

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Town Center Development Regulations
DEPARTMENT:	Planning and Development Services (PADS)
PRESENTED BY:	Joseph W. Tovar, FAICP, PADS Director Paul Cohen, PADS 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 Subarea 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 District (District) amendments to the Development Code.

After holding a series of study meetings and public hearings (Attachment A and B), on June 30, 2011 the Planning Commission deliberated and recommended that the City Council adopt the proposed District development regulations (Attachment D).

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

At the July 11, 2011 Council meeting, staff will present the Planning Commission's recommended District development regulations. These 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 Subarea Plan and District development regulations on July 25, 2011.

RESOURCE/FINANCIAL IMPACT:

The adoptions of the Subarea Plan and District development regulation 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 Subarea Plan, including subarea land uses. As addressed in the SEIS, the Subarea Plan and District development regulations do not require changes in these elements, including the Capital Improvement Plan (CIP) or

Transportation Improvement Program (TIP), since the impacts from the existing Comprehensive Plan and development regulations for properties within the District are not significantly different than those expected under the amendments.

As part of the Subarea Plan implementation, future Councils may decide to direct City resources to projects in the 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. This agenda item is for discussion purposes only. The City Council has an additional meeting scheduled for July 25 to continue discussion and take action on the proposed Subarea Plan and development regulations.

Approved By: City Manager



City Attorney



INTRODUCTION

The overall objective of the Town Center District development regulations are 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 District's central location in Shoreline, "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 the District immediately to the east and west.

While the District development regulations were being developed, staff coordinated with other related projects such as the middle mile of the Aurora Corridor 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 District development regulations is included in the Planning Commission transmittal memo (Attachment C).

SEPA and Planned Action

The proposed Subarea Plan and District development regulations (Attachment D) were reviewed pursuant to the requirements of the State Environmental Policy Act (SEPA), RCW 43.21C. The City prepared a Draft SEIS (DSEIS) to evaluate the likely environmental consequences of the Subarea Plan and development regulations. The Final SEIS is now complete and is included in this Council packet (Attachment E). 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 the entire District 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 and 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 District.

The July 5, 2011 staff report transmitting the DSEIS provided 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 review processes described in the proposed District development regulations.

COUNCIL GOAL ADDRESSED

Town Center District development regulations have been a part of the Council Goals since 2007. Most recently, the City Council Goals for 2011-2012 identified adoption of the Town Center Subarea Plan and development regulations as a major priority. The specific goal and overview are as follows:

2011-2012 City Council 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.

RESOURCE/FINANCIAL IMPACT

The adoptions of the Subarea Plan and District development regulation 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 Subarea Plan, including subarea land uses. As addressed in the SEIS, the Subarea Plan and District development regulations do not require changes in these elements, including the Capital Improvement Plan (CIP) or Transportation Improvement Program (TIP), since the impacts from the existing Comprehensive Plan and development regulations for properties within the District are not significantly different than those expected under the amendments.

As part of the Subarea Plan implementation, future Councils may decide to direct City resources to projects in the 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. This agenda item is for discussion purposes only. The City Council has an additional meeting scheduled for July 25 to continue discussion and take action on the proposed Subarea Plan and development regulations.

ATTACHMENTS

Attachment A - Public Hearing Notice
Attachment B – Draft Planning Commission Minutes
Attachment C - Planning Commission Transmittal Memorandum to the City Council
Attachment D - Recommended Town Center District development regulations
Attachment E - Planned Action Final SEIS
Attachment F - List of Exhibits

seattletimes.com

PO Box 70, Seattle, WA 98111

SHORELINE CITY OF
KIM SULLIVAN/PLANNING DEPT
17500 MIDVALE AVE N
SHORELINE, WA 981334905



Re: Advertiser Account #6391000
Ad #: 797146300

Affidavit of Publication

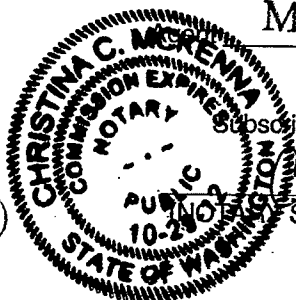
4126428 / 2

STATE OF WASHINGTON
Counties of King and Snohomish

The undersigned, on oath states that he/she is an authorized representative of The Seattle Times Company, publisher of The Seattle Times of general circulation published daily in King and Snohomish Counties, State of Washington. The Seattle Times has been approved as a legal newspaper by orders of the Superior Court of King and Snohomish Counties.

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

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

Christina C. McKenna

seattletimes.com

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.

These Minutes Approved
June 30th, 2011

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

June 16, 2011
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Wagner
Vice Chair Perkowski
Commissioner Behrens
Commissioner Broili
Commissioner Esselman
Commissioner Kaje

Staff Present

Joe Tovar, Director, Planning & Development Services
Steve Cohn, Senior Planner, Planning & Development Services
Paul Cohen, Senior Planner, Planning & Development Services
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Commissioner Moss

CALL TO ORDER

Chair Wagner called the regular meeting of the Shoreline Planning Commission to order at 7:07 p.m. She recognized the presence of Council Member Eggen in the audience.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Wagner, Vice Chair Perkowski and Commissioners Behrens, Broili, Esselman and Kaje. Commissioner Moss was absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Tovar reported that earlier in the day, staff was contacted by the Seattle Office of the Urban Land Institute requesting the City to share their experience with planning for bus rapid transit (BRT), the Aurora Corridor Project, and potentially the Town Center Subarea Plan at two Urban Land Institute conferences in the fall. He further reported that at their breakfast meeting on June 22nd, the Urban Land

Institute would discuss the results of a study they completed that included BRT in Shoreline. The report would be made available to Commissioners and is a good indication that much of the work that has gone into the Aurora Corridor Project, BRT and Town Center is catching the attention of people from other parts of the country.

APPROVAL OF MINUTES

The minutes of April 21, 2011 and May 5, 2011 were approved as amended. The minutes of June 2, 2011 were approved as submitted.

GENERAL PUBLIC COMMENT

No one in the audience expressed a desire to provide general public comments.

CONTINUED LEGISLATIVE PUBLIC HEARING ON TOWN CENTER SUBAREA PLAN AND DEVELOPMENT CODE

Chair Wagner reviewed the rules and procedures for the continued legislative public hearing. She noted that a number of items were included in the Commission's desk packet, and she suggested they take a short break at some point to review the new information. Ms. Simulcik Smith reviewed the items contained in the desk packet as follows:

- Exhibit 23 – Email from Vicki Westberg dated 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 – Comments from Commissioner Kaje with Staff's Response dated 6/16/11
- Exhibit 28 – Comments from Commissioner Moss dated 6/16/11

Staff Overview and Presentation of Town Center Subarea Plan

Mr. Tovar explained that the draft Supplemental Environmental Impact Statement (SEIS) was submitted to the Commission a number of weeks ago and was made available to the public. The City only received one comment letter that did not make any substantive suggestions, so the final SEIS is basically the same as the draft SEIS, with the comment letter added. Therefore, there is no need for the Commission to have additional discussion about the environmental documents. He reviewed the most recent changes to the Town Center Subarea Plan (Exhibit 25) as follows:

- Additional images were included on the front page of the plan. Staff believes the images offer a good replacement for the plain looking header that was included on the last draft. The images are intended to provide ideas for the type of form and character they are seeking for the subarea. (Edit 1)
- Commissioner Moss recommended numerous grammatical changes throughout the document, which are relatively minor.

- Staff is recommending that an additional phrase be added to the Figure 5 caption in Policy TC-2 to make the point that the mid-rise, mixed-use buildings shown in the images are oriented to the street level and create pedestrian scale and access, but there is also building space above the street level, which is where the residential uses would occur. (Potential Revision A)
- The size of some of the images was increased to improve readability.
- A couple of images that illustrated green infrastructure were eliminated from Figure 6 under Policy TC-4. One was a drawing of Shorewood High School, which was too small to be legible. Two new images were added of City Hall, which is a LEED Gold Building. The caption would be amended to refer to City Hall. (Potential Revision B)
- At the suggestion of the Commission, an additional phrase was added to Policy TC-5 to make the point that retail, service, grocery and restaurant uses would not just be oriented to people who live within walking distance, but to a broader regional market, as well. A phrase was also added to note that BRT bus service could provide walk-on access to Town Center from the entire length of Aurora Avenue. (Potential Revision C)
- A new photo collage of the Aurora Corridor Project was inserted as Figure 7 under Policy TC-5. (Edit 2)
- A few images were added to Figure 8 to illustrate Policy TC-8, which talks about sustainability in the neighborhoods east and west of Town Center. New language was added as a caption as well. (Potential Revision D)
- A reference was added to Policy TC-12 to identify the location of the gateways. (Potential Revision E)
- The caption associated with Figure 9 under Policy TC-12 was changed to make it clear that the illustration is of a potential Town Center gateway sign. The earlier caption referred to the illustration as an entry sign. (Potential Revision F)
- While Policy TC-13 was not changed, the associated map (Figure 10) was updated to be consistent with the map used in the Town Center Development Code. The map is intended to convey the location of the Boulevard, Storefront, Greenlink and Through-Connector Streets. Examples of each of the street types were also provided in Figure 10. Additional verbiage was added to the caption of Figure 10 to make it clear that the network of streets is intended to serve both the regional and local access needs. (Potential Revision G)
- Two new images and a new caption were added as Figure 12 under Policy TC-17. The intent is to illustrate how a townhouse form could buffer single-family residential development that is east of Stone Avenue and west of Linden Avenue. (Potential Revision H)
- The caption for Figure 14 under Policy TC-20 was amended to replace “parades, lawn sports, and wifi access” with “community events.” The images were changed as well. (Potential Revision I)
- Rather than creating a separate TC-5 zone for the properties on Firlands Way, the Commission tentatively agreed that it would be appropriate to add a policy statement (Policy TC-22) to recognize the unique character of Firlands Way. (Proposed Revision I)
- For the final version of the subarea plan, the five images associated with Policy TC-27 would be enlarged, and an additional image of Sky Nursery would be added. (Edit 3)

The Commission had a brief discussion about the process for approving both the subarea plan and the Development Code (zoning). Mr. Tovar explained that the Commission is holding two concurrent

hearings: one on the subarea plan and one on the development code language. The Commission agreed to work through the subarea plan, accept public comments, and then finalize a recommendation before moving forward with their review of the draft development code language, which would follow the same process.

Public Comment on Town Center Subarea Plan

Robin McClelland, Shoreline, referred to the last paragraph on Page 4 of the draft plan, which references Vision 2040. She said she was one of the principle authors of Vision 2040, and she is not sure the characterization of the Central Puget Sound Region is exactly correct. She suggested they delete the word “central” because it is actually a four-county region. Mr. Tovar explained that “central” is a term of art for how the Growth Management Hearings Board deals with the four-county region. He said he would not be opposed to deleting “central,” as long as it is clear that Vision 2040 is a growth management development strategy for the four-county region.

Deliberations and Final Recommendation on Subarea Plan

COMMISSIONER BEHRENS MOVED THE COMMISSION APPROVE THE TOWN CENTER SUBAREA PLAN, INCLUDING THE EDITS AND REVISIONS PROPOSED BY STAFF IN THE JUNE 16, 2011 DRAFT. COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Behrens proposed that the Commission not delete the word “central” as recommended earlier by Ms. McClelland. As noted by Mr. Tovar, it is an appropriate term to accurately identify the four-county region. Vice Chair Perkowski suggested that the “c” be in lower case so it is not part of the regional title.

COMMISSIONER BEHRENS MOVED THAT THE MAIN MOTION BE AMENDED BY MAKING THE “C” IN THE WORD “CENTRAL” IN THE LAST PARAGRAPH ON PAGE 4 OF THE DRAFT TOWN CENTER SUBAREA PLAN LOWER CASE. COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION TO AMEND CARRIED 6-0.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO DELETE THE WORDS “BY REDUCING PARKING REQUIREMENTS AND PURSUING AN AGGRESSIVE PROGRAM OF PROPERTY TAX EXEMPTIONS” FROM THE END OF THE LAST SENTENCE IN POLICY TC-3. COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Kaje reminded the Commission that the concept of using affordable housing as one of the criteria for reducing parking was eliminated from the draft development code language. Therefore, including this statement in Policy TC-3 would be inconsistent with the proposed development code language. He reminded the Commission of a recent *SEATTLE TIMES* story about problems with the City of Seattle’s property tax exemption program. While he does not necessarily anticipate the City of Shoreline would have similar problems, they do not have an articulated policy in place to outline how this tool would be used citywide. He said he believes it may be an appropriate tool, but it is premature

to reference the concept before the City Council has taken action to establish a clear property tax exemption program.

Commissioner Behrens shared Commissioner Kaje's concern about the current system for property tax exemptions, but the proposed language does not specify a type of property tax exemption. There are numerous different types of property tax exemptions that can be used to stimulate development, and he is not sure they want to eliminate this tool. He said he would rather the policy be worded broadly to retain the ability to use different types of tax exemptions, which he believes are worth encouraging.

Mr. Tovar said Policy TC-3 was intended to be aggressive and could include concepts and approaches that the City has not yet identified. He noted that portions of North City were redeveloped using a property tax exemption program, and the option was expanded to the Ridgecrest Neighborhood, as well. However, the opportunity does not currently exist for the Town Center Subarea. He suggested the language be changed to state that the City should consider expanding their property tax exemption program. This would flag it as an option for the City Council to consider at some point in the future.

Commissioner Kaje said the intent behind his motion was not to rule out the property tax exemption option. He also agreed that there are different types of property tax exemption programs. However, the proposed language implies that property tax exemptions and parking reductions are the only two tools for creating incentives for affordable housing.

Commissioner Broili suggested the words "property tax exemptions" be replaced with "incentives." This would broaden the opportunity base for affordable housing options. Commissioner Kaje agreed that the exemption language could be reshaped to be more comfortable, but it might be easier, procedurally, to vote on the amendment as is. A Commissioner could then propose new language that would better meet the Commission's intent.

THE MOTION TO AMEND THE MAIN MOTION WAS APPROVED 4-1, WITH COMMISSIONER BEHRENS DISSENTING AND COMMISSIONER BROILI ABSTAINING.

Commissioner Broili asked staff to share the rationale behind the proposed change to the caption under Figure 6. Mr. Tovar said the language was removed because staff did not have any good illustrations to provide for Shoreline High School and the Aurora Project. However, he noted that both of these projects are still identified in Policy TC-4.

Chair Wagner suggested that the logos on the cars contained in Figure 9 be removed. The remainder of the Commission agreed that would be appropriate. Commissioner Broili suggested that pedestrians and bicycles also be added to Figure 9. Mr. Tovar noted that the gateway signs would be located in the middle of three and four-lane sections of the roadway.

Commissioner Broili suggested that the map in Figure 10, as well as other similar maps, be modified so that the "Through-Connector" Street identified near North 183rd Street goes all the way from Linden Avenue North, which is a Greenlink Street, to Midvale Avenue North, which is a Storefront Street. This would make it clear that a crosswalk would be provided across Aurora Avenue North in this location.

Mr. Tovar noted that the crosswalk on Aurora Avenue North with a pedestrian actuated signal would be located at North 180th Street. There would not be a crosswalk over Aurora Avenue North at the other two "through connector" streets.

Vice Chair Perkowski noted that the proposed subarea plan language uses the term "Greenlink," and the development code language uses "Green Link." It was agreed that the correct term is "Greenlink."

Commissioner Esselman observed that if there is not a crosswalk over Aurora Avenue North at the end of the Through-Connector Street near North 183rd Street, perhaps there should be no break in the "green" park area. Commissioner Broili noted that the break identifies an access point.

Chair Wagner referred to the streets on the map that are identified as both Greenlink and Storefront Streets that meet mid block. Mr. Cohen explained that the locations where Storefront Streets abut against Greenlink Streets midblock on North 178th, North 180th and North 183rd Streets are actually where the zoning changes. However, in working out the details of the street cross sections with the Transportation Department, it was noted that the two standards do not abut cleanly. It was suggested that the Storefront Streets be extended further east to Stone Avenue North and stop at the intersection. He emphasized this change would not alter the zoning or the uses allowed. It would merely alter the street standards.

Commissioner Behrens asked what is special about the lots that are closer to Stone Avenue North that they cannot have the same zoning as the lots closer to Midvale Avenue North. Mr. Cohen advised that the goal was to match the zoning of the properties that are currently zoned residential.

CHAIR WAGNER MOVED TO AMEND THE MAIN MOTION BY MODIFYING FIGURE 10 TO EXTEND THE ROAD CLASSIFICATION FOR STOREFRONT STREETS TO STONE AVENUE NORTH FOR NORTH 178TH, NORTH 180TH, AND NORTH 183RD STREETS. COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

Chair Wagner noted that Figure 13 depicts parking on both sides of Midvale Avenue North. She suggested the graphic be updated to better represent the intent of only having parking on one side. Mr. Cohen said the Midvale Avenue North cross section currently shows parking on the east side of the street and back-in parking on the west side. Chair Wagner again asked that they either delete the picture or update it so it accurately illustrates the proposed plan for parking.

COMMISSIONER BEHRENS MOVED THAT THE MAIN MOTION BE AMENDED TO UPDATE THE IMAGE IN FIGURE 13 TO BE CONSISTENT WITH THE POLICY STATEMENT. COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

Commissioner Kaje referred to the proposed language for Policy TC-22 and said he appreciates staff's effort to capture some of the unique elements of Firlands Way. He referred to the email he submitted in which he proposed additional language.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO CHANGE POLICY TC-22 BY ADDING THE FOLLOWING SENTENCES AT THE END OF THE POLICY STATEMENT: "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." COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Kaje noted that at previous public hearings, the public has commented that Firlands Way offers a unique opportunity. Part of the uniqueness has to do with the layout of the historic roadway that he hopes can be unearthed and made a part of the vision. In addition, the layout of the wide right-of-way provides an opportunity for great ideas for a slow traffic, pedestrian-oriented part of the Town Center. Mr. Tovar said staff supports the changes proposed by Commissioner Kaje. The proposed language makes the Commission's intent for Firlands Way clear and provides good policy direction.

THE MOTION TO AMEND WAS UNANIMOUSLY APPROVED.

COMMISSIONER KAJE MOVED THAT THE MAIN MOTION BE AMENDED TO CHANGE GOAL TC-3 BY ADDING THE WORDS "AND EMBRACES ITS UNIQUE HISTORY" TO THE END OF THE SENTENCE. COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Kaje said he has heard compelling arguments from members of the community about the importance of highlighting history. While it is not his intent for the buildings to all look historical, it is possible to make certain historic elements a part of Town Center. It is appropriate to note this opportunity more explicitly in the Town Center Goals, recognizing that it would not obligate the City to any particular action.

THE MOTION CARRIED UNANIMOUSLY.

THE COMMISSION RECESSED THE MEETING AT 8:06 TO REVIEW THE ADDITIONAL ITEMS CONTAINED IN THEIR DESK PACKET. THE MEETING WAS RECONVENED AT 8:17 P.M.

Chair Wagner referred to the concerns raised by Ms. Westberg regarding the history of the Firlands Way area. She noted that her concerns were addressed by the amendments proposed by Commissioner Kaje for Policy TC-22 and Goal TC-3. She said Commissioner Kaje's motion to amend Policy TC-22 also addressed most of the concerns raised by Ms. Biery about the historical nature of Firlands Way. However, Ms. Biery also raised an issue about height limits, which has not yet been addressed.

Commissioner Kaje said his proposals to change Policy TC-22 and Goal TC-3 were intended to address comments from Ms. Westberg's about the historical elements and unique nature of Firlands Way. He suggested it would be more appropriate to consider the issue raised by Ms. Biery about building heights as part of the discussion related to the development code language.

VICE CHAIR PERKOWSKI MOVED THAT THE MAIN MOTION BE AMENDED BY ADDING "AND BIKABLE" BEFORE "CONNECTIONS" IN THE LAST SENTENCE OF THE SECOND PARAGRAPH ON PAGE 6. COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER KAJE MOVED THAT THE MAIN MOTION BE AMENDED TO CHANGE GOAL TC-4 BY ADDING "OTHER PUBLIC SECTOR ORGANIZATIONS" AFTER "THE SCHOOL DISTRICT." COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

THE COMMISSION UNANIMOUSLY APPROVED THE MAIN MOTION TO RECOMMEND APPROVAL OF THE TOWN CENTER SUBAREA PLAN, INCLUDING THE EDITS AND REVISIONS PROPOSED BY STAFF IN THE JUNE 16, 2011 DRAFT AND AS AMENDED BY THE COMMISSION.

Closure of Public Hearing for Town Center Subarea Plan

The public hearing on the Town Center Subarea Plan was closed.

Staff Overview and Presentation of Town Center Development Code

Mr. Cohen referred to the latest draft of the Town Center Development Code dated June 16, 2011 and noted that a footnote was added at the bottom of Table 20.92.020(A) (Land Use Chart) to further clarify the use of vehicle sales, services and leasing as a land use permitted in the TC-1 zone and that outdoor vehicle display for this type of use would be allowed as an essential part of their business.

Mr. Cohen advised that Section 20.92.040.C (Transition Overlays 1 and 2) was rewritten. The new language makes it clear that the overall depth of the transition area is a certain amount of feet when adjacent to certain types of zoning. It also describes how the transition would work step-by-step from the property line towards Town Center. Chair Wagner asked how much staff interpretation would be required to implement the transition overlays. Mr. Tovar answered that it is highly unlikely that a developer would not understand the language, as currently proposed. When making a major investment decision, developers will seek information from the City to make sure they clearly understand the code standards. If a developer wants to propose something that they believe would be better than what the standards require, the code allows flexibility for them to submit proposals for administrative design review.

Mr. Cohen said he has been administering these types of codes for a long time, and he felt the proposed language is explicit as far as depth from adjoining property lines. He observed that the two transition overlay areas were designed based on what was presented at the Commission's June 2nd meeting. The Commission did not provide direction to change the language, but they did ask for additional information. As requested by the Commission, staff provided cross sections to illustrate how the transition overlay standards would be applied. He suggested the cross sections could also be added to the development code to further illustrate the concept. Mr. Tovar suggested another option would be to

prepare a handout for applicants to illustrate the transition overlay concept. Either approach would be appropriate.

Mr. Cohen referred the Commission to an aerial photograph (Exhibit 22) of the northwest corner of Firlands Way as it abuts adjoining single-family residential properties located outside of Town Center. He recalled that members of the public expressed concern about grade changes in this area. He briefly described the grade changes that exist from Firlands Way east towards the residential properties. This grade change of approximately six feet was superimposed onto the cross section illustration that was prepared for Transition Overlay 1. He emphasized that although a developer could build up to the grade, the height would be measured from the average existing grade and the overall building height would remain the same. He advised that Transition Overlay 1 would also apply to the residential property across from City Hall, but the residential properties are actually above the grade of City Hall.

Public Hearing on Town Center Development Code

Mark Quehrn said he was present to represent Carter Subaru. He recalled that the subarea planning process started last fall when the City invited his client and other members of the business community to take a look at what they were doing. At that time, staff invited them to bring forward their concerns so they could work through them together. This process occurred in a very professional manner. He said that if he were in the Commission's position, he would take confidence in the document if the remainder of the public was treated as well as they were. Their issues were vetted, treated very fairly, and thoughtfully considered in the proposal. He submitted supplemental comments on behalf of Carter Subaru, which were dated June 6, 2011 and entered into the record as Exhibit 29. He presented each of the comments as follows:

1. Section 20.92.060.B.1.e. The third sentence should actually be moved to Section 20.92.060.B.3.e since the storefronts along Storefront Streets are actually located at the right-of-way.
2. Section 20.92.060.D.1. They are recommending that the words "through connection" be deleted. He said they do not intend to display automobiles in through-connection areas.
3. Section 20.92.060.E.2. They are recommending that the words "lots, vehicle display" be deleted from this section. They are recommending that the requirements for vehicle display areas be moved to Section 20.92.060.E.2.e.
4. Section 20.92.060.B.3.c. As currently proposed the maximum front-yard setback would be 15 feet, which would not leave much room for vehicle display. They are recommending additional language to read, "except for front yards that are approved for use as outdoor vehicle display areas." This would allow the Director to make an exception as part of the design review process.

Final Questions by the Commission on Town Center Development Code

Mr. Cohen agreed with Mr. Quehrn's first three recommended changes, which he considers to be clarifying changes. Mr. Cohen said he could also support his fourth recommended change, but it should be noted that the 15-foot setback requirement applies to buildings. Mr. Quehrn's concern is that they won't have enough room for vehicle displays, but there would be ample opportunity on Boulevard Streets to have 50% of the frontage be in parking or open area without building frontage. Either approach would address their concern.

Commissioner Kaje summarized that Mr. Quehrn's concern is about fitting vehicle displays in the 15-foot setback, which is required to front the building. However, the buildings might be only a small percentage of the overall lot frontage, especially for a vehicle sales business. There would be plenty of room for vehicle display, but perhaps not in front of the building. Mr. Cohn referred to Section 20.92.060.B.3.d, which states that "surface parking shall not be more than 50% of the site frontage." He said that, currently, the vehicle sales developments are legal, non-conforming uses, because most of the buildings are set back more than 15 feet. The current situations would be allowed to continue until such time as the properties are redeveloped. As proposed, any new building could not be more than 15 feet from the front property line. However, 50% of the frontage could be used for outdoor display and/or parking. Mr. Tovar added that, if this requirement is problematic, an applicant could ask for an administration dispensation by offering a superior solution that meets the intent of the code provision.

Commissioner Behrens observed that he supports the concept of allowing for administrative alterations to accommodate businesses. However, he questioned how this section of code would be interpreted in 20 to 30 years when there is a different Planning Director. Mr. Tovar said the philosophy is to retain as much certainty as possible, while maintaining options for some flexibility. The policy document provides direction as to the intent of the code language. He reminded the Commission of City Council Goal 1, which is to make the regulatory system more timely, fair and predictable. One way to implement this goal is to rely upon standards, but with flexibility to depart from the standards. Whoever becomes the next Planning Director would be well qualified to make these decisions. The hope is that when the new code is adopted, the City's attempt to stimulate people's decisions to invest in Shoreline will be more fruitful in the next three to five years because of their vision, plan, regulations, and improvements. If changes are appropriate at some point in the future, the code could be revisited and amended.

Mr. Cohen suggested the City could consider outdoor vehicle displays the same as storefront windows. However, the space would have to be designated as outdoor display only, and not a parking lot. There would also need to be a clear entry path through the display area from Aurora Avenue North to the building front.

When asked, Mr. Quehrn said his client supports the concept that design review is the way to flexibly apply the standards. However, he is concerned about this particular provision. He referred to Section 20.30.297 (Design Review), which states that no departures would be allowed for the dimensional standards, and this would include setbacks. He emphasized that the purpose of his proposed

recommendation is to acknowledge that the 15-foot setback requirement could be modified by the Director through the site review process to accommodate vehicle display areas.

Commissioner Broili summarized that, as currently proposed, buildings cannot be more than 15 feet from the street property line on Boulevard Streets. He requested additional feedback from staff as to how this requirement could be modified to allow for outdoor vehicle display areas. Mr. Cohen pointed out that there would be ample area to the sides of the building that could be used entirely for parking and/or outdoor vehicle display. Another approach to address the issue is to treat outdoor vehicle display areas the same as building storefronts, where wares are displayed in the windows.

Commissioner Broili asked how far a building could be moved back if the code language were to treat outdoor vehicle display areas the same as storefront displays. He asked how this concept would be allowed by the current code language. Mr. Cohen answered that this concept could be implemented by adopting the language proposed by the applicant for Section 20.92.060.B.3.c. If adopted, there would be no limit to how far the building is set back, as long as the area in front of the building is just for car display and not parking.

Commissioner Kaje summarized that the Commission has heard the essential arguments regarding the issue of outdoor vehicle displays. However, they should wait to address the issue until a motion is on the table, at which time they might choose to amend the language in a manner that is similar to what was proposed or not at all or something different. He suggested they move forward with other questions.

The Commission noted the lateness of the hour and agreed the hearing would have to be continued to a special meeting on June 30th. Those who are unable to attend the special meeting could submit their comments in writing. They discussed whether it would be appropriate to place a motion on the floor now and begin their deliberations or wait until the continued hearing. They agreed to focus the remainder of their discussion for this meeting on the proposed transition areas.

Deliberations on the Town Center Development Code

Commissioner Broili said he believes the new graphic illustrations help describe the intent of the proposed code language. Mr. Cohen referred to the larger zoning map, which better illustrates the specific location of the two transition areas. He noted that on a previous map, Transition Overlay 2 was in the Seattle City Light right-of-way against R-6 zoning. Based on the definition, the overlay should actually be applied to the west side of the right-of-way.

Commissioner Kaje expressed his belief that the latest proposed language (orange) for Section 20.92.040.C is clear. He also agreed that the graphic illustrations are helpful to visualize the intent of the language. He suggested the issue before the Commission is whether Transition Overlay 1 is appropriate and adequate to apply in the Firlands Way area. There are also other issues related to the Firlands Way area in general.

Chair Wagner said that after further consideration, she believes that Firlands Way is different than 185th Street, 180th Street, etc. in that it is intended to be more pedestrian friendly. Because greater height is not required on Firlands Way in order for the City to meet their growth targets, perhaps a lower height

limit would be appropriate within this transition overlay area. Commissioner Behrens said he would support a lower building height, as well.

Commissioner Esselman agreed that Firlands Way is intended to be more pedestrian friendly. However, she observed that streets with tall buildings can also be made pedestrian friendly. It is more about what happens at the street level than how tall the buildings are. She also noted that because of the way the street is oriented, solar access could also be an issue. She suggested both of these concerns could be addressed by increasing the street setback requirements.

Commissioner Kaje observed that Firlands Way is actually a wide right-of-way so he is not all that concerned about solar access. He recalled that earlier in the spring, the Commission recommended approval of 65-foot tall buildings within 100 feet of R-6 zoning in a much more residential neighborhood of the City. He said he finds it awkward that the Commission is now considering a lower height for this one area. He said he understands the concerns about the perception of bulk, but they also need to have some sense of being fair and consistent throughout the City.

Commissioner Broili agreed with Commissioner Kaje and Esselman that it is possible to create a pedestrian-friendly street even with taller buildings. Because the right-of-way is wide, he does not have a concern about allowing 70-foot tall buildings. Good design and the setbacks identified in the proposed language would offer all the protection warranted in this case. He also agreed it is important to be consistent. He said he would not support a motion to reduce the height limit for this one area.

Commissioner Kaje observed that Transition Overlay 1 would be 100-feet wide. That means the maximum height allowed in the zone would be separated from the single-family residential development by at least 115 feet. While not a perfect solution, he said he finds proposed Transition Overlay 1 to be an appropriate approach. It addresses the unique situation created when single-family residential was developed along a State Highway, which should be the City's major commercial core. The proposed language would balance with all the other Town Center objectives. He reminded the Commission that many of the current buildings on Aurora Avenue North are permitted to be taller than they are. It is not as though setting a maximum 70-foot height limit would result in block buildings that are 70 feet in height. He said he does not anticipate the property would immediately be redeveloped to its absolute maximum potential. He said he supports the height limit, as proposed.

Commissioner Kaje raised the question of reclassifying Firlands Way, which is a very attractive element of the area. He suggested that if they want to encourage the vision of a very pedestrian-oriented site, perhaps they should not allow surface parking along Firlands Way. He referred to Section 20.92.060.B.1.e, which allows up to 65 lineal feet of the site frontage to be used for parking. He observed that even if one or two properties decided to use surface parking, it could ruin some of the potential on the street. A maximum height limit of 70 feet should create enough economic value where underground parking would be viable. Another option would be to add a driveway to access parking in the back. This could have a secondary benefit of pushing buildings further away from the single-family residential properties.

Mr. Cohen said most people would agree that it is an attractive idea to not have large breaks in storefronts along a choice street such as Firlands Way. However, the practical problem is that some

properties do not have any other access options. For narrow lots, it will be difficult for a developer to meet all of the proposed code requirements, and parking can be a particular problem. He emphasized that, as per the proposed language, properties with less than 100 feet of linear frontage would not have to meet the provision that requires at least 50% of the building to front on the property line. It is not possible to meet this requirement and provide adequate parking, access and a storefront space. While it is possible to assemble properties, there is no assurance this will occur. Property ownership patterns are often a significant deterrent to redevelopment. If the requirements are too rigid, the properties could remain undeveloped for long periods of time waiting for a developer to come forward with a viable proposal to assemble properties. If they are looking for redevelopment, the code standards must provide some flexibility.

Commissioner Broili said he is not opposed to redevelopment, but he urged the City to think further down the road than just the next five to ten years. The Firlands Way area is unique enough that anything they can do to push towards a more pedestrian-friendly environment would be in the best interest of the City at large. He said he does not believe it is a bad thing to slow development along Firlands Way until momentum, demographics, the economy, etc. reaches a place where it is more desirable for developers to consolidate properties into single units. He urged them to think longer term and consider code provisions that will help push this unique situation further towards the vision. Firlands Way is a wide and unusual right-of-way that has historic sentiment. Precluding parking on the street may not be a bad idea in spite of the fact that it might slow initial development.

Vice Chair Perkowski said he is comfortable with the language proposed for the TC-3 zone, with the protection provided by the transition overlay.

Continuation of Public Hearing for Town Center Development Code Amendments

COMMISSIONER KAJE MOVED TO CONTINUE THE HEARING ON THE TOWN CENTER DEVELOPMENT CODE AMENDMENTS TO A SPECIAL MEETING ON THURSDAY, JUNE 30, 2011. COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

DIRECTOR'S REPORT

Mr. Tovar referred to Commissioner Broili's earlier reminder that the Town Center Subarea Plan is intended to be long range. He noted that several images in the subarea plan and development code came from Jaunita Village in Kirkland, which is excellent example of a well-planned subarea that sat for 12 years through 2 different development proposals before development finally moved forward. Waiting for the right time for development of a site to be ripe is a good way to look at subarea plans. They should not expect redevelopment to happen right away. Commissioner Broili agreed that the City of Kirkland offers good examples of effective urban design.

UNFINISHED BUSINESS

Commissioner Kaje recalled the minutes from their April 21st meeting where they discussed the tree canopy issue. He reminded staff that he asked how the Tree Canopy Study dealt with properties along Interstate 5. He said it appeared that these properties were not included on the map and counted as part of the total area. He said it is important to know if the numbers identify the true canopy across the entire City or the City minus the interstate. He said Vice Chair Perkowski also suggested it would be quite easy to do a calculation that focuses on the canopy within the critical area buffers. He asked if staff has considered whether this additional information would be valuable. Mr. Tovar said the canopy has been mapped in some of the City's critical areas, but not in others. Mr. Cohn added that information about the critical areas would be based on available GIS data as they would not be able to ask the consultant to do additional work to study these areas.

Mr. Tovar reminded the Commission that many of the steep slopes are located within a certain area of the City, and property owners in this area have been actively working with the Commission over the past year regarding potential tree regulations. He noted that the City has received public disclosure requests for every piece of paper the consultants and staff touched dealing with the canopy study as it relates to litigation. He suggested staff be allowed to answer specific questions related to the Tree Canopy Study after the Commission has completed their work on the tree regulations in the fall. The Commission agreed it would be appropriate to add this discussion to the parking lot agenda.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Commissioner Kaje reported that he was contacted a few weeks ago by a Planning Commissioner from the City of Lake Forest Park with a request to meet informally with a few Shoreline Planning Commissioners to discuss their process for the Southeast Subarea Plan. They were particularly interested in their thinking on the area around 145th Street and Lake City Way. They know that Shoreline has adopted the Southeast Neighborhoods Subarea Plan, and they are still working on implementing their own plan. After talking with Mr. Tovar, he and Vice Chair Perkowski met with one of their commissioners, George Piano. They discussed that as Lake Forest Park moves forward with their plans for the commercial corridor on the south side of Lake City Way, there may be some opportunities for the two cities and the State to work together to provide pedestrian activity and create synergy. Commissioner Kaje summarized that he found the request a nice gesture to lay the groundwork for more interaction in the future to address issues that affect both jurisdictions.

Commissioner Behrens said he heard that Lake Forest Park is considering building a parking garage on the other side of Lake City Way. Commissioner Kaje agreed there has been some talk of a park and ride, but they did not discuss specific proposals. Commissioner Piano did describe the properties and their ideas for transforming the area into a more positive and engaging commercial area. Mr. Cohn reported that Lake Forest Park received state grant funding to complete a study for a future park-and-

ride, which could be located at 145th or at the Lake Forest Park Shopping Center. They have not started the study yet, but it is not intended to be a parking garage at this time.

AGENDA FOR NEXT MEETING

Mr. Cohn stated that the only item on the special June 30th meeting agenda is the continued hearing for the Town Center Development Code amendments. On July 7th, staff has scheduled a hearing on Southeast Neighborhoods Subarea zoning. The Commission was also scheduled to review and update their by-laws on July 7th, but this discussion would be postponed to a future meeting since at least two Commissioners would be absent on July 7th.

ADJOURNMENT

The meeting was adjourned at 9:53 P.M.

Michelle Linders Wagner
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

TIME STAMP
June 16, 2011

ROLL CALL: 0:17

APPROVAL OF AGENDA: 0:35

DIRECTOR'S COMMENTS: 0:46

APPROVAL OF MINUTES: 2:16

GENERAL PUBLIC COMMENT: 4:03

**LEGISLATIVE PUBLIC HEARING ON TOWN CENTER SUBAREA PLAN AND
DEVELOPMENT CODE: 4:30**

Staff Overview and Presentation of Town Center Subarea Plan: 7:36

Public Testimony on Town Center Subarea Plan: 23:54

Deliberations and Final Recommendation on Town Center Subarea Plan: 25:57

Closure of Public Hearing on Town Center Subarea Plan: 1:20:13

Staff Overview and Presentation of Town Center Subarea Plan: 1:20:51

Public Hearing on Town Center Development Code: 1:41:50

Final Questions on Town Center Development Code: 1:48:15

Deliberations on Town Center Development Code: 2:03:30

Continuation of Public Hearing for Town Center Development Code: 2:33:25

DIRECTOR'S REPORT: 2:33:54

UNFINISHED BUSINESS: 2:35:07

NEW BUSINESS: 2:39:28

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 2:39:35

AGENDA FOR NEXT MEETING: 2:44:52

DRAFT

These Minutes Subject to
July 21st Approval

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF *SPECIAL* MEETING

June 30, 2011
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Wagner
Commissioner Behrens
Commissioner Esselman
Commissioner Kaje
Commissioner Moss

Staff Present

Joe Tovar, Director, Planning & Development Services
Steve Cohn, Senior Planner, Planning & Development Services
Paul Cohen, Senior Planner, Planning & Development Services
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Vice Chair Perkowski
Commissioner Broili

CALL TO ORDER

Chair Wagner called the special meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Wagner, and Commissioners Behrens, Esselman, Kaje and Moss. Vice Chair Perkowski and Commissioner Broili were absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Tovar announced that great progress has been made on finishing the landscape medians in the middle mile of the Aurora Corridor Project, and trees have been planted. Some rain gardens were installed on the west side. The large utility poles that are currently located in the rights-of-way on North 175th Street will be removed by the end of July.

APPROVAL OF MINUTES

The minutes of the June 16, 2011 meeting were approved as presented.

GENERAL PUBLIC COMMENT

Laethan Wene, Shoreline, said he was present to speak about the bus stop located at the corner of North 185th Street and Aurora Avenue North, which blocks traffic. Spiro's restaurant has raised the suggestion that the bus stop be moved down a block from the intersection to prevent accidents. Mr. Tovar agreed to pass the comment along to the Public Works Department.

CONTINUED LEGISLATIVE PUBLIC HEARING ON THE TOWN CENTER DEVELOPMENT CODE

Chair Wagner reviewed the rules and procedures for the continued public hearing and then opened the hearing.

Ms. Simulcik Smith advised that the following exhibits were received after the Commission's packet was sent out:

- Exhibit 32 – Commissioner Moss' comments with staff's response.
- Exhibit 33 – Email from Joe Tovar, dated June 30, 2011, which includes two attachments. Attachment 1 provides examples of non-Shoreline auto dealership landscaping and Attachment 2 provides illustrations of alternative landscape construction materials and heights.
- Exhibit 34 – Letter from Boni Biery, dated June 30, 2011.
- Exhibit 35 – Aurora Improvement Maps
- Exhibit 36 – Letter from the Master Builders Association regarding the Town Center Code amendments, received June 30, 2011.

Staff Overview and Presentation and Questions of the Commission

Mr. Cohen recalled that at the June 16th meeting, the Commission made recommendations for the Town Center Subarea Plan, which will go before the City Council on July 5th. They discussed the Town Center Development Code for the remainder of the June 16th meeting, and then continued the hearing to June 30th.

The Commission and staff discussed the process for continuing their review of the proposed Town Center District. They agreed to start their discussion by reviewing the larger potential revisions, which are identified in yellow and orange, followed by the remaining edits identified in blue, green and orange. They specifically discussed the following sections:

Table 20.92.020(A): Mr. Cohen advised that, as currently proposed, retail and service uses other than automotive and boat uses would be permitted in all the zones except TC-4. Motor vehicle and boat

sales, automotive rental and leasing, and automotive repair and service would only be permitted in TC-1. He explained that in the general land use code, automotive sales, etc. are considered part of retail and sales uses, and the intent of the proposed change is to clarify that these uses are separated in the proposed Town Center District. He referred to Footnote 1, which states that outdoor vehicle display is permitted in support of vehicle sales, leasing and service land uses.

Mr. Cohen recalled the Commission discussed that some types of light manufacturing uses would be appropriate for the Town Center. The table was revised to allow light manufacturing that is non-polluting and has no outside storage in all zones except TC-4. However, general manufacturing uses would be prohibited throughout Town Center. He also advised that additional language was added to Section 20.92.020(B) to clarify that the uses referenced in the table do not include the associated approval processes identified in the general land use table.

Chair Wagner asked if the proposed revision related to light manufacturing uses would create an imbalance between the types of storage allowed for retail and service uses compared to those allowed for light manufacturing uses. She suggested the intent was to prohibit storage containers, etc., but not prohibit the outside display of merchandise. Mr. Cohen said the intent is that all storage should be screened from the public's view. He reminded the Commission that property owners could apply for a departure from the code requirement, and the decision would be made by the Director.

Mr. Tovar said the philosophical approach for the proposed Town Center District language has been to provide as much certainty as possible by having specific standards and illustrations, but to leave room for administrative judgment and flexibility. Mr. Cohen added that no departures from the dimensional standards would be allowed in any of the Town Center zones, and no departures at all would be allowed in the TC-4 zone.

Commissioner Behrens pointed out that, as currently proposed, motor vehicle and boat sales, leasing and repair would be prohibited in the TC-2 zone, which includes everything north of North 185th Street. Mr. Cohen referred to the proposed zoning map and noted that while the TC-2 zone is located along the entire length of the Town Center Subarea, it is not in all areas. Commissioner Behrens noted that there are currently several auto repair shops on both sides of the street north of North 185th Street. Mr. Cohen pointed out that Town Center only extends to North 188th Street, and all current auto service uses are located further north. Mr. Tovar advised that all of the dealerships currently located in the area proposed for TC-1 zoning have service centers.

Section 20.92.040(C)(2) and (C)(3): Mr. Cohen recalled that the language in these two sections regarding Transition Overlays 1 & 2 were modified to be clearer. The Commission did not provide any additional comments regarding the revised language on June 16th. However, they requested graphics to illustrate the written descriptions for both the Transition Overlay 1 and 2 zones.

Commissioner Esselman referred to the two graphic illustrations and suggested the term "potential building envelope" should be changed to "maximum building envelope." She cautioned that the current language could lead one to assume that is what the building envelope will be. Commissioner Kaje requested a clarification of the maximum height allowed in the R-6 zone. Mr. Cohen responded that the

maximum height in the R-6 zone is 35-feet with a pitched roof. The reason the illustration shows a box rather than a pitched roof is that the pitch can be located anywhere within the box. Commissioner Kaje asked if a box building in the R-6 zone would be limited 30 feet in height. Mr. Cohen answered that flat roofs are limited to 30 feet in height, but a parapet could extend an additional 5 feet. Mr. Tovar suggested that using the term "potential building envelope," as suggested earlier by Commissioner Esselman would help clarify this issue.

Section 20.92.040(E): Mr. Cohen said the language in this section was adjusted to ensure that the City Engineer collaborates with the abutting neighborhoods that would be directly impacted by traffic. He explained that the City's current Neighborhood Traffic Safety Program works well and is done neighborhood-by-neighborhood. As proposed in the draft language, a single traffic impact study would trigger the staff to work with the neighborhood to identify the solutions that will work best. He noted that the language was also amended to eliminate the reference to potential cut-through traffic or parking impacts to single-family neighborhoods, which was not specific enough to assure neighborhoods a process for addressing their concerns.

Commissioner Behrens recalled that when the Commission first reviewed the proposed development code language, graphics were provided to illustrate the various ways to eliminate the ability for vehicles to move from Town Center onto the neighborhood streets, but they were not included in the current proposal. While he does not believe it is necessary to include the drawings in the code, it is important to carry the concept forward in some way. Mr. Tovar said that while the subarea plan language talks about this concept, specific dimensions, designs, funding sources, etc. are best addressed in the Transportation Master Plan and the Engineering Development Guide. He agreed to invite the Public Works Department to specifically address this issue when they brief the Commission on the Transportation Master Plan on July 21st. He agreed it is important to identify capital improvement projects and other programs to implement the concepts identified in the subarea plan related to traffic and parking.

Commissioner Moss asked if staff anticipates specific language would be added to the Transportation Master Plan to deal with Town Center. Mr. Tovar answered that it will include specific language to deal with the Greenlink Streets throughout the City. However, the only two currently proposed are located on Stone and Linden Avenues. Mr. Cohen summarized that there are many solutions and opinions related to Greenlink Streets, and it is not possible to illustrate all of the possibilities.

Section 20.92.050(C): Mr. Cohen advised that the language was amended to provide more specific street frontage design standards for particular sections of Town Center. Staff worked with the Public Works Department to include specifics in the Town Center District language that will be consistent with the Transportation Master Plan when it is adopted.

Section 20.92.060(D)(1)(h): Mr. Tovar referred to the message he sent the Commissioners earlier in the day via Plancom (Exhibit 33), which recommends that this section be deleted from the proposal. He explained that none of the through connections shown on the map occur on the block south of North 175th Street, which is where two of the three existing dealerships are located. There is one dealership located to the north. If and when a development proposal is submitted for this property, staff believes it

would be better to locate the connection to the north of the south property line rather than bisecting a display area for cars.

Section 20.92.060(E)(2): Mr. Tovar said the purpose of the proposed changes to this section are intended to differentiate between parking lots for employees and customers and areas for the display of vehicles. Staff is recommending that Item E.2.c be deleted and that Item E.2.f become Item E.3. As proposed Item E.2 would deal with parking lot landscaping, and Item E.3 would deal specifically with vehicle display areas. In addition, staff is recommending a sentence be added to Item E.3 to require landscaped areas that are 10-feet deep relative to the front property line. The new sentence would allow the Director discretion to reduce or vary the depth.

Mr. Tovar referred to Attachment 1 of Exhibit 33, which provides illustrations of how auto dealerships outside of Shoreline have landscaped places where their display areas abut public rights-of-way. He also referred to Attachment 2 of Exhibit 33, which illustrates various alternatives for landscape construction heights and materials. He advised that the intent of the proposed standard is to recognize there are many options for creating a visual separation between the rights-of-way and the vehicle display area. He reviewed the improvements that are currently being made along Aurora Avenue North in front of two of the three dealerships and explained how staff would use the proposed standards to make a judgment of whether or not property owners have satisfied the requirement of framing the front of the display area.

Commissioner Moss asked if the examples provided in Attachment 1 of Exhibit 33 would be acceptable for framing the front of a vehicle display area. Mr. Tovar expressed his belief that these illustrations would not meet the City's proposed new standard to create a visual break. He briefly noted the problems with each of the examples. Mr. Cohen pointed out that none of the examples have street trees and amenities along the sidewalks, which will be present along Aurora Avenue North. Commissioner Moss asked if the goal of the proposed language is to encourage pedestrian-oriented development to provide some separation between the sidewalk and the display area. Mr. Tovar said staff's particular concern is the view from Aurora Avenue North. However, he agreed that pedestrians would benefit from the proposed landscaping requirement. He emphasized that all three dealerships that exist within the subarea are high quality, and they want to present a good face to the public, as well.

In response to Chair Wagner's question of whether the proposed changes to Section 20.92.060(E) adequately address the concerns raised by the current auto dealership owners. Mr. Tovar reviewed that this section has been the subject of a number of discussions, and he believes they support the language proposed in Item E.3. However, he noted that they would have an opportunity to respond to this question as part of the public testimony portion of the hearing.

Commissioner Esselman asked if the proposed language in Section 20.92.060(B)(3)(c) would mean the building does not need to meet the street at all. Mr. Cohen answered that an outdoor vehicle display would be considered an extension of the building, but the display area would have to meet the setback parameters. Commissioner Esselman pointed out that the building at Carter Subaru in Seattle is set right at the street front and is quite attractive. She asked about the potential of requiring at least a portion of the building to abut the street front. Mr. Tovar said the goal is to recognize that TC-1 is part of Town

Center, but is very different than the other zones because it is largely occupied by existing auto dealerships. Also, it is important to keep in mind that because the school is located behind the dealerships, there is not a lot of opportunity for residential development. Therefore, the opportunity for pedestrian activity in this part of Aurora Avenue North is not as pronounced. He summarized that staff is not troubled by allowing flexibility for outdoor vehicle displays.

Commissioner Moss noted some confusion between Items E.2.a and E.2.f. Mr. Tovar agreed there would be some confusion if E.2.f is not listed as a separate Item E.3 as recommended by staff. Because the items would be separated into two sections, Commissioner Moss suggested that the words "vehicle display" should be deleted from the opening paragraph of Item E.2. Commissioner Esselman suggested that Item E.3 should have a title to be consistent with Item E.2. The Commission agreed that Item E.3 should be titled, "Vehicle Display Areas Landscaping."

Chair Wagner referred to Section 20.92.060(B)(3)(c) and asked if there is any other requirement in the proposed language to locate the building within a certain distance from the street front. Mr. Tovar said that, in theory, there would be no minimum setback requirement for the building. However, practically speaking, the existing buildings will likely remain for quite some time. Any redevelopment will involve substantial buildings because service is a major part of any car dealership. He questioned what would be gained by bringing the structure closer to the street and reminded the Commission that Aurora Avenue North is identified as a Boulevard Street and not a Storefront Street. Chair Wagner noted that the proposed language would not preclude someone from purchasing property in the area for a used car lot. Mr. Cohen advised that Section 20.92.060(B) is intended to address this type of concern. It states that no modular buildings with chassis would be permitted in Town Center.

Commissioner Kaje asked if Section 20.92.060(B) would also prohibit trailer espresso stands. Commissioner Moss suggested that once the Park at Town Center is developed, the City may want to encourage mobile vendors during the summer months. Commissioner Behrens added that many cities encourage mobile vendors as a part of their livelihood. He suggested the Commission consider specific standards for these uses. Mr. Cohen recommended the Commission delete the sentence related to modular buildings in Section 20.92.060(B) since the issue should be addressed by the City as a separate standard that applies comprehensively to all commercial zones.

Public Testimony

Mark Quehrn, Representative for Carter Subaru, expressed his thanks to staff for their diligence and patience in working through his client's issues and concerns. He cautioned the Commission that if the City sets a hard dimensional setback requirement, whether it is maximum or minimum, the code would prohibit any variation during design review. The originally proposed 15-foot maximum setback would have precluded any use in front of the buildings for vehicle display. He explained that the intent of design review is to apply all the performance standards in a given context where flexibility is valuable to both the developer and City. However, it is not likely the Director would allow a developer to place a building all the way to the rear of the property. He said he is pleased with the changes proposed by staff. He believes the new language strikes a reasonable balance and allows for sufficient flexibility to

accommodate outdoor retail sales in conjunction with vehicle sales. He recommended that the proposed language, as it relates to vehicle sales, be approved as proposed by staff.

THE COMMISSION RECESSED THE HEARING AT 8:05 P.M. TO REVIEW THE EXHIBITS THAT WERE SUBMITTED AFTER THE COMMISSION PACKET WAS SENT OUT. THEY RECONVENED THE HEARING AT 8:13 P.M.

Final Questions by the Commission

None of the Commissioners had additional questions during this part of the hearing.

Deliberations

COMMISSIONER BEHRENS MOVED THAT THE COMMISSION FORWARD A RECOMMENDATION TO THE CITY COUNCIL THAT THEY ADOPT THE TOWN CENTER DISTRICT AS DRAFTED BY STAFF, WITH THE ADDITIONAL LANGUAGE IDENTIFIED IN EXHIBIT 33. COMMISSIONER KAJE SECONDED THE MOTION.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION BY STRIKING THE WORDS "TRAFFIC, AND INAPPROPRIATE LAND USES" FROM SECTION 20.92.020. COMMISSIONER ESSELMAN SECONDED THE MOTION.

Commissioner Kaje recalled that at the last meeting he asked staff how transition overlays would protect from traffic and inappropriate land uses, and Mr. Cohen clarified that overlays would only address site access, and not land uses.

THE MOTION CARRIED 5-0.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION BY ADDING THE PHRASE "SUCH AS SPECIAL USE OR CONDITIONAL USE PERMITS" AT THE END OF THE SECOND SENTENCE IN SECTION 20.92.020(B). COMMISSIONER BEHRENS SECONDED THE MOTION.

Commissioner Kaje said it is important to clarify the meaning of the term "approval processes." Using the term "such as" recognizes that there may be more than just special use or conditional use permit processes.

THE MOTION CARRIED 5-0.

Commissioner Kaje verified that, as per the main motion, the edits identified in yellow, blue, green, orange and pink would all be adopted as part of the proposal unless otherwise amended.

CHAIR WAGNER MOVED TO AMEND THE MAIN MOTION BY ADDING AN ADDITIONAL FOOTNOTE 7 AT THE BOTTOM OF TABLE 20.92.020(B) TO REFERENCE

THE UNDERLYING ZONING HARDSCAPE REQUIREMENTS FOR TRANSITION OVERLAYS 1 AND 2. (Note: #7 would replace 75% in the last row of the Transition Overlays 1 and 2 column.) COMMISSIONER KAJE SECONDED THE MOTION.

Commissioner Moss questioned why Chair Wagner is suggesting that 75% be deleted. Chair Wagner noted that the hardscape requirements are different for each of the Transition Overlay zones.

THE MOTION CARRIED 5-0.

Chair Wagner noted that the updated Street Types and Pedestrian Circulation Map would prevail, with the storefront streets extending all the way to Stone Avenue.

COMMISSIONER BEHRENS MOVED TO AMEND THE MAIN MOTION BY CHANGING THE TERM "POTENTIAL BUILDING ENVELOPE" TO "POTENTIAL MAXIMUM BUILDING ENVELOPE" IN THE TWO ILLUSTRATIONS IN SECTION 20.92.040(C). COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED 5-0.

Commissioner Moss suggested that Section 20.92.040(C)(2) should be amended to add a comma after the word "setback" to be consistent with Section 20.92.040(C)(3). The numbering needs to be updated, as well.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION BY REORGANIZING THE SECOND AND THIRD SENTENCES IN SECTION 20.92.040(E) TO READ AS FOLLOWS: "ANY ADDITIONAL TRAFFIC THAT IS PROJECTED TO USE NON-ARTERIAL STREETS SHALL IMPLEMENT TRAFFIC MITIGATION MEASURES WHICH ARE APPROVED BY THE CITY'S TRAFFIC ENGINEER. SUCH MEASURES SHALL BE DEVELOPED THROUGH THE CITY'S NEIGHBORHOOD TRAFFIC SAFETY PROGRAM IN COLLABORATION WITH THE ABUTTING NEIGHBORHOODS THAT ARE DIRECTLY IMPACTED BY THE DEVELOPMENT." COMMISSIONER BEHRENS SECONDED THE MOTION.

At the request of Commissioner Kaje, Mr. Cohen verified that the proposed amendment would not alter the intent of the language.

THE MOTION CARRIED 5-0.

COMMISSIONER ESSELMAN MOVED TO AMEND THE MAIN MOTION BY CHANGING SECTION 20.92.050(C)(1)(c) TO READ, "BREAKS IN THE AMENITY ZONE AND TREE DISTRUBUTION MAY EXIST TO ALLOW FOR DRIVEWAYS, SIGHT DISTANCING, ADA ACCESS, UTILITIES, CROSSWALKS, BIKE RACKS, ON-STREET PARKING, BENCHES, AND SITTING WALLS. SHE FURTHER MOVED THAT THE LAST SENTENCE IN THIS SECTION BE DELETED BECAUSE IT IS REDUNDANT. (Note: Item c would become part of new Item b.) CHAIR WAGNER SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER BEHRENS MOVED TO AMEND THE MAIN MOTION BY CHANGING SECTION 20.92.050(C)(1)(a)(5) TO READ, “. . . 10-FOOT SIDEWALK, 5-FOOT AMENITY ZONE, AND A 58-FOOT STREET CROSS SECTION.” COMMISSIONER KAJE SECONDED THE MOTION.

Commissioner Behrens recalled that at their last meeting they discussed the idea of creating a large, open space on Firlands Way and potentially requiring underground parking. He observed that the Firlands Way rights-of-way is the largest in Town Center. He said he supports this concept, which would result in a large open space for public gathering in the middle of Town Center. He suggested this would be one way to highlight the unique nature of Firlands Way with a potential historic brick road running through the middle of it. Eliminating parking would reduce the traffic flow and make the street more pedestrian oriented.

Commissioner Esselman said that in many urban areas, parking creates a barrier between the street and the people, resulting in more protection for pedestrians. It also tends to slow traffic down. She recommended they retain the ability to provide parking along Firlands Way. Commissioner Kaje agreed with Commissioner Esselman that if there is no parking along the street to impede the speed of traffic, drivers may use the street as a cut through. While he wants to see an innovative and pedestrian-oriented design, he is not sure that eliminating on-street parking would actually accomplish this goal.

Commissioner Moss said that although she would like to encourage underground parking if properties are aggregated, eliminating on-street parking could result in inadequate parking space if properties are redeveloped lot-by-lot. People could end up parking on Linden Avenue North or they could avoid the businesses altogether. She suggested that perhaps it would be appropriate to eliminate parking on just one side of the street.

Mr. Tovar said he understands the intent of Commissioner Behrens' motion. However, he agreed with the concerns raised by Commissioners Esselman, Kaje and Moss that the City does not know for sure what the right configuration and dimension of the improvements should be. Rather than settling the issue right now, they could simply acknowledge this uncertainty by amending Section 20.92.050(C)(1)(a)(5) to allow flexibility to modify the requirement at some point in the future to meet an emerging concept for how the street is actually going to be used.

Commissioner Behrens said he understands the stated concerns about eliminating on-street parking. However, he believes there is something to be gained by having a broad, open boulevard that allows for a variety of attractive uses. Chair Wagner observed that Firlands Way is identified as a storefront street and not a boulevard. Mr. Tovar said that although it may be appropriate to have wider sidewalks to accommodate outdoor dining, etc., designing this concept in some level of detail is beyond the Commission's ability at this point. The current language conveys the important features to think about as a starting point for a future specific design and/or major capital project. He suggested an additional phrase could be added at the end to read, "provided, however, that the final dimensions and improvements may be modified by the City." This would allow flexibility to accommodate a better and more detailed design option without having to change the code. Commissioner Behrens said he supports the language proposed by Mr. Tovar.

THE MOTION FAILED 0-5.

Commissioner Moss advised that she listened to the entire audio recording of the June 16th public hearing. She recalled that at a previous meeting she questioned the correct use of the terms lumen, lux, and footcandle. Commissioner Esselman pointed out that footcandle is the term used by the building industry. Lux is the measurement of the intensity of the light source, and footcandle is the measurement of the surface that is being illuminated. In her research, footcandle is hyphenated about 50% of the time. Commissioner Moss suggested that in Section 20.92.050(C)(1)(a) no hyphen is needed between "two" and "footcandles." However, the Commission agreed not to make the change.

Commissioner Moss asked staff to clarify the standards for signs that are mounted on buildings. She noted that Section 20.92.050(C)(1)(a) appears to address signs mounted on buildings, and Section 20.92.050(C)(1)(b) has to do with light standards. Mr. Cohen said the entire section is about rights-of-way lighting, including lighting that is mounted on building facades. The sign section addresses the standards for building-mounted signs.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO REPHRASE THE LAST BULLET IN SECTION 20.92.060(A) TO READ, "PROMOTE ECONOMIC DEVELOPMENT THAT IS CONSISTENT WITH THE FUNCTION AND PURPOSE OF PERMITTED USES AND REFLECTS THE VISION FOR THE TOWN CENTER SUBAREA AS EXPRESSED IN THE COMPREHENSIVE PLAN. COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED 5-0.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO DELETE THE PHRASE "NO MODULAR BUILDINGS WITH CHASSIS ARE PERMITTED IN THE TOWN CENTER DISTRICT" FROM SECTION 20.92.060(B). COMMISSIONER MOSS SECONDED THE MOTION. THE MOTION CARRIED 5-0.

COMMISSIONER ESSELMAN MOVED TO AMEND THE MAIN MOTION BY REPLACING THE WORDS "AT BACK OF" WITH "ABUTTING" IN SECTION 20.92.060(B)(1)(a). COMMISSIONER BEHRENS SECONDED THE MOTION. THE MOTION CARRIED 5-0.

Commissioner Moss recalled that at an earlier meeting, she raised a question about the diagram of a development on a storefront street with parking in the back (Section 20.92.060(B)(2)(c)). She questioned if the diagram should identify where the building entry might be located. Mr. Cohn advised that the diagram is intended to illustrate the location of parking in relation to the building and not necessarily the building entry, which is addressed elsewhere in the code. The diagram is intended to support the section related to storefront streets.

COMMISSIONER ESSELMAN MOVED TO AMEND THE MAIN MOTION BY CHANGING SECTION 20.92.060.C.2.b TO READ, "... AND ROOFLINE DESIGN ABOVE THE MINIMUM STANDARDS FOR THESE ITEMS IN OTHER CODE SECTION OF TOWN CENTER. COMMISSIONER BEHRENS SECONDED THE MOTION. THE MOTION CARRIED 5-0.

COMMISSIONER ESSELMAN MOVED TO AMEND THE MAIN MOTION BY STRIKING SECTION 20.92.060(D)(1)(h). COMMISSIONER MOSS SECONDED THE MOTION. THE MOTION CARRIED 5-0.

Chair Wagner asked if the changes made to Section 20.92.060(E) address the concerns raised by the Master Builders Association (Exhibit 36). Mr. Tovar answered that the Master Builders Association's letter goes beyond the flexibility proposed by staff. They are asking for no parking requirement. They point to the fact that the Shoreline Town Center is in direct competition with North Seattle for any future investment decisions about mixed-use buildings. In making these decisions, builders will look at what it costs to develop in Shoreline as opposed to Seattle where there is no parking requirement for comparable development areas. Decisions related to parking are based on the market demand, recognizing that a developer must satisfy the lender and the buyer and/or tenant. He said staff is not recommending the Commission amend the language to respond to the Master Builders Association request. Instead, they can specifically suggest the City Council consider a demonstration project(s) to try the notion of letting the market decide how much parking is practically needed. Developers could submit proposals, including whatever protections, guarantees and funding they must commit to make it work. Once a project has been constructed, the City could make a judgment on the success of the project. He cautioned that there is some risk that the project would be so unsuccessful that negative impacts are created that the City cannot do anything about after the fact. He summarized that the letter from the Master Builders Association makes the point that they do not believe the flexibility contained in the proposed code languages goes nearly far enough to attract developers.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION BY ADDING THE FOLLOWING AS A SEPARATE SENTENCE AFTER SECTION 20.92.060(E)(1)(c). "IN THE EVENT THAT THE DIRECTOR APPROVES REDUCTIONS IN THE PARKING REQUIREMENT, THE BASIS FOR THE DETERMINATION SHALL BE ARTICULATED IN WRITING AND READILY AVAILABLE TO THE PUBLIC BY REQUEST. COMMISSIONER BEHRENS SECONDED THE MOTION.

Commissioner Kaje recalled that spill-over parking and the impacts of development have been issues of concern at previous public hearings. He said it is important to establish a track record of how and why decisions were made so there is something to refer to if there appears to be an imbalance and it is necessary to ask the City to increase the standard. Chair Wagner asked if the City has an existing process that would allow them to track Director-approved reductions to the parking requirement. Mr. Tovar said this information could be easily tracked by adding the Director's decision to the City's database. They could also include a link to the database on the City's webpage. He said that, in the spirit of transparency, he supports the proposed amendment.

THE MOTION CARRIED 5-0

COMMISSIONER MOSS MOVED TO AMEND THE MAIN MOTION TO ACCEPT THE AMENDED LANGUAGE PRESENTED IN EXHIBIT 33 FOR SECTIONS 20.92.060(E)(2)(c) AND 20.92.060(E)(3). SHE FURTHER MOVED THAT THE WORDS "VEHICLE DISPLAY"

BE DELETED FROM THE OPENING PARAGRAPH IN SECTION 20.92.060(E)(2). COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED 5-0.

CHAIR WAGNER MOVED TO AMEND THE MAIN MOTION BY CHANGING THE WORD "ASSURING" TO "ALLOWING" IN THE THIRD SENTENCE OF SECTION 20.92.060(E)(3). COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED 5-0.

COMMISSIONER MOSS MOVED TO AMEND THE MAIN MOTION BY CHANGE SECTION 20.92.060(G)(1)(b) TO READ, "OTHER THAN PRIVATE BALCONIES OR PATIOS, OPEN SPACE SHALL BE ACCESSIBLE TO ALL RESIDENTS AND INCLUDE A MINIMUM 20-FOOT DIMENSION. THESE STANDARD APPLY TO ALL OPEN SPACES INCLUDING PARKS, PLAYGROUNDS, ROOF-TOP DECKS AND GROUND-FLOOR COURTYARDS; AND MAY ALSO BE USED TO MEET THE WALKWAY STANDARDS AS LONG AS THE FUNCTION AND MINIMUM DIMENSIONS OF THE OPEN SPACE ARE MET;" COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED 5-0.

Commissioner Moss recommended that there be a semicolon instead of a comma after the word "alleys" in Section 20.92.060(I)(2)(a). She also recommended that a semicolon be added after the words "drives" and "buildings."

COMMISSIONER ESSELMAN MOVED TO AMEND THE MAIN MOTION BY CHANGING "SIX FEET" TO "FOUR FEET" IN SECTION 20.92.070(B)(9)(a) – FACADE MATERIALS. SHE FURTHER MOVED THAT THE PICTURE ON THE NEXT PAGE BE REMOVED AND/OR REPLACED TO ACCURATELY ILLUSTRATE THIS STANDARD. COMMISSIONER MOSS SECONDED THE MOTION.

Commissioner Esselman said she understands that the reason for the proposed standard is that metal siding can be banged around and get damaged. However, from a design point of view, six feet is quite high. She suggested that four feet would accomplish the same goal, yet give the designer leeway to make the material stop at a pleasing point on the building. She noted that the picture provided on the next page shows metal siding up to about 12 inches above grade, which is inconsistent with the standard.

THE MOTION CARRIED 5-0.

Commissioner Esselman noted that the word "site" should be changed to "sight" in Section 20.92.080(D)(5). It was also noted that the word "setback" should be changed to "set back" in Section 20.92.080(D)(6).

Commissioner Esselman referred to Section 20.92.080(H)(4) and asked if it would be appropriate to add "driveways." Mr. Tovar explained that the site triangle for driveways is much larger than 2 feet, and nothing is allowed within that area.

Mr. Tovar referred to Section 20.92.050(C) and suggested additional language be added to read, "The configuration and dimensions of street frontage improvements may be modified by the Director if such modifications will better implement the policy direction of the Town Center Subarea Plan." This language would allow staff to administratively approve modifications to the street frontage improvements if and when a very specific design is presented at some point in the future.

Chair Wagner reviewed the public comments that were received in writing since the last public hearing and noted that the Commission addressed the issue of property tax exemptions at a previous meeting and agreed not to aggressively pursue the option. Mr. Tovar advised that the City Council would take up the subject of property tax exemptions later in the fall, so there is no need to address the issue in the Town Center District. Chair Wagner added that while the Commission could recommend to the City Council that an economic study would be wise, it is not within the Commission's purview to require a study. Mr. Tovar noted that the public comment suggested that an economic study be done after the development code is adopted so it can be used as a marketing tool to get developers to invest in Town Center. The Commission concluded that the issues raised by Ms. Biery (Exhibit 34) have been adequately addressed by the Commission.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO ADD A NEW ITEM C.1.a.8 TO SECTION 20.92.50 TO READ, "THE CONFIGURATION AND DIMENSIONS OF STREET FRONTAGE IMPROVEMENTS MAY BE MODIFIED BY THE DIRECTOR IF SUCH MODIFICATIONS WILL BETTER IMPLEMENT THE POLICY DIRECTION OF THE TOWN CENTER SUBAREA PLAN. COMMISSIONER MOSS SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

The Commission directed staff to review the numbering of the proposed language and make the appropriate adjustments.

Vote by Commission to Recommend Approval or Denial or Modification

THE MAIN MOTION TO RECOMMEND THE CITY COUNCIL ADOPT THE TOWN CENTER DISTRICT AS DRAFTED BY STAFF, WITH THE ADDITIONAL LANGUAGE IDENTIFIED IN EXHIBIT 33 AND AS AMENDED BY THE COMMISSION, WAS APPROVED 5-0.

Closure of Public Hearing

The public hearing on the Town Center District was closed.

DIRECTOR'S REPORT

Mr. Tovar introduced the Commission to a link on the City's website to a site titled nwmaps.net, which is a new mapping resource that is accessible to the public. While the information is not as detailed as the GIS system, it is a useful tool.

Mr. Tovar announced that the joint conference of the Washington and Oregon Chapters of the American Planning Association is scheduled for October 18th, 19th, 20th and 21st in Portland, Oregon. He advised that staff would forward a link to the Commissioners so they can learn more about the various sessions that will be offered. He advised that the City would pay the registration and travel fees for interested Commissioners to attend all or part of the conference. He asked Commissioners to notify staff of their plans to attend as soon as possible so that appropriate arrangements can be made.

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

None of the Commissioners provided reports or announcements during this portion of the agenda.

AGENDA FOR NEXT MEETING

Mr. Cohn announced that the public hearing for the Southeast Neighborhood Subarea Zoning is scheduled for July 7th. The Surface Water and Transportation Master Plan Updates will be presented to the Commission on July 21st. Staff anticipates an opportunity to do some parliamentary procedures training on soon.

ADJOURNMENT

The meeting was adjourned at 9:45 P.M.

Michelle Linders Wagner
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

TIME STAMP
June 30, 2011

ROLL CALL: 0:20

APPROVAL OF AGENDA: 0:36

DIRECTOR'S COMMENTS: 0:46

APPROVAL OF MINUTES: 1:47

GENERAL PUBLIC COMMENT: 2:00

LEGISLATIVE PUBLIC HEARING ON TOWN CENTER DEVELOPMENT CODE: 3:17

Staff Overview and Presentation and Questions by the Commission: 6:10

Public Testimony: 59:10

Final Questions by the Commission: 1:10:36

Deliberations: 1:11:01

Vote by Commission to Recommend Approval or Denial or Modification: 2:37:33

Closure of Public Hearing: 2:38:50

DIRECTOR'S REPORT: 2:39:00

UNFINISHED BUSINESS: 2:41:39

NEW BUSINESS: 2:41:45

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 2:41:47

AGENDA FOR NEXT MEETING: 2:41:50

DRAFT



Memorandum

DATE: July 1, 2011
TO: Shoreline City Council
FROM: Shoreline Planning Commission
RE: Commission Recommendation for Town Center Development Regulations

The Planning Commission held several study sessions and four nights of public hearings on the 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 Town Center development regulations. We understand that the City Council will begin its review of our recommended Town Center development regulations at your study meeting of July 11th.

While the Commission concluded its hearing on the Town Center Subarea Plan on June 16 and forwarded the attached recommendation, the public hearing on the Town Center development regulations were continued to a Special Meeting date of June 30.

The proposed development regulations 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 development regulations to protect those adjacent neighborhoods from potential negative impacts of new development.

The Commission placed a special focus in the development regulations on language that facilitates development that serves a region-wide market, in addition to the larger Shoreline community or nearby neighborhoods. Many of the regulations are supported by concepts of a walkable community, environmental sustainability, and marketable location. These concepts flow from the City's Vision 2029 to the Town Center Subarea Plan to 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 development regulations 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. Development Code Amendment Criteria – 20.30.350

1. The amendment is in accordance with the Comprehensive Plan; and

The proposed code amendments will implement the proposed Town Center Subarea Plan.

2. The amendment will not adversely affect the public health, safety or general welfare; and

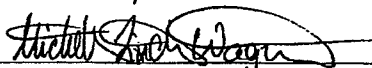
The amendment is planned to mitigate potential impacts while providing a safe, attractive, pedestrian accessible district that directs most of the future growth away from the single family neighborhoods.

3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline. (Ord. 238 Ch. III § 7(g), 2000).

The amendment is consistent with the majority of the citizens and property owners who commented, were surveyed, and participated in Town Center community meetings. The major intent is to provide a neighborhood district for the entire city that encourages economic vitality and serves nearby neighborhoods and the community.

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: 7/1/2011

By: 
Planning Commission Chair

Town Center District

20.92.010	Purpose
20.92.012	Planned Action
20.92.014	Administrative Design Review
20.92.015	Threshold – Required for Site Improvements
20.92.020	Zoning, Land Use, and Form
20.92.030	Neighborhood Protection Standards
20.92.040	Street Types and Pedestrian Circulation Map
20.92.050	Street Frontage Design Standards
20.92.060	Site Design Standards
20.92.070	Building Design Standards
20.92.080	Sign Design Standards
20.20	Definitions
Table	
20.30.040	Summary of Type A Actions and Target Time Limits for Decision, and Appeal Authority
20.30.297	Design Review Approval
20.40.020	Zones and Map Designations
20.40.050	Special Districts
20.40.110	Use Tables
20.50.021	MUZ Design Review Amendments
20.91.040	Ridgecrest Design Review Amendments

20.92.010 Purpose.

The purpose of this chapter is to establish standards for the Town Center District. These standards implement the policies of City of Shoreline Comprehensive Plan and Town Center Subarea Plan through code requirements for use, form, design, and process.

20.92.012 Planned Action.

Projects that are within the scope of the planned action EIS for this chapter are planned actions, shall not require a SEPA threshold determination as provided under RCW 43.21C.031, WAC 197-11-164 to -172 and SMC 20.30.640. These projects shall be reviewed as ministerial decisions by applying the provisions of the Development Code. Proposed projects that are not within the scope of the planned action EIS shall require environmental review under SEPA

20.92.014 Administrative Design Review

Administrative Design Review approval under SMC 20.30.297 is required for all development proposals prior to approval of any construction permit. A permit applicant wishing to modify any of the standards in this chapter may apply for a design departure under SMC 20.30.297.

20.92.015 Threshold – Required for site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the Town Center District development standards apply to development proposals. Full site improvements are required if the development is:

- Completely new development; or
- The construction valuation exceeds 50 percent of the existing site and building valuation.

A development proposal shall not, however, be required to comply with the Town Center District development standards if and to the extent such development proposal is a repair or reconstruction for purposes of SMC 20.30.280(C)(3).

20.92.020 Zones, Land Use, and Form.

A. Town Center District

In order to implement the vision of the Comprehensive Plan's Town Center Subarea Plan, there are Town Center (TC) zones established as shown in Figure 20.92.020.

1. Four zones are delineated within the Town Center that have general and specific design standards.
 - a. TC-1: This zone allows for a broad range of uses similar to TC-2 with the exception to allow vehicle sales, leasing, and servicing.
 - b. TC-2: This zone includes property fronting on Aurora Avenue, N. 175th, and N. 185th streets, and provides the widest range of uses and development potential with pedestrian activity primarily internal to the sites.
 - c. TC-3: This zone is oriented toward smaller arterials with a wide range of uses that focus pedestrian activity primarily along street frontages.
 - d. 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.
2. Transition Overlays 1 and 2: These overlays provide transitions from higher intensity development to lower intensity uses, and protect single family neighborhoods from large building heights.
3. Some standards within this chapter apply only to specific types of development and zones as noted. Standards that are not addressed in this chapter will be supplemented by the development standards in Chapter 20.50 SMC. In the event of a conflict between standards, the standards of this chapter shall prevail.

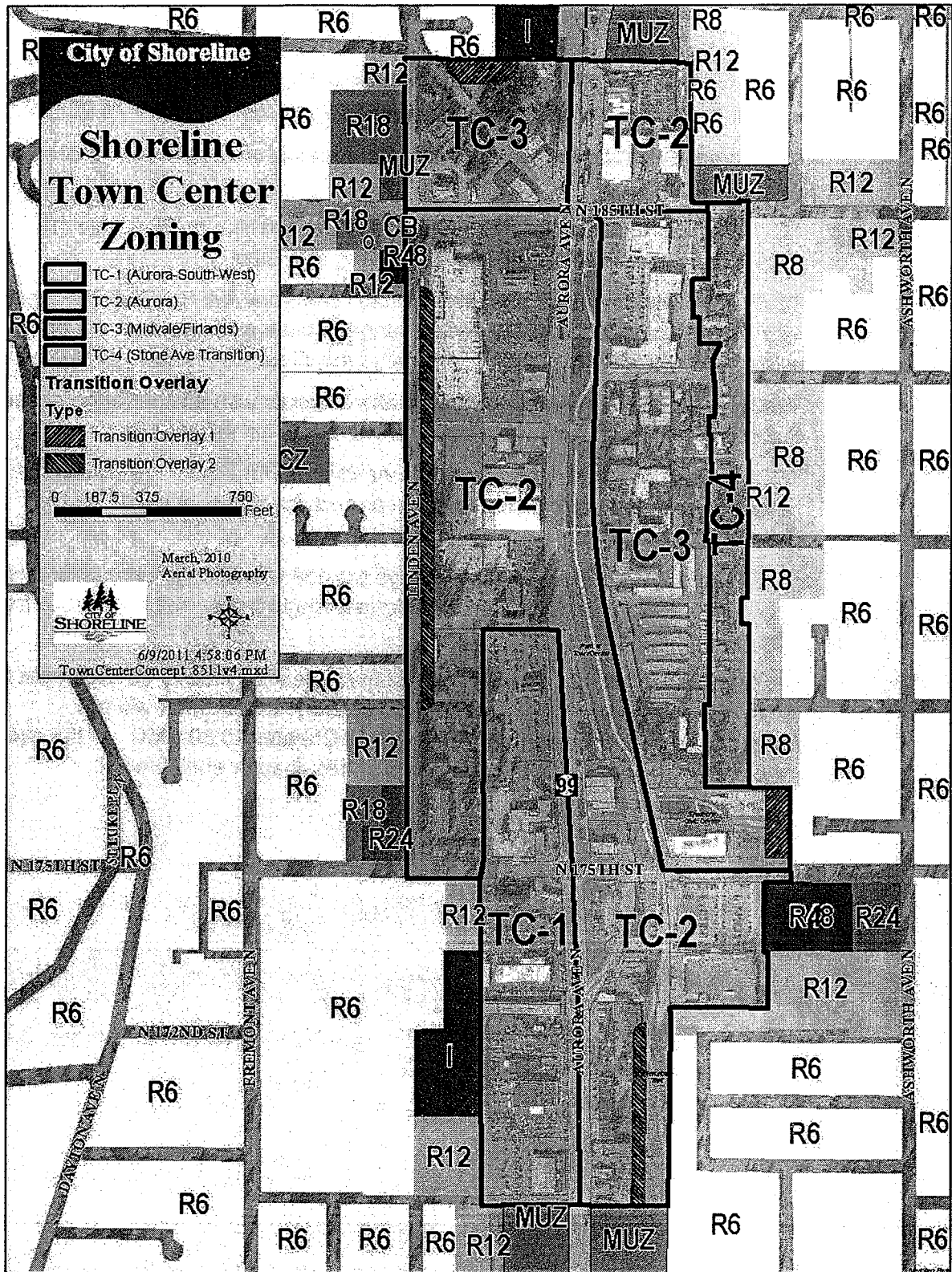


Figure 20.92.020

- B. Table 20.92.020(A) lists general categories of permitted land uses for each of the Town Center zones. The general categories for permitted uses include all of the specific uses listed in the corresponding tables cited, except for those listed in this table as "prohibited uses." Land uses do not include those approved through special use or conditional use permits. If further clarification is required, the Director shall issue an administrative determination consistent with the provisions of this Chapter and the policy guidance of the Town Center Subarea Plan.

Table 20.92.020(A) Land Use Chart

General Land Use Category	Specific uses listed in Table	TC-1 Aurora SW	TC-2 Aurora	TC-3 Midvale /Firlands	TC-4 Stone Ave Resid.
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 / Service other than for Automotive or Boat	20.40.130				
Light Manufacturing – Non-polluting and no outside storage	20.40.130				
Personal and Business Services	20.40.130				
Motor Vehicle and Boat Sales, Automotive Rental and Leasing, and Automotive Repair and Services (1)	20.40.130				
Gambling Uses		PROHIBITED USES			
Wrecking Yards					
General Manufacturing					
Adult Use Facility					

Table 20.92.020(A)

(1) Outdoor vehicle display is permitted in support of vehicle sales, leasing, and service land uses.

Table 20.92.020(B) Form

	TC-1 Aurora SW	TC-2 Aurora	TC-3 Midvale/ Firlands	TC-4 Stone Ave Res	Transition Overlays 1 and 2
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 Set- back 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%	95%

Table 20.92.020(B)**Exceptions to Table 20.92.020(B).**

- (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 rights-of-way and utility improvements.*
- (3) *Front yard setbacks are based on the applicable street designation. See Figure 20.92.040 for the street designation and SMC 20.92.060(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 SMC 20.92.030.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.*

20.92.030 Neighborhood Protection Standards.

A. Purpose

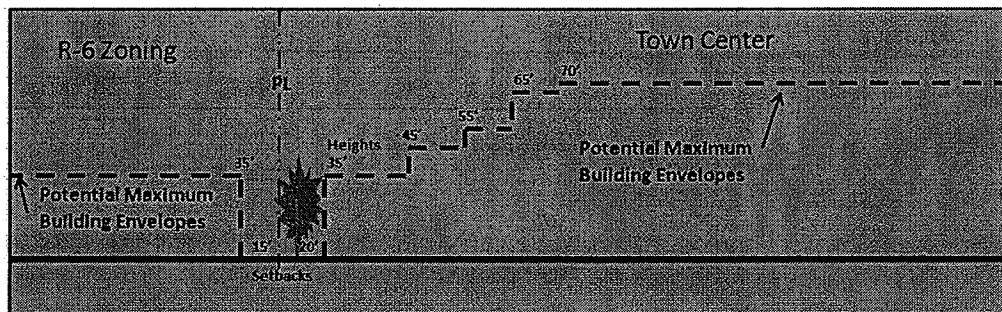
- Minimize negative impacts of Town Center development on adjacent single family neighborhoods.
- Enhance residential neighborhoods on both sides of Linden and Stone Avenue North.

B. Applicability

Unless specifically noted, the standards herein apply to properties within zone TC-4, the Transition Overlays identified in the Town Center Zoning Map (Figure 20.92.020), and other Town Center properties that are directly adjacent to those zones.

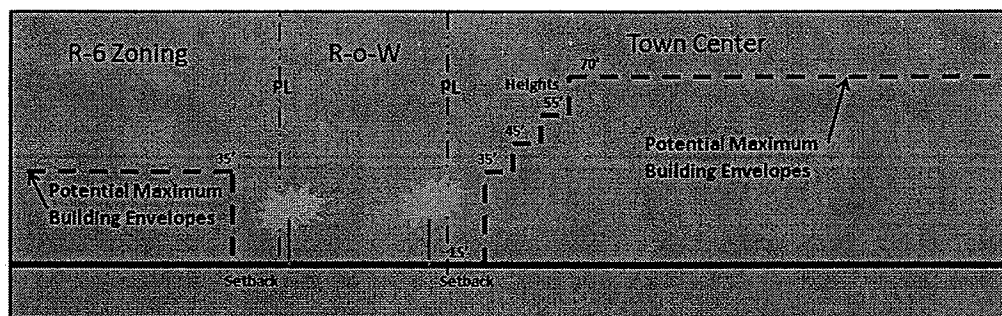
C. Building Heights

1. TC-4 zone maximum building heights are 35 feet.
2. Transition Overlay-1 is 100 feet in depth adjoining R-4 or R-6 zoned property lines. From the adjoining property line, development requires 20 feet of Type I landscaping/building setback, limits building height to 35 feet for 30 more feet of setback, and then each additional 10 feet of building height requires 20 more feet of setback until the maximum building height of the underlying zone is obtained.



Transition Overlay-1

3. Transition Overlay-2 is 50 feet in depth adjoining Rights-of-Way across from R-4 or R-6 zoned property lines. From the Rights-of-Way line, development requires 15 feet of Type II landscaping/building setback, limits building height to 35 feet for 10 more feet of setback, and then each additional 10 feet of building height requires 10 more feet of setback until the maximum building height of the underlying zone is obtained.



Transition Overlay-2

D. Site Access

Direct commercial vehicular and service access to a parcel shall not be from Stone or Linden Avenues unless no other access is available or practical as determined by the City.

E. Transportation Impacts

All development in the Town Center shall conduct a transportation impact study pursuant to city guidelines. Any additional vehicular or non-motorized transportation systems that are projected to use non-arterial streets shall implement mitigation measures which are approved by the city's traffic engineer. Such measures shall be developed through the City's Neighborhood Traffic Safety Program in collaboration with the abutting neighborhoods that are directly impacted by the development.

F. Setbacks and Buffers

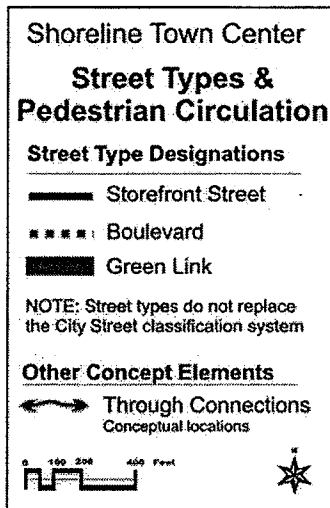
Buildings in zones TC-2 and TC-3 shall have a 20-foot wide, Type I landscape with an 8-foot solid fence or wall adjacent to zone TC-4 and R-6 parcels in addition to any required open space.

G. Tree Preservation

20% of all healthy, significant trees for each parcel must be preserved and replanted in TC-4 and Transition Overlay portions of private property in compliance with SMC 20.50.350.

20.92.040 Street Types and Pedestrian Circulation.

This map illustrates site-specific design elements to be implemented by code for street types and Through Connections.



NOTE: Conceptual locations of Through Connections and Storefront Street Designation. Specific locations will be negotiated between City and applicant during redevelopment design review process consistent with provisions of SMC 20.92.070(D).

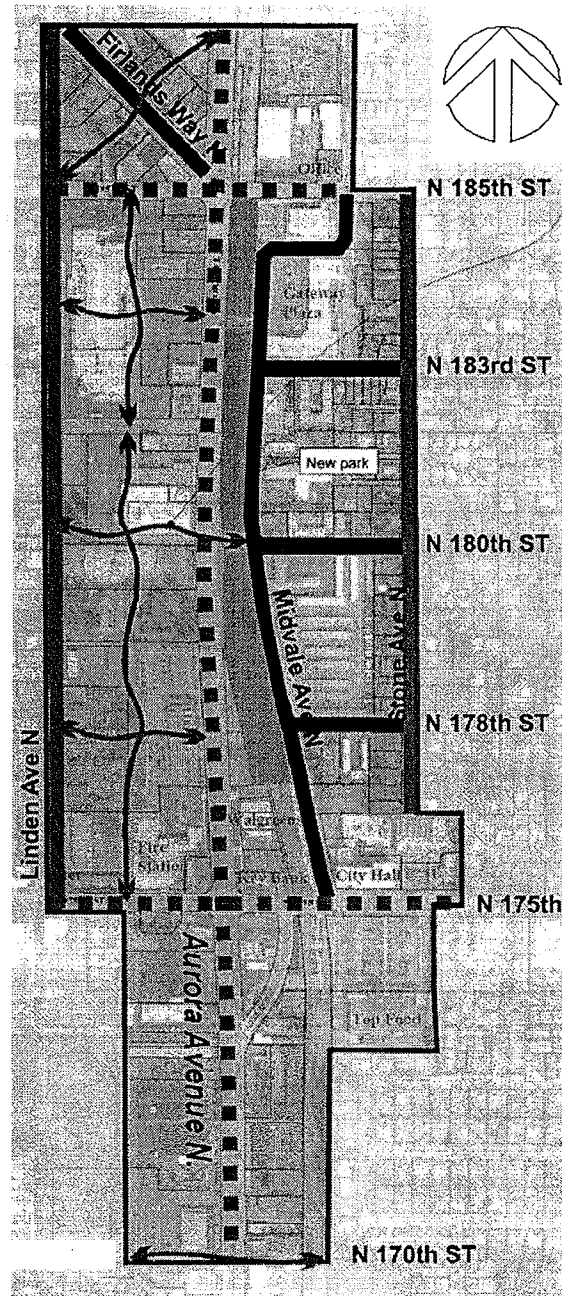


Figure 20.92.040

20.92.050 Street Frontage Design Standards.

A. Purpose

- Enhance the appeal of street frontages to encourage people to walk and gather.
- Establish frontage standards for different streets to:
 - Reinforce site and building design standards in each zone.
 - Provide safe and direct pedestrian access within the Town Center and from adjacent neighborhoods.
 - Minimize conflicts between pedestrians, bicyclists, and vehicular traffic and parking.

B. Applicability

The standards in this section, except pedestrian lighting, apply only to the sidewalks and the amenity zone in the public rights-of-way. These standards shall be supplemented by the City's Engineering Development Guide design standards.

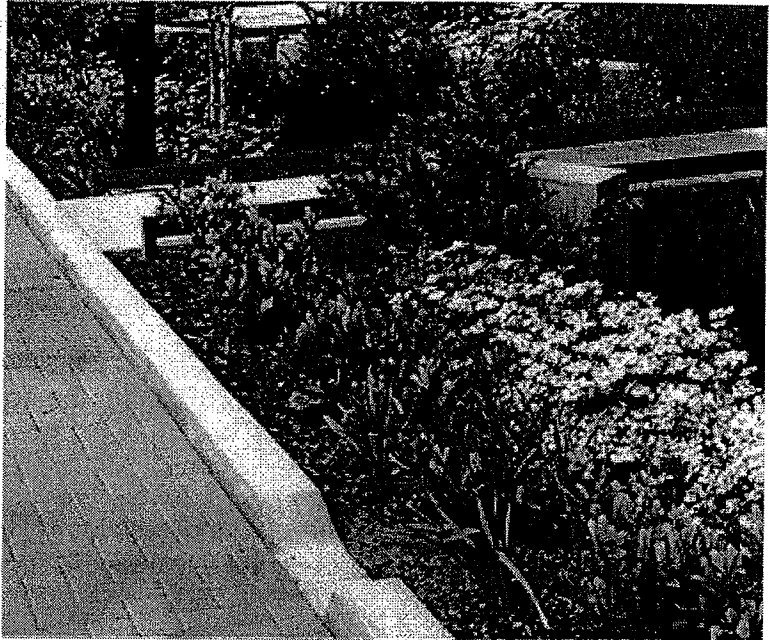
1. In accordance with the Master Street Plan of the Transportation Master Plan, Storefront and Greenlink Street frontages, as depicted on Figure 20.92.040, shall have:
 - a. Street frontage dimensions for the following streets are:
 - (1) Midvale Ave. N. – eastside: 10-foot sidewalks and 5-foot amenity zone. Westside: 17-foot back-in parking (Seattle City Light) with 30-foot street cross-section.
 - (2) N 178th, N. 180th, N. 183rd Streets on both sides - 8-foot sidewalks and 5-foot amenity zones with a 36-foot street cross-section.
 - (3) Stone Avenue on both sides - 8-foot sidewalks and 5-foot amenity zones with a 32-foot street cross-section.
 - (4) Linden Ave N. – eastside: 8-foot sidewalks and 5-foot amenity zone. Westside: 5-foot sidewalks and 5-foot amenity zone with a 38-foot street cross-section.
 - (5) Firlands Way on both sides - 10-foot sidewalk, 5-foot amenity zone, and 17-foot back-in parking with 24-foot street cross-section.
 - (6) All frontage dimensions shall include 6-inch curbs and minimum 6-inch separation between buildings and sidewalks.
 - (7) All street sections include on-street, parallel parking except where back-in parking is designated.
 - (8) The configuration and dimensions of street frontage improvements may be modified by the Director if such modifications will better implement the purposes in subsection 4.
 - b. Storefront, Boulevard, and Greenlink streets shall have street trees spaced on average 30 feet either in tree pits and grates, or an amenity zone. Breaks in the amenity zone and tree distribution may exist to allow for driveways, sight

distancing, ADA access, utilities, crosswalks, bike racks, on-street parking, benches, and sitting walls.

- c. Each development on a Storefront street shall provide a minimum 8 feet of bench or sitting wall.
- d. Both sides of Storefront and Greenlink Streets shall have on-street parking. Midvale will have back-in parking on its west side and Firlands Way will have back-in parking on both sides.
- e. Utility appurtenances such as signal boxes, hydrants, poles, or other obstructions shall not be placed in the public sidewalk.
- f. When improved, Firlands Way within the Town Center shall expose and restore the brick road bed underneath. If restoration of the brick road is unfeasible or cannot meet City road standards then the City shall design a street that allows traffic and pedestrians to mix safely.

2. Rights-of-Way Lighting

- a. Lights of one to two-footcandles, spaced to provide continuous pedestrian lighting, and between 10-foot and 15-foot in height shall be provided for sidewalk areas. Pedestrian lighting may be located within the public rights-of-ways, on private property, or mounted on building façades.
- b. Street light standards shall be a maximum 25-foot height for street light standards, designed using the Aurora Avenue model and color, modified to meet the 25-foot maximum height, and spaced to meet City illumination standards.
- c. Lights shall be shielded to prevent direct light from entering adjoining property.



20.92.060 Site Design Standards.

A. Purpose

- Promote and enhance public walking and gathering with attractive and connected development to:
 - a. Promote distinctive design features at high visibility street corners.
 - b. Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.
- Promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for the Town Center Subarea as expressed in the Comprehensive Plan.

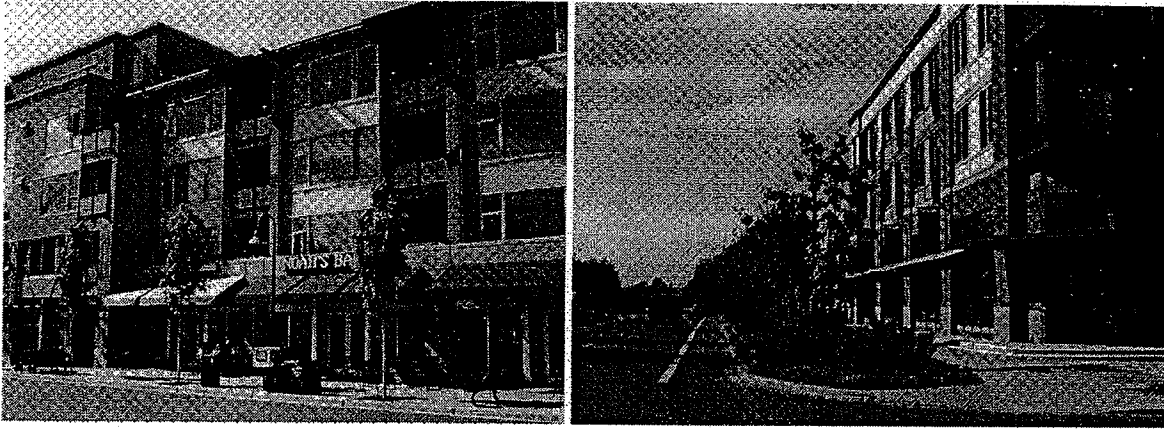
B. Site Frontage

Site design standards for on-site landscaping, walkways, public places, and open space may be combined if their separate minimum dimensions and functions are not compromised.

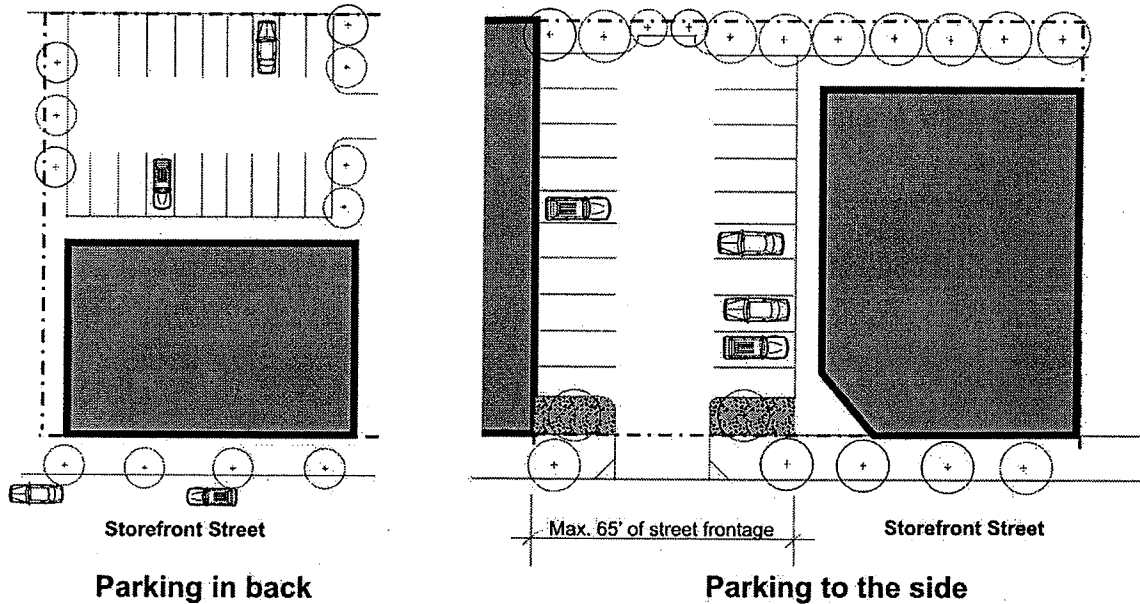
Development abutting street frontages as designated within the Town Center per Figure 20.92.040 shall meet the following standards.

1. Storefront Streets

- a. Buildings shall be placed at the property line or abutting planned sidewalks if on private property. However, buildings may be setback farther if Public Places (as specified in SMC 20.92.070(F)) are included or a utility easement is required between the sidewalk and the building;
- b. The minimum transparent window area shall be 60 percent of the ground floor façade placed between the heights of 30 inches and 8 feet above the ground for each front façade;
- c. The primary building entry shall be located on a street frontage and, if necessary, recessed to prevent door swings over sidewalks, or an open entry to an interior plaza or courtyard from which building entries are accessible;
- d. The minimum weather protection shall be at least five feet in depth, along at least 80 percent of the façade width, including building entries; and
- e. Surface parking along Storefront Streets shall not be more than 65 lineal feet of the site frontage. Parking lots are not allowed at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front façade. Sites with less than 100 feet lineal feet of frontage are exempt from this standard. See SMC 20.92.060(E)(2) for parking lot landscape standards.



Storefront and Boulevard buildings



Parking lot locations along Storefront streets

2. Greenlink Streets

- a. The minimum front yard setback shall be 15 feet. Porches and entry covers may project 6 feet into the front yard setbacks;
- b. The transparent window area shall be 15 percent of the entire façade;
- c. Building entries shall be visible and accessible from a street front sidewalk. An entrance may be located on the building side if visible;
- d. The minimum weather protection shall be 5-foot deep over building entries;
- e. Landscaped front yards may be sloped or terraced with maximum 3-foot high retaining walls; and

- f. Surface parking shall be no more than 65 lineal feet of the site frontage and setback 10 feet from property line. Parking lots are not allowed at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front façade. See SMC 20.92.060(E)(2) for parking lot landscape standards.

3. Boulevard Streets

- a. The minimum transparent window area shall be 60 percent of the ground floor façade placed between the heights of 30 inches and 8 feet above the ground for each front façade;
- b. The minimum weather protection shall be at least five feet in depth, along at least 80 percent of the façade width, including building entries; and
- c. The maximum front yard setback shall be 15 feet. Outdoor vehicle display areas are considered an extension of the building façade and if located within 15 feet of the front property line the front setback requirement is met.
- d. Surface parking along Boulevard Streets shall not be more than 50 percent of the site frontage. Parking lots are not allowed at street corners. No parking or vehicle circulation are allowed between the rights-of-way and the building front façade, except as otherwise provided in SMC 20.92.020(B)(6). Sites with less than 100 lineal feet of frontage are exempt from this standard. See SMC 20.92.060(E)(2) for parking lot landscape standards.

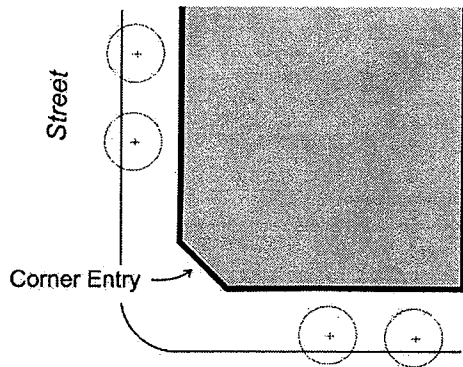


Landscaped yards

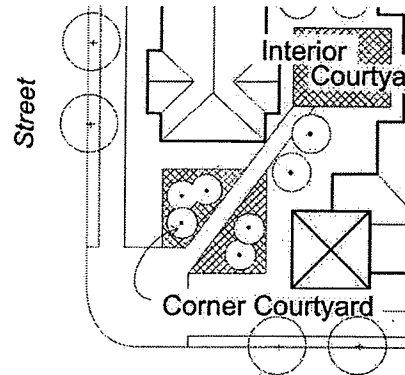
C. Corner Sites

- 1. All development proposals located on street corners and Through Connection sites shall include one of the following three design treatments on both sides of the corner:
 - a. Locate a building within 15 feet of the street corner. All such buildings shall comply with building corner standards in paragraph (2) below; or
 - b. Provide public places, as set forth in SMC 20.92.060(F) at the corner leading directly to building entries; or
 - c. Landscape 20 feet of depth of Type II landscaping for the length of the required building frontage. Include a structure on the corner that provides weather

protection or site entry. The structure may be used for signage (SMC 20.92.100).



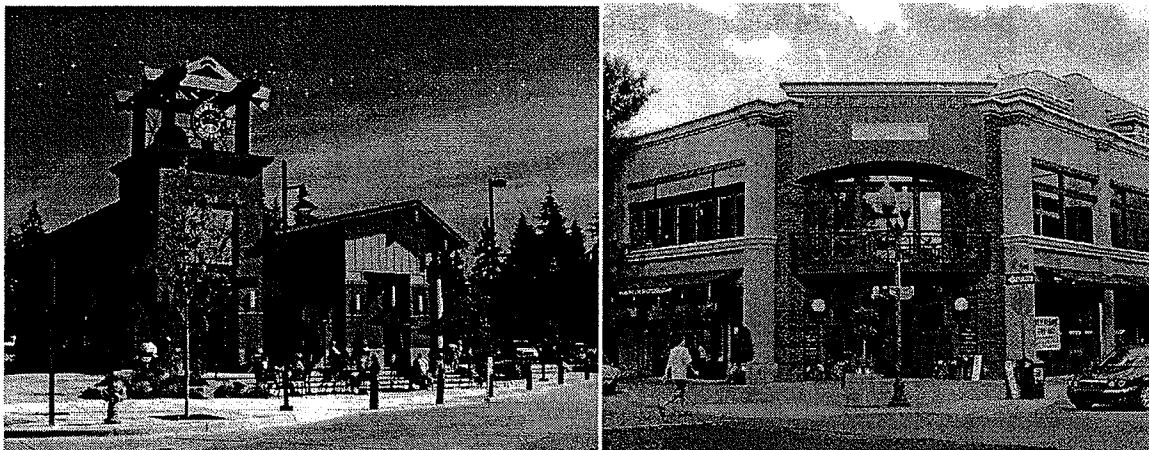
Building placed up to the street corner with entry



Public place adjacent to the corner

Corner Developments

2. Corner buildings on Boulevard and Storefront Streets using option 1.a above shall provide at least one of the elements listed below for 40 lineal feet of both sides from the corner:
 - a. 20-foot beveled building corner with entry and 60% of the first floor in transparent glass (included within the 80 lineal feet of corner treatment).
 - b. Distinctive façade (i.e. awnings, materials, offsets) and roofline design above the minimum standards for these items in other code section of Town Center.
 - c. Balconies on all floors above the ground floor.
 - d. Other unique treatment as determined by the Director.
 - e. Corner buildings on Greenlink Streets and Through Connections using option 1.a above shall minimally provide 10-foot beveled building corners.
 - f. Corner buildings with a combination of Greenlink Streets or Through Connections and Boulevard or Storefront Streets shall meet the applicable Boulevard or Storefront Street requirement on both sides of the corner.

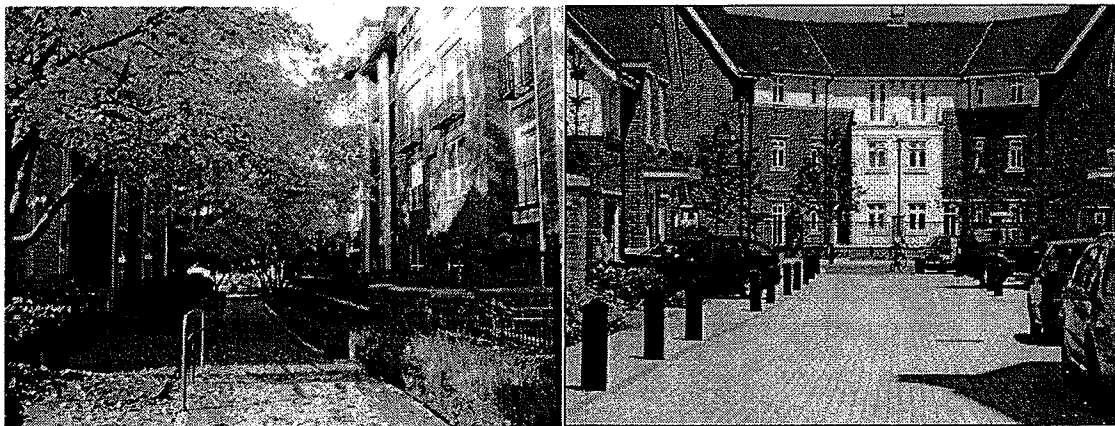


Building corners

D. Through Connections and Walkways

1. Developments shall include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail. A public easement for pedestrian access through properties and city blocks between streets shall be provided for Through Connections, as generally illustrated in the Street Types and Pedestrian Circulation Map (SMC 20.92.040).

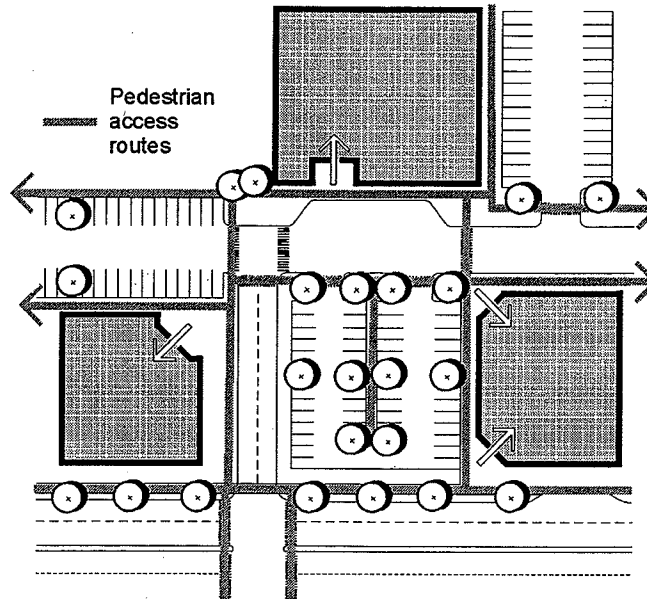
Walkways and Through Connections shall be connected, and may be combined as long as standards of both can be met. The east-west connection aligned with N.180th may be a combination of vehicle access or street and a pedestrian Through Connection. North-south connections can be used as alley access or as a Storefront Street.



Through Connections

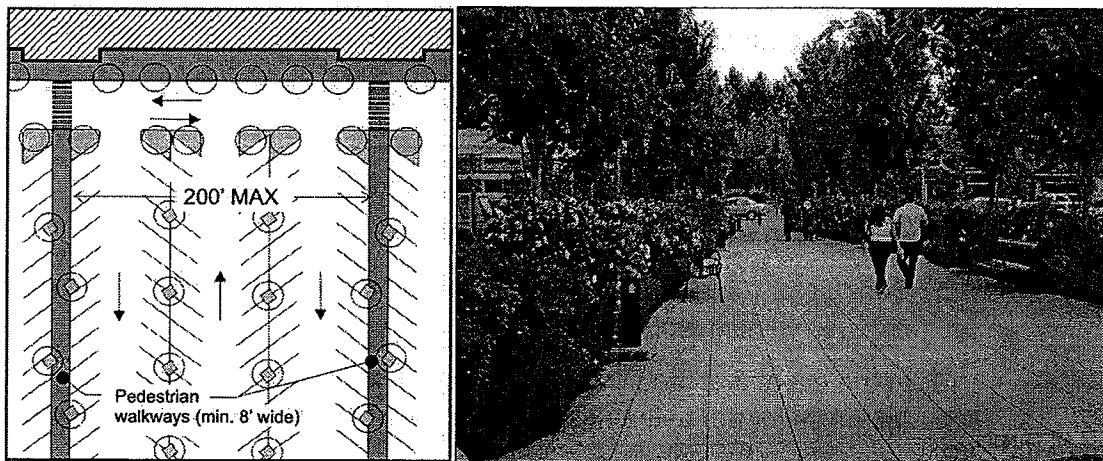
- a. All buildings shall have visible, clear, and illuminated walkways between the main building entrance and a public sidewalk. The walkway shall be at least eight feet wide;
- b. Continuous pedestrian walkway shall be provided to the entries of all businesses and the entries of multiple commercial buildings;

- c. For sites abutting underdeveloped land, the Director may require walkways and Through Connections stub-outs at property lines so that future, adjoining development can connect with the pedestrian system;



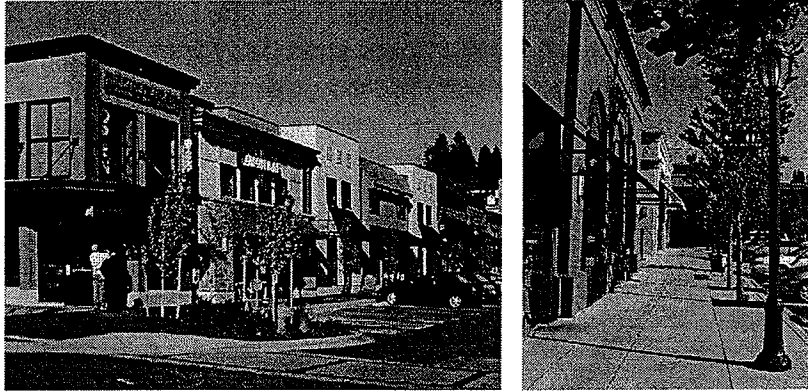
Well-connected walkway network

- d. Raised walkways at least 8 feet in width shall be provided for every three, double-loaded aisle or every 200 feet of parking area. Walkway crossings shall be raised a minimum 3 inches above drives;
- e. Walkways shall conform to the Americans with Disabilities Act (ADA); and



Parking lot walkway

- f. Internal walkways along the front façade of buildings 100 feet or more in length must meet Storefront or Boulevard Street standards set forth in SMC 20.92.060(B).



Internal walkways adjacent to storefronts should be designed to look and function like public sidewalks, including walkway widths and amenity areas.

- g. Deciduous street-rated trees shall be provided every 30 feet on average in grated tree pits if the walkway is 8 feet wide or in planting beds if walkway is greater than 8 feet wide. Pedestrian scaled lighting shall be provided.

E. Vehicle Parking and Landscaping

1. Minimum Off-street Parking

Parking shall be provided at the following rate:

- a. Residential – 1.2 spaces for studios, 1.5 spaces for 1 bedroom, 1.8 spaces for 2 bedrooms, and 2.0 for 3 bedrooms+ units.
- b. Retail/Office – 1 space / 300 net square feet.
- c. Reductions up to 50 percent may be approved by the Director using combinations of the following mitigating factors:
 - (1) On-street parking along the parcel's street frontage.
 - (2) Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demand.
 - (3) Commute trip reduction program per State law.
 - (4) High-occupancy vehicle (HOV) parking.
 - (5) Conduit for future electric vehicle charging spaces equivalent to the number of required handicapped parking spaces.
 - (6) In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing and readily available to the public.

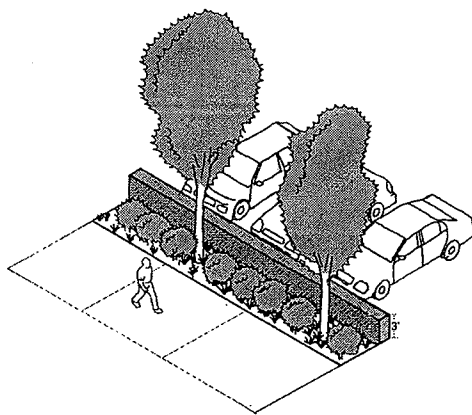
2. Parking lot landscaping

The following provisions shall supplement the landscaping standards set forth in Subchapter 7, Chapter 20.50 SMC. All parking lots and loading areas shall meet the following requirements:

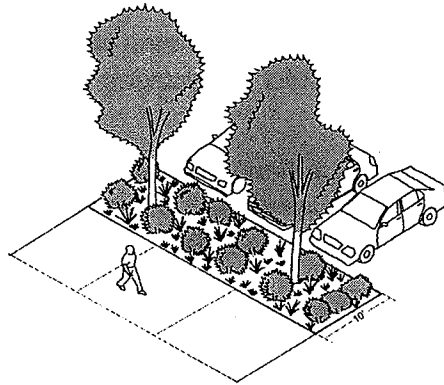
- a. Provide a 5-foot wide, Type II landscape that incorporates a continuous masonry wall between 3 and 4 feet in height. The landscape shall be between the abutting public sidewalk or residential property and the wall (see SMC 20.50.460 for details); or
- b. Provide at least 10-foot wide, Type II landscaping.
- c. Trees shall be placed within the parking lots at a ratio of one every 10 parking spaces in curbed planters with a minimum dimension of 5 feet.
- d. The required setback between parking lots and residential development shall be planted with Type I landscaping.

3. Vehicle Display Areas Landscaping

Landscape requirements for vehicle display areas as authorized in SMC 20.92.020(B)(6) shall be determined by the Director through design review under SMC 20.30.297. Subject to the Director's discretion to reduce or vary the depth, landscaped areas shall be at least ten (10) feet deep relative to the front property line. Vehicle display areas shall be framed by appropriate landscape construction materials along the front property line. While allowing vehicles on display to remain plainly visible from the public rights-of-way, these materials shall be configured to create a clear visual break between the hardscape in the public rights-of-way and the hardscape of the vehicle display area. Appropriate landscape construction materials may include any combination of low (3 feet or less in height) walls or earthen berms with ground cover, shrubs, trees, trellises, or arbors.



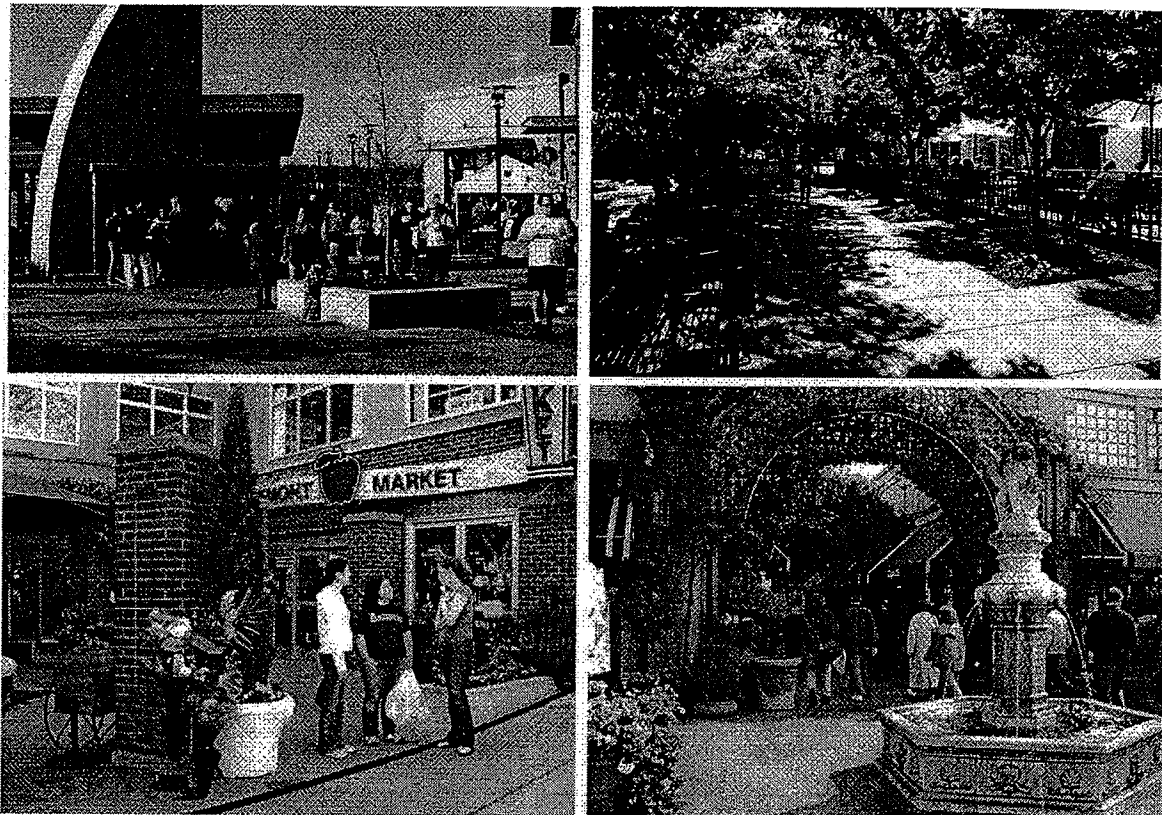
2a. Parking lot planting buffer with low wall



2b. 10-foot parking lot buffer with Type II landscaping

F. Public Places

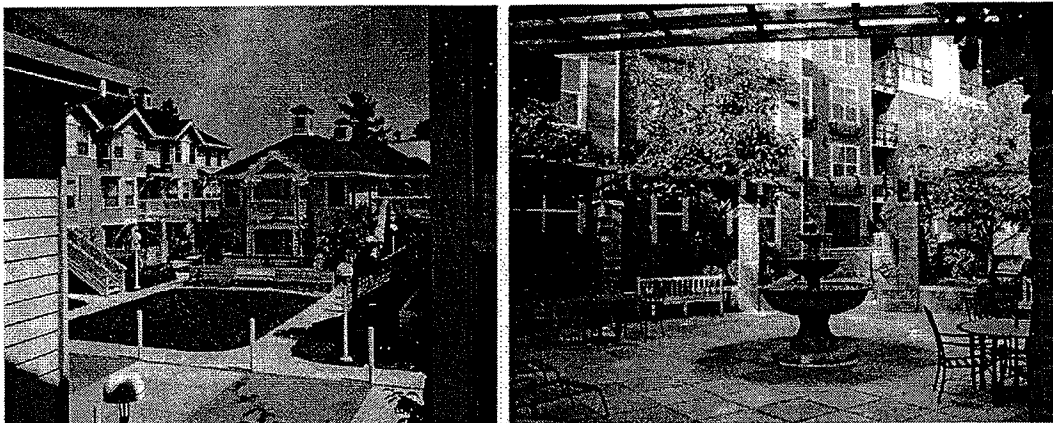
1. Public places are required on parcels greater than $\frac{1}{2}$ acre with commercial or mixed use development at a rate of 1,000 square feet per acre. Public places may be covered but not enclosed. This standard can also be used to meet the standards of walkways as long as the function and minimum dimensions of the public place are met.
2. On parcels greater than 5 acres;
 - a. Buildings shall border at least two sides of the public place;
 - b. The public place shall be at least 1,600 square feet and have no dimension less than 40 feet; and
 - c. 80 percent of the area shall have surfaces for people to stand or sit on.
3. On parcels between $\frac{1}{2}$ and 5 acres;
 - a. The public place shall be at least 400 square feet and have a minimum dimension of 20 feet; and
 - b. 80 percent of the area shall have surfaces for people to sit or stand on.
4. The following design elements are required for public places:
 - a. Physically accessible and visible from the public sidewalks, walkways, or Through Connections;
 - b. Pedestrian access to abutting buildings;
 - c. Pedestrian-scaled lighting (subsection H below);
 - d. Seating and landscaping with solar access at least half of a day, year-round; and
 - e. Not located adjacent to dumpster or loading areas.



Public Places

G. Multifamily Open Space

1. All multifamily development shall provide 800 square feet or 50 square feet per unit of open space, whichever is greater.
 - a. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum 20-foot dimension. These standards apply to all open spaces including parks, playgrounds, roof-top decks and ground-floor courtyards; and may also be used to meet the walkway standards as long as the function and minimum dimensions of the open space are met;
 - b. Required landscaping can be used for open space if it does not prevent access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to parking lots and service areas without screening; and
 - c. Open space shall provide seating that has solar access at least half of a day, year-round.



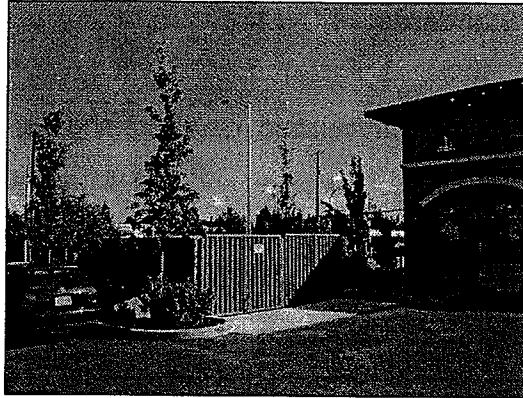
Multi-family open spaces

H. Outdoor Lighting

1. Public Places on private property shall be illuminated as follows:
 - a. One to two-footcandles and maximum 15-foot pole height spaced to provide continuous pedestrian lighting for pedestrian areas;
 - b. Minimum of one-half footcandles and between 10-foot and 15-foot in height for vehicle areas;
 - c. Maximum of four-footcandles for building entries with the fixture placed below second floor; and
 - d. All private fixtures shall be full cut-off, dark sky rated and shielded to prevent direct light from entering neighboring property.

I. Service Areas

1. All developments shall provide a designated location for trash, recycling storage and collection, and shipping containers. Such elements shall meet the following standards:
 - a. Located to minimize visual, noise, odor, and physical impacts to pedestrians and residents;
 - b. Paved with concrete and screened with materials or colors that match the building; and
 - c. Located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic nor require that a hauling truck project into any public rights-of-way.



Trash/recycling closure with consistent use of materials and landscape screening.

2. Utility and Mechanical Equipment

- a. Equipment shall be located and designed to minimize their visibility to the public. Preferred locations are off alleys; service drives; within, atop, or under buildings; or other locations away from the street. Equipment shall not intrude into required pedestrian areas.



Utilities consolidated and separated by landscaping elements.

- b. All exterior mechanical equipment shall be screened from view by integration with the building's architecture through such elements as parapet walls, false roofs, roof wells, clerestories, equipment rooms, materials and colors. Painting mechanical equipment as a means of screening is not permitted.

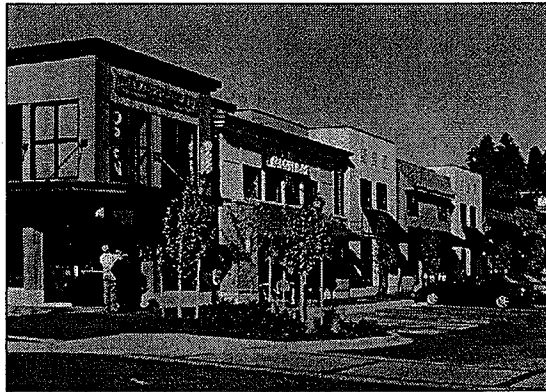
20.92.070 Building Design Standards.

A. Purpose

- Emphasize quality building articulation, detailing, and durable materials.
- Reduce the apparent scale of buildings and add visual interest.
- Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses within the respective Town Center zone.

B. Façade Articulation

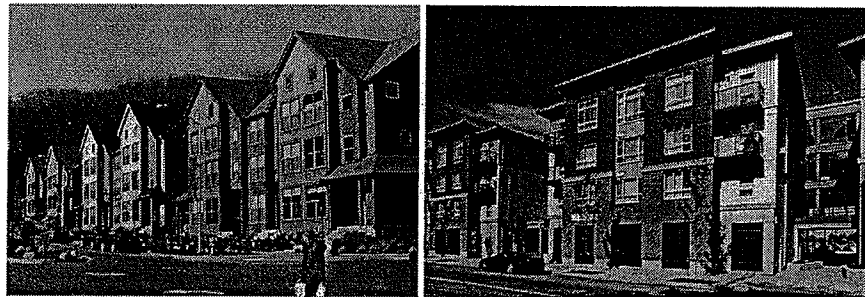
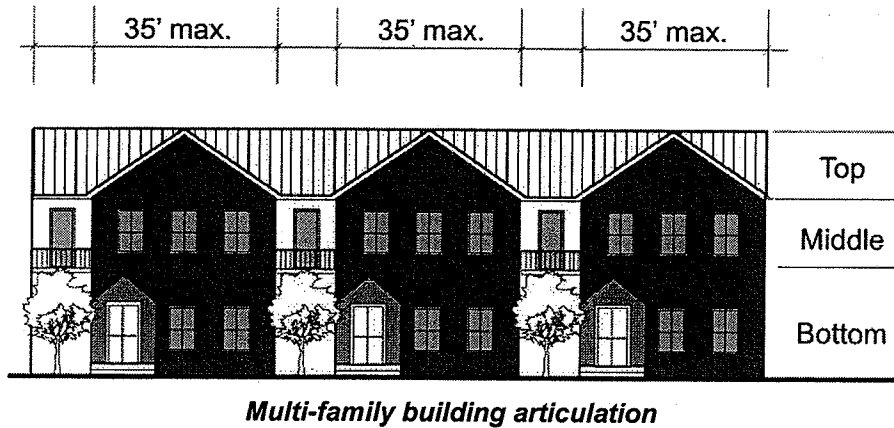
1. All building facing Storefront Streets shall include one of the two articulation features set forth in (a) (b) or (c) below no more than every 40 lineal feet facing a street, parking lot, or public place. Building façades less than 60 feet wide are exempt from this standard.



Storefront articulation

2. All buildings facing Boulevard Streets shall include one of the two articulation features below no more than every 80 lineal feet facing a street, parking lot, or public place. Building façades less than 100 feet wide are exempt from this standard.
 - a. For the height of the building, each façade shall be offset at least 2 feet in depth and 4 feet in width if combined with a change in siding materials. Otherwise, the façade offset shall be at least 10 feet deep and 15 feet wide.
 - b. Vertical piers at the ends of each façade section that project at least 2 inches from the façade and extend from the ground to the roofline.
3. All multifamily buildings or residential portion of a mixed use building facing any street shall provide the following articulation features at least every 35 feet of façade facing a street, park, public place, or open space.
 - a. Vertical building modulation 18 inches deep and 4 feet wide if combined with a change in color or building material. Otherwise, minimum depth of modulation is 10 feet and minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and

- b. Distinctive ground or first floor façade, and consistent articulation of middle floors on 35-foot intervals.



4. Roofline Modulation

Rooflines shall be modulated at least every 120 feet by emphasizing dormers, chimneys, stepped roofs, gables, or prominent cornices or walls. Rooftop appurtenances are not included as modulation. Modulation shall consist of a roofline elevation change of at least four feet every 50 feet of roofline.

5. Maximum Façade

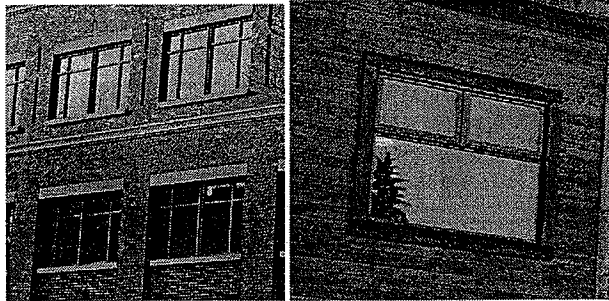
For each 150 feet in length along the street front a building shall have a minimum 30-foot wide section that is offset at least by 20 feet through all floors.



Façade widths using a combination of façade modulation, articulation, and window design.

6. Windows

Buildings shall recess or project individual windows above the ground floor at least two inches from the façade or use window trim at least four inches in width.



Window trim design

7. Secondary Entry

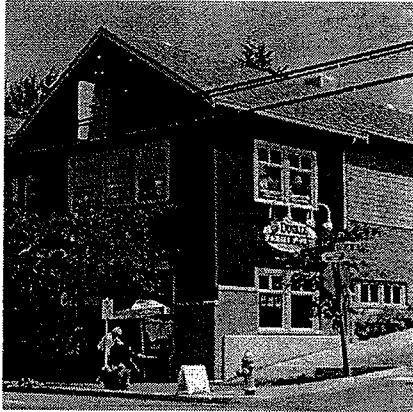
Weather protection at least 3 feet deep and 4 feet wide is required over each secondary entry;



Covered secondary public access

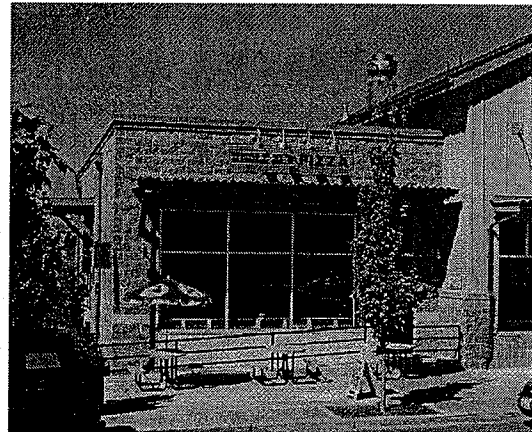
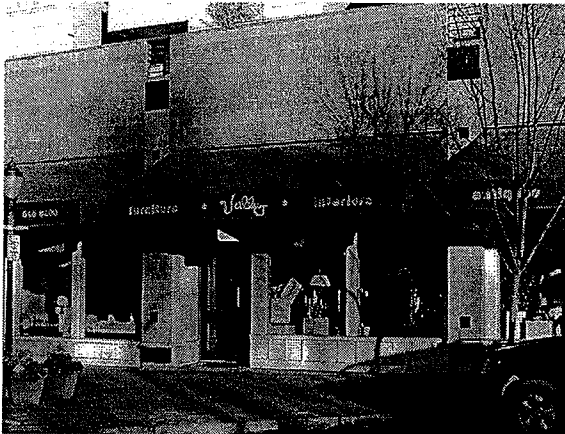
8. Façade Materials

- a. Metal siding shall have visible corner moldings and trim and shall not extend lower than four feet above grade. Masonry, concrete, or other durable material shall be incorporated between the siding and the grade. Metal siding shall be factory finished, with a matte, non-reflective surface.



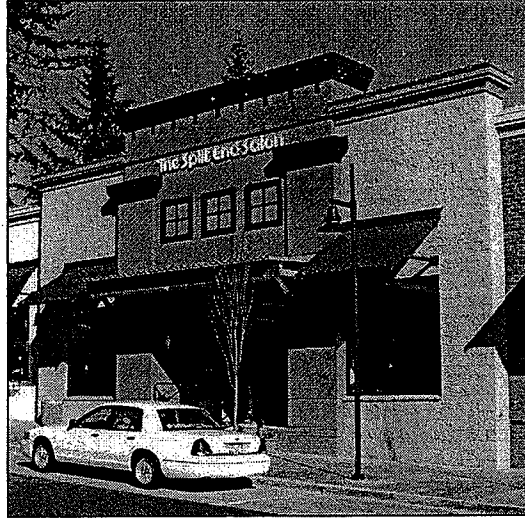
Masonry or concrete near the ground and proper trimming around windows and corners.

- b. A singular style, texture, or color of concrete block shall not comprise more than 50 percent of a façade facing a street or public space.



The left image uses smooth gray blocks on the vertical columns and beige split-faced blocks above the awnings. The storefront in the right image uses gray split face and some lighter, square, smooth-faced blocks below the storefront windows.

- c. Synthetic stucco must be trimmed and sheltered from weather by roof overhangs or other methods and are limited to no more than 50 percent of façades containing an entry and shall not extend below 2 feet above the grade.



Concrete near the ground level and a variety of other surface materials on the façade.

9. Prohibited exterior materials.
 - a. Mirrored glass, where used for more than 10 percent of the façade area.
 - b. Chain-link fencing, unless screened from view and within limited areas approved by the Director under SMC 20.30.297. No razor, barbed, or cyclone material shall be allowed.
 - c. Corrugated, fiberglass sheet products.
 - d. Plywood siding.
- C. Minimum space dimension for building interiors that are ground-level and fronting on streets is 12-foot height and 20-foot depth.

20.92.080 Sign Design Standards.

A. Purpose

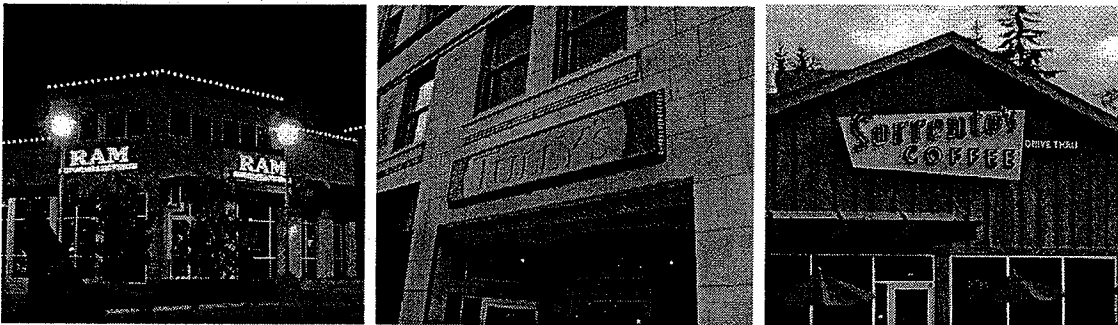
- Require signage that is both clear and of appropriate scale for the project.
- Enhance the visual qualities of signage through the use of complementary sizes, materials, and methods of illumination.
- Require signage that contributes to the character of Shoreline's Town Center.

B. Applicability

The sign standards of this section shall supplement the provisions of SMC 20.50.540.

C. Permitted Illumination

1. Channel lettering or individual back-lit letters mounted on a wall, or individual letters placed on a raceway, where only light shines through the letters.
2. Opaque cabinet signs where light only shines through letter openings.
3. Shadow lighting, where letters are backlit, but light only shines through the edges of the letters.
4. Neon signs
5. Externally lit signs

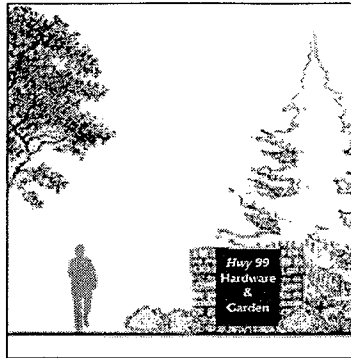


Individual backlit letters (left image), opaque signs where only the light shines through the letters (center image), and neon signs (right image).

D. Monument Signs

1. One sign is permitted per frontage, per property, regardless of the number of tenants. An additional monument sign is permitted on a property if the frontage length is greater than 250 feet and the signs are at least 150 feet apart.
2. Use materials and architectural design elements that are consistent with the architecture of the buildings.
3. Signs in Zone TC-3: Maximum height of 6 feet and maximum area of 50 square feet per sign face.
4. Signs in zones TC-1 and TC-2 when placed along Aurora Avenue, N. 175th or N. 185th streets: Maximum height of 12 feet and maximum area of 100 square feet per sign.

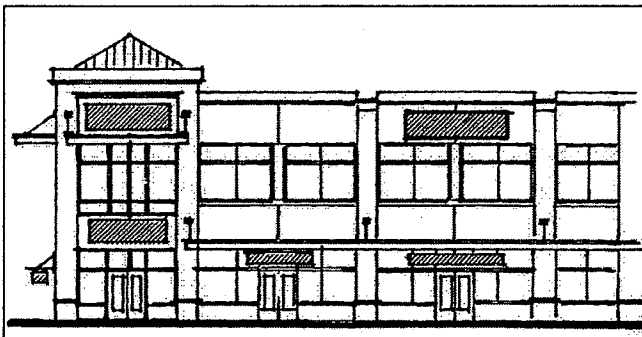
5. Signs may be placed up to the front property line if sight distancing and public safety standards are met.
6. Signs shall be set back from the side property lines at least 20 feet.



Monument sign

E. Building Signs

1. Each tenant or commercial establishment is allowed one building sign - wall, projecting, marquee, awning, or banner sign per façade that face the adjacent streets or customer parking lot.
2. Building signs shall not cover windows, building trim, edges, or ornamentation.
3. Building signs may not extend above the parapet, soffit, the eave line, or on the roof of the building.
4. Each sign area shall not exceed 25 square feet for Zone TC -3 and 50 square feet for zones TC-1 and TC-2.
5. The sign frame shall be concealed or integrated into the building's form, color, and material.



Signs are centered on architectural features of the building.

6. Projecting, banner, and marquee signs (above awnings) shall clear sidewalk by 9 feet and not project beyond the awning extension or 8 feet, whichever is less. These signs may project into public rights-of-way for storefront buildings, subject to a right-of-way site permit.

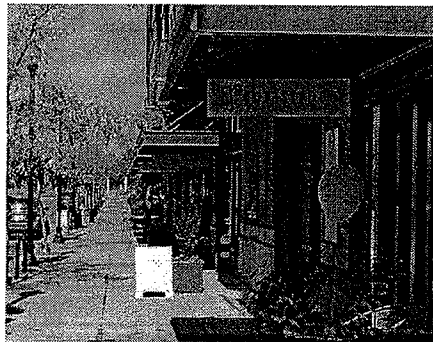


Projecting sign

F. Under-awning Signs

1. Not extend within 1-foot of the awning outer edge and the building façade;
2. Minimum clearance of 9 feet between the walkway and the bottom of the sign;
3. Not exceed 2 feet in height; and
4. One sign per business.

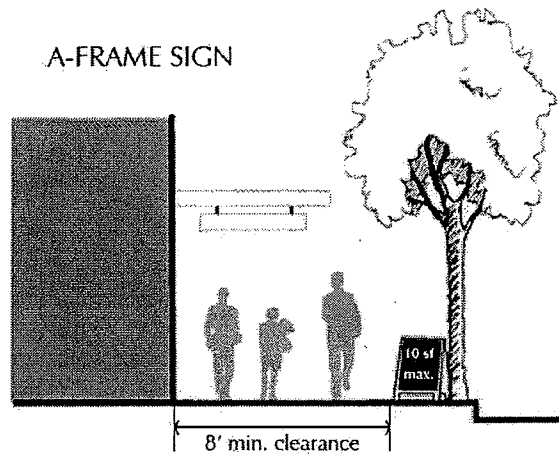
G. Windows signs are exempt from permits but cannot exceed 25 percent of the window area



Under-awning signs

H. A-Frame or Standing Signs

1. One sign per business;
2. Must be directly in front of the business;
3. Cannot be located within the 8-foot sidewalk clearance on designated Storefront Street and 5 feet on all other sidewalks and internal walkways;
4. Shall not be placed in landscaping, within 2 feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps.
5. Shall not exceed 6 square feet per side; and
6. No lighting of signs is permitted.



A-Frame sign

I. Transition Overlay and Zone TC-4 Signs

All signs in the Transition Overlay and Zone TC-4 shall meet residential sign standards of SMC 20.50.540(B).

J. Prohibited signs

1. Pole signs.
2. Billboards.
3. Electronic changing message or flashing signs.
4. Backlit awnings used as signs.
5. Other signs set forth in SMC 20.50.550.

20.20 Definitions.

...

20.20.012 B definitions.

Building articulation The emphasis of architectural elements (like windows, balconies, entries, etc.) that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces. See SMC 20.92.070 for applicable standards.

Banner sign A sign constructed of cloth, canvas, or other similar light weight material that can easily be folded or rolled, but does not include paper or cardboard.

Boulevard Street Refers to a street and/or segment of a street where there is an option for commercial storefronts, ground floor residences, or landscaped setbacks along the street.

20.20.022 G definitions.

Greenlink Street Refers to a street and/or segment of a street envisioned to have landscaped building setbacks along the street. See Figure 20.92.040 for the location of designated Greenlink Streets.

20.20.034 M definitions.

Modulation A stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls.

20.20.040 P definitions.

Parking Areas Any public or private area within, under, or outside of a building or structure, designed and used for parking motor vehicles including parking lots, garages, private driveways, and legally designated areas of public streets. Outdoor display areas of vehicles for sale or lease, where such uses are permitted uses, are not considered parking areas.

20.20.044 R definitions.

Roofline Modulation Refers to a variation in roof form. See SMC 20.92.070(B)(4) for provisions.

20.20.046 S definitions.

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 20.92.040 for the location of designated Storefront Streets.

20.20.054 W definitions.

Walkways On-site hard surfaces for pedestrian and non-motorized circulation. Non-motorized circulation includes use of mobility aids.

Table 20.30.040 - Summary of Type A Actions and Target Time Limits for Decision, and Appeal Authority

Action Type	Target Time Limits for Decision (Calendar Days)	Section
Type A:		
1. Accessory Dwelling Unit	30 days	20.40.120, 20.40.210
2. Lot Line Adjustment including Lot Merger	30 days	20.30.400
3. Building Permit	120 days	All applicable standards
4. Final Short Plat	30 days	20.30.450
5. Home Occupation, Bed and	120 days	20.40.120, 20.40.250, 20.40.260,

Breakfast, Boarding House		20.40.400
6. Interpretation of Development Code	15 days	20.10.050, 20.10.060, 20.30.020
7. Rights-of-Way Use	30 days	12.15.010 – 12.15.180
8. Shoreline Exemption Permit	15 days	Shoreline Master Program
9. Sign Permit	30 days	20.50.530 – 20.50.610
10. Site Development Permit	60 days	20.20.046, 20.30.315, 20.30.430
11. Deviation from Engineering Standards	30 days	20.30.290
12. Temporary Use Permit	15 days	20.40.100, 20.40.540
13. Clearing and Grading Permit	60 days	20.50.290 – 20.50.370
14. Planned Action Determination	28 days	20.90.025
<u>15. Administrative Design Review</u>	<u>28 days</u>	<u>20.30.297</u>

...

20.30.297 Administrative Design Review (Type A)

Administrative Design Review approval shall be granted by the Director upon his/her finding that:

1. The design meets the requirements of the applicable code subsections.
2. Departures from the design standards in the applicable chapter shall be consistent with the purposes or intent of each subsection and be justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.
 - a. Dimensional standards in Table 20.92.020(B) regarding setbacks and building envelope cannot be departed from in the Town Center District.
 - b. No departure from standards is allowed in Transition Overlay and the TC-4 zone.

20.40.020 Zones and map designations.

The following zoning and map symbols are established as shown in the following table:

ZONING	MAP SYMBOL
RESIDENTIAL	
(Low, Medium, and High Density)	R-4 through 48 (Numerical designator relating to base density in dwelling units per acre)
NONRESIDENTIAL	
Neighborhood Business	NB
Office	O
Community Business	CB
Mixed-Use Zone	MUZ
Industrial	I
Campus	CCZ, FCZ, PHZ, SCZ ¹
Special Overlay Districts	SO
North City Business District	NCBD
<u>Town Center District</u>	<u>TCD: TCD-1, TCD-2, TCD-3, TCD-4</u>
Planned Area	PA

¹ CCZ refers to the CRISTA Campus; FCZ refers to the Fircrest Campus; PHZ refers to the Public Health Laboratory Campus; and SCZ refers to Shoreline Community College Campus.

20.40.050 Special districts.

- A. **Special Overlay District.** The purpose of the special overlay (SO) district is to apply supplemental regulations as specified in this Code to a development of any site, which is in whole or in part located in a special overlay district (Chapter 20.100 SMC, Special Districts). Any such development must comply with both the supplemental SO and the underlying zone regulations.
- B. **Subarea Plan District.** The purpose of a subarea plan district is to implement an adopted subarea plan using regulations tailored to meet the specific goals and policies established in the Comprehensive Plan for the subarea.
 - 1. **North City Business District (NCBD).** The purpose of the NCBD is to implement the vision contained in the North City Subarea Plan. Any development in the NCBD must comply with the standards specified in Chapter 20.90 SMC.
 - 2. **Town Center District (TCD).** The purpose of the TCD is to implement the vision and policies contained in the Town Center Subarea Plan. Any development in TCD must comply with the standards specified in Chapter 20.92 SMC.
- C. **Planned Area (PA).** The purpose of the PA is to allow unique zones with regulations tailored to the specific circumstances, public priorities, or opportunities of a particular area that may not be appropriate in a city-wide land use district.
 - 1. **Planned Area 2: Ridgecrest (PA 2).** Any development in PA 2 must comply with the standards specified in Chapter 20.91 SMC.
 - 2. **Planned Area 3: Aldercrest (PA 3).** Any development in PA 3 must comply with the standards specified in Chapter 20.93 SMC. (Ord

Section 6. Amendment. Shoreline Municipal Code 20.40.110 is amended to read as follows:

20.40.110 Use tables.

- A. The land use tables in this subchapter determine whether a specific use is allowed in a zone. The zone designation is located on the top of each column and the specific use is located on the horizontal rows. The land use table for the TCD is located in SMC 20.92.020(A).

... [B-H unchanged]

20.50.021 Development in the mixed-use zone (MUZ)

Development in the MUZ zone shall meet the following requirement:

- A. All developments in the MUZ zone ~~is~~ are subject to ~~administrative design review as approved by the Director~~ Design Review Approval in SMC 20.30.297. ~~The Director is authorized to adopt and amend design guidelines by administrative order.~~

20.91.040 ~~Administrative d~~Design review.

- A. **Applicability.** ~~Administrative d~~Design review will be required for developments in Ridgecrest Commercial Planned Area 2 that are 1.5 acres or more and that meet one of the thresholds in SMC 20.50.125.
- B. **Standards for Approval.** When design review is required, the applicant will demonstrate that plans satisfy the criteria in SMC 20.30.297 ~~unless approved as a design departure by the department director consistent with the intent of each subsection.~~
- C. **Design Departures.** A permit applicant wishing to modify any of the standards in this chapter may apply for a design departure under SMC 20.30.297. A design departure will be approved if it is consistent with the intent of each subsection and it meets or exceeds the standard design objective. ~~The director's decision may be appealed to the hearing examiner with substantial weight given to the director's decision.~~

CITY OF SHORELINE

Town Center Subarea Planned Action Final Supplemental Environmental Impact Statement



Prepared by:

July 2011

City of Shoreline
Planning and Development Services
17500 Midvale Avenue N
Shoreline, WA 98133

Table of Contents

- 1. SUMMARY 1
 - 1.1 Introduction 1
 - 1.2 Potential Changes to the Proposed Action..... 1
 - 1.3 Public Comments on DEIS and Lead Agency Responses..... 2
 - 1.4 Factual Corrections to DEIS..... 3

List of Appendices

- APPENDIX A: Draft SEIS
- APPENDIX B: Public Comments on Draft SEIS
- APPENDIX C: Planning Commission's Recommended Town Center Subarea Plan
- APPENDIX D: Planning Commission's Recommended Town Center Code

Acronyms

ADT- Average Daily Trips
AQI- Air Quality Index
BRT- Bus Rapid Transit
CIP- Capital Improvement Program
DAHPP- 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

Fact Sheet

Project Title

City of Shoreline Town Center Subarea Plan and Town Center Code

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 commercial/retail/restaurant space

This Environmental Impact Study (EIS) also includes a general discussion of the three alternatives that were 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 has been developed and will be presented to the City Council in July 2011, which will require Council adoption of a separate ordinance and Parks Master Plan. Because the preferred alternative had yet to be selected for the Park at Town Center at the time the DEIS was published, a project-specific SEPA Checklist was prepared 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 Improvement Project, N 165th Street- N 185th Street 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.

Public Comment

The Draft SEIS was issued on May 10, 2011. A public comment period was held between May 10, 2011 and June 9, 2011. A public meeting before the City of Shoreline Planning Commission regarding the Draft SEIS was held on June 2, 2011.

One comment was received during the public comment period, which is included (along with the lead agency's response) in Chapter 1 of this Final SEIS.

Date of Final SEIS Issuance

July 8, 2011

Date of Implementation

City Council approval of the proposal is anticipated on July 25, 2011.

Availability/Purchase of the Final 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 Final SEIS are also available on CD for \$2.00.

This page intentionally left blank.

Chapter 1: Addendum to DEIS

1.1 Introduction

Per WAC 197-11-560, the lead agency shall prepare a final environmental impact statement (FEIS) that considers and responds to all comments on the proposal evaluated in the draft environmental impact statement (DEIS). If changes in response to comments on the DEIS are minor and are largely confined to factual corrections, or do not warrant further agency response, the lead agency may prepare an addendum, which shall consist of the comments, the responses, the changes, and an updated fact sheet. In these situations, the FEIS consists of the DEIS and the addendum. As detailed below in Section 1.3, only one comment was received on the DEIS during the 30 day public comment period. The DEIS is included as Appendix A; the comments are included as Appendix B.

1.2 Potential Changes to the Proposed Action that May be Adopted by the City Council

The analysis in the DSEIS was based on the proposed action as of late April 2011 (April 29 Draft Town Center Subarea Plan and March 31 Draft Town Center Code). Since that time, the City of Shoreline Planning Commission has held a number of study sessions (May 5) and public hearings (June 2, June 16, and June 30), during which they directed City staff to make minor changes to the proposed action.

On June 16, the Planning Commission finalized its recommendation to the City Council on the Town Center Subarea Plan, which included (as compared to the April 29 Draft) minor revisions to the text of the introduction, vision statement, and policies (to fix grammatical/editing errors and provide additional clarification); revised and additional graphics; and the addition of one new policy (Policy TC-22), which recognizes the unique orientation and history of Firlands Way.

On June 30, the Planning Commission finalized its recommendation to the City Council on the Town Center Code, which included minor revisions (as compared to the March 20 Draft) to sections on transition overlays, permitted uses, off-street parking requirements (the initial proposal to reduce parking standards as compared to those required in the rest of the City has been removed, although parking reductions of up to 50% may still be permitted subject to the Planning Director's approval), site and building design standards, landscaping, and individual street cross-section standards (to be consistent with the Transportation Master Plan's Master Street Plan).

These revisions, if adopted by the City Council, would not result in any substantive changes to the proposed action as it was analyzed in the DEIS. All revisions were developed to result in a net positive benefit related to potential environmental impacts (most notably in regards to land use, aesthetics, transportation, and parking) that could result from the proposed action. These revisions

were initiated by City staff and the Planning Commission, and not based on public comments on the DEIS. As such, additional environmental analysis is not required in this FEIS.

The Planning Commission recommendations for the Town Center Subarea Plan and Town Center Code are included as Appendices C and D, respectively.

1.3 Public Comments on DEIS and Agency Responses

As noted above, the City of Shoreline received one comment on the DEIS during the public comment period, which ran from May 10, 2011 to June 9, 2011 and included a June 2, 2011 Planning Commission public hearing in which members of the public were invited to comment on the DEIS. The following comment was sent to Paul Cohen, Senior Planner by email on May 10 (and forwarded to David Levitan, AICP, Associate Planner on May 11) by Michael Derrick, the General Manager of the Ronald Wastewater District, which provides sanitary sewer service in the City of Shoreline:

Comment 1

Paul: I noticed this text in the subarea plan: "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." (pg 55) This is not correct. The interlocal agreement expires in 2017.

Recently, the City Manager responded this way to a question regarding the acquisition of RWD: "She was also asked whether the city will eventually take over Ronald Wastewater, and she said that there is an agreement to look into the wisdom of such a plan after 2017."

By the way, let's not wait until 2017 to "even better" incorporate wastewater review into the City's development review process. We're open to ideas to improve right now!

Michael

Agency Response to Comment 1

The commenter was correct in his assertion that the City of Shoreline has previously indicated that it will not consider acquiring the Ronald Wastewater District until after the existing interlocal agreement between the two agencies expires in 2017. As such, the DEIS was factually incorrect. This factual inaccuracy was limited to a brief discussion of potential impacts to utilities in Chapter 7.1.3 (page 55) of the DEIS, and is not included anywhere in the proposed action (Town Center Subarea Plan and Development Code).

The City of Shoreline acknowledges the remainder of the comment regarding the potential to improve wastewater review into the City's development review process.

1.4 Factual Corrections to the DEIS

During the course of the June and July 2011 public hearings for the Town Center Subarea proposal, the Draft SEIS was reviewed by members of the City of Shoreline Planning Commission and City Council. As part of their review, two factual inaccuracies were brought to City staff's attention. While these did not occur during the Draft SEIS public comment period, they are noted below.

Comment 1 (City of Shoreline Deputy Mayor Will Hall)

In a July 1 email, Deputy Mayor Hall asked the following question: "On page 69, Table 8-2, is there a typo in the PM peak LOS for 185th and Aurora? Delay goes up, but LOS improves from C to A?"

City Response to Comment 1

Upon reviewing Table 8-2, City staff identified that there was a typographical error (typo). The level of service (LOS) for the intersection at N 185th Street and Aurora Avenue N was listed as LOS A for the Year 2030 projection, but should have been listed as LOS E. However, because LOS E has been deemed an acceptable level of service for the Aurora Avenue Corridor, it does not change the analysis included in the Draft SEIS, which concluded that future traffic levels at the intersection would still be acceptable, and thus would not constitute a significant environmental impact.

Comment 2 (City of Shoreline Planning Commissioner Donna Moss)

In a conversation with Associate Planner David Levitan, Planning Commissioner Moss noted that while the proposal envisions restaurants and food services as part of the future Town Center Subarea, the King County Greenhouse Gas Emissions Worksheet (Appendix A of the Draft SEIS) prepared for the proposal did not include any square footage under the Food Sales or Food Services land use categories in the worksheet.

City Response to Comment 2

In response to that comment, the City revised the worksheet so that Food Sales and Food Services accounted for 40,000 sf of the 200,000 sf of commercial, retail, and restaurant uses that would be covered by the Planned Action. Because food service and sales have higher energy and transportation emissions than general retail uses, this resulted in an approximately 2.8% increase in the proposal's greenhouse gas emissions (approximately 45,000 metric tons of carbon equivalents). While an increase, this would not constitute a significant environmental impact beyond that included in the Draft SEIS analysis.

This page intentionally left blank.

Appendix B- Public Comments on Draft SEIS

David Levitan

From: Michael U. Derrick [mderrick@ronaldwastewater.org]
Sent: Wednesday, May 11, 2011 10:24 AM
To: David Levitan
Subject: Fwd: Town Center subarea Plan

David: This is more appropriately sent to you rather than Paul.
Michael

----- Original Message -----

Subject: Town Center subarea Plan
Date: Tue, 10 May 2011 13:03:08 -0700
From: Michael U. Derrick <mderrick@ronaldwastewater.org>
Organization: Ronald Wastewater District
To: pcohen@shorelinewa.gov
CC: Mark Relph <mrelph@shorelinewa.gov>

Paul: I noticed this text in the subarea plan: "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." (pg 55) This is not correct. The interlocal agreement expires in 2017.

Recently, the City Manager responded this way to a question regarding the acquisition of RWD: "She was also asked whether the city will eventually take over Ronald Wastewater, and she said that there is an agreement to look into the wisdom of such a plan after 2017."

By the way, let's not wait until 2017 to "even better" incorporate wastewater review into the City's development review process. We're open to ideas to improve right now!

Michael

--
Michael U. Derrick
General Manager
Ronald Wastewater District
Shoreline, Washington
mderrick@ronaldwastewater.org
www.ronaldwastewater.org
(206) 546-2494 (Phone)
(206) 546-8110 (Fax)



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

June 30, 2011 | List of Exhibits

- Exhibit 30** Updated Proposed Town Center Development Code, dated 6/23/11
- Exhibit 31** June 30, 2011 Staff Report "Continued Public Hearing on Town Center Development Code"
- Exhibit 32** Commissioner Moss comments with staff's response for 6/30 meeting
- Exhibit 33** Email (with two attachments) from Joe Tovar, Director Planning & Development Services, to Plancom regarding "Two final staff recommended revisions to the Town Center Code", sent 6/30/11
- Att 1 – Examples of non-Shoreline auto dealership landscaping
 - Att 2 – Illustrations of landscape construction alternative landscape construction materials and heights
- Exhibit 34** Letter from Boni Biery, dated 6/30/11
- Exhibit 35** Aurora Improvements Maps
- Exhibit 36** Letter from the Master Builders Association regarding the Town Center Code Amendments, received 6/30/11