

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Workshop on Central Shoreline Subarea Plan
<b>DEPARTMENT:</b>	Planning and Development Service
<b>PRESENTED BY:</b>	Tim Stewart, Director Kirk McKinley, Planning Manager Bill Lennertz, Lennertz, Coyle and Associates

**PROBLEM/ISSUE STATEMENT:**

The Preliminary Draft of the Central Shoreline Subarea Plan is the subject of this joint City Council and Planning Commission Workshop. The primary consultant for this project (Lennertz, Coyle and Associates) will attend the meeting and provide an overview of the consultant's recommendations. PADS staff will provide background on the process and next steps. The Preliminary Draft Report is attached to this memo.

This subarea effort was initiated in the fall of 2001. The 2001 work effort included several coordination and outreach meetings, followed by a four day design charrette in early October. In the months following the October charrette, the consultant has been refining the concepts and developing the preliminary draft plan. On March 5 and 6 of this year, a post-charrette check-in with the community and with demonstration site owners was held. The attached preliminary draft report is the result of the efforts to date, and is the first public review document in defining a vision for the center of Shoreline.

During the next several months, staff proposes a major outreach effort in the community to receive feedback on the consultants preliminary draft report. Feedback from the Council and Commission at tonight's meeting will be valuable and helpful prior to initiating the major outreach effort, and refining the recommendations.

The consideration and approval of the Central Shoreline Subarea Plan will be very similar to the process and products followed for the North City Plan. Adoption will entail:

- An amendment to the Comprehensive Plan
- An overlay district in the Development Code
- Adoption of an environmental ordinance (the environmental review process has not yet been established).

In addition, we are recommending a detailed Implementation Section (still being drafted) that identifies key actions, phasing, and strategies for bringing this vision to reality.

In addition to an overview of the consultant recommendation on the 15<sup>th</sup>, we will also cover several new concepts or issues that are a part of the preliminary draft report. These include:

- Midvale as a Main Street with revisions and new connections at the southern end, N. 175<sup>th</sup>, N. 185<sup>th</sup>, and at N. 192<sup>nd</sup>.
- Concepts and issues related to potential transit operations on Midvale.
- Rights-of-way, potential vacations, and street closures and connections.

There is still a significant amount of work, public review, and analysis that needs to be completed prior to returning to the Council and Commission with a set of draft recommendations. Having the Council and Commission understand the process and recommendations to date, and having your feedback at this meeting are very important and timely.

### **RECOMMENDATION**

No action is required. Feedback on direction of the preliminary draft plan, flagging of issues or concerns, general comments, or areas that should be explored further or deleted, or where the Council or Commission desires more information will be beneficial.

Approved By:           City Manager LB   City Attorney N/A

### **ATTACHMENT**

Central Shoreline Subarea Plan, Preliminary Draft Report

# CENTRAL SHORELINE SUBAREA PLAN



DRAFT REPORT

PRELIMINARY  
DRAFT

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# OVERVIEW

## ORIGINS OF THE CENTRAL SHORELINE SUBAREA PLAN

The City of Shoreline adopted its first Comprehensive Plan on August 23, 1998. The Comprehensive Plan provides the overall vision for managing and directing growth and change of the City. It provides a foundation and framework for more detailed planning to follow, whether that continued planning be for a geographic subarea or for a particular city function, project or need. The Comprehensive Plan includes nine framework goals that provide the overall foundation for all subsequent planning work. Some of the key framework goals that provide guidance for this Central Shoreline Subarea planning effort include:

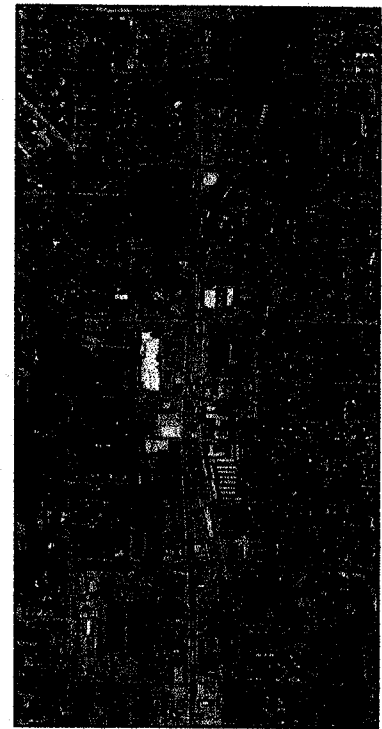
- Accommodate anticipated levels of growth and enhance the quality of life within the City of Shoreline.
- Promote quality building and development that is compatible with the surrounding environment.
- Pursue a strong and diverse economy and assure economic development that complements neighborhood character.
- Assure effective and efficient public investment for quality public services, facilities, and utilities.

In March 2001, the Shoreline City Council selected the Ronald Subarea - later renamed Central Shoreline Subarea - as the 2001 subarea planning project. A subarea plan requires a more detailed planning effort than is provided by the City's Comprehensive Plan. The City hired Lennertz Coyle & Associates, LLC (LCA), Town Planners, and Edward Starkie, Economic Consultant, to assist them in the planning effort.

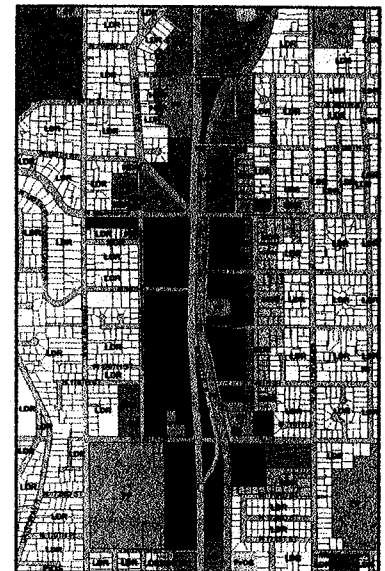
The intent of the subarea planning process was to address and resolve potential development issues of all the properties adjacent to Aurora Avenue N within the study area that are not designated low density residential. In particular, the redevelopment potential of all properties had to be studied to identify development strategies and recommendations for land use. The goal of the project was to develop a subarea plan for the study area that acts as an incentive for redevelopment while protecting nearby residential neighborhoods.

The study area has a number of circumstances that required particular consideration in the planning process:

- Two other Capital Improvement Projects are being planned in the study area: the Aurora Corridor Project and the Interurban Trail.
- The Seattle City Light right-of-way runs parallel to Aurora Avenue, creating a vast right-of-way in the heart of Shoreline with little edge definition.
- Single-family neighborhoods abut the commercial area without transition.



The study area - outlined in red - encompasses all properties along Aurora Avenue N between N 192nd Street and just south of N 175th Street that are not designated low density residential.



The City's Comprehensive Plan designates all properties in the study area as Regional Business, Community Business, Mixed Use, or Public Facility.

# OVERVIEW

## EXECUTIVE SUMMARY

The Central Shoreline Subarea Plan consists of three components:

1. The Subarea Plan, eventually to be adopted as an amendment to the City's Comprehensive Plan.
2. The Development Standards, eventually to be transposed into code language by the City and adopted as an overlay in the City's Development Code.
3. Implementation Strategies, identifying short term and long term actions tied to the key goals of the plan.

### Vision

The Central Shoreline Subarea Plan describes a 5-year vision and a 25-year vision for redevelopment. Accompanied by detailed development standards for the subarea, the visions will promote and guide incremental redevelopment of all private properties along Aurora Avenue N. The ultimate goal is to achieve a more attractive, pedestrian and transit-friendly and economically vital Central Shoreline.

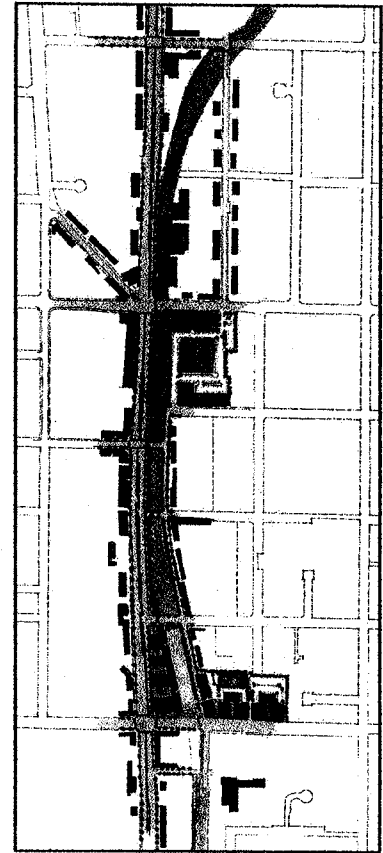
### Demonstration Sites

The proposed development standards were tested on three demonstration sites. These sites are significant in size and/or location and have a high redevelopment potential. In collaboration with the property owners, the consultant team created schematic redevelopment concepts for all three sites and performed economic feasibility calculations.

### Plan Elements

1. **The Interurban Trail:** The planned Interurban Trail is one of the key elements of the plan. The Trail will offer recreational areas for residents and visitors, and allow commuters to walk and bike in a safe and pleasant environment. Within the Subarea, the Interurban Trail will run alongside Aurora Avenue and thus help create a special place in the heart of Shoreline, distinguished from other areas along Aurora Avenue.
2. **Midvale Main Street:** A proposed mixed-use redevelopment of Midvale Avenue between N 175th Street and N 185th Street will be a focus of Central Shoreline and offer a variety of services, work and living space in an attractive, pedestrian-friendly setting. The Midvale Main Street is anchored to the south by the "Wedge" and the "Top Foods" market and to the north by the Gateway demonstration site. It is buffered from auto-oriented Aurora Avenue North by the Seattle City Light right-of-way and the Interurban Trail.
3. **Aurora Avenue North:** Development Standards support auto-oriented businesses in an attractive, well-landscaped environment.

Some of the proposed changes affect the transportation system. The plan recommends some realignment and/or vacation of Midvale Avenue and Ronald Place to enhance the overall performance of the street network. To achieve that, the City needs to negotiate with property owners. Some initial public investment will be necessary to create incentives for private investment.



The 25-year vision.

## CONTEXT

### ECONOMIC BASE DATA

*Provided by Edward Starkie Consulting.*

### DEMOGRAPHICS AND EMPLOYMENT

The City of Shoreline has experienced slow but steady growth in households since 1990. Annual household growth over the 10 year period has averaged approximately one percent. At the same time, population growth averaged less than one percent, approximately 0.8 percent annually. Household size trends in Shoreline follow the national pattern of shrinking household size. If the increment of change is examined, it can be seen that the growth of population is in smaller households that range from 1.54 to 2.2 persons per household with the average at 1.9 persons. Puget Sound Regional Council projections show a rise in households to over 32,000 households by 2030, a rise of over 7,000 households from year 2000 estimates.

	1990 Census	2000 Update	2005 Forecast	Change 1990 to 2000	Change 2000 to 2005
Population	56,523	61,177	63,413	4,654	2,236
Households	22,247	24,694	25,886	2,447	1,192
Families	15,095	15,962	16,306	867	344
Average Household Size	2.54	2.48	2.45	1.90	1.88
Owner-occupied HHs	14,171	16,347	17,428	2,176	1,081
Renter-occupied HHs	6,552	6,634	6,657	82	23
Median Household Income	38,462	57,355	64,764	49%	13%
Average Household Income	44,632	74,861	89,965	68%	20%
Per Capita Income	17,790	30,440	36,962	71%	21%
Median Age	36.2	39.1	40.4		
Aggregate Income (\$000)	992,928	1,848,618	2,328,834	855,689	480,216

Shoreline Demographic Trends  
Source: CACI

The population in Shoreline is aging, with the age group over 45 years rising as a percentage of the total, the group between 25 and 35 falling as a percentage and the group between 35 and 45 remaining roughly the same as a proportion of population.

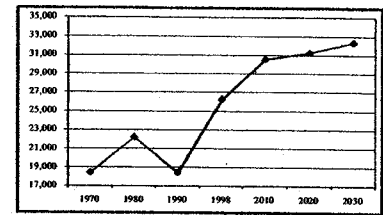
From 1990 to 2000, average household income rose more than five percent annually, to \$74,203, outstripping inflation by more than two percent per year. The change in income growth indicates a shift from middle income to upper income households over the ten-year period that is expected to continue in the short term. Aggregate income is expected to rise by approximately \$440 million during the five years from 2000 to 2005.

# CONTEXT

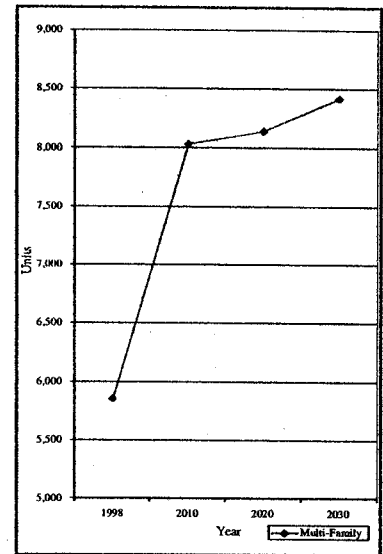
## DEMOGRAPHICS AND EMPLOYMENT (cont.)

Residents of Shoreline spend approximately 24 percent of total income, or \$436 million, on consumer spending for a variety of retail and service categories. Sales in Shoreline, according to the State of Washington Department of Revenue (DOR), amounted to approximately \$397 million in year 2000. There are sectors in which Shoreline is drawing business from other areas. These sectors are Automotive, Home Furnishings (and building materials), and Other Retail. At the same time other sectors lag, including Apparel. Given future income growth, adjusted for inflation, there may be potential uncaptured sales to support as much as 458,000 square feet of retail and services or to support redevelopment of existing facilities along with infill or development of new space.

Current King County data indicates that there are approximately 9,800 private sector employees in Shoreline with a total of 1,134 businesses. PSRC data lists approximately 3,800 employees in Government/Education for all of 1999, adding up to a total of over 13,000 jobs. Employment is expected to remain at current levels for the short-term period. PSRC has revised employment estimates, taking the current economy into account, and strong growth is not expected until after 2010. Most of the growth that is expected in Shoreline is within the Finance, Insurance, Real Estate (FIRE) sector, with small increases in retail and Government/Education.



Projections of Total Households  
Source: PSRC



Multi-Family Units in Shoreline  
Source: PSRC

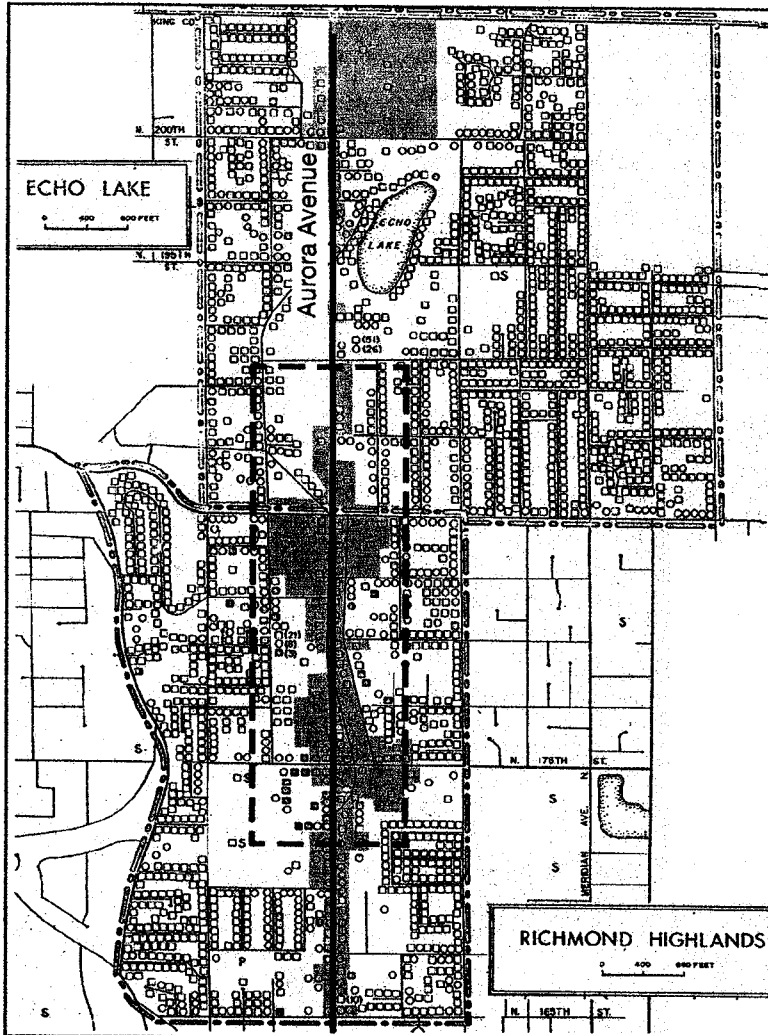
	Net Square Feet	Pre-1950	1950 to 1970	1970 to 1990	Post 1990
Total	2,678,102	7%	51%	26%	17%
Grocery	445,148	1%	66%	31%	2%
Restaurant/Taverns	222,517	23%	24%	47%	6%
Misc. Retail and "Big Box"	1,559,231	6%	50%	19%	26%
Automotive	262,487	7%	50%	40%	3%
Services/Entertainment	133,952	11%	75%	12%	2%
Mixed Use Retail	54,767	8%	87%	4%	0%

Net Square Footage of Retail  
Source: City of Shoreline GIS



# CONTEXT

## HISTORIC BACKGROUND



The study area is located in the historic Richmond Highlands and Echo Lake neighborhoods.

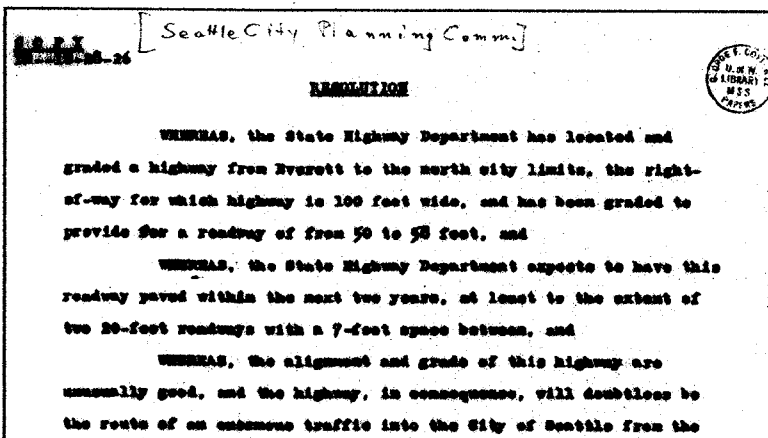
Before the arrival of the Interurban train in 1906, there was very little development in what is now known as the City of Shoreline. Commercial centers began to develop around the train stops.

In 1913 the North Trunk Road was built with red brick. It was straightened and widened in 1928, and eventually became Aurora Avenue. Stretches of the original North Trunk Road remain to date: Ronald Place, where the bricks are still visible, and Firlands Way.

After the Interurban line closed in 1939, traffic on Aurora increased substantially, spurring auto-oriented development. The Interurban right-of-way was purchased by Seattle City Light to accommodate their power transmission lines.



Interurban Train stop in Shoreline ca. 1906.



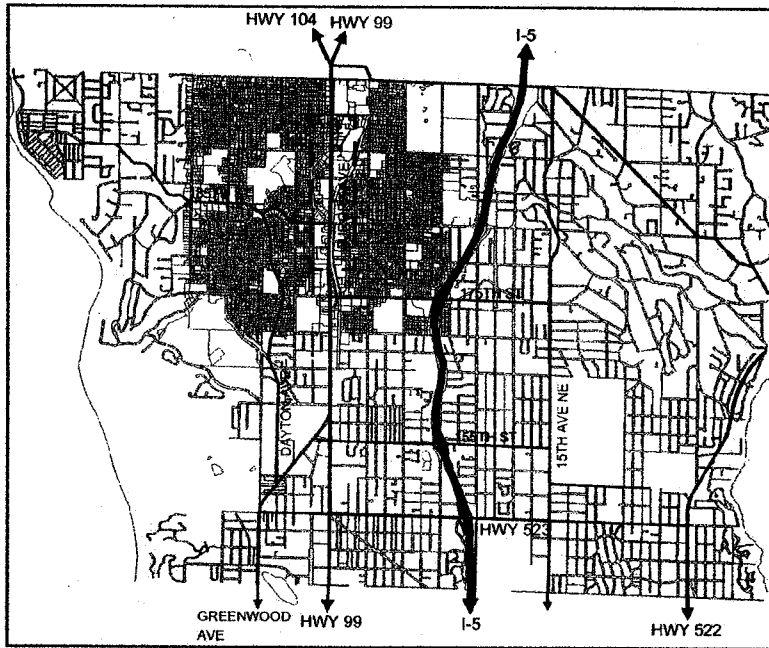
N 183rd Street at North Trunk Road (Aurora Avenue) in 1922.

Left: Resolution by the Seattle City Planning Commission of 1926 regarding the plan for a highway from Everett to Seattle - now Aurora Avenue.

## CONTEXT

### STREET NETWORK AND BUILDING PATTERN

Interstate 5 runs north-south through Shoreline, bisecting the city. Aurora Avenue N (State Route 99) is the major parallel route and runs through the study area, carrying daily traffic of approximately 40,000 cars. The major east-west roadway in the study area is N 175th Street. It connects Aurora Avenue with Interstate 5 and with North City, an important commercial area east of the freeway. The intersection of Aurora Avenue N and N 175th Street is the most congested within the area. N 185th Street, another important cross street, connects Aurora Avenue N with Shoreline's western neighborhoods and Richmond Beach Saltwater Park, a waterfront park with regional draw.



City of Shoreline's street network

Transportation connectivity within the study area is quite constrained due to the limited number of streets, street connections and traffic signals. Block sizes in the area are also relatively large. Block lengths often times exceed 660 feet and in some cases are as long as 1,700 feet. This configuration leads to an inconvenient pedestrian network, making for long walks between nearby destinations.

Over the years, Aurora Avenue has become a conventional automobile-oriented retail street, dominated by single story commercial buildings that are set back from the street by large parking lots. Small parcels along Aurora Avenue have resulted in multiple undefined driveways within close proximity to one another. The lack of sidewalks along Aurora has created a challenging pedestrian and bicycle environment. The long blocks and lack of traffic signals make crossing Aurora dangerous. Commercial lots along Aurora are often times very shallow, making their redevelopment difficult.



The building pattern in the study area is random and does not provide defined urban spaces. There is a mix of very small and large structures in close proximity without any transition.

## CONTEXT

### CHALLENGES AND OPPORTUNITIES

#### AURORA CORRIDOR PROJECT AND INTERURBAN TRAIL

One of the major challenges and opportunities of the Central Shoreline Subarea Plan is the integration of two important projects currently underway in the Central Shoreline Subarea:

- The Aurora Corridor Project - with the Washington State Department of Transportation (WSDOT), the City's initiative to redesign and redevelop Aurora Avenue within the City of Shoreline to include sidewalks, street trees, medians and BAT (Business Access Transit) lanes.
- The Shoreline Interurban Trail project - the plan to complete a regional trail system within the Seattle City Light right-of-way.

Aurora Avenue North is a hazardous environment for pedestrian and bicycle activity. A major goal of the Aurora Corridor Project is to improve the safety within the Subarea Plan's domain. The Aurora Corridor Project calls for improvements to the pedestrian environment that will potentially affect access and parking for existing businesses. It also calls for a new traffic signal at N 182nd Street and improvements to the intersection at N 185th Street to enhance east-west connectivity. The LCA team considered various alternative right-of-way alignments that WSDOT identified during the planning process.

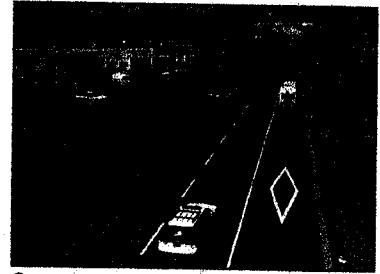
The Interurban Trail project offers a unique opportunity due to its close proximity to Aurora Avenue North between N 192nd and N 175th Street. The LCA team considered the relationship of future development on Aurora Avenue to the trail's proposed alignment.

#### AURORA AVENUE AND N 175TH STREET

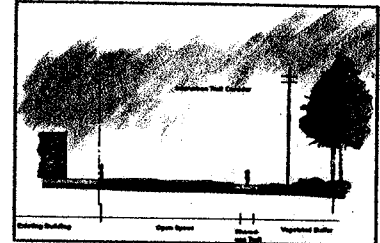
The intersection of Aurora Avenue N and N 175th Street was identified by a majority of interview participants as the heart of the City of Shoreline. It is the crossing of two major streets in the area, including the historic brick road remnant, the current location of City Hall, and a future access point to the Interurban Trail. Traffic tends to back up at this intersection during peak hours. N 175th Street is the only access road to Interstate 5 within the study area. The entire intersection is slated for reconstruction with the Aurora Corridor Project.

#### THE BRICK ROAD (or The Old Trunk Road)

As a parallel route to Aurora Avenue N, Ronald Place - the "Brick Road"- is a frequently used shortcut. Its close proximity to Aurora Avenue N, the future Interurban Trail, and the Highland Plaza demonstration site provides many interesting possibilities for the design of a special place in the heart of Shoreline.



Computer-enhanced photo simulation of the Aurora Corridor by CH2MHill.



Typical section of the Interurban Trail by Otak.



Typical rush hour traffic on Aurora Avenue at N 175th Street.



The "Brick Road".

## CONTEXT

### BUSINESSES ON THE "WEDGE" BETWEEN AURORA AND THE BRICK ROAD

Businesses located in the area between Aurora Avenue North and Ronald Place - the brick road - provide a glimpse of Shoreline's history. When Aurora Avenue was widened and straightened in 1928, a wedge-shaped piece of land was created. The remaining piece of the Old Trunk Road - now Ronald Place - primarily became a northbound cut-through street and a way to access side and rear parking. The shallow depth of the lots in the "Wedge" is a challenge for redevelopment feasibility; access and parking are very constricted. Property consolidation or consolidation between owners will likely be a prerequisite for redevelopment.

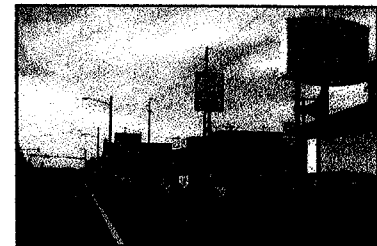


Established businesses in the "Wedge".

### BUSINESSES ON SEATTLE CITY LIGHT RIGHT-OF-WAY

Several businesses are within the 100-foot Seattle City Light right-of-way, the proposed future location for the Interurban Trail project. Most of these business tenants are on month-to-month City Light permits. They are primarily automobile or service-oriented businesses surrounded by parking lots. At some point in time, these businesses will need to relocate because of one or all of the following factors:

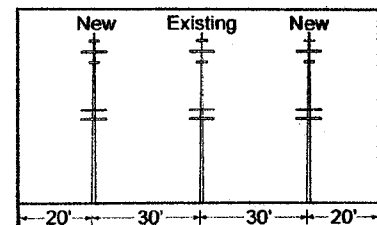
- New transmission infrastructure development within the utility corridor;
- Eventual construction of the Shoreline Interurban Trail;
- The widening and realignment of Aurora Avenue North into a portion of the Seattle City Light right-of-way (ROW).



Businesses within Seattle City Light ROW.

### THE SEATTLE CITY LIGHT RIGHT-OF-WAY

Seattle City Light has future plans to expand the infrastructure on their right-of-way. While the exact timing is unknown, any plan for the use of Seattle City Light property has to take existing and future transmission pole location and their accessibility by large trucks into consideration. Any use of the right-of-way has to comply with Seattle City Light requirements and needs their approval. Any uses of the right-of-way proposed in this document as result of the subarea planning process have yet to be negotiated with Seattle City Light prior to implementation by the City of Shoreline. Currently, the commercial structures noted above as well as portions of Midvale Avenue are within the Seattle City Light right-of-way.



Typical overhead location of poles within 100 foot right-of-way.

Some of the key requirements for the use of the Seattle City Light right-of-way are:

- All vegetation is limited to 12 feet in height.
- A level area at least 28 feet wide adjacent to every pole is required for maintenance access.
- A minimum distance of 10 feet between poles or anchors and traveled surfaces is required.
- New buildings or structures are not allowed.

# CONTEXT

## PARK AND RIDE / TRANSIT-ORIENTED DEVELOPMENT

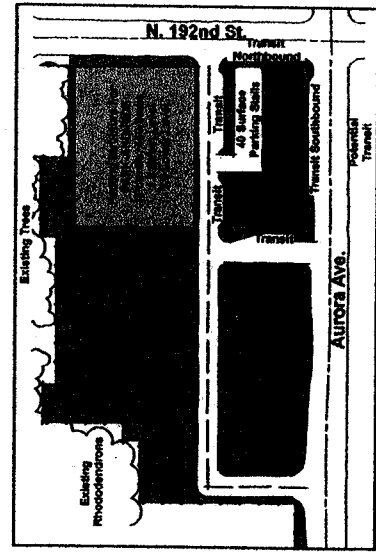
A transit-oriented development (TOD) with a mixed-use component is being jointly studied by King County, the Washington State Department of Transportation (WSDOT), and the City of Shoreline. It will be located on the Shoreline Park and Ride site in the southwest corner of Aurora Avenue N and N 192nd Street, owned by WSDOT. While maintaining the park and ride function, the TOD may also provide housing, offices, services or commercial uses close to the heart of Shoreline. This will help to vitalize the subarea. The following two "bookend" concepts are currently considered for the TOD:

### Concept 1:

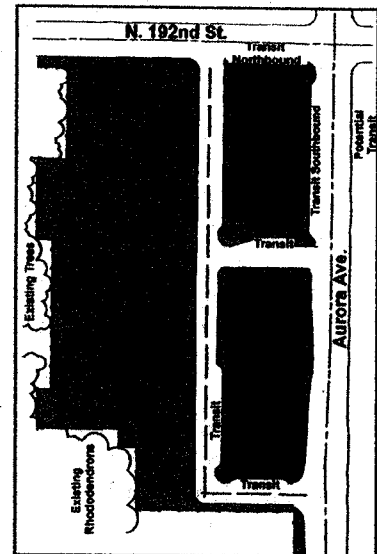
- WSDOT full or partial ownership.
- Separated parking with P&R structure (670 - 820 stalls).
- 200 dwelling units in 2 structures.
- Service and retail.

### Concept 2:

- WSDOT divests.
- One large underground parking garage (940 stalls).
- 160 dwelling units in 3 structures.
- Service and retail.



Concept 1 - provided by Merritt+Pardini.



Concept 2 - provided by Merritt+Pardini.

# CONTEXT

## PLACE MAKING PRINCIPLES

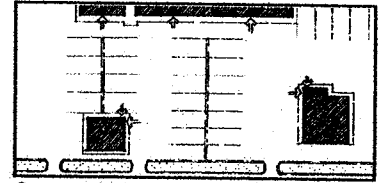
Commercial strips, such as Aurora Avenue N, are auto-oriented and offer little to attract pedestrians and bicyclists. They are dominated by single use, single story commercial structures, and are often separated from the street by expansive parking lots. While they are functional for auto-oriented businesses, commercial strips look similar nationwide and lack a sense of place. They fail to create attractive and safe places for pedestrians.

Main Streets are in many respects the opposite of commercial strips. Main Streets are pedestrian-oriented, mixed-use environments that offer attractive store fronts close up to the street. The sidewalks are buffered from slow moving traffic by on-street parking. Large parking lots are behind the buildings. Main Streets have a local character and create a unique identity.

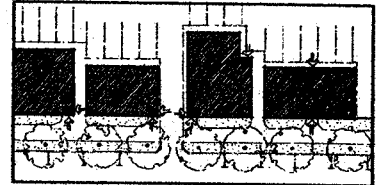
In some cases, the traffic volume, traffic speed, and/or street right-of-way does not support the elements required for a retail Main Street. In these cases there are new models that achieve an adequate pedestrian environment while maintaining the transportation function of a street. These models can be categorized as Infilled Commercial Strips, Commercial Boulevards, and Perpendicular Main Streets.

Infilled Commercial Strips require buildings with shop windows and doors close up to the street on a portion of the street frontage - typically 50 percent. This helps create a sense of place by reducing the parking mass and by enclosing the streetscape, while offering some pedestrian amenities such as park strips. The Infilled Commercial Strip is a likely model for the western edge of Aurora Avenue N throughout the subarea.

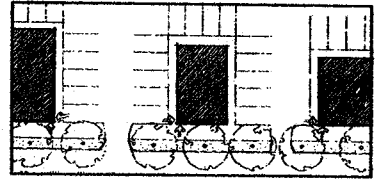
Commercial Boulevards have one-sided Main Streets along a frontage road with on-street parking. The faster through traffic is on the highway, separated from the frontage road by a generous planter strip. This could be a model for Midvale Avenue between N 175th and 185th Street.



Commercial Strip:  
No on-street parking  
Parking between and in front of buildings



Main Street:  
On-street parking  
Parking behind buildings



Infilled Commercial Strip:  
No on-street parking  
Parking between and behind buildings



Commercial Strip



Commercial Boulevard

# PLANNING PROCESS

## PUBLIC OUTREACH

LCA conducted a series of meetings to gather input from City officials, property owners, citizen groups, and the general public.

- 05/3/01: Site visit, meeting with City staff
- 07/11/01: Meetings with the Concerned Citizens for Shoreline/Aurora Improvement Council, Chamber of Commerce, Mayor, City Manager, City Council members
- 07/17/01: Meeting with neighborhood groups
- 07/24/01: Public kickoff meeting, meetings with City Council members and the Shoreline Historical Museum director
- 09/4/01: Meetings with the City Manager, Otak (Interurban Trail), and CH2MHill (Aurora Corridor Project), presentation to the City Council
- 10/8-11/01: Charrette, meetings with property owners and citizens
- 03/5-6/02: Post-Charrette, meetings with property owners, citizens

At the public meetings in July 2001, citizens brainstormed about their 25-year vision for the area. The following is a list of the key themes:

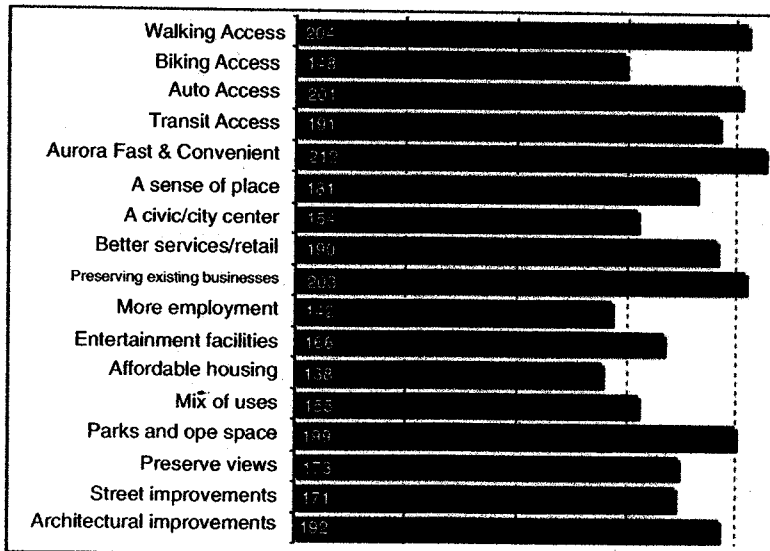
- Quiet neighborhoods, preserve neighborhoods, buffer neighborhoods, no cut-through traffic.
- Places to gather, green spaces, trees, fountains, plazas.
- Improved pedestrian environment, elderly and youngster-friendly design.
- Underground parking, parking behind stores, multilevel parking.
- Multistory office buildings, mixed-use, high-quality architecture.
- Improved urban design - lighting, signage, underground wiring.
- Design for small, interesting shops with/among larger businesses, village environment.
- Housing - three conflicting themes arose: no additional housing versus small single-family housing versus high-density houses.



On July 11, 2001 the consultant team conducted a joint meeting with the Concerned Citizens for Shoreline and the Aurora Improvement Council.



Over 30 neighbors attended the meeting with the neighborhoods on July 17, 2001 and collaboratively developed ideas for the future of the study area.



Left: The chart illustrates the results of the participants survey conducted during the neighborhoods meeting on July 17 and the public kickoff meeting on July 24. Participants were asked to rank issues according to importance. A total of 64 citizens turned in their completed forms.

# PLANNING PROCESS

## CHARRETTE

The Central Shoreline Charrette was a collaborative and open public design workshop held at the Ronald United Methodist Church on Aurora Avenue North, located in the heart of the study area. The goal of the Charrette was to involve all persons with interests or responsibilities in the development of design solutions and the eventual formulation of the plan. All interested private citizens were invited to attend the evening presentations and to drop by the studio to review the work in progress. The Charrette also involved local real estate developers, business owners and landowners, elected officials, and City staff. Over the course of four days, these participants helped to create a vision for the revitalization and redevelopment of Central Shoreline—a vision that will direct all future development in the Subarea.

Post-Charrette meetings were held in March, 2002 to review the Charrette results with property owners and citizens and to gather additional feedback for the final refinements of the Subarea Plan.

### CHARRETTE LOG

Monday, October 8<sup>th</sup>, 2001

- LCA Team arrives from Portland. Charrette studio set up.
- LCA Team tours study area and meets with City staff.
- LCA meets with owners & tenants of three Aurora Avenue demonstration sites.
- LCA meets with Seattle City Light, Top Foods and local citizens' groups Aurora Improvement Council and Concerned Citizens for Shoreline.
- LCA meets with City staff.
- Public Evening Meeting for Project Introduction: review of planning principles and plan concepts, preliminary market research.

Tuesday, October 9<sup>th</sup>

- LCA meets with Otak consultants to discuss Interurban Trail; team also meets with Shoreline Chamber of Commerce.
- Meeting with WSDOT and CH2MHill engineers to discuss plans to widen and improve Aurora Avenue.
- Meeting with Rob Berman of Merritt-Pardini to discuss Metro Park and Ride site development planning to date.
- LCA team develops preliminary plan alternatives based on information derived from meetings and earlier site research.
- Public Evening Meeting: Transportation Issues

Wednesday, October 10<sup>th</sup>

- LCA team revises preliminary plan concepts. Team conducts "pinup" critique.
- Meeting with City staff to discuss concepts.
- LCA team continues work into evening on final plan concepts and demonstration site alternatives.
- Late "pinup" crit conducted.

Thursday, October 11<sup>th</sup>

- LCA team refines final concepts, develops finished renderings for public presentation.
- Public Evening Presentation of Plan, including urban design, transportation, codes and market analysis.

### CHARRETTE TEAM

**Lennertz Coyle & Associates**

Urban Design

Oliver Kuehne

Project Manager

Bill Lennertz

Principal

Ken Pirie

Laurence Qamar

Jeff Thierfelder

### KPG

Transportation

Paul Fuesel

### Edward Starkie Consulting

Economics

Ed Starkie

### Wenzlau Architects

Architecture/Urban Design

Charles Wenzlau

### City of Shoreline

Tim Stewart

Planning and Development Services Director

Kirk McKinley

Planning Manager

Jan Briggs

Economic Development Coordinator

Brian Krueger

Associate Planner

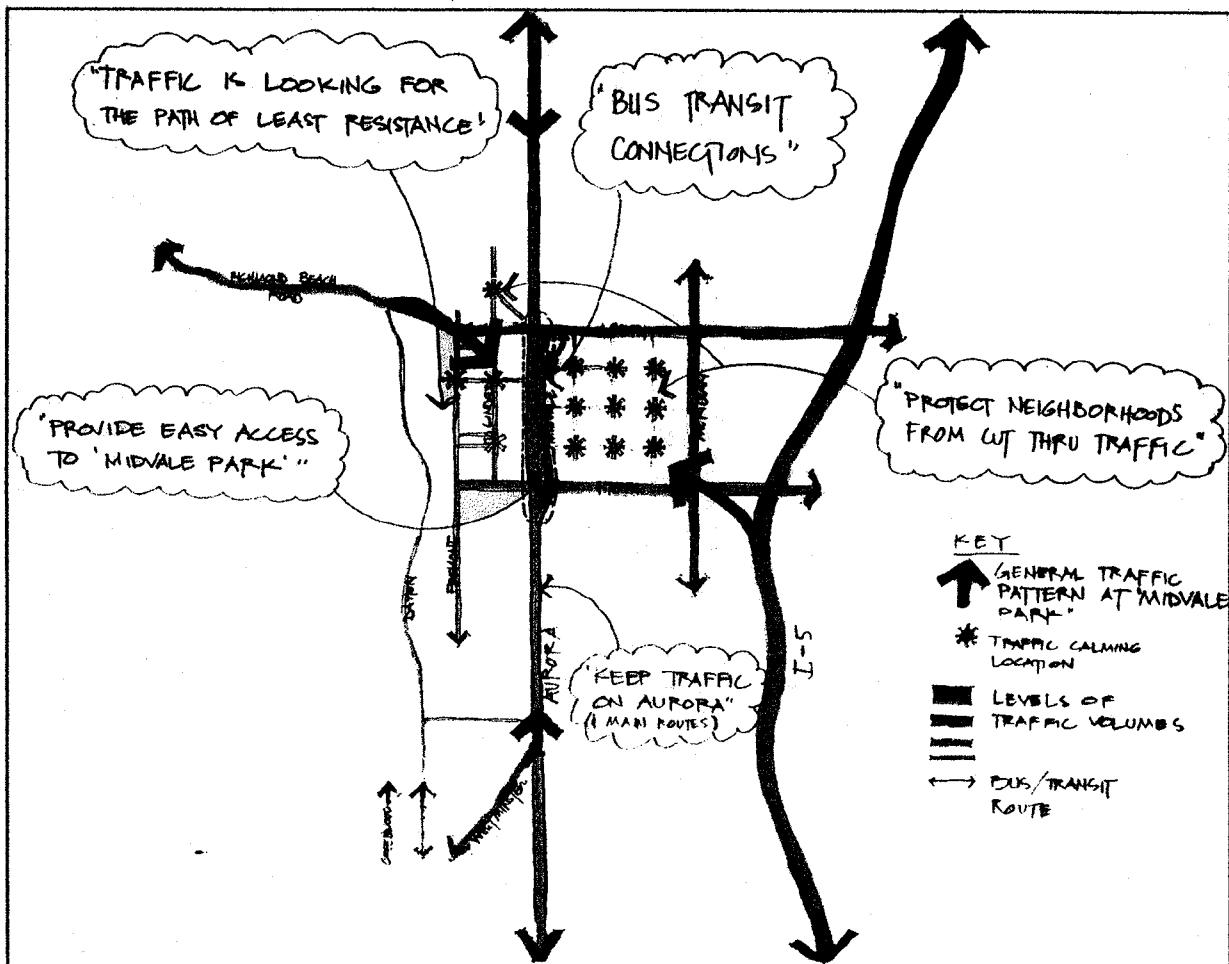


# CENTRAL SHORELINE SUBAREA PLAN

## TRANSPORTATION SYSTEM

### FRAMEWORK PLAN

There are two major traffic flows within the Central Shoreline Subarea. Aurora Avenue N carries north-south traffic to and from Seattle and South Snohomish County, and to destinations within Shoreline. N 175th Street and N 185th Street connect Aurora Avenue N with Richmond Beach to the west and Interstate 5 and North City to the east. This creates a hub between N 175th and N 185th Street, where both north-south and east-west traffic use Aurora Avenue N. The LCA team therefore identified the stretch of Aurora Avenue between N 175th and N 185th Street as the prime location for a special place in the heart of Shoreline. Traffic calming on local streets throughout the adjacent neighborhoods is critical to mitigate potential cut-through traffic.



Framework Plan Diagram provided by Paul Fuesel/KPG.

# CENTRAL SHORELINE SUBAREA PLAN

## THE NEW ROLE OF MIDVALE AVENUE

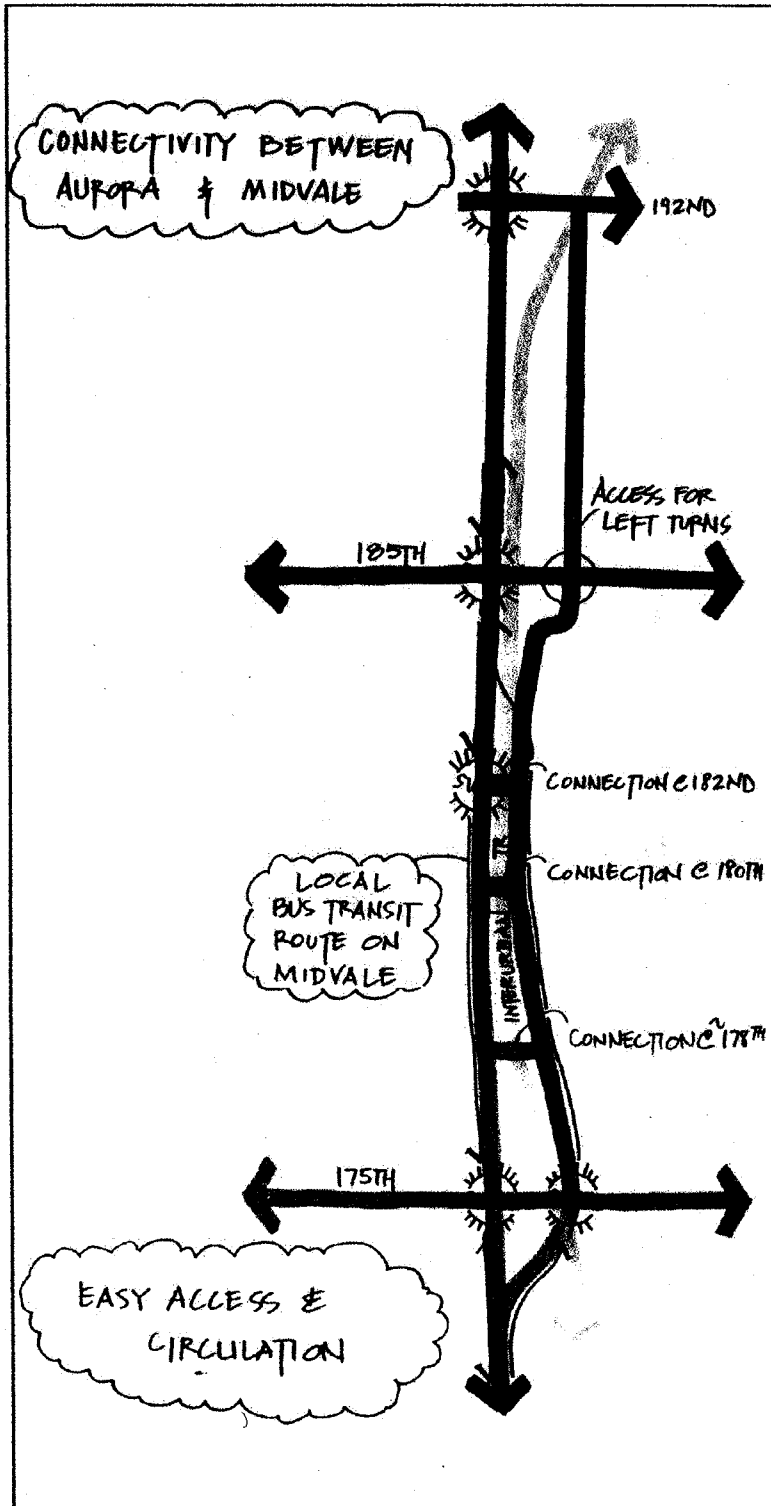


Diagram provided by Paul Fuesel/KPG.

The Central Shoreline Subarea Plan converts Midvale Avenue into an important parallel route to a highly traveled stretch of Aurora Avenue N. While through-traffic stays on Aurora Avenue N, Midvale Avenue serves local traffic and provides access to businesses and residences.

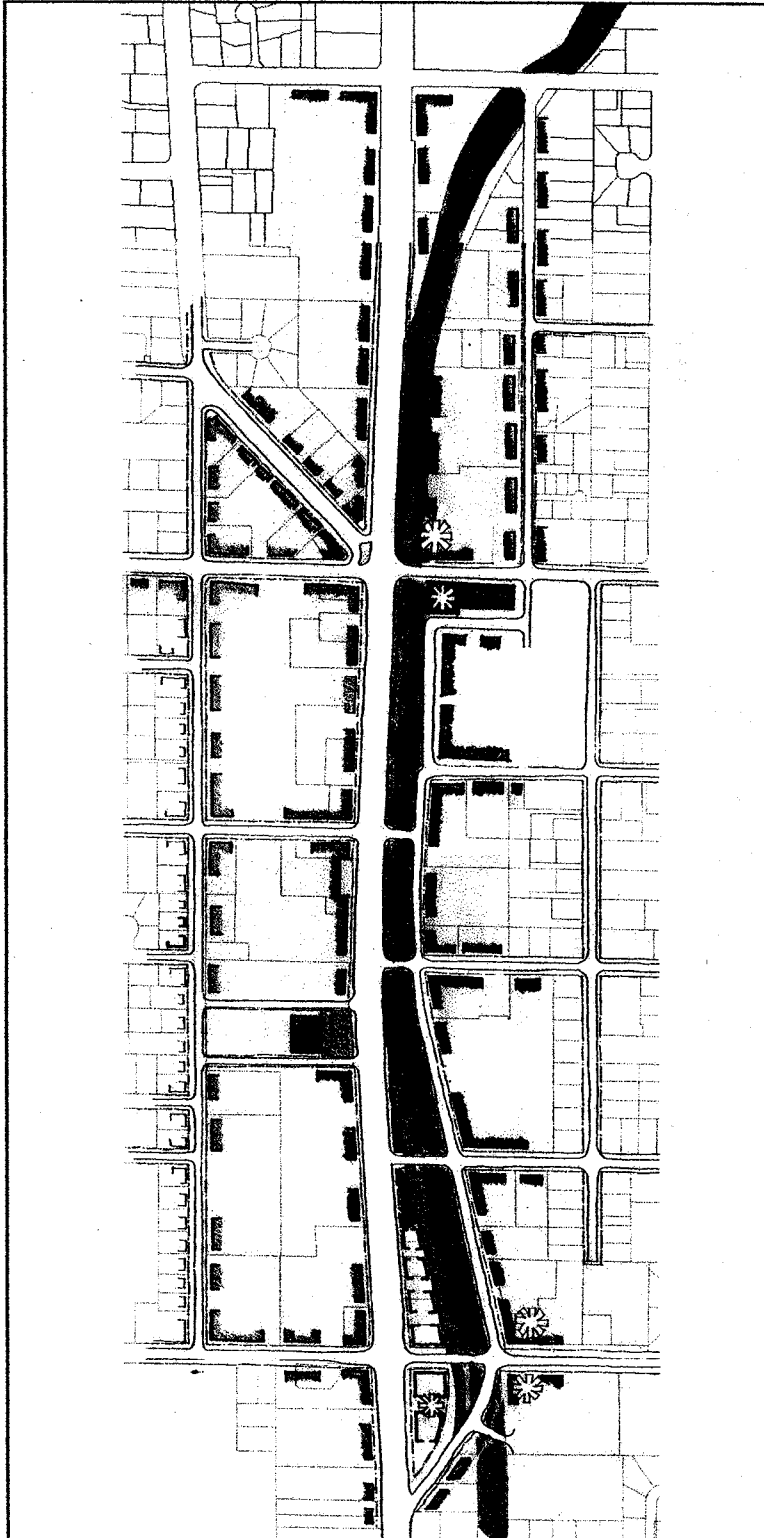
In order to function as a local parallel route, Midvale Avenue needs to have sufficient connectivity with both Aurora Avenue N and the adjacent neighborhood streets. This is particularly important to ensure retail viability on Midvale Avenue, and to make pedestrian and bicycle trips short and convenient.

The three key locations for good connections are N 175th, N 185th and N 192nd Streets. The plan proposes the realignment of Ronald Place south of N 175th Street to connect with Midvale Avenue, creating a safe and convenient access for northbound traffic. The plan also proposes the realignment of Midvale Avenue south of N 185th Street to connect with Midvale's northern leg. The increased distance from the Aurora intersection allows left turns off Midvale Avenue onto N 185th Street.

The Charrette concept included routing northbound transit routes onto Midvale Avenue. This would potentially eliminate the need for the BAT (Business Access Transit) lane on Aurora and impacts on the wedge properties. It would also better serve the future office, retail and housing uses on Midvale Avenue.

# CENTRAL SHORELINE SUBAREA PLAN

## CONCEPT



A goal of the Central Shoreline Subarea Plan is to help create special places in the heart of Shoreline. The concept for the incremental redevelopment of the properties in the subarea builds upon Shoreline's unique features and opportunities. This approach will guide future development to be more reflective of Shoreline's character.

● The properties fronting on Midvale Avenue redevelop as a single-sided, mixed-use Main Street facing the Interurban Trail and park.

● The western edge of Aurora Avenue remains primarily auto-oriented commercial. New development improves the visual quality of Aurora Avenue by increasing building frontage and decreasing the predominance of parking lots.

● The properties facing Linden Avenue provide for a transition in scale and character to the single-family neighborhood to the west.

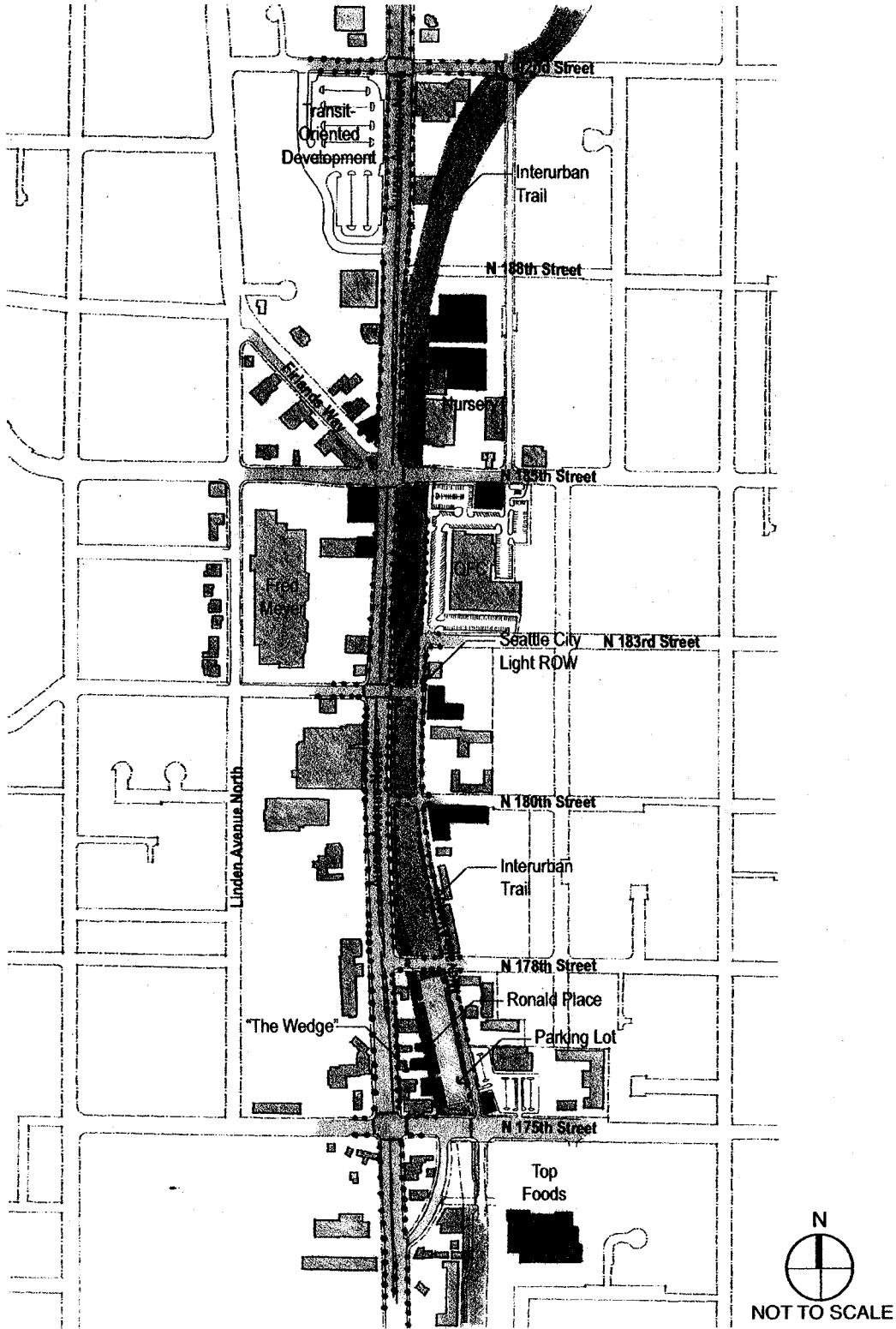
● Existing and new civic buildings create special centers of activity within the subarea.

● The Interurban Trail and other parks add an unique character to this stretch of Aurora Avenue and differentiate it from the remaining highway.

✱ The plan identifies locations that should obtain special architectural treatment, such as tower elements.

# CENTRAL SHORELINE SUBAREA PLAN

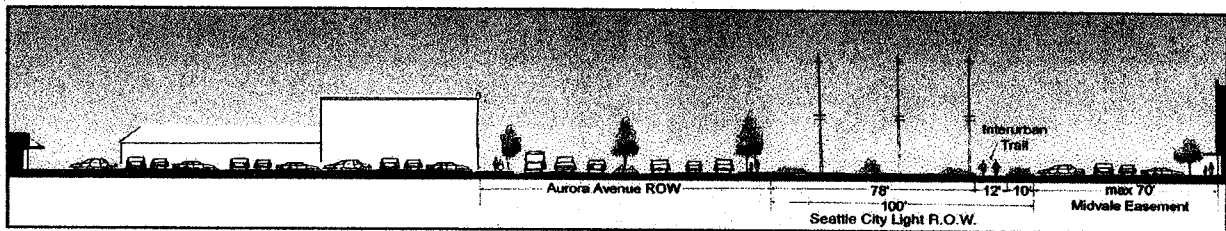
## THE 5-YEAR VISION



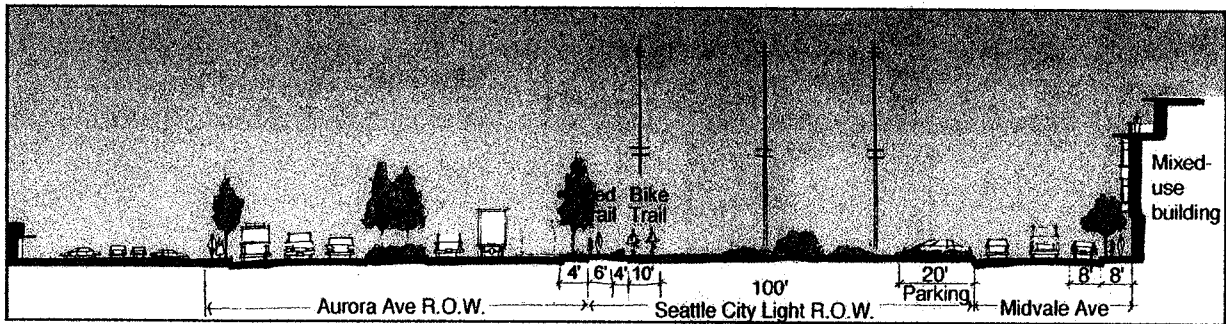
# CENTRAL SHORELINE SUBAREA PLAN

## THE 5-YEAR VISION

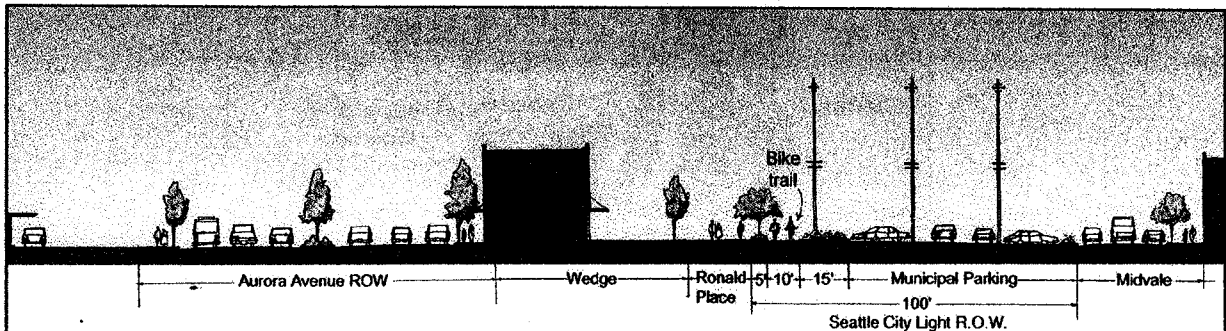
The following east-west cross sections through Aurora Avenue, the Seattle City Light right-of-way, and Midvale Avenue illustrate the 5-year vision. The sections show the Interurban Trail and the Aurora Corridor with adjacent sidewalks fully developed, creating an improved pedestrian environment. Some of the properties adjacent to Aurora Avenue and Midvale Avenue are shown redeveloped along Aurora to create a streetscape with more of a sense of place.



Typical cross section between N 183rd and 185th Street. Some of the sites on Aurora's west side are redeveloped with buildings close to the sidewalk. Midvale Avenue is vacated to allow the Seattle City Light right-of-way to shift eastward, thus creating enough width for the widened Aurora Avenue. The Interurban Trail runs close to the eastern edge of the Seattle City Light right-of-way. An easement for Midvale Avenue through the Gateway site allows for the Midvale Main Street to connect to N 185th Street.



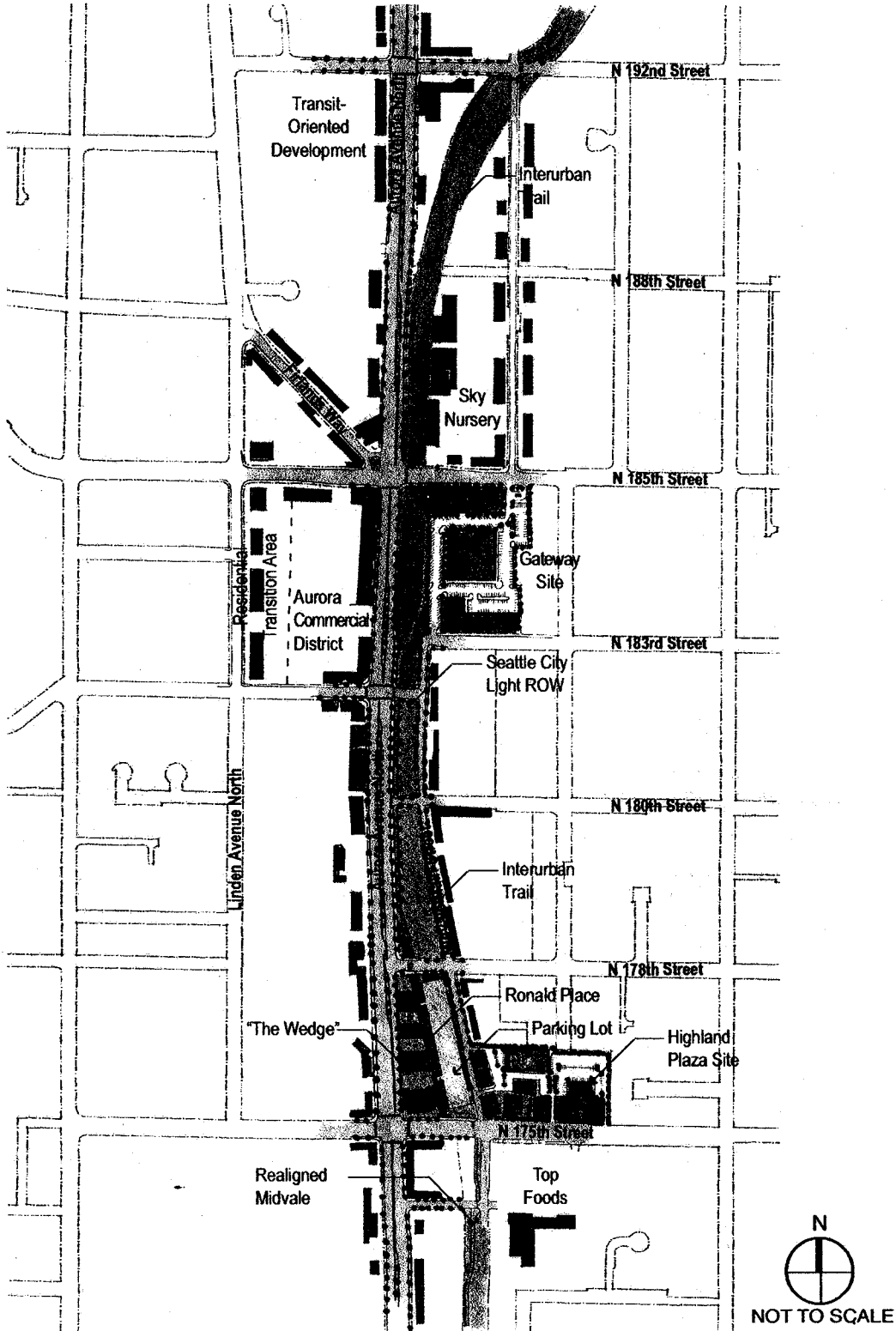
Typical cross section between N 177th and 183rd Street. The Interurban Trail runs close to the western edge of the Seattle City Light right-of-way. This eliminates the need for a sidewalk on Aurora's east side and helps reduce the right-of-way width. Midvale Avenue is redeveloped with mixed-use buildings and storefronts close to the sidewalk, creating a pedestrian-friendly Main Street.



Typical cross section between N 175th and 177th Street. The Wedge is partially redeveloped with some storefronts facing Ronald Place. The "Brick Road" is vacated for traffic but remains in place as part of the Interurban Trail. This allows for a narrower sidewalk on Aurora Avenue in the interim, mitigating the impact of that street's widening on existing businesses. A two-way bike trail runs next to Ronald Place within the Seattle City Light right-of-way. A municipal parking lot, subject to negotiations, is located within the Seattle City Light right-of-way and serves the Wedge businesses.

# CENTRAL SHORELINE SUBAREA PLAN

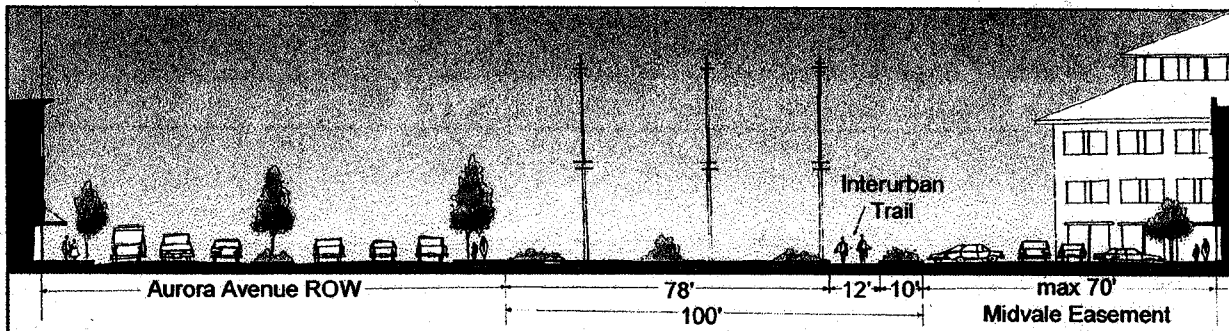
## THE 25-YEAR VISION



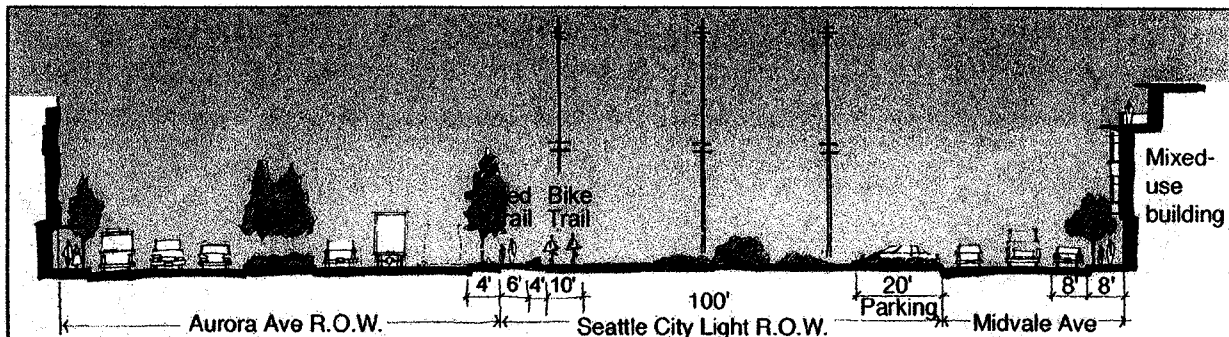
# CENTRAL SHORELINE SUBAREA PLAN

## THE 25-YEAR VISION

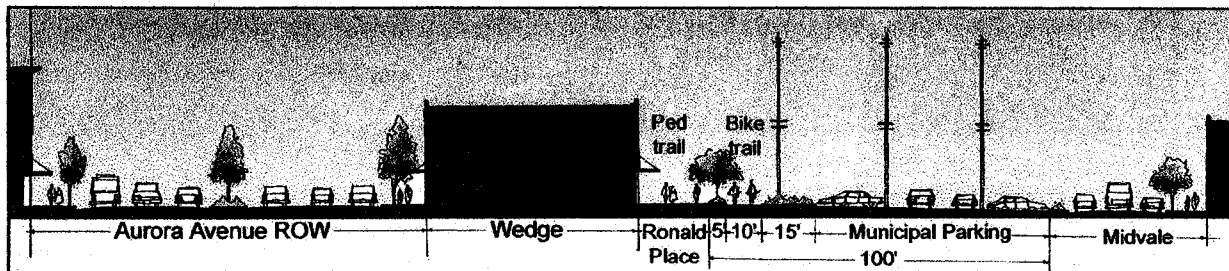
The following east-west cross sections through Aurora Avenue, the Seattle City Light right-of-way, and Midvale Avenue illustrate the 25-year vision. The building fronts along the redeveloped properties transform a commercial strip into a more coherent space. Within this wide space, there are three distinctly different zones: the auto-oriented Aurora Corridor, the recreational pedestrian and bike-oriented Interurban Trail with surrounding park, and the pedestrian-friendly Midvale Main Street. This design balances the needs of drivers, bicyclists and pedestrians, as well as the needs of commuters, shoppers and strollers.



Typical cross section between N 183rd and 185th Street. Buildings on Aurora's west side are built close to the sidewalk. The Interurban Trail runs close to the eastern edge of the Seattle City Light right-of-way. An easement for Midvale Avenue through the Gateway site allows for the Midvale Main Street to connect to N 185th Street.

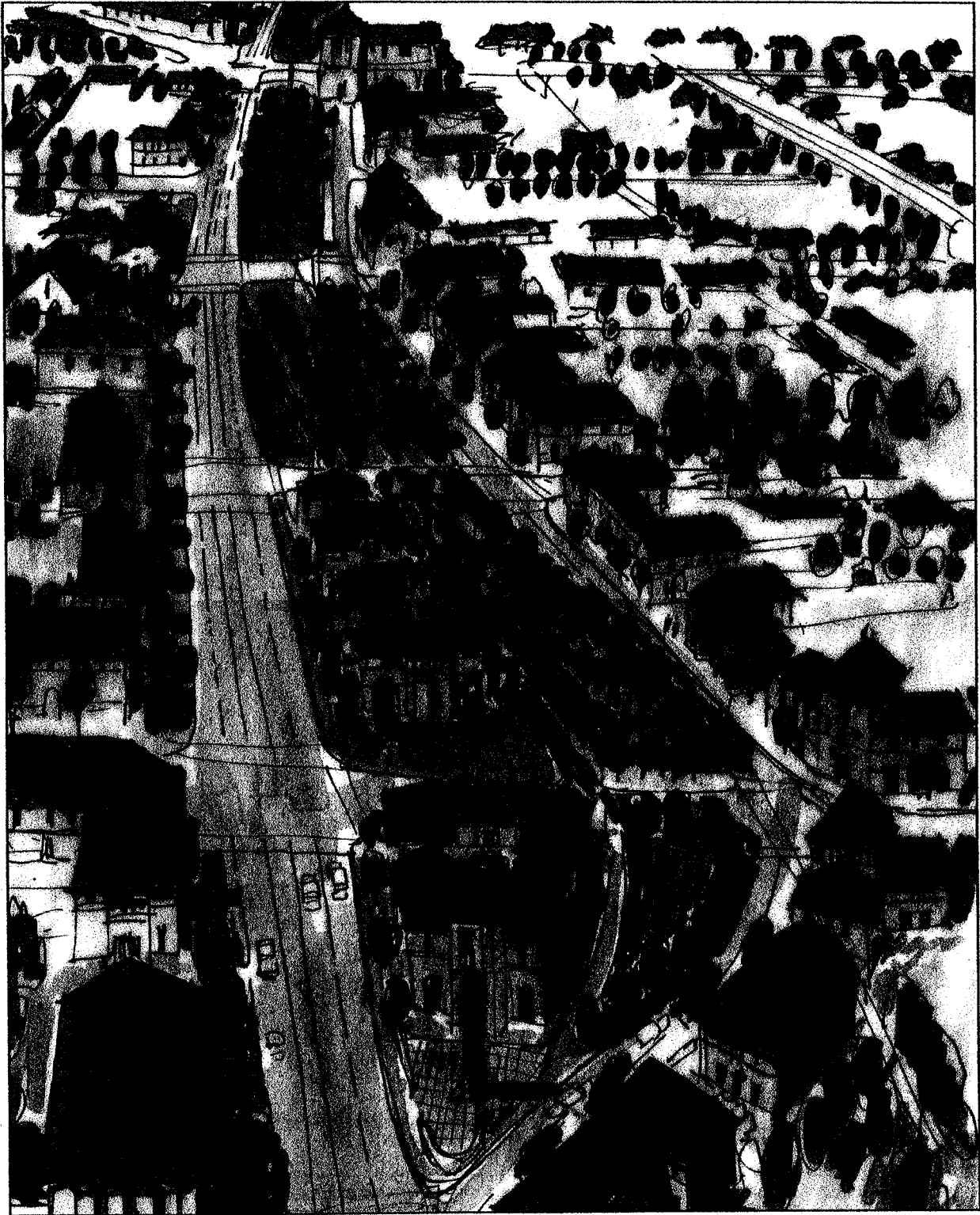


Typical cross section between N 177th and 183rd Street. The Interurban Trail runs close to the western edge of the Seattle City Light right-of-way. This eliminates the need for a sidewalk on Aurora's east side and helps reduce the right-of-way width. Midvale Avenue is lined with mixed-use buildings and storefronts close to the sidewalk, creating a pedestrian-friendly Main Street.



Typical cross section between N 175th and 177th Street. The Wedge is redeveloped with storefronts facing Ronald Place. The "Brick Road" is vacated for traffic but remains in place as part of the Interurban Trail. A two-way bike trail runs next to it within the Seattle City Light right-of-way. A municipal parking lot, subject to negotiations, is located within the Seattle City Light right-of-way and serves the wedge businesses.

## CENTRAL SHORELINE SUBAREA PLAN



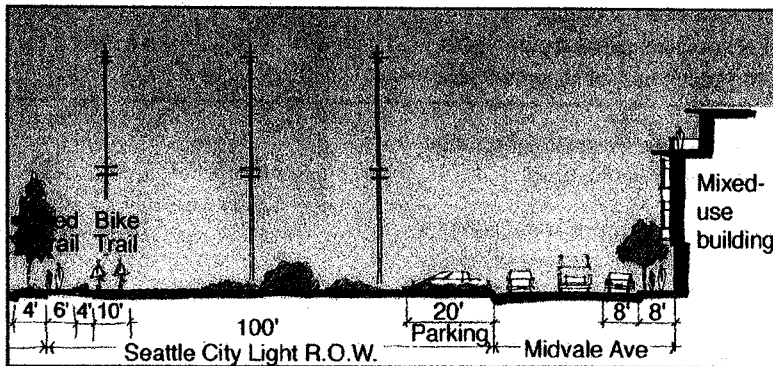
The illustrative aerial view of the 25-year vision shows how buildings close to the street create a distinctive urban space in the heart of Shoreline.



# CENTRAL SHORELINE SUBAREA PLAN

## MAIN STREET VISION FOR MIDVALE

In the 25-year vision, mixed-use buildings with ground floor retail line the eastern edge of Midvale Avenue. Storefronts invite people to stroll along the sidewalk, which is protected from moving traffic by a row of parked cars. On-street parking also helps ensure the viability of retail along Midvale Avenue. The stores along Midvale Avenue have good visibility to drivers on Aurora Avenue. The Interurban Trail buffers the Midvale Main Street from fast moving through traffic and functions as Midvale's "civic front yard" where people can walk, ride their bikes, or rest on a park bench.



Typical section of the Midvale Main Street.



This view along Midvale Avenue looking north shows storefronts to the right and the Interurban Trail to the left of the street.

# CENTRAL SHORELINE SUBAREA PLAN

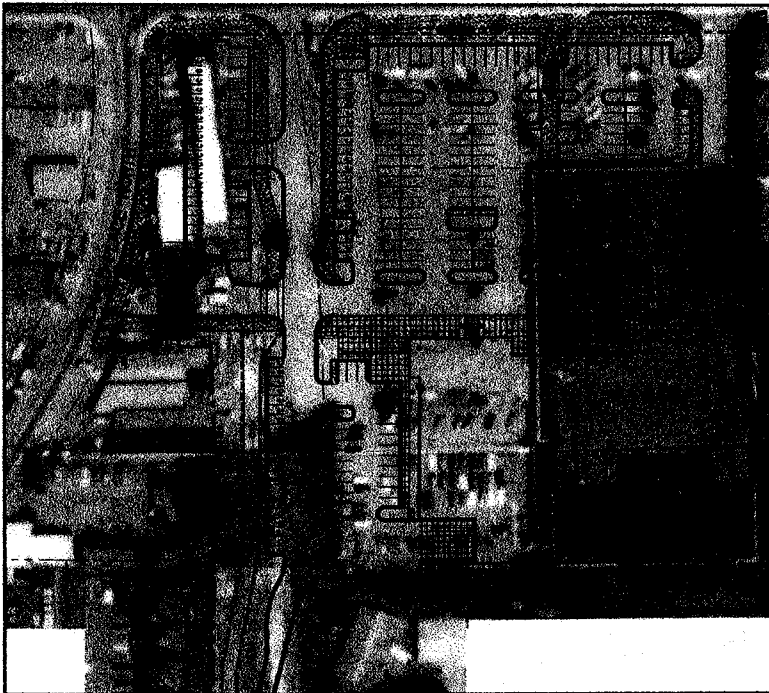
## THE AURORA-MIDVALE CONNECTION

The Central Shoreline Subarea Plan proposes the realignment of Ronald Place south of N 175th Street to align with the new traffic signal being constructed by TOP Foods. This idea was generated during the October Charrette. The concept would also include the closure of Ronald Place, allowing a potential larger development site for an expanded Aurora Rents or other future use. In addition to realigning Ronald Place to Midvale Avenue, the Charrette concept included routing northbound transit routes onto Midvale Avenue. The re-routed buses would then re-enter Aurora at about N 178th Street via a bus-only entry lane.

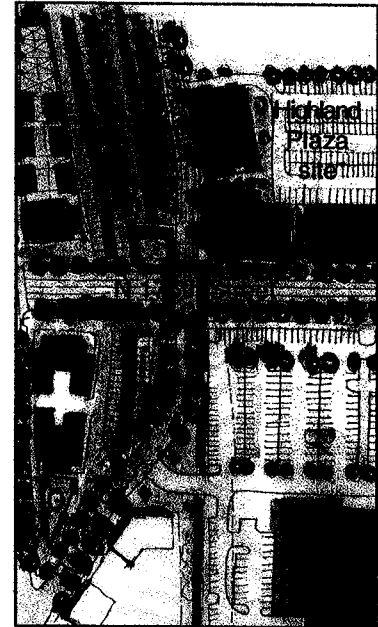
The benefits of this concept would be:

1. The potential elimination of the need for the BAT (Business Access Transit) lane on Aurora and associated property or right-of-way impacts in the section from the south end of Ronald Place north to the re-entry lane;
2. Providing front door transit service on Midvale Avenue where the future office, retail and housing densities will be located.

Metro does not support the elimination of the BAT lane, nor the concept of running regional bus routes on Midvale Avenue because of the delay to northbound buses and the separation of the north and southbound buses and stops from each other. However, the proposed improvements to connections to Midvale Avenue at N 192nd, N 185th, N 182nd, N 175th, and at the south end of Ronald Place, provide the opportunity to run other non-regional transit routes on Midvale Avenue in the future.



The Top Foods parking lot as planned and permitted.



Illustrative Charrette drawing of a potential Ronald/Midvale realignment.

TOP Foods is concerned that the realignment concept may congest their entrance because northbound traffic on Aurora Avenue likely would use the realigned Ronald/Midvale connection for right-turn movements. TOP Food would like the design to discourage through-traffic from using the realigned street by accommodating the right-turn function on Aurora Avenue.

The traffic operations and safety benefits of closing Ronald to through-traffic are considerable. The realignment concept deserves further analysis, including a detailed traffic/transportation study.

# CENTRAL SHORELINE SUBAREA PLAN

## THE INTERURBAN TRAIL

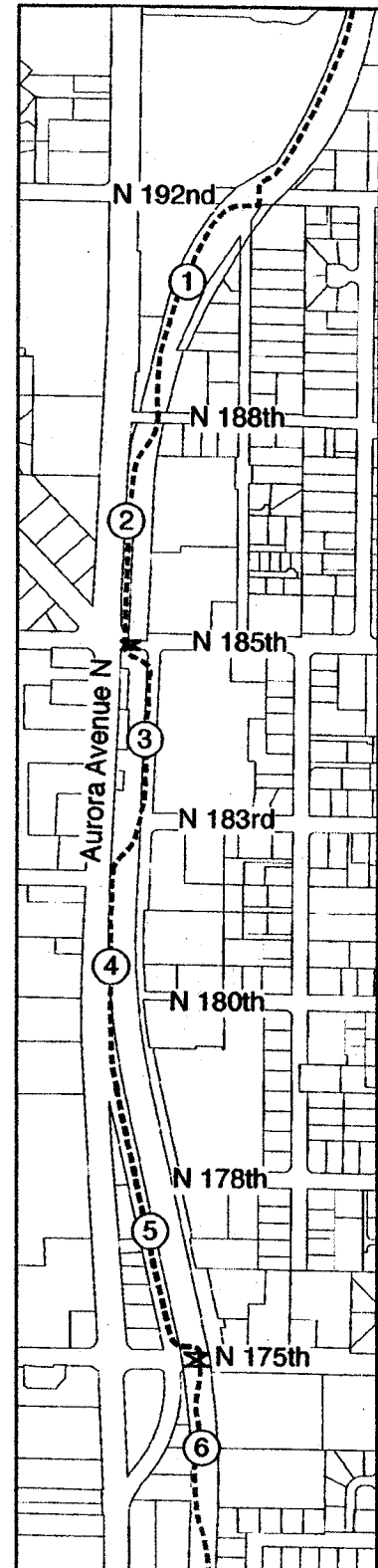
The Interurban Trail is one of the key elements of the Central Shoreline Subarea Plan. To the north and south of the Subarea, the Interurban Trail runs mostly mid-block and cannot be experienced from Aurora Avenue North. Within the Subarea, however, the Seattle City Light right-of-way runs adjacent to Aurora Avenue North for the majority of its length and gives the Interurban Trail visibility and prominence.

The portion of the Interurban Trail located within the Central Shoreline Subarea has six distinct segments:

1. North of N 188th Street:  
The trail connects with its northern mid-block segment.
2. Between N 185th and 188th Street:  
In front of Sky Nursery, the trail runs alongside Aurora Avenue and functions as its eastern sidewalk.
3. Between N 182nd and N 185th Street:  
The trail runs alongside the eastern edge of the Seattle City Light right-of-way within the vacated Midvale Avenue right-of-way.
4. Between approximately N 179th and 182nd Street:  
The trail runs alongside Aurora Avenue and functions as its eastern sidewalk.
5. Between N 175th and approximately 178th Street:  
Ronald Place is vacated for traffic and serves as pedestrian trail. A two-way paved bike path runs parallel to it.
6. South of N 175th Street:  
The trail connects with its southern mid-block segment.

Because the Interurban Trail is proposed to run within the Seattle City Light right-of-way, the detailed trail planning will need to take in account the location of existing and future transmission poles as well as Seattle City Light guidelines regarding truck access to the poles. Another element to address in the final trail design is the safety of roadway crossings for trail users.

Map of Interurban Trail segments within the Subarea.

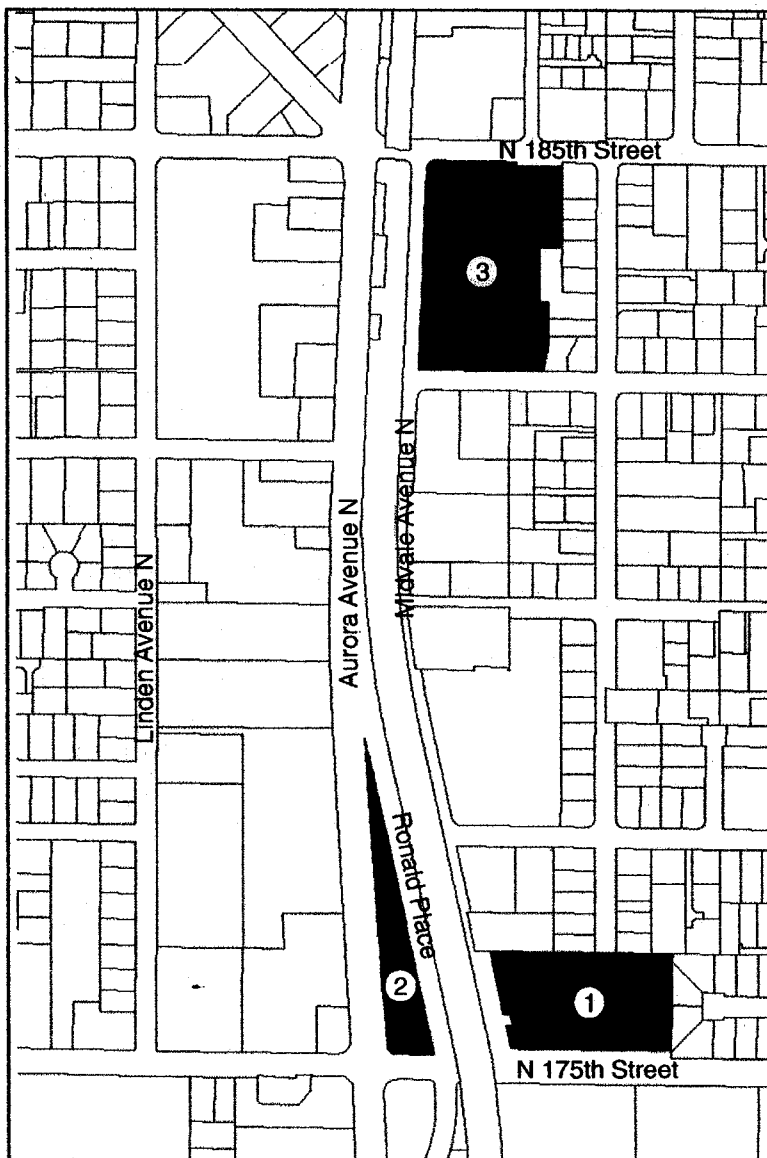


# CENTRAL SHORELINE SUBAREA PLAN

## DEMONSTRATION SITES

Three demonstration sites were chosen for detailed study by the Charrette team:

- The commercially zoned parcels in the northeast corner of N 175th Street and Midvale Avenue - the "Highland Plaza" site.
- The western portion of the block bounded by Midvale Avenue, N 185th and 183rd Street - the "Gateway" site.
- The strip of land bounded by Aurora Avenue N, N 175th Street and Ronald Place - the "Wedge".



Left: Demonstration site locator key

1 "Highland Plaza" site

2 "Wedge"

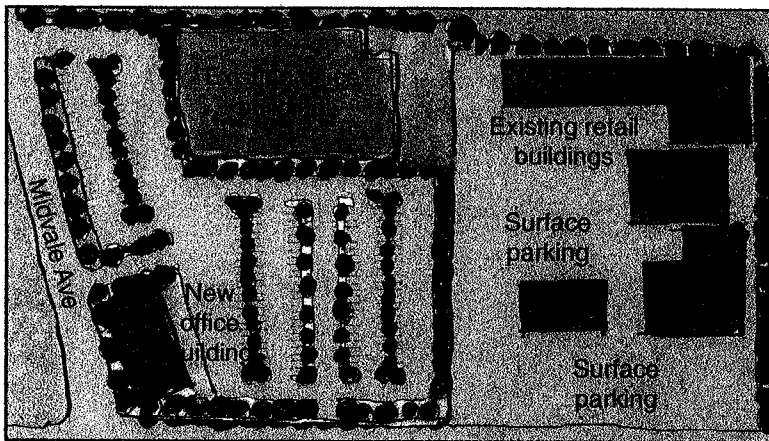
3 "Gateway" site

# CENTRAL SHORELINE SUBAREA PLAN

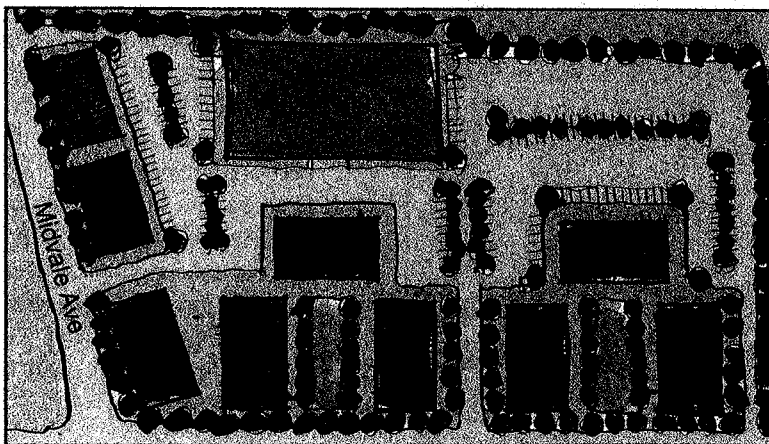
## THE "HIGHLAND PLAZA" SITE

In collaboration with the property owners, the consultant team developed a 5-year and a 25-year vision for the Highland Plaza site. Located on 175th Street, the site has good accessibility, but does not provide for a prime retail location. The focus of the redevelopment scenario was to provide a good and efficient site plan for smaller sized office buildings that do not negatively impact the single-family neighborhood to the rear.

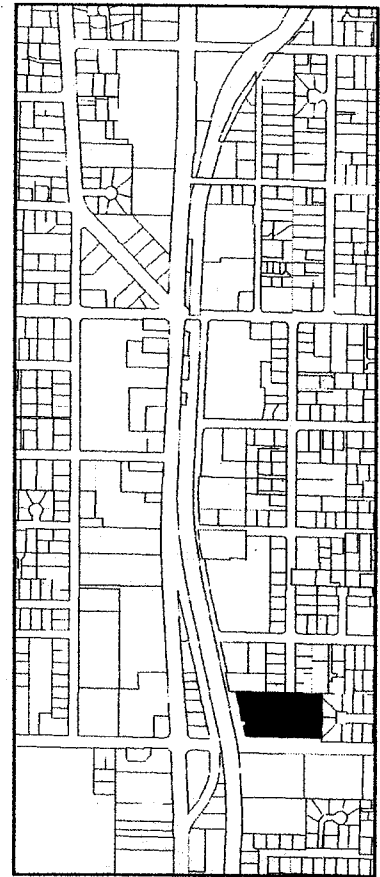
In the 5-year vision, a new office building with the potential for ground floor retail occupies the corner of Midvale Avenue and N 175th Street. The new building replaces the side wing of the existing office building. The main wing, currently housing the City Hall annex, remains in place, as do the commercial structures in the eastern portion of the site.



5-Year Vision



25-Year Vision



Locator key

The 25-year vision proposes the redevelopment of the remaining site. A new parking structure replaces the City Hall annex building and provides parking for a series of additional office buildings that are grouped around two small greens.

# CENTRAL SHORELINE SUBAREA PLAN

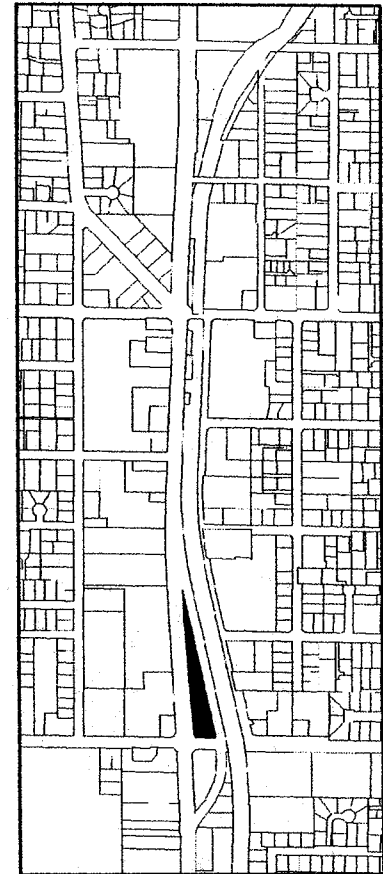
## THE "WEDGE"

The "Wedge" is likely the most unique retail place in Shoreline. It is prominently located in the geographic center of town and tightly bounded by Aurora Avenue, N 175th Street and Ronald Place. The lack of parcel depth makes parking a challenge, especially in light of the widening of the Aurora right-of-way as part of the Aurora Corridor Project.

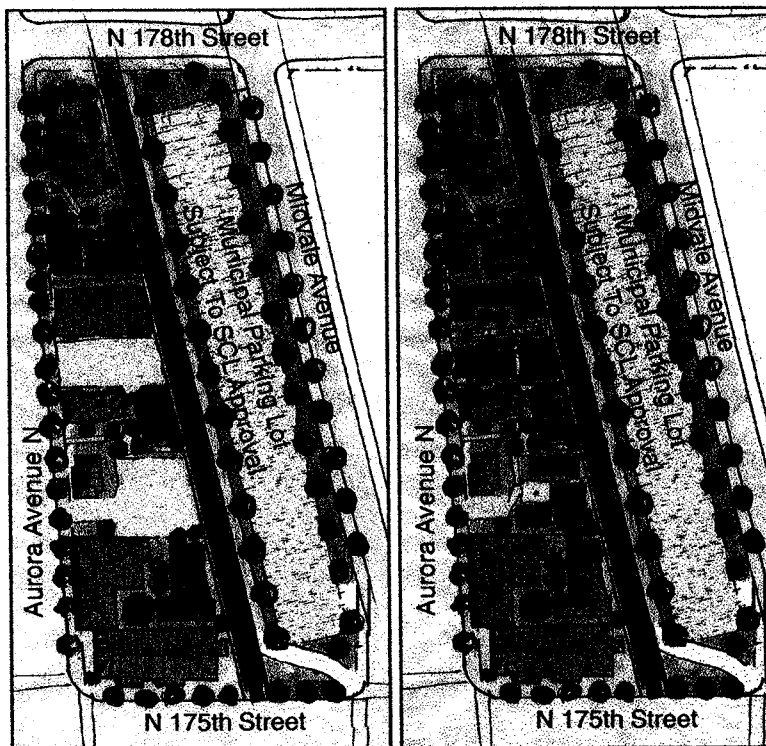
The LCA team proposed two alternative redevelopment scenarios:

1. The incremental addition or redevelopment of buildings on the existing properties.
2. The complete redevelopment of the "Wedge" as a cohesive group of buildings.

Both scenarios include a municipal parking lot within the Seattle City Light right-of-way that - given the approval of Seattle City Light - provides sufficient parking for the businesses on the "Wedge". The parking lot also functions as a centrally located site for a farmers market and seasonal fairs. In both scenarios Ronald Place has been vacated and is integrated into the Interurban Trail as a pedestrian route. This allows for a narrower sidewalk along Aurora Avenue, helping to preserve the existing buildings in the Wedge.



Locator key

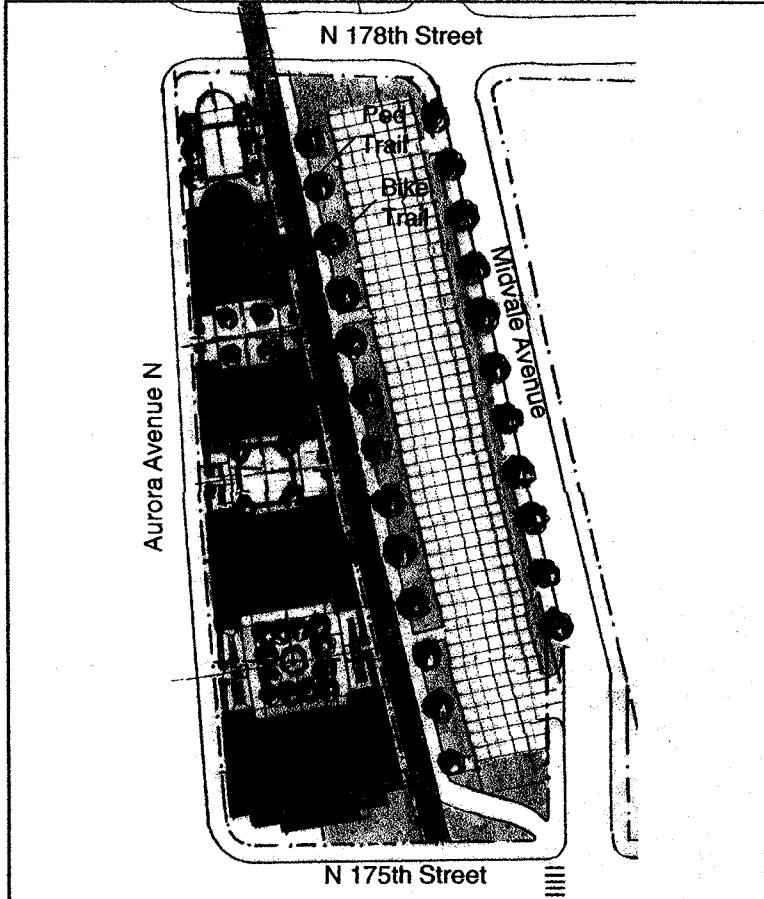


The incremental redevelopment scenario. The 5-year vision is shown on the left, the 25-year vision on the right.

The incremental redevelopment scenario - pictured left - is informal in character. Existing buildings are complemented by new additions. The municipal parking lot in the Seattle City Light right-of-way allows for the infill of the surface parking between and behind the buildings. Due to the small size of the parcels, substantial redevelopment is not economically feasible without property consolidation. Thus, the incremental scenario is limited by the life span of the existing buildings.

# CENTRAL SHORELINE SUBAREA PLAN

## THE "WEDGE"



The complete redevelopment scenario.

In the complete redevelopment scenario, new buildings front on Aurora Avenue and Ronald Place and are connected by courtyards. This arrangement is more formal than the incremental scenario, creating a recognizable and unique place in the heart of Shoreline. The buildings have relatively small footprints and can accommodate many local businesses. Unique stores, cafes and restaurants attract pedestrians and bicyclists on Ronald Place, now part of the Interurban Trail. Offices and apartments are located on the second floor, ensuring a balance of day and nighttime activity.

The complete redevelopment scenario requires the coordination of all property owners within the wedge and can be a 5-year or 25-year vision, depending upon the land owners' interest in redeveloping their properties.



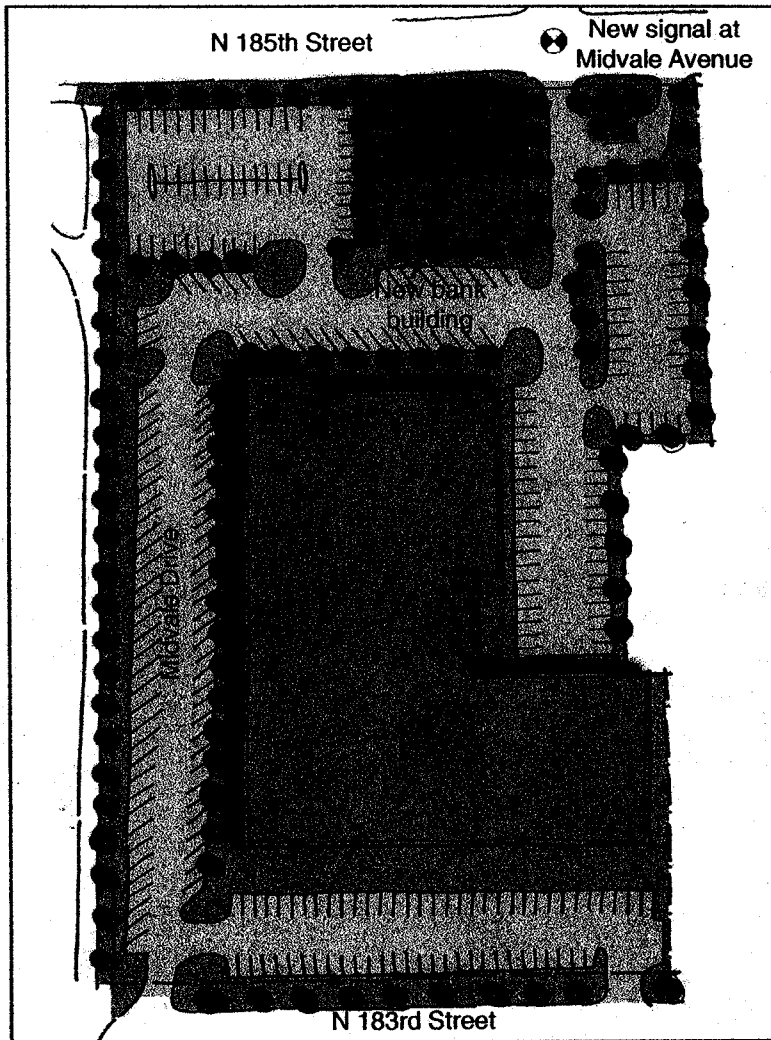
A view of Ronald Place shows new mixed-use buildings on the left and the municipal parking lot within the park to the right.

# CENTRAL SHORELINE SUBAREA PLAN

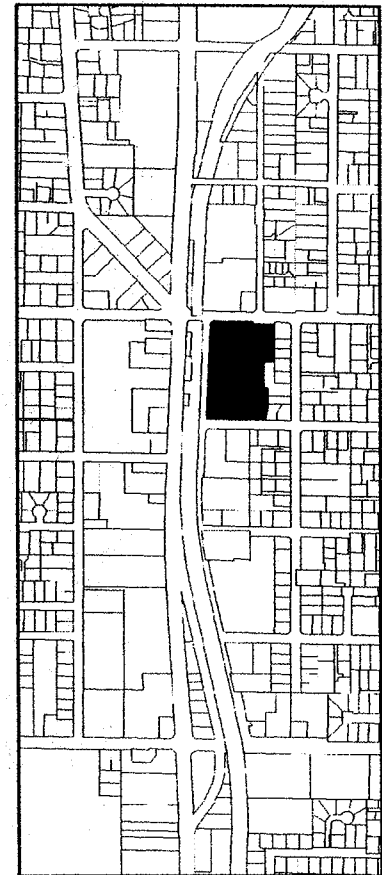
## THE "GATEWAY" SITE

The site represents an important anchor of the Midvale Main Street to the north. In collaboration with the property owner, the consultant team developed a variety of possible redevelopment concepts. The following 5-year and 25-year visions are based on a set of concrete assumptions. Depending upon market forces and other criteria an earlier complete redevelopment of the site seems feasible.

The site plans show Midvale Avenue vacated. However, a street connecting N 183rd with N 185th Street is key. The plans propose a private drive through the site that has the character of a street and provides public access as well as through-connectivity. Aligning Midvale at a new signal at N 185th Street allows for full access and connects the Midvale Main Street with future development at Echo Lake and the Shoreline Park and Ride to the north.



5-Year Vision

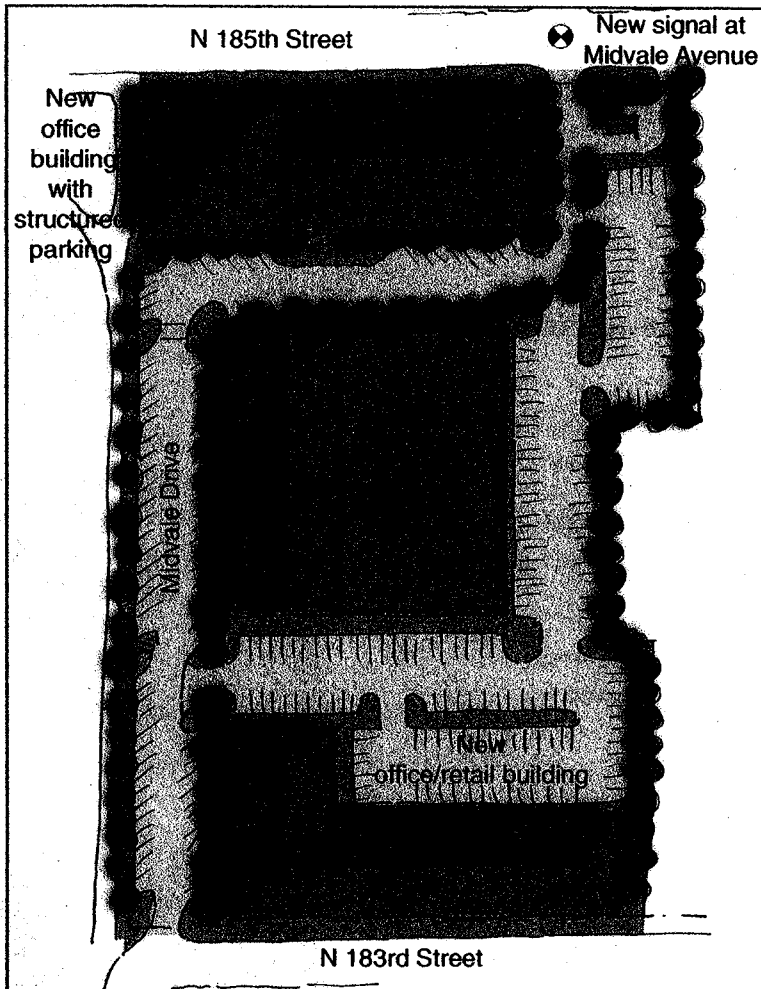


Locator key

In the 5-year vision, the existing retail building has been renovated and may have a different use. A new office building to the north houses a bank with an adjacent drive-through ATM. A drive with diagonal parking and sidewalks connects Midvale Avenue south of the site with its northern leg.

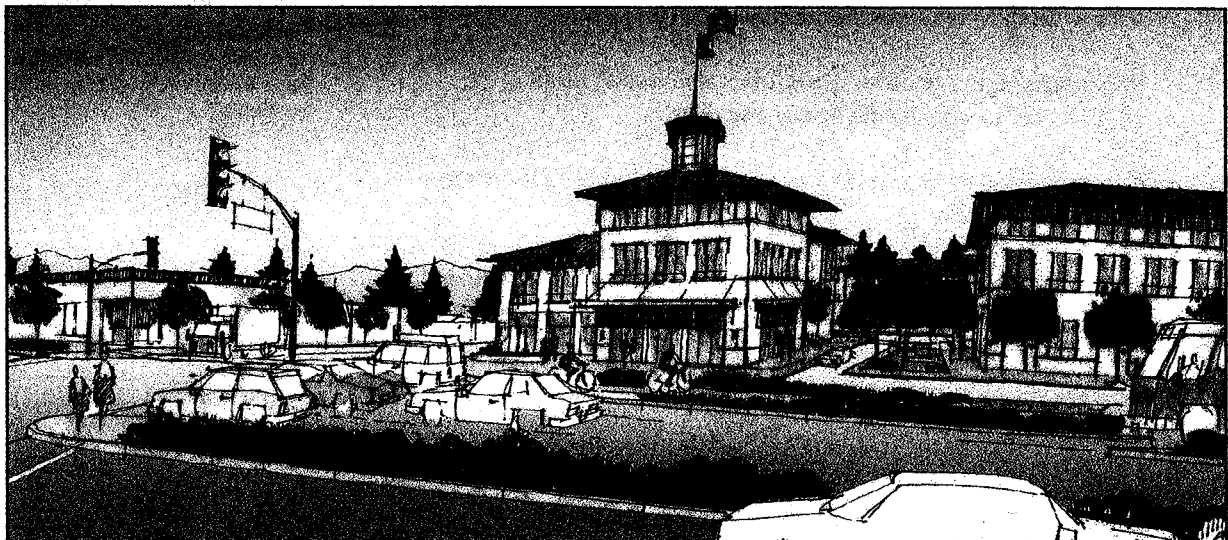


# CENTRAL SHORELINE SUBAREA PLAN



In the 25-year vision, the site has been completely redeveloped. The bank building now is part of a larger office building with structured parking. A larger footprint structure could house the YMCA or a small grocery store. An L-shaped office or retail building occupies the southern edge of the site. Structured parking below a portion of the new buildings accommodate additional parking, thus allowing higher density development.

25-Year Vision



A view across Aurora towards the Gateway Demonstration site shows new mixed-use buildings.

# DEVELOPMENT STANDARDS

## PURPOSE

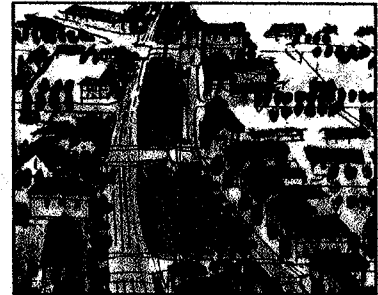
The purpose of this chapter is to establish Development Standards for the Central Shoreline Subarea. The Development Standards will eventually be translated into code language and, once adopted by the City Council, included in the City of Shoreline's Development Code. The Development Standards are intended to address the following planning policies and objectives.

## PLANNING POLICIES:

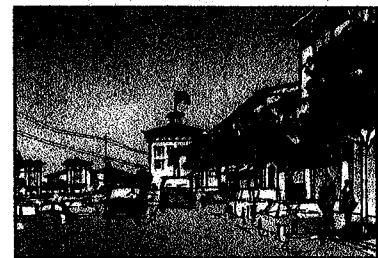
- Create a pedestrian-friendly environment with destinations throughout the Subarea.
- Create a transit-oriented environment that promotes multi-modal transportation.
- Encourage and guide redevelopment of the Subarea while preserving the privacy and safety of the abutting single-family neighborhoods.
- Promote development that utilizes and capitalizes on the Interurban Trail as a recreational amenity and business opportunity.

## PLANNING OBJECTIVES:

- Encourage placement of buildings up to the street along the western edge of Aurora Avenue North. Narrow the perceived width of the road and lessen the prominence of surface parking lots.
- Create a pedestrian-oriented, mixed-use district along Midvale Avenue N between N 175th Street and N 185th Street. Promote a Main Street character along the eastern edge of Midvale Avenue N with wide sidewalks, street trees and on-street parking.
- Encourage higher densities along Midvale Avenue north of N 185th Street to support the mixed-use district.
- Create gateways to the mixed-use district around N 185th Street and N 175th Street.
- Create a special redevelopment district for the properties situated in the wedge-shaped area between Aurora Avenue North and Ronald Place.



Buildings close up to the street narrow the perceived road width and help create a sense of enclosure.



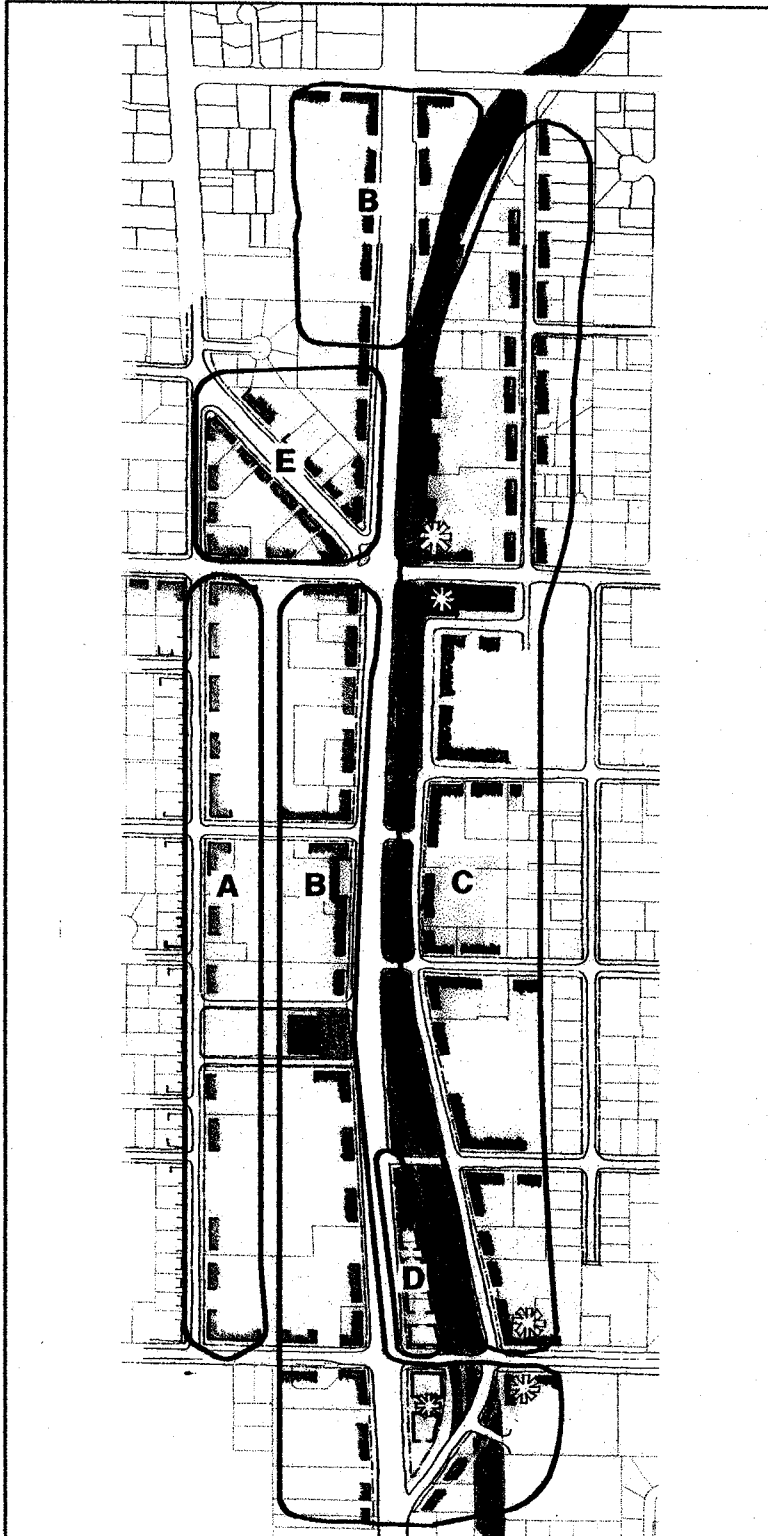
Midvale Avenue has a pedestrian-oriented Main Street character.



The northern leg of Ronald Place offers a pleasant pedestrian environment protected from the Aurora traffic by retail buildings on the "Wedge".

# DEVELOPMENT STANDARDS

## REDEVELOPMENT CONCEPT



Map of Development Standard Areas.

The LCA team identified five distinct areas within the Central Shoreline Subarea. The map shows their approximate outlines. The areas are characterized as follows:

**A. Residential Transition Area**  
Buildings facing Linden Avenue are residential in scale and character. This creates a transition between the commercial areas on Aurora Avenue and the single-family neighborhood to the west.

**B. Aurora Commercial District**  
The district provides for auto-oriented commercial. However, the placement of buildings close up to the sidewalk heightens the sense of enclosure and improves the pedestrian environment.

**C. Central Shoreline Mixed-Use District**


Midvale Avenue is converted into a pedestrian and transit-oriented Main Street facing the Interurban Trail and Park. A mix of retail, office, residential and civic uses fosters a vibrant district.

**D. Wedge Special District**

This small scale, mixed-use district serves as the gateway to Central Shoreline.

**E. Firlands Mixed-Use District**

A mix of commercial, residential and civic uses surround a pedestrian-oriented Firlands Way lined with storefronts.

 The plan identifies locations that should obtain special architectural treatment, such as tower elements.

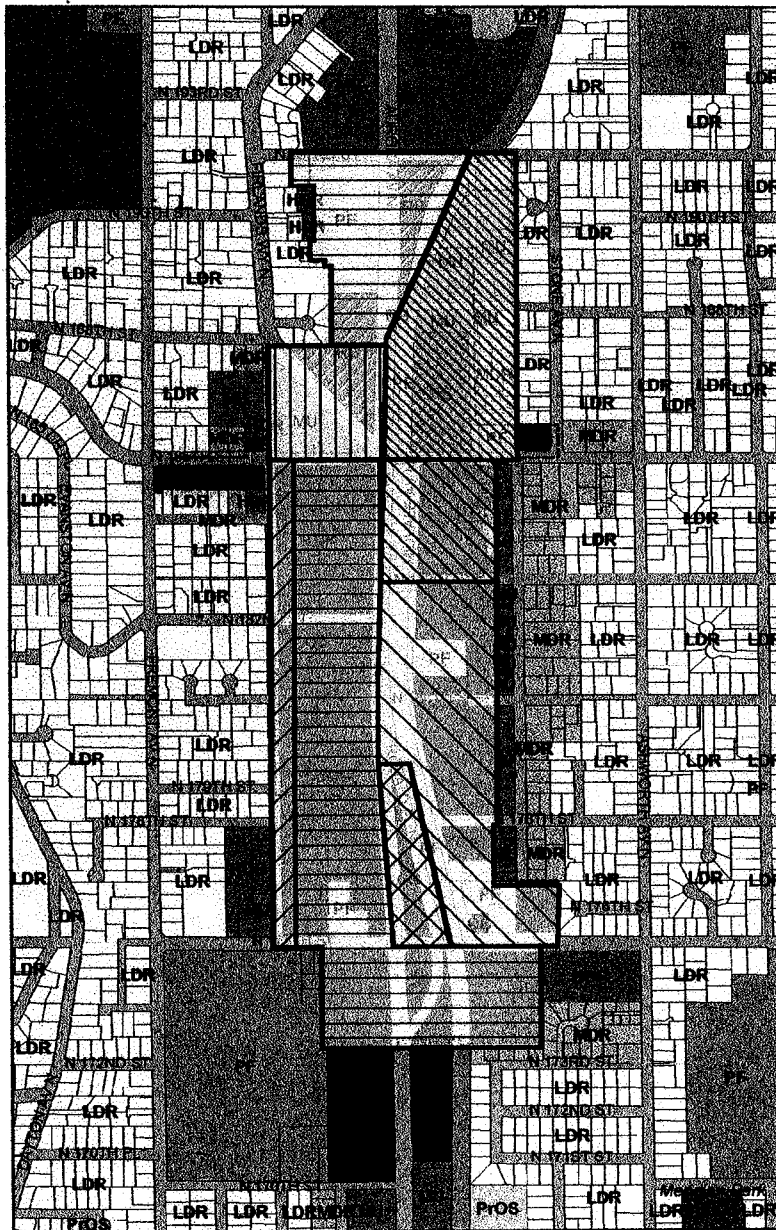









# DEVELOPMENT STANDARDS

## OVERLAY DISTRICT ZONES

The plan below shows the relationship between the Concept Plan and the Comprehensive Plan. The outlined areas identified in the Concept Plan translate into more precisely defined Overlay District Zones.

The following pages establish the Development Standards for any new development on properties in the five Overlay District Zones.



-  A. Residential Transition Area
-  B. Aurora Commercial District
-  C1. Central Shoreline Mixed-use District
-  C2. Gateway Mixed-use District
-  C3. Garden Residential/Mixed-use District
-  D. Wedge Special District
-  E. Firlands Mixed-use District

# DEVELOPMENT STANDARDS

## GENERAL PROVISIONS

The following pages describe detailed site Development Standards for the Overlay District Zones. The intent is to allow property owners to develop or redevelop their land in the most beneficial way while ensuring a quality standard that helps achieve the community's goal for an attractive, pedestrian and transit-friendly Central Shoreline. The Development Standards eventually will be transposed into code language and adopted as an overlay in the City's Development Code.

The Development Standards determine maximum and minimum setbacks of new buildings as well as their height. The purpose is to create coherent and defined streetscapes and allow for a transition in scale to residential neighborhoods. In particular, building walls facing public streets or the Interurban Trail are important for the quality of the public realm. Building Façades - explained in the sidebar at right - are required where indicated to ensure attractive street elevations. However, buildings are not required to be built exactly as shown in the diagrams on the following pages. The outlined building configurations are merely examples of the application of the standards. The exact location, shape and size of a building may vary as long as it complies with the requirements set forth in the Development Standards.

### General Building Façade Standards

Building façades are indicated by a thicker line. They require higher standards of design and finish quality than other walls. At least 20% of the wall surface shall be glazing.

Each building façade shall have distinctive horizontal elements: base, middle, and eave, cornice or parapet line that complement and balance one another. Horizontal articulations can be produced by material changes or applied façade elements.

Each building façade shall have a clear and harmonious pattern of vertically-oriented facade openings including entries, windows, bays and columns. Vertical articulations can be produced by variations in roof heights, applied façade elements and subtle changes in materials and vertical planes that create shadow lines and textural differences.

Vertical elements break up long, monolithic walls along the street. Major vertical elements should be a maximum of 50 ft apart measured center-to-center.

# DEVELOPMENT STANDARDS

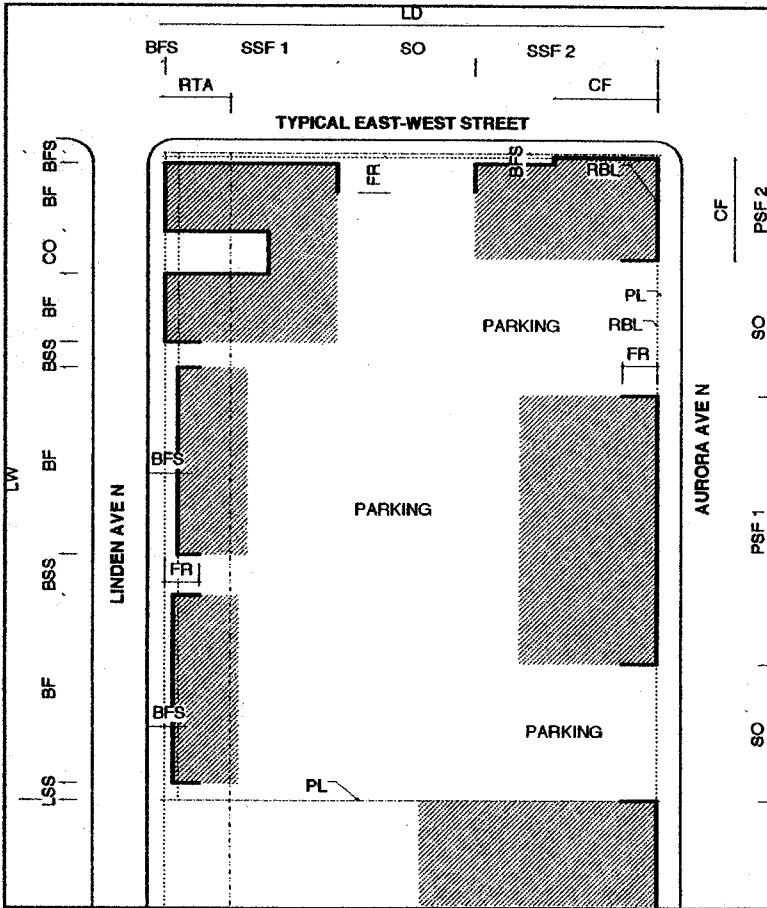
## RESIDENTIAL TRANSITION AREA/AURORA COMMERCIAL DISTRICT

### Residential Transition Area (RTA)

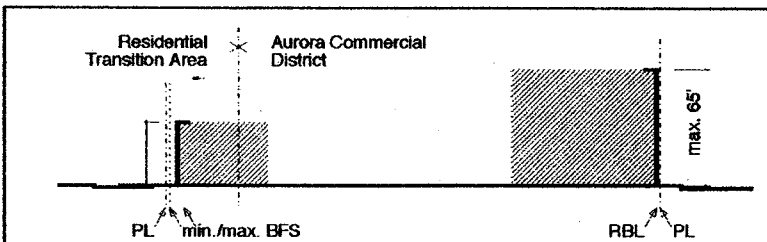
Buildings along the east side of Linden Street are required to be residential in scale, creating a transition between the commercial areas on Aurora Avenue and the single-family areas in the neighborhoods to the west.

### Aurora Commercial District

The west side of Aurora Avenue N is primarily commercial use. Buildings are required to be located along the sidewalk for a minimum of 50% of the street frontage on Aurora Avenue N with parking between or behind the buildings.



Plan of Residential Transition District



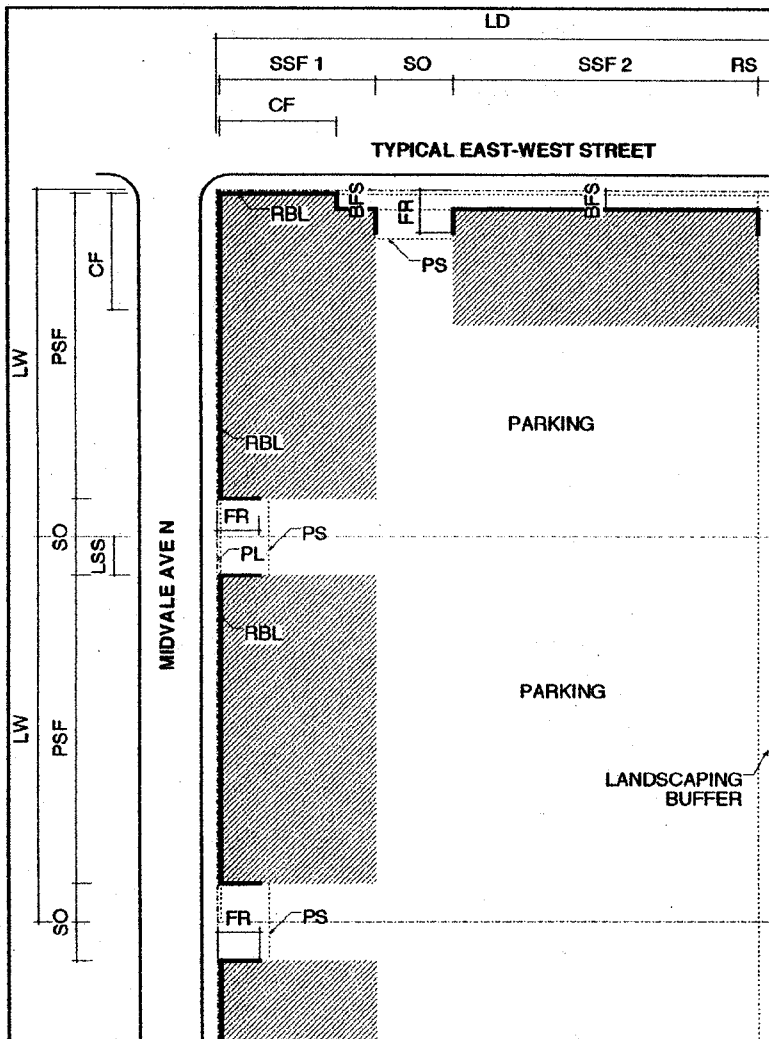
Section Through Residential Transition District

- BF** Building Frontage  
Buildings in the RTA shall be no longer than 110 ft.
- BFS** Building Façade Setback  
Where no RBL is indicated, the building shall be set back min. 2 ft - max. 10 ft.
- BSS** Building Side Setback  
Min. 15 ft - max. 36 ft.
- CF** Corner Frontage  
Where indicated, building frontage at a street corner is required at no less than 60 ft to either side.
- CO** Courtyard Opening  
Min. 25 ft.
- FR** Façade Return  
Where indicated, building façades are required to extend around building corners for a minimum of 20 ft building depth.
- LD** Lot Depth
- LSS** Lot Side Setback  
Max. 15 ft.
- LW** Lot Width
- PL** Property Line
- PSF** Primary Street Frontage  
The building frontage facing Aurora Avenue shall be no less than 50% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered ( $PSF = PSF 1 + PSF 2$ ).
- RBL** Required Building Line  
In the easternmost 60 ft of the site, every building wall facing a street shall be built on the RBL. The RBL shall be set back from the property line by 2 ft.
- RTA** Residential Transition Area  
The westernmost 40 ft of the site facing Linden Avenue. All buildings within the RTA shall be residential in character. No on-site surface parking shall be permitted within RTA.
- SO** Street Front Opening  
The continuous unbuilt street frontage between two buildings shall be no more than 80 ft.
- SSF** Secondary Street Frontage  
The building frontage facing a secondary street shall be no less than 70% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered.

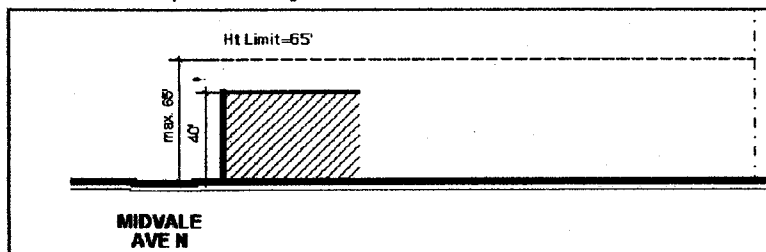
# DEVELOPMENT STANDARDS

## CENTRAL SHORELINE MIXED-USE DISTRICT

A mix of commercial, residential and civic uses are located along Midvale Avenue and its cross streets within the zone. Buildings are required to be located along the sidewalk for a minimum of 70 percent of the street frontage on Midvale Avenue with parking behind the buildings. Storefronts face onto Midvale Avenue and the Interurban Trail, creating a pedestrian-oriented streetscape.



Note: The outlined buildings are illustrations of the standards; they do not prescribe the exact location, size or shape of a building.



Section Through Central Shoreline Mixed-Use District

- BFS** Building Façade Setback  
Where no RBL is indicated, the building shall be set back min. 2ft - max. 10ft.
- CF** Corner Frontage  
Where indicated, building frontage at a street corner is required at no less than 60ft to either side.
- FR** Façade Return  
Where indicated, building façades are required to extend around building corners for a minimum of 20 ft building depth.
- LD** Lot Depth
- LSS** Lot Side Setback  
Max. 20 ft.
- LW** Lot Width
- PL** Property Line
- PSF** Primary Street Frontage  
The building frontage facing Midvale Avenue shall be no less than 70% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered.
- RBL** Required Building Line  
In the westernmost 60ft of the site, every building wall facing a street shall be built within 5' of the RBL. The RBL shall be set back from the property line by 2ft.
- RS** Rear Setback  
Min. 15ft.  
Type I landscaping shall screen adjacent residential properties.
- SO** Street Front Opening  
The continuous unbuilt street frontage between two buildings shall be no more than 40 ft.
- SSF** Secondary Street Frontage  
The building frontage facing a secondary street shall be no less than 70% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered.



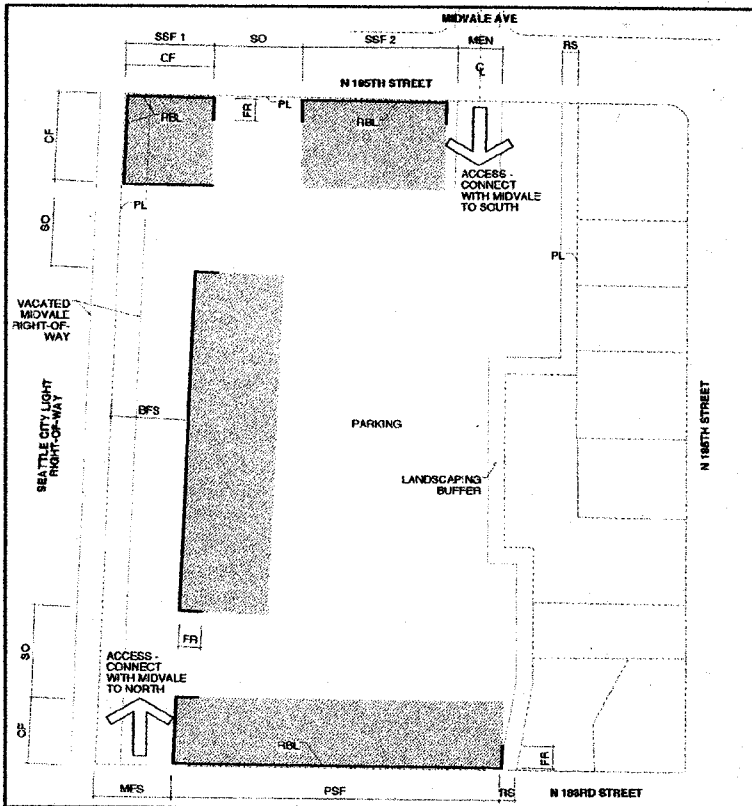
# DEVELOPMENT STANDARDS

## GATEWAY MIXED-USE DISTRICT

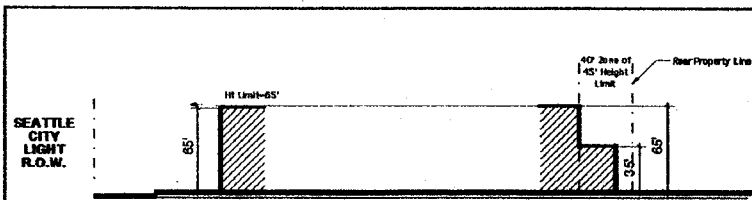
A mix of commercial, residential and civic uses are allowed on the Gateway site between N 183rd and N 185th Street.

A drive shall connect the northern and southern Midvale access. The Midvale Drive shall be built with parallel or diagonal on-street parking and sidewalks on both sides. The west side sidewalk may be waived where Midvale Drive runs adjacent to the Interurban Trail. Buildings adjacent to Midvale Drive shall be built to the outside of the sidewalk. Building façades along Midvale Drive are required.

Buildings shall be set back from the City Light ROW no more than 70ft unless indicated otherwise. The setback shall be used for Midvale Ave. or landscaping; parking lots are not allowed in front of buildings.



Plan of Gateway Mixed-Use District



Section through Gateway Mixed-Use District

Note: The outlined buildings are illustrations of the standards; they do not prescribe the exact location, size or shape of a building.

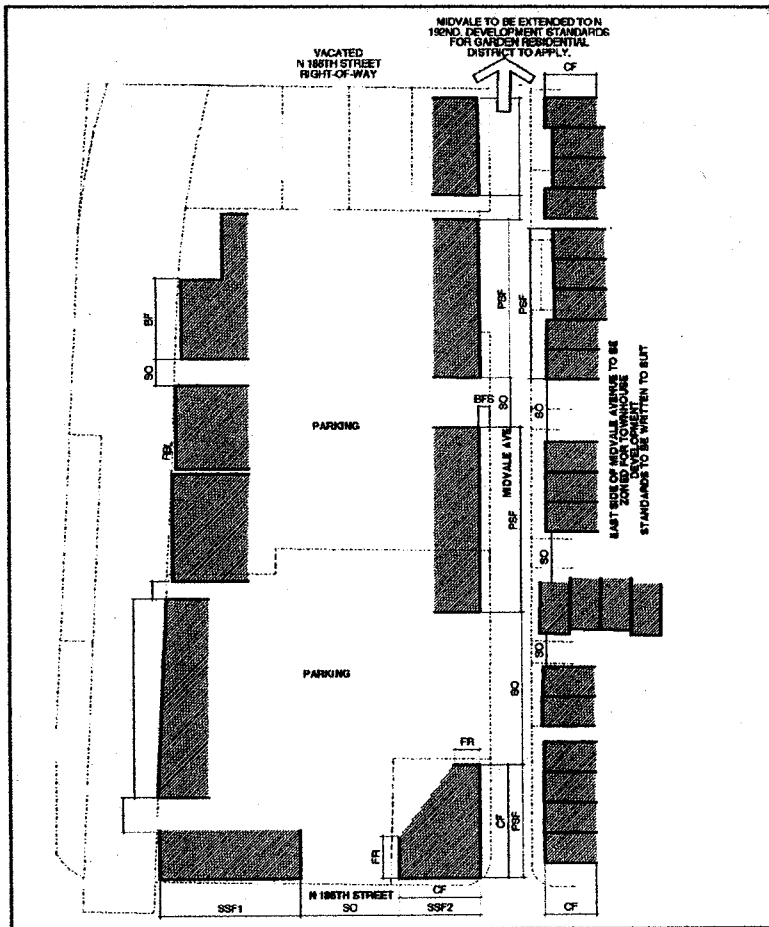
- BFS** Building Façade Setback  
Where no RBL is indicated, the building shall be set back min. 2ft - max. 70ft.
- CF** Corner Frontage  
Where indicated, building frontage at a property corner is required at no less than 80ft to either side.
- FR** Façade Return  
Where indicated, building façades are required to extend around building corners for a minimum of 20 ft building depth.
- MEN** Midvale Easement North  
Minimum 40 ft, centerline aligned with Midvale Avenue north of 185th Street.
- MES** Midvale Easement South  
Max. 70 ft at southwest corner of site to allow for two-way roadway with on-street-parking and sidewalk on east side.
- PL** Property Line
- PSF** Primary Street Frontage  
The building frontage facing 183rd Street shall be no less than 70% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered (PSF= PSF 1+ PSF 2).
- RBL** Required Building Line  
Where indicated, a building wall facing a street or the Interurban Trail shall be built on the RBL. The RBL shall be set back from the property line by 2ft.
- RS** Rear Setback  
Min. 15ft. - may be reduced to 5ft if the Midvale easement is located within 80ft of the rear property line. Type I landscaping shall screen adjacent residential properties.
- SO** Street Front Opening  
The continuous unbuilt street frontage between two buildings shall be no more than 80 ft.
- SSF** Secondary Street Frontage  
The building frontage facing 185th Street shall be no less than 50% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered (SSF=SSF 1+ SSF 2).

# DEVELOPMENT STANDARDS

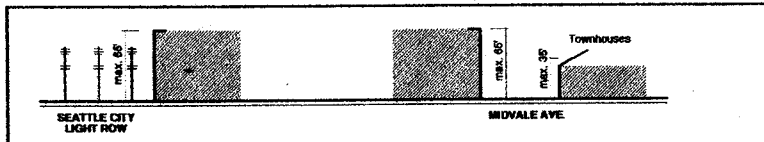
## GARDEN RESIDENTIAL/ MIXED-USE DISTRICT

A mix of commercial, residential and civic uses are allowed on the Garden Residential/Sky Nursery site between N 185th Street and N 188th Street. The east side of Midvale Avenue shall be higher-density townhouse-type development, and possibly live-work units.

Buildings shall be set back from the Seattle City Light right-of-way no more than 70ft unless indicated otherwise. The setback shall be used for landscaping, and display of commercial landscape products at Sky Nursery; parking lots are not allowed in front of buildings except on the Sky Nursery site, where a well-landscaped parking lot is permitted.



Plan of Garden Residential Mixed-Use District



Section Through Garden Residential Mixed-Use District

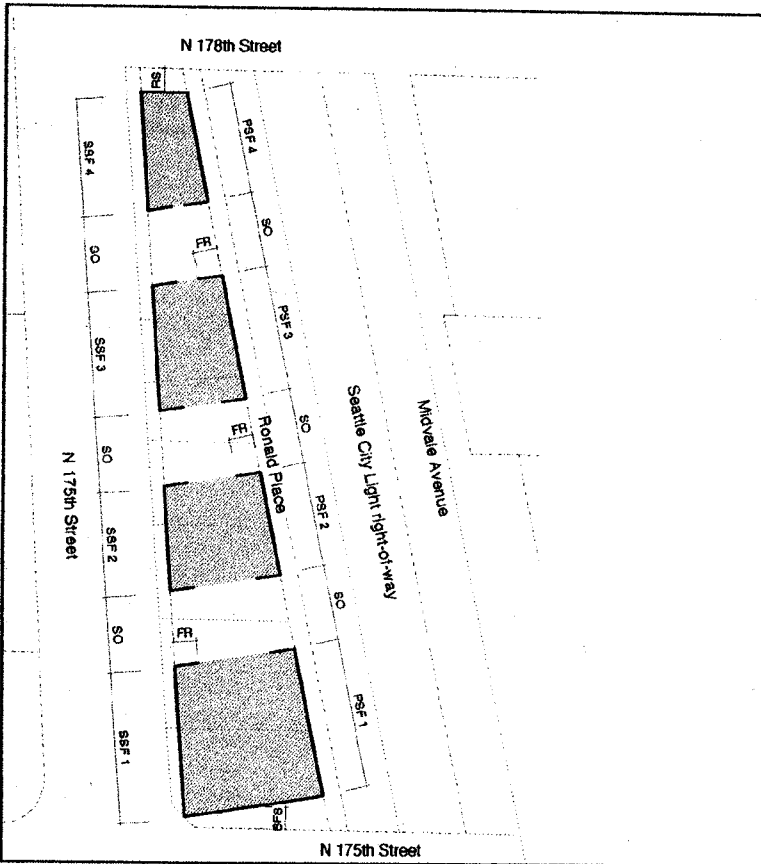
Note: The outlined buildings are illustrations of the standards; they do not prescribe the exact location, size or shape of a building.

- BFS** Building Façade Setback  
Where no RBL is indicated, the building shall be set back min. 2ft - max. 70ft.
- CF** Corner Frontage  
Where indicated, building frontage at a property corner is required at no less than 80ft to either side.
- FR** Façade Return  
Where indicated, building façades are required to extend around building corners for a minimum of 20 ft building depth.
- PL** Property Line
- PSF** Primary Street Frontage  
The building frontage facing Midvale Avenue shall be no less than 70% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered ( $PSF = PSF 1 + PSF 2$ ).
- RBL** Required Building Line  
Where indicated, a building wall facing a street or the interurban Trail shall be built on the RBL. The RBL shall be set back from the property line by 2ft.
- SO** Street Front Opening  
The continuous unbuilt street frontage between two buildings shall be no more than 80 ft. On the east side of Midvale Avenue, townhouse development requires that unbuilt frontage be no more than 30ft.
- SSF** Secondary Street Frontage  
The building frontage facing 185th Street shall be no less than 50% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered ( $SSF = SSF 1 + SSF 2$ ).

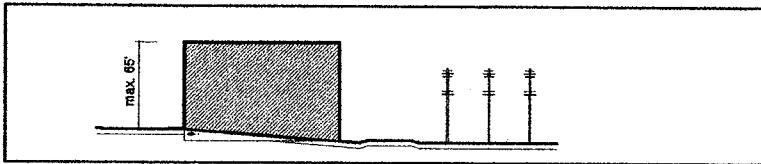
# DEVELOPMENT STANDARDS

## WEDGE SPECIAL MIXED-USE DISTRICT

A mix of commercial, residential and civic uses are allowed on the "Wedge" site between N 183rd and N 185th Street. The aim of this special district is to provide a special place in the heart of Shoreline, where unique shops and businesses overlook both a renovated Aurora Avenue Corridor, and a restored 'Brick-Road' Ronald Place adjacent to a park in the Seattle City Light ROW. The grade change of approximately 10' across the site will require special attention to facade requirements along Ronald Place. Due to the existing layout of parcels, a complete redevelopment option will require the consolidation of lot lines.



Plan of Wedge Special Mixed-Use District



Section Through Wedge Mixed-Use District

Note: The outlined buildings are illustrations of the standards; they do not prescribe the exact location, size or shape of a building.

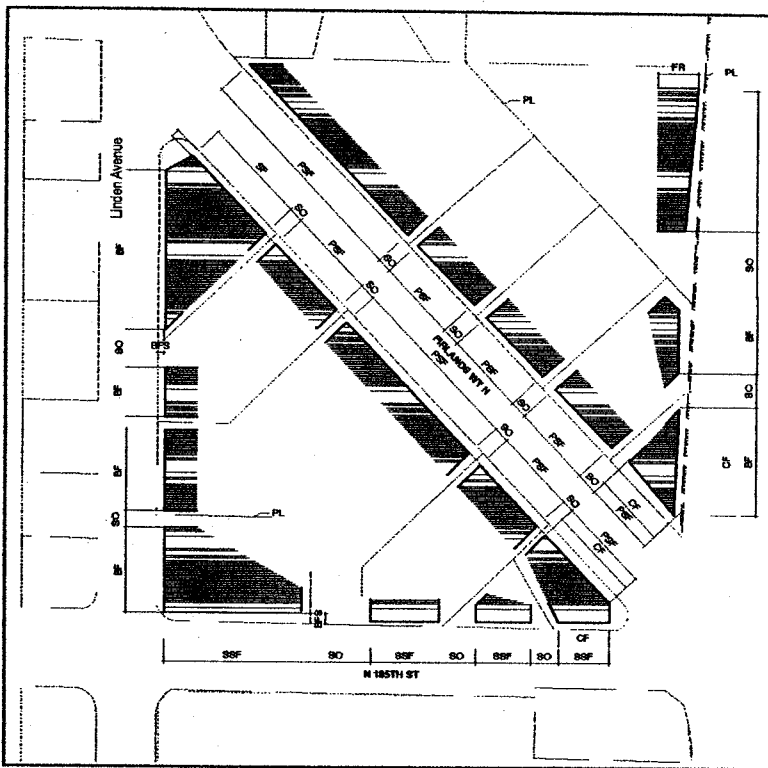
- BFS Building Façade Setback**  
Any building facing N 175th Street shall be set back no more than 20ft on average.  
Any building facing N 178th Street shall be set back no more than 20ft on average. A greater setback shall be granted to allow for a landscaped area with a 36" to 42" high wall along its perimeter.
- FR Façade Return**  
Where indicated, building façades are required to extend around building corners for a minimum of 20 ft building depth.
- PL Property Line**
- PSF Primary Street Frontage**  
The building frontage facing Ronald Place shall be no less than 50% of the block width. If there is more than one building the aggregate frontage of all buildings shall be considered (PSF= PSF 1+ PSF 2+...)
- RBL Required Building Line**  
Where indicated, a building wall facing a street or the Interurban Trail shall be built on the RBL.
- SO Street Front Opening**  
The continuous unbuilt street frontage between two buildings shall be no more than 60 ft.
- SSF Secondary Street Frontage**  
The building frontage facing Aurora Avenue shall be no less than 50% of the block width. If there is more than one building the aggregate frontage of all buildings shall be considered (SSF=SSF 1+ SSF 2+...)

# DEVELOPMENT STANDARDS

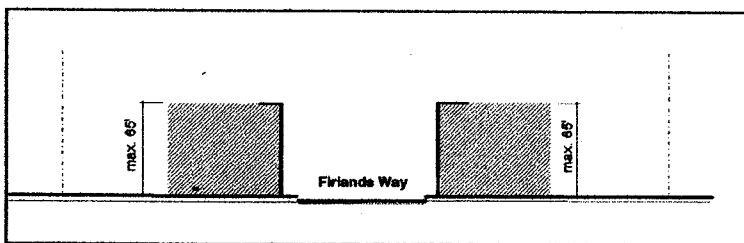
## FIRLANDS WAY MIXED-USE DISTRICT

Like Ronald Place, Firlands Way is a remnant alignment of the original North Trunk Road. This plan recommends the removal of Firlands Way's asphalt to reveal the brick road beneath. With proposed traffic calming measures at either end of the street, Firlands Way has the potential to become a unique Main Street component of Central Shoreline's core.

A mix of commercial, residential and civic uses are allowed on Firlands Way. Buildings should be located close to the street. Parking shall be on-street, or in lots behind buildings.



Plan of Firlands Way Mixed-Use District



Section Through Firlands Way Mixed-Use District

Note: The outlined buildings are illustrations of the standards; they do not prescribe the exact location, size or shape of a building.

- BFS** Building Façade Setback  
Where no RBL is indicated, the building shall be set back min. 2ft - max. 70ft.
- CF** Corner Frontage  
Where indicated, building frontage at a property corner is required at no less than 80ft to either side.
- FR** Façade Return  
Where indicated, building façades are required to extend around building corners for a minimum of 20 ft building depth.
- PL** Property Line
- PSF** Primary Street Frontage  
The building frontage facing Firlands Way shall be no less than 70% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered (PSF= PSF 1+ PSF 2).
- RBL** Required Building Line  
Where indicated, a building wall facing Firlands Way shall be built on the RBL. The RBL shall be set back from the property line by 2ft.
- RS** Rear Setback  
Min. 15ft.  
Type I landscaping shall screen adjacent residential properties.
- SO** Street Front Opening  
The continuous unbuilt street frontage between two buildings shall be no more than 80 ft.
- SSF** Secondary Street Frontage  
The building frontage facing 185th Street and Linden Avenue shall be no less than 50% of the lot width. If there is more than one building the aggregate frontage of all buildings shall be considered (SSF=SSF 1+ SSF 2).