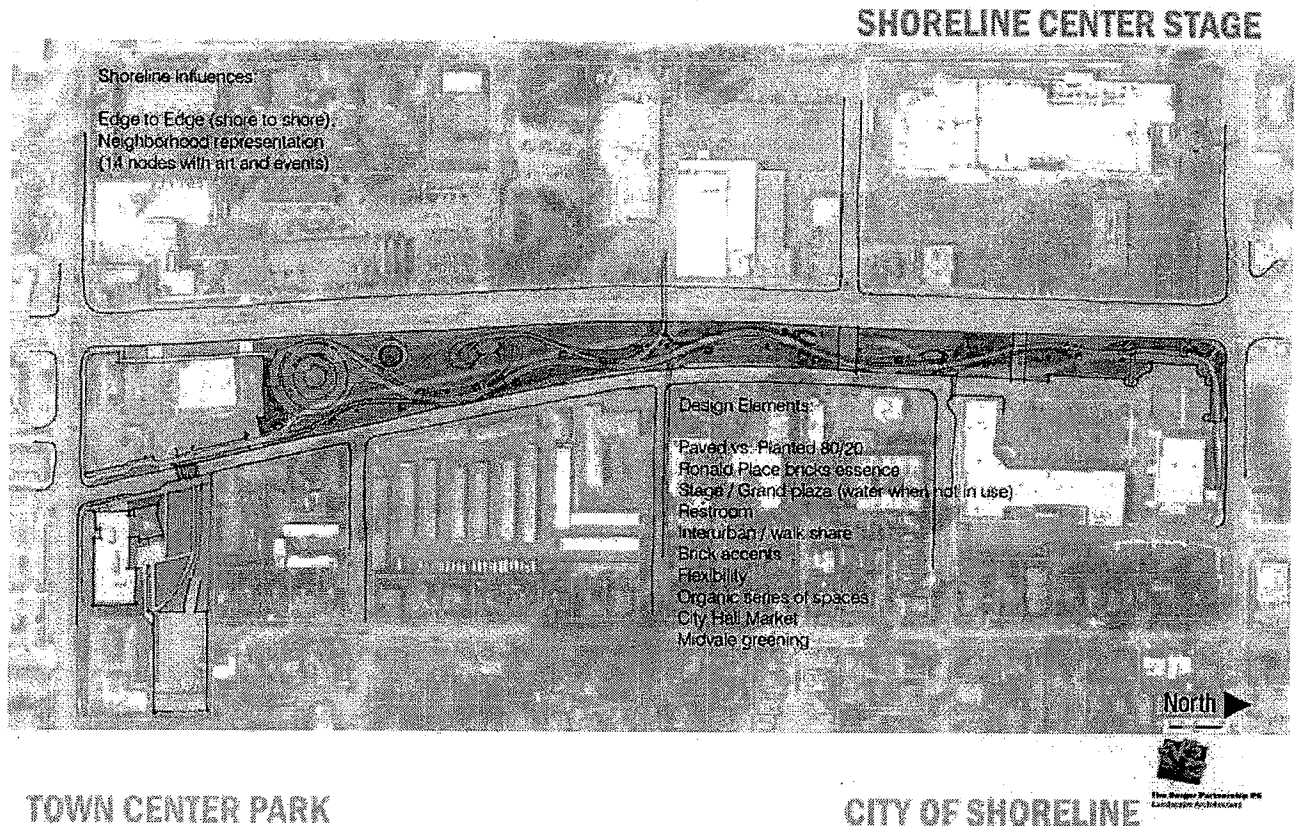
Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003

http://www.eia.doe.gov/emeu/cbeecs/cbeecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls

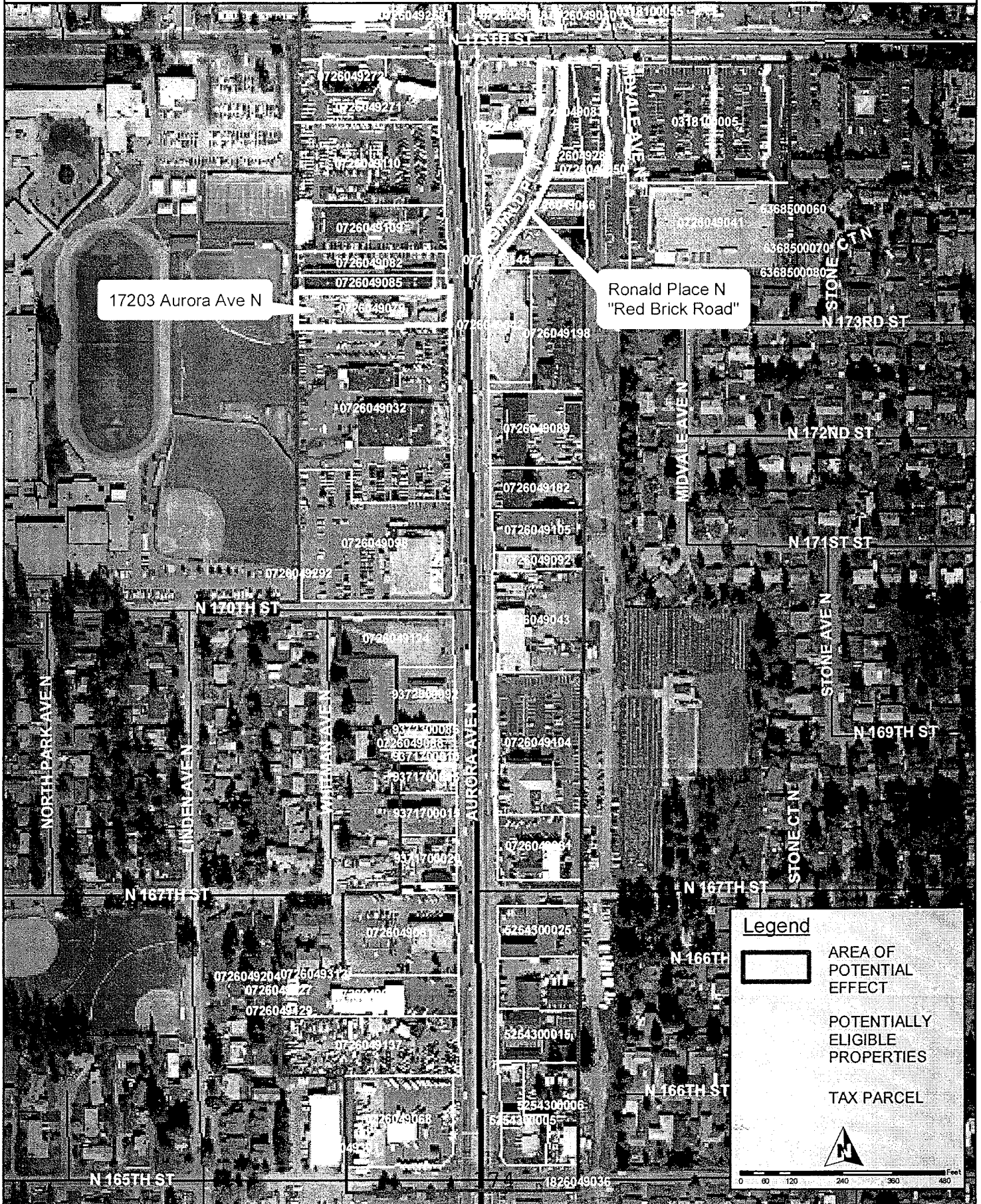
Appendix B - Park at Town Center Design Alternatives Attachment E

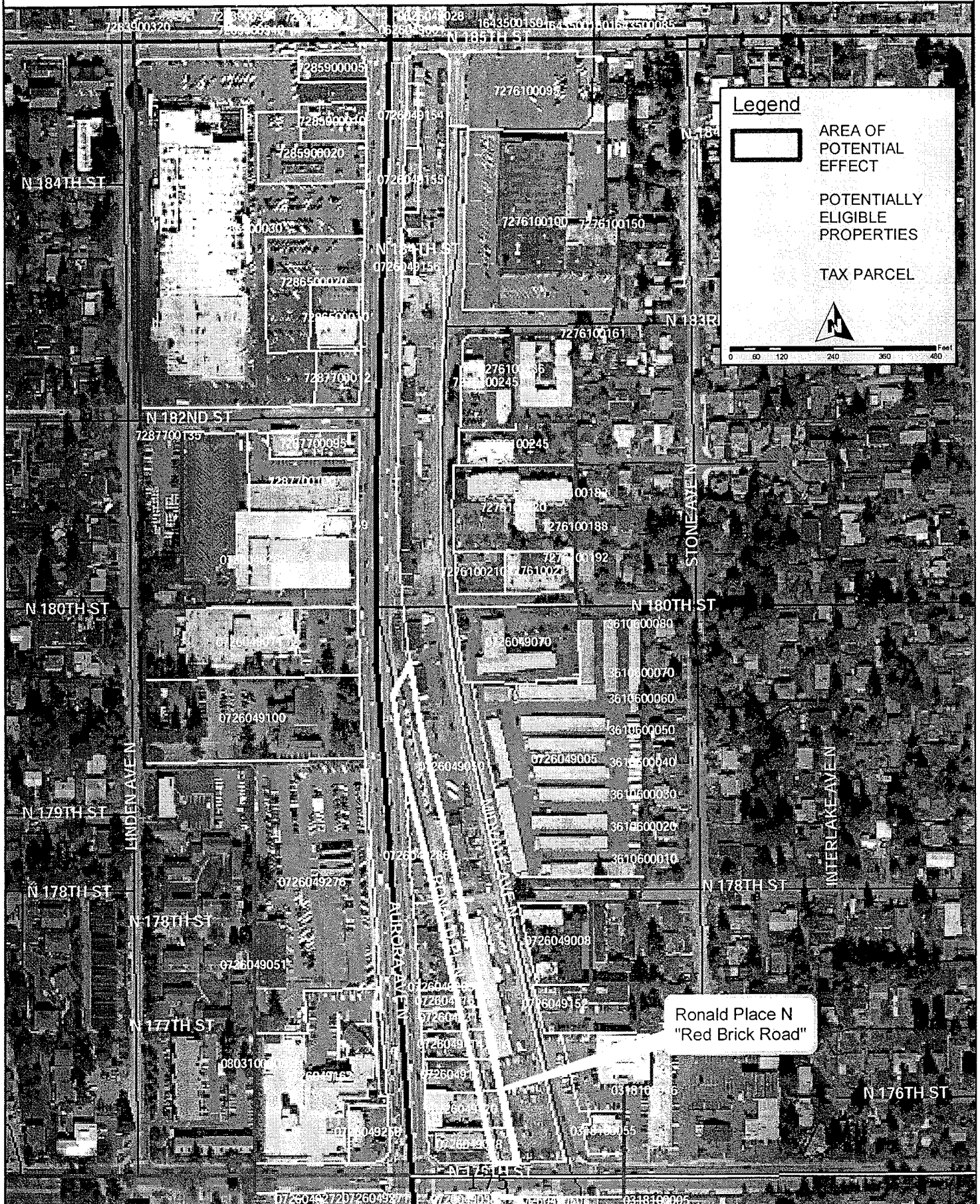






Appendix C: Tax Parcel Numbers & Potentially Eligible Properties
 Map #1: N 165th Street to N 175th Street





Appendix D- Distribution List

Attachment E

SEPA Unit
Department of Ecology
PO Box 47703
Olympia, WA 98504-7703

Attn: Sam Wentz
WA State Dept. of Commerce
PO Box 48350
Olympia, WA 98504-8350

DNR SEPA Center
PO Box 47015
Olympia, WA 98504-7015

Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035

SEPA Coordinator
Seattle Public Utilities
700 5th Avenue, Suite 4900
PO Box 34018
Seattle, WA 98124-4018

Stu Turner, District Manager
Shoreline Water District
PO Box 55367
Shoreline, WA 98155-0367

Seattle City Light
Laurie Geissinger, SEPA Official
700 – 5th Ave., Suite 3300
PO Box 34023
Seattle, WA 980124-4023

Michael U. Derrick, General Manager
Ronald Wastewater District
PO Box 33490
Shoreline, WA 98133

Comcast Cable
Attn: Gary Cook
1525 – 75th St SW #200
Everett, WA 98203

Attorneys for Thornton Creek Legal
Defense Fund: Paul A Kampmeier
Smith & Lowney, PLLC
2317 East John Street
Seattle, WA 98112

CleanScapes, Inc.
Attn: Chief Operating Officer
5939 – 4th Ave S
Seattle, WA 98108

Shoreline Fire Department
Attn: Chief Marcus Kragness
17525 Aurora Ave N
Shoreline, WA 98133

Capital Projects Director
Shoreline School District
18560 – 1st Ave NE
Shoreline, WA 98155

Dept of Community Development
Attn: SEPA Responsible Official
City of Lynnwood
19100 – 44th Ave W
Lynnwood, WA 98046

Perry Weinberg, SEPA Resp. Official
Sound Transit
401 S Jackson St
Seattle, WA 98104

Gary Kriedt, Sr Envir. Planner
King County Transit Division
Envir. Planning & Real Estate
201 S Jackson St, MS KSC-TR-0431
Seattle, WA 98104-3855

Attn: Dale Morimoto
Department of Transportation
15700 Dayton Ave N
PO Box 330310
Shoreline, WA 98133

Thornton Creek Alliance
PO Box 25690
Seattle, WA 98104

SEPA Responsible Official
Seattle/King County Health Dept.
401 5th Ave #1100
Seattle, WA 98104-1818

SEPA Responsible Official
Puget Sound Clean Air Agency
1904 – 3rd Ave, Suite 105
Seattle, WA 98101

Environmental Planning-OAP
KC Wastewater Treatment Division
201 S Jackson St, MS KSC-NR-0505
Seattle, WA 98104-3855

Steve Deem, PE
NW Drinking Water Operations
20435 – 72nd Ave S, #200, K17-12
Kent, WA 98032-2358

Parks and Recreation Commission
7150 Clean Water Lane, KV-11
Olympia, WA 98504

Kelly Cooper
Department of Health
Environmental Health Division
PO Box 47820
Olympia, WA 98504-7820

Ginger Holser (Freshwater)
Laura Arber (Saltwater)
Department of Fish and Wildlife
16018 Mill Creek Blvd
Mill Creek, WA 98012

US Army Corps of Engineers
Seattle District/OD-RG
PO Box C-3755
Seattle, WA 98124

Donna J Bunten, Critical Area Coord.
Shorelands, Environ. Assistance Prgm
State of Washington DOE
PO Box 47600
Olympia, WA 98504-7600

National Marine Fisheries Service
7600 Sand Point Way NE
Seattle, WA 98115-0070

KC Office of Business Relations
& Economic Development
Attn: Historic Preservation Officer
400 Yesler Way Suite #510
Seattle, WA 98104-2583

Paramount Park Neighborhood Group
c/o Janet Way
940 NE 147th Street
Shoreline, WA 98155

Attachment E

Snohomish County Planning Dept
Attn: Clay White
1st Floor, Courthouse
Everett, WA 98201

City of Edmonds
121 – 5th Ave N
Edmonds, WA 98020

Town of Woodway
Attn: City Clerk
23920 – 113th Pl W
Woodway, WA 98020

Tulalip Tribal Council
Attn: Peter Mills
6700 Totem Beach Road
Marysville, WA 98270

SEPA Responsible Official
City of Lake Forest Park
17425 Ballinger Way NE
Lake Forest Park, WA 98155

City of Mountlake Terrace
Attn: SEPA Responsible Official
23024 – 58th Ave W
Mountlake Terrace, WA 98043

King County DDES
Attn: Greg Borba, SEPA Official
900 Oaksdale Ave, Land Use Div.
Renton, WA 98055

Tulalip Natural Resources
Attn: SEPA Responsible Official
6406 Marine Drive
Marysville, WA 98271

DPD City of Seattle
700 – 5th Ave, Suite 200
PO Box 34019
Seattle, WA 98124-4019

Department of Community Development
Attn: SEPA Responsible Official
City of Bothell
18305 – 101st Ave NE
Bothell, WA 98011

Attn: Karen Walter
Muckleshoot Indian Tribe
39015 – 172nd Ave SE
Auburn, WA 98092

Department of Community Development
Attn: SEPA Responsible Official
PO Box 82607
Kenmore, WA 98028-0607



PUBLIC HEARING RECORD
Town Center Subarea Plan and Zoning
May 5, 2011 | List of Exhibits

- Exhibit 1** May 5, 2011 Staff Report “Public Hearing on Town Center Subarea Plan and Development Code”
- Exhibit 2** Notice of May 5, 2011 Public Hearing
- Exhibit 3** Proposed Town Center Subarea Plan, dated 4/29/11
- Exhibit 4** Proposed Town Center Development Code, dated 3/31/11
- Exhibit 5** SEPA Checklist
- Exhibit 6** Letter from Boni Biery, dated 4/22/11
- Exhibit 7** Letter from Janet Way, President, Shoreline Preservation Society, dated 5/5/11
- Exhibit 8** Written testimony from Vicki Westberg, submitted at 5/5/11 Public Hearing

June 2, 2011 | List of Exhibits

- Exhibit 9** Notice of June 2, 2011 Public Hearing
- Exhibit 10** June 2, 2011 Staff Report “Second Public Hearing on Town Center Subarea Plan and Development Code”

- Exhibit 11** Transition Overlay comparisons and proposed TC-5
Transition Overlay 1 Revised in Exhibit 17
- Exhibit 12** Proposed Town Center Development Code, dated 5/25/11
- Exhibit 13** Town Center Subarea Planned Action - Draft Supplemental
Environmental Impact Statement, May 2011
- Exhibit 14** Email comment regarding Draft Town Center Subarea Planned
Action SEIS from Michael U. Derrick, Ronald Wastewater
District, sent 5/10/11
- Exhibit 15** Letter from Carter Subaru, dated 6/1/11
- Exhibit 16** Email from Rick Stephens, sent 6/1/11
- Exhibit 17** *REVISION* to Transition Overlay #1 Site Plan and Cross
Section (in Exhibit 11)
- Exhibit 18** Letter from Boni Biery, dated 6/2/11

June 16, 2011 | List of Exhibits

- Exhibit 19** June 16, 2011 Staff Report “Continued Public Hearing on
Town Center Subarea Plan and Development Code”
- Exhibit 20** Updated Proposed Town Center Subarea Plan, dated 6/10/11
- Exhibit 21** Updated Proposed Town Center Development Code, dated
6/9/11
- Exhibit 22** *REVISION* to Transition Overlay #1 and #2 Site Plan and Cross
Section (in Exhibit 11 and 17)
- Exhibit 23** Email from Vicki Westberg, sent 6/9/11
- Exhibit 24** Letter from Boni Biery, dated 6/16/11
- Exhibit 25** Updated Proposed Town Center Subarea Plan, dated 6/16/11

- Exhibit 26** Updated Proposed Town Center Development Code, dated 6/16/11
- Exhibit 27** Commissioner Kaje comments with staff's response for 6/16 meeting
- Exhibit 28** Commissioner Moss comments for 6/16 meeting
- Exhibit 29** Supplemental Comments of Carter Subaru, dated 6/16/11 and submitted at 6/16/11 Public Hearing