

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 609, Amending the Comprehensive Plan by Adding the Town Center Subarea Plan and Amending the City's Development Code with the Town Center District 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 checked="" type="checkbox"/> X <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input 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 reflected 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. The Subarea Plan also provides the policy direction to the accompanying proposed Town Center District ("District") amendments to the City's Development Code.

After holding a series of study meetings and public hearings, on June 11, 2011 the Planning Commission deliberated and recommended that the City Council adopt the proposed Subarea Plan.

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

At the July 5, 2011 City Council Study Session, staff presented and responded to questions about the Planning Commission recommended Town Center Subarea Plan and the Supplemental Environmental Impact Statement (SEIS) for the Subarea Plan.

At the July 11, 2011 Council meeting, staff presented 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 adopt 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

Staff recommends that the Council complete their deliberations and adopt Ordinance No. 609, amending the comprehensive plan by adding the Town Center Subarea Plan and amending the city's development code with the Town Center District Development Regulations as amended.

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

SEPA and Planned Action

The proposed Subarea Plan and District development regulations were reviewed pursuant to the requirements of the State Environmental Policy Act (SEPA), RCW 43.21C. The final SEIS was included in the Council packet of July 11, 2011. This report can be found at this link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2011/Staffreport071111-9a.pdf> . 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 Questions and Amendments

Council provided staff with a number of suggested amendments to the proposed development regulations. Staff has developed a matrix to respond to Council's questions and address their suggested amendments (Attachment B).

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

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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

Staff recommends that the Council complete their deliberations and adopt Ordinance No. 609, amending the comprehensive plan by adding the Town Center Subarea Plan and amending the city's development code with the Town Center District Development Regulations as amended.

ATTACHMENTS

Attachment A – Ordinance No. 609

Exhibit A – Amendments to Chapter 20.20 of the SMC

Exhibit B – Town Center District Development Regulations

Attachment B - Matrix of Council Amendments and Questions

ORDINANCE NO. 609

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, WHICH AMENDS THE COMPREHENSIVE PLAN BY ADDING THE TOWN CENTER SUBAREA PLAN AND ADDING TOWN CENTER LAND USE TO THE LAND USE MAP; ADDING TOWN CENTER DISTRICT AS A NEW SUBAREA DISTRICT TO THE MUNICIPAL CODE TO INCLUDE DEFINITIONS, DESIGN REVIEW, DEVELOPMENT REGULATIONS, EXPEDITED PERMIT REVIEW FOR APPLICATIONS THAT MEET PLANNED ACTION CRITERIA, AND AMENDMENT TO THE ZONING MAP; AND AMENDING SMC CHAPTERS 20.20, 20.30, 20.40, 20.50, AND 20.91; AND ADDING A NEW CHAPTER 20.92

WHEREAS, the City of Shoreline has adopted a comprehensive plan under the provisions of Chapter 36.70A RCW that includes policies for the creation of a subarea plan for Town Center; and

WHEREAS, the Washington State Growth Management Act authorizes the preparation of subarea plans; and

WHEREAS, the City of Shoreline has prepared the Town Center Subarea Plan, conducted a thorough review of the development anticipated within the Town Center Subarea, and prepared a Planned Action Supplemental Environmental Impact Statement (SEIS) under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW supplementing the EIS adopted in 2008 for the Comprehensive Plan, that considered the impacts of the anticipated development within the Town Center District consistent with the subarea plan, provides for mitigation measures, and other conditions to ensure that future development will not create adverse environmental impacts; and

WHEREAS, the City of Shoreline conducted an extensive public participation and review process for preparation of the proposed Subarea Plan and proposed development regulations that modify the Development Code; and

WHEREAS, the Planning Commission and City Council conducted public hearings so the public had an opportunity to comment on the proposed Subarea Plan and proposed development regulations that modify the Development Code, Shoreline Municipal Code Title 20; and

WHEREAS, the provisions of Chapter 43.21C.031 RCW and the regulations issued thereunder provide for the designation of planned actions within geographic areas that are less extensive than a municipality's jurisdictional boundaries allowing expedited project review where substantial comprehensive planning and environmental review have been completed prospectively; and

WHEREAS, the City of Shoreline designates the Town Center District as a special district with projects qualified as planned actions consistent with RCW 43.21.031, WAC 197.11.164 to .172, and Shoreline Municipal Code 20.40.050; and

WHEREAS, the City of Shoreline desires to adopt the Town Center Subarea Plan, and the Town Center District to implement the Subarea Plan, and incorporate expedited review of land use actions designated as planned actions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Findings. The City Council finds that:

1. A subarea plan has been prepared and is adopted by the Council under the provisions of the Growth Management Act, Chapter 36.70A RCW, for the Town Center Subarea, located within the City of Shoreline city limits. The Town Center Subarea Plan (hereafter "Subarea Plan") amends the City's Comprehensive Plan.
2. A Supplemental Environmental Impact Statement (hereafter "SEIS") has been prepared and issued pursuant to Chapter 43.21C RCW in conjunction with the adoption of the Subarea Plan and the special district designated as the Town Center District in the Development Code.
3. The Subarea Plan, Town Center District regulations, and SEIS have addressed all significant environmental impacts associated with planned actions within the Town Center District.
4. The City's development regulations and standards for the Town Center District are adequate to mitigate the significant adverse environmental impacts anticipated by development consistent with the Subarea Plan.
5. The application of the expedited permit review procedures will benefit the public, adequately protect the environment, and enhance the economic development of the Town Center District.
6. Public involvement and review of the Subarea Plan, Town Center District regulations, and the SEIS have been extensive and ensure a substantial relationship to the public interest, health, safety, and welfare.
7. The uses allowed within the Town Center District zone and regulated by its development regulations will implement the Subarea Plan.

Section 2. Amendment to Comprehensive Plan and Land Use Map. The Comprehensive Plan and Land Use Map are amended by the addition of the Town Center Subarea Plan, filed with the City Clerk under Clerk's Receiving #6407.

Section 3. Amendment to Zoning Map. The Official Zoning Map is amended to adopt the Town Center District, filed with the City Clerk under Clerk's Receiving #6408.

Section 4. Amendment. Chapter 20.20 of the Shoreline Municipal Code is amended by adding the definitions set forth in Exhibit A.

Section 5. Amendment. Table 20.30.040 is amended to read as follows:

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 Breakfast, Boarding House	120 days	20.40.120, 20.40.250, 20.40.260, 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. Design Review</u>	<u>28 days</u>	<u>20.30.297</u>

...

Section 6. New Section. A new section, SMC 20.30.397, is adopted as follows:

20.30.297 Design Review (Type A)

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 or 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.

Section 7. Amendment. Shoreline Municipal Code 20.040.020 is amended to read as follows:

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.

Section 5. Amendment. Shoreline Municipal Code 20.40.050 is amended to read as follows:

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.

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]*

Section 8. Amendment. Shoreline Municipal Code 20.50.021 is amended to read as follows:

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.~~

Section 9. Amendment. Shoreline Municipal Code 20.91.040 is amended to read as follows:

20.91.040 Administrative design review.

- A. **Applicability.** Administrative 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.~~

Section 10. New Chapter. A new Chapter 20.92, Town Center District, is hereby added to the Development Code, SMC Chapter 20 to read as set forth in Exhibit B, attached hereto and incorporated herein by this reference as if set forth in full.

Section 11. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

Section 12. Third Party Liability. This ordinance does not create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of these regulations. No provision or term used in these regulations is intended to impose any duty whatsoever upon the City or any of its officers, employees, or agents. Notwithstanding any language used in this ordinance, it is not the intent of this ordinance to create a duty and/or cause of action running to any individual or identifiable person, but rather any duty is intended to run only to the general public.

Section 13. Effective Date and Publication. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON July 25, 2011.

Mayor Keith A. McGlashan

ATTEST:

APPROVED AS TO FORM:

Scott Passey, CMC
City Clerk

Ian Sievers
City Attorney

Date of Publication:
Effective Date:

20.20 Definitions.

...

20.20.012 B definitions.

Building articulation The emphasis to 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's an option for commercial storefronts or landscaped setbacks along the street with the option of ground floor residential or commercial uses.

20.20.020 F definitions.

Frontages Facilities between the curb and private development along streets – typically curbs, amenities, and sidewalks.

20.20.022 G definitions.

Greenlink Street Refers to a street and/or segment of a street envisioned to have or maintain landscaped building setbacks along the street. See Figure 20.92.030 for the location of designated Landscaped Streets and SMC 20.92.050(C)(1)(B) for the description and applicable standards for properties fronting on designated Landscaped 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.

Public places

See SMC 20.92.060(F) for the description, standards, and guidelines for public places.

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**

A pedestrian-oriented façade placed up to the edge of a public sidewalk.

Storefront Street

Refers to a street or segment of a street where envisioned to have storefronts placed up to the edge of the sidewalk. See Figure 20.92.030 for the location of designated Storefront Streets and SMC 20.92.060(B)(1) for the description and applicable standards for properties fronting on designated Storefront Streets.

20.20.048 T definitions.**Transparent Window**

A window that is capable of transmitting light so that objects or images can be seen as if there were no intervening material variation in roof form.

Trellis

A frame supporting open latticework used as a screen or a support for growing vines or plants.

20.20.054 W definitions.**Walkways**

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

Town Center District

- 20.92.010 Purpose**
- 20.92.020 Zoning, Land Use, and Form**
- 20.92.030 Street Types and Pedestrian Circulation Map**
- 20.92.040 Neighborhood Protection Standards**
- 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**

20.92.010 Purpose.

- A. 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.
- B. Set forth a procedure designating certain land use actions within the boundaries of the geographic area described in the Town Center Subarea Plan as Town Center District as "planned actions" consistent with RCW 43.21.031, WAC 197-11-164 to 197-11-172, and SMC 20.30.640.
- C. Planned action projects that are within the scope of the planned action EIS determination shall not require a SEPA threshold determination and 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
- D. 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 20.92.030.

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.

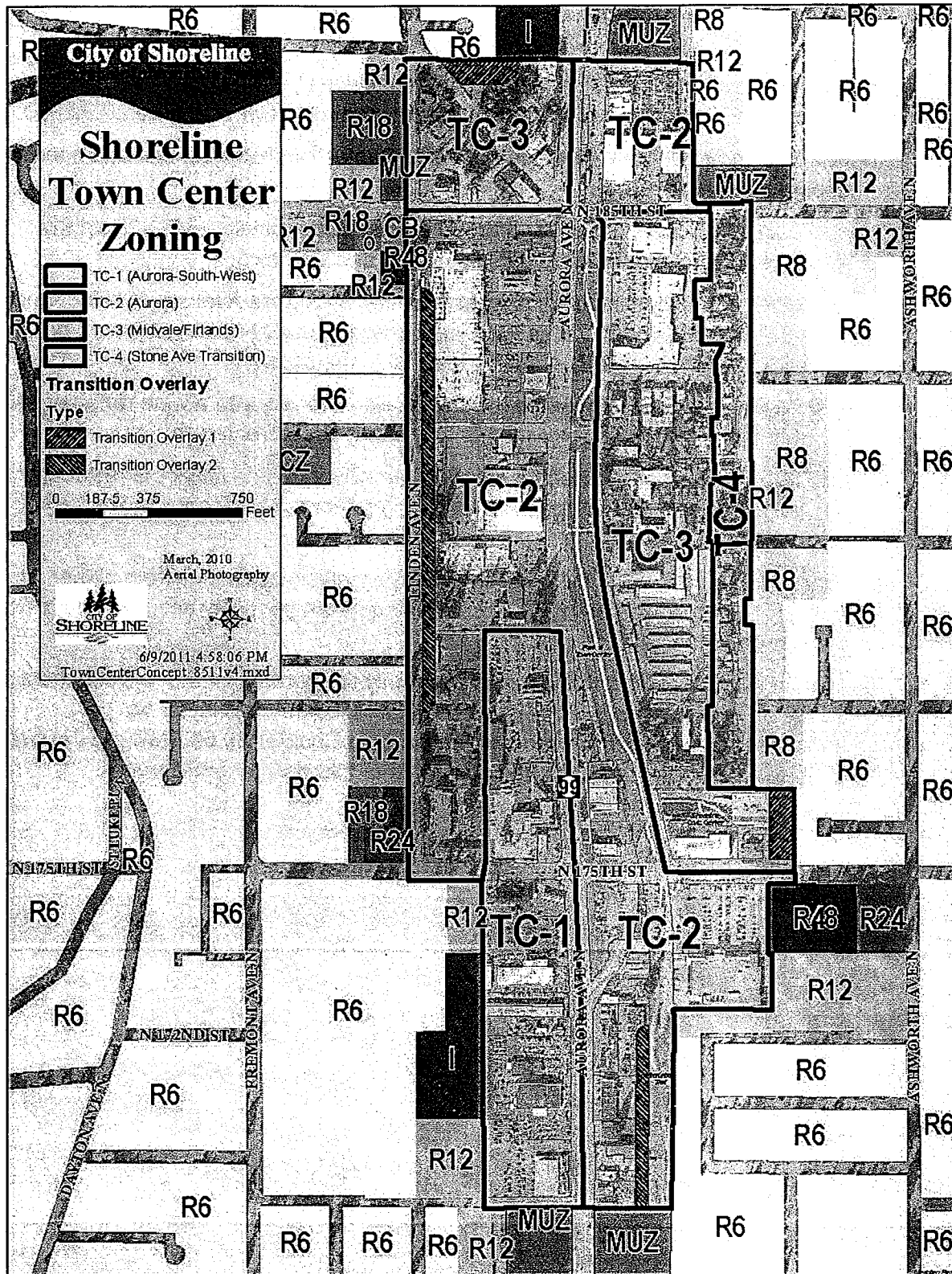


Figure 20.92.020

- 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." Permitted uses do not include the approval processes in the general categories, such as 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				
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					
Wrecking Yards					
General Manufacturing					
Adult Use Facility					

PERMITTED USES

PROHIBITED USES

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 <i>Aurora SW</i>	TC-2 <i>Aurora</i>	TC-3 <i>Midvale/ Firlands</i>	TC-4 <i>Stone Ave Res</i>	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%	(7)

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 20.92.030 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 20.92.040.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.
- (7) Hardscape requirement for underlying zone is applicable.

20.92.030 Street Types and Pedestrian Circulation.

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

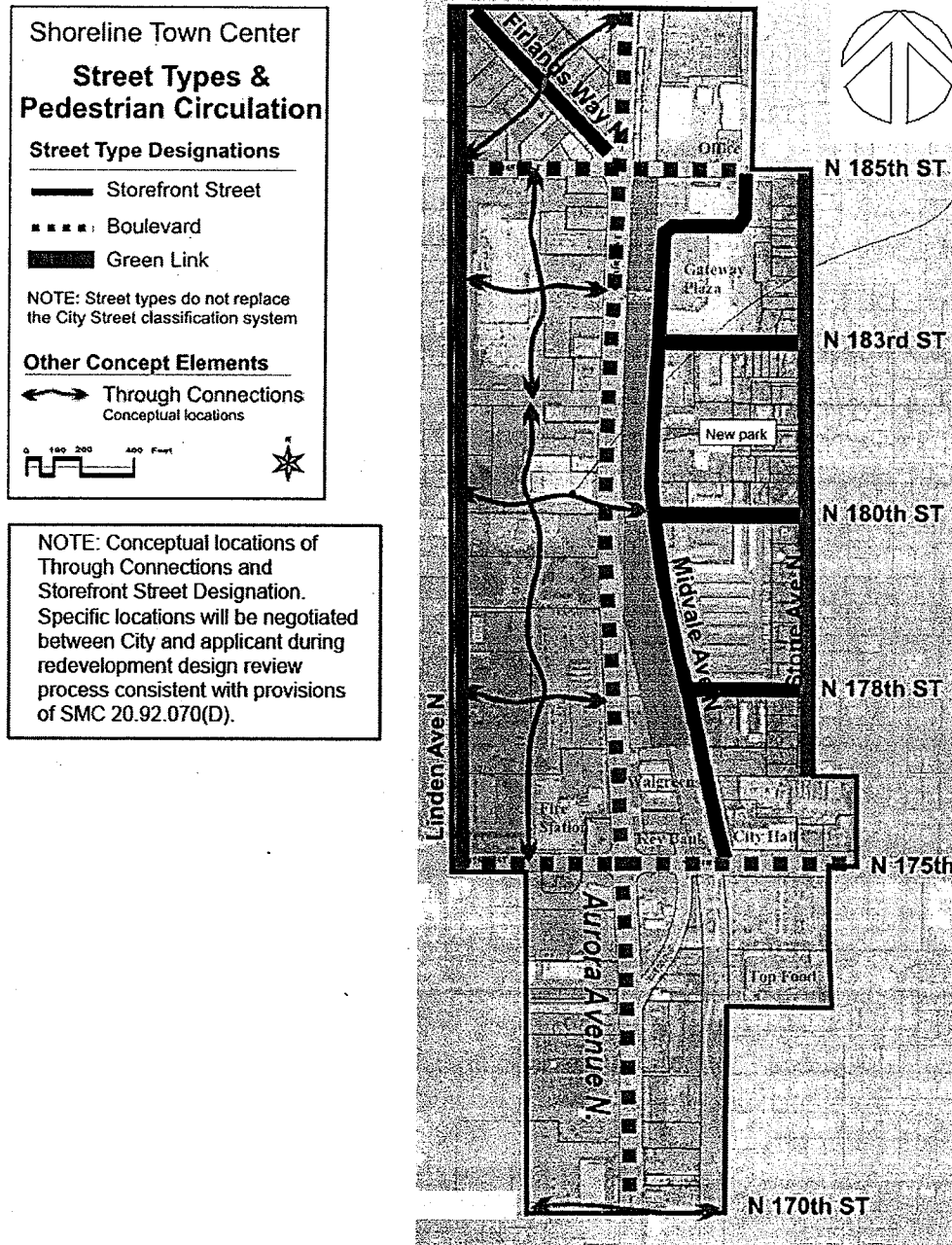


Figure 20.92.030

20.92.040 Neighborhood Protection Standards.

A. Purpose

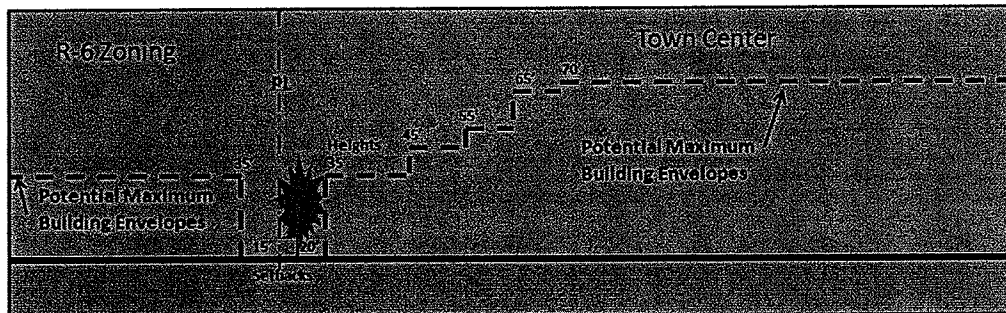
- Minimize negative impacts of Town Center development on adjacent single family neighborhoods.
- Enhance residential neighborhoods on both sides of Linden and Stone Avenue North.

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.

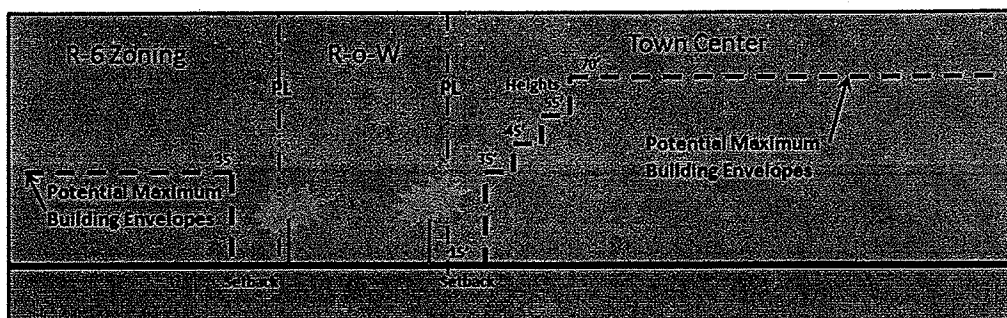
C. Building Heights

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. Traffic Impacts

All development in the Town Center shall conduct a traffic impact study per city guidelines. 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.

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 percent of all healthy, significant trees for each parcel must be preserved in TC-4 and Transition Overlays portions of private property per SMC 20.50.290.

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

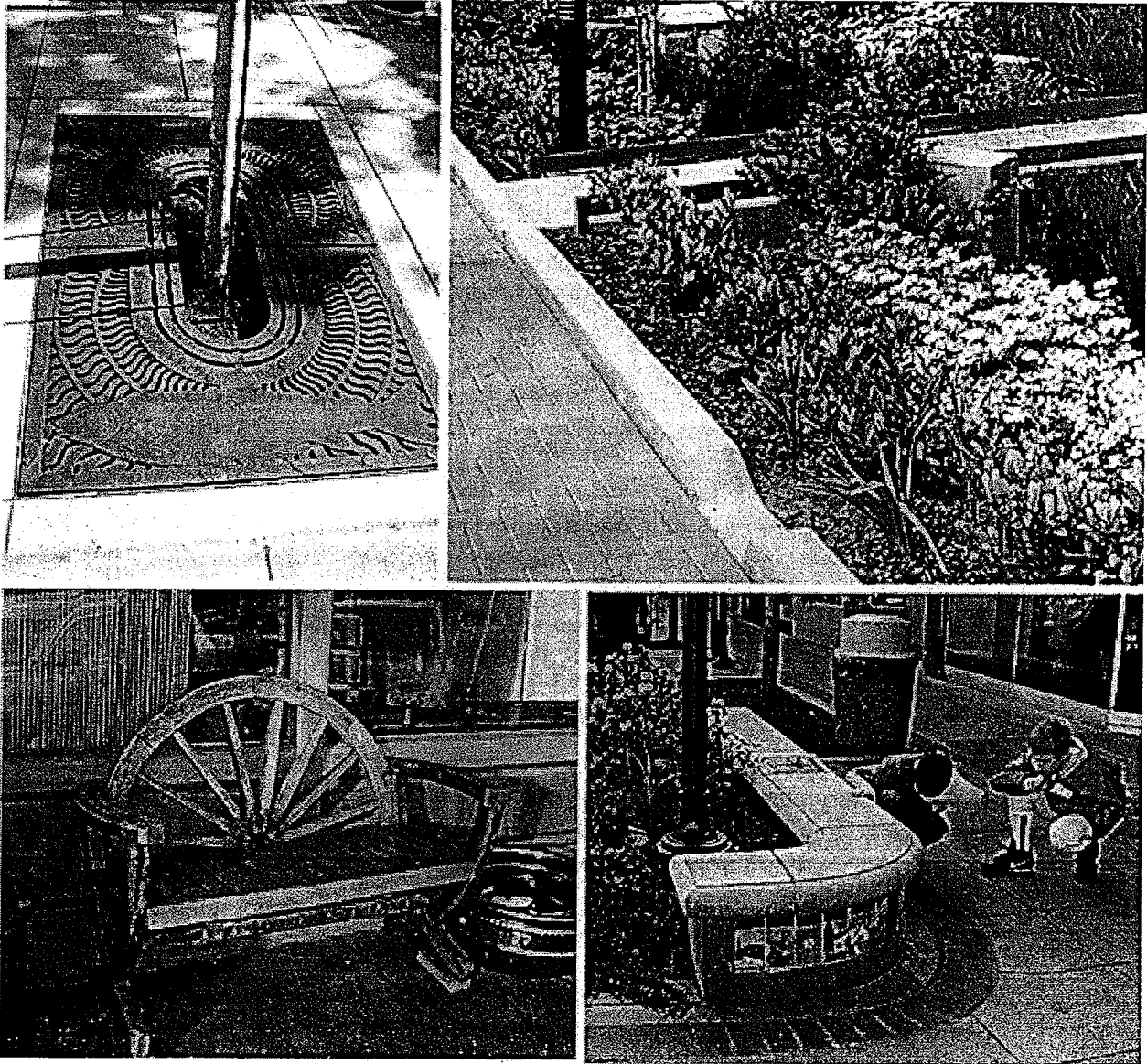
The standards in this section apply only to the sidewalks and the amenity zone in the public rights-of-way. These standards shall meet the City's Engineering Development Guide design criteria. Where there is a conflict, the Director shall determine which applies.

C. Design

1. In accordance with the Master Street Plan of the Transportation Master Plan, Storefront and Greenlink Street frontages, as depicted on Figure 20.92.030, 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 policy direction of the Town Center Subarea Plan.
- 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. One to two-foot candles and between 10-foot and 15-foot in height for sidewalk areas. 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.

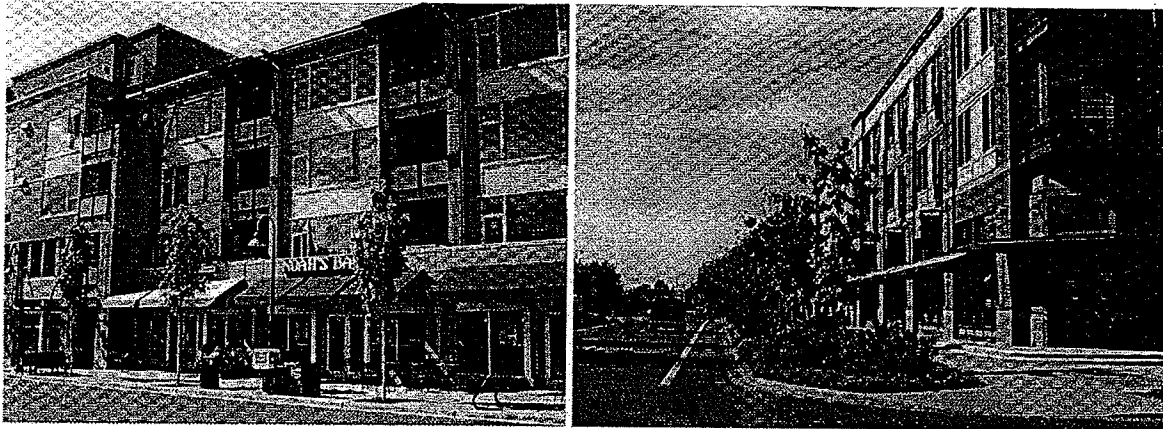
B. Site Frontage

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.

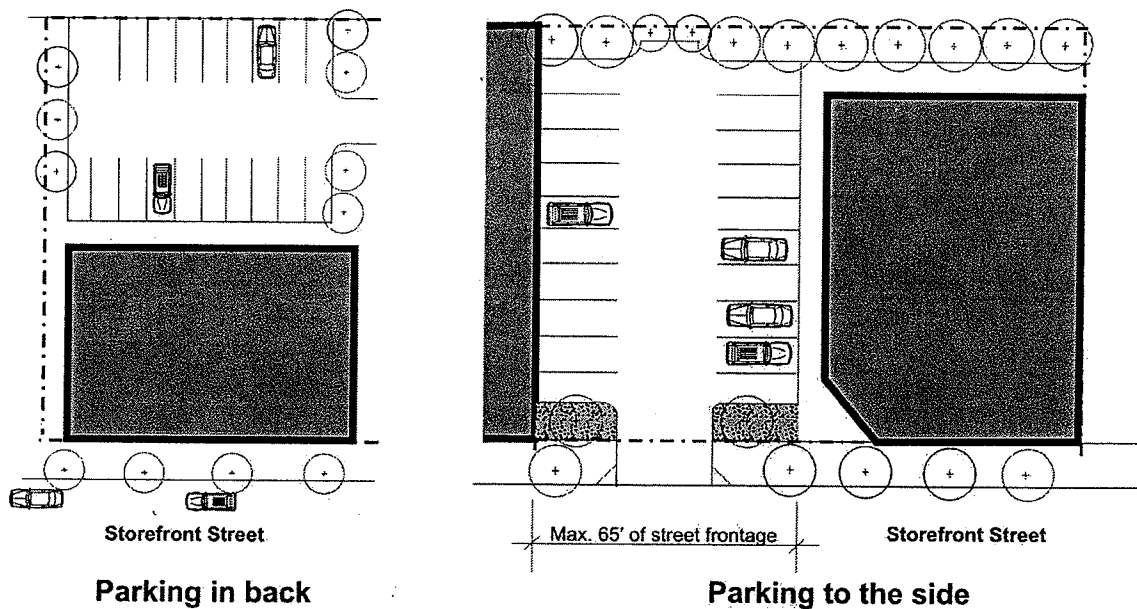
Development abutting street frontages as designated within the Town Center per Figure 20.92.030 shall meet the following standards.

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. Minimum transparent window area is 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. Minimum weather protection 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 is not 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

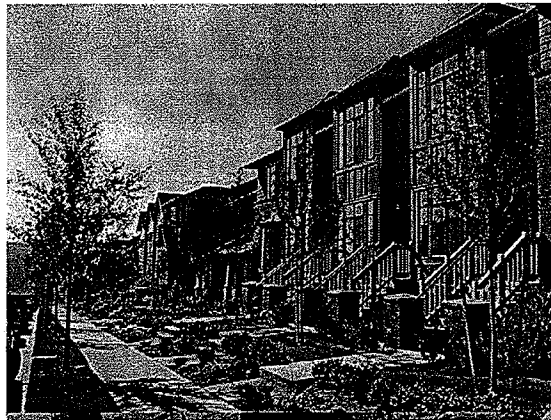
2. Greenlink Streets

- a. Minimum front yard setback is 15 feet. Porches and entry covers may project 6 feet into the front yard setbacks;
- b. Transparent window area is 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. Minimum weather protection is 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 is 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. Minimum transparent window area is 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. Minimum weather protection at least five feet in depth, along at least 80 percent of the façade width, including building entries; and
- c. Maximum front yard setback is 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.

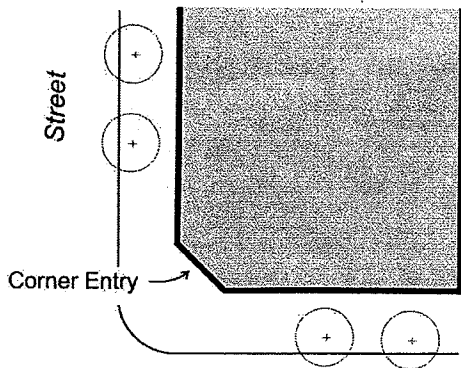


Landscaped yards

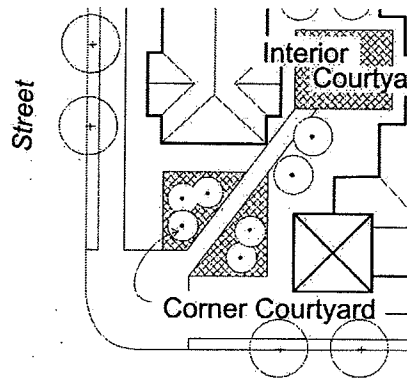
C. Corner Sites

- 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;
 - 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).



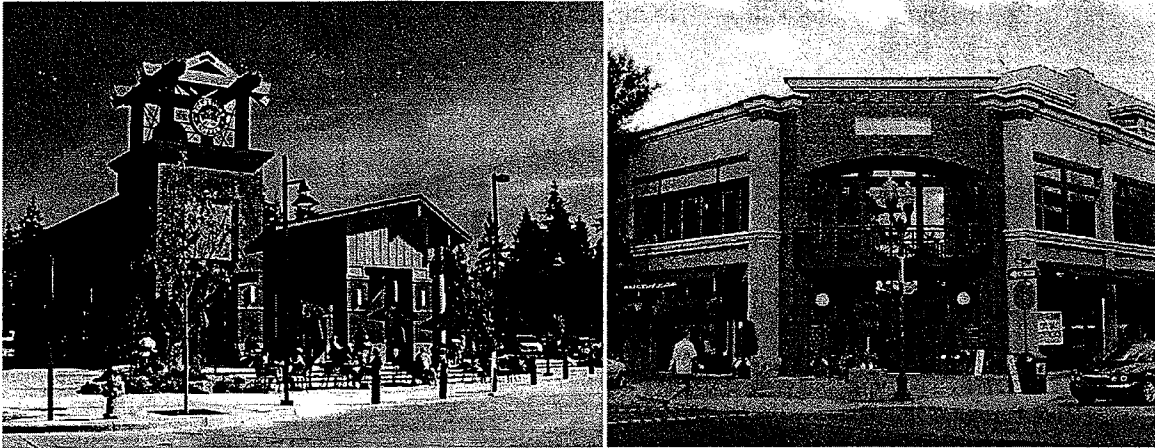
Building placed up to the street corner with entry



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.

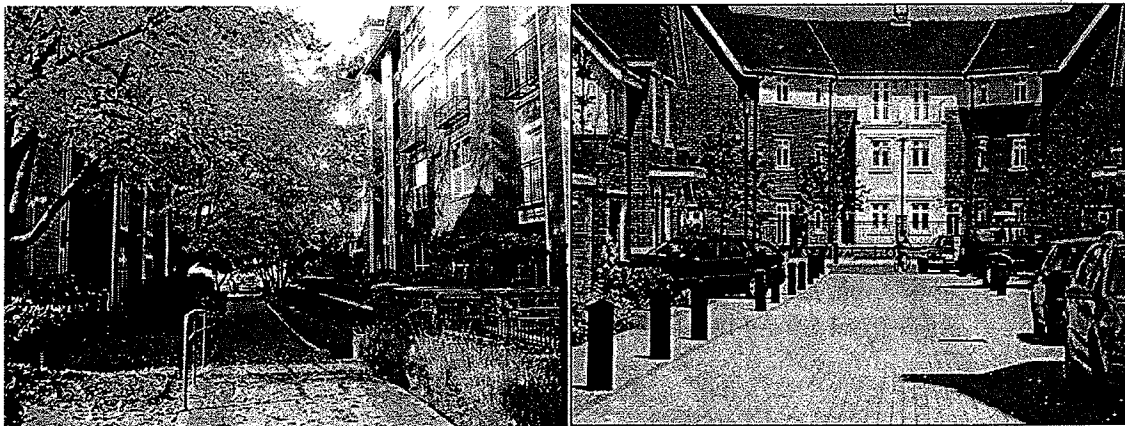


Building corners

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 20.92.030).

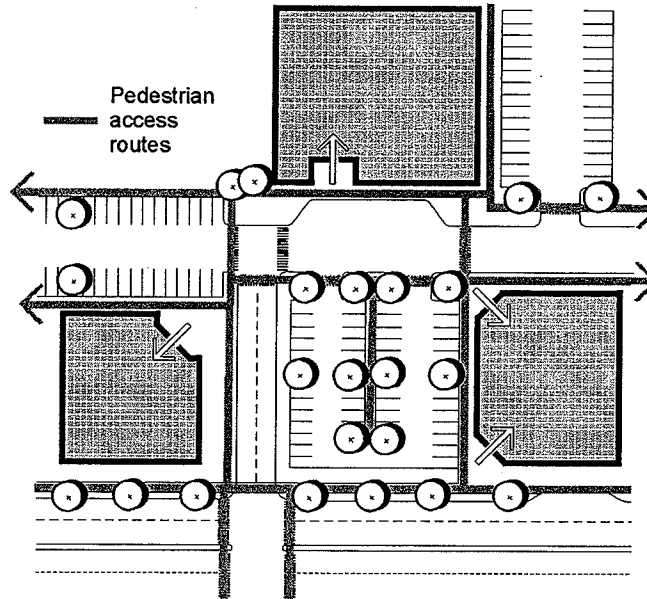
Walkways and Through-connections shall be connected, and may be combined as long as standards of both can be met. The east-west connection aligned with N.180th may be a combination of vehicle access or street and a pedestrian Through-connection. North-south connections can be used as alley access or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



Through-connections

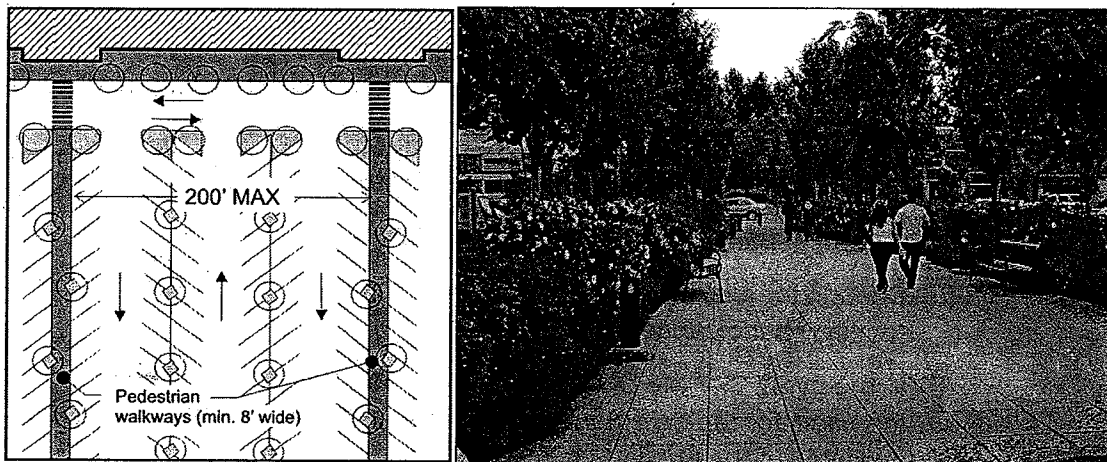
- a. All buildings shall have visible, clear, and illuminated walkways between the main building entrance and a public sidewalk. The walkway shall be at least eight feet wide;
- b. Continuous pedestrian walkway shall be provided to the entries of all businesses and the entries of multiple commercial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



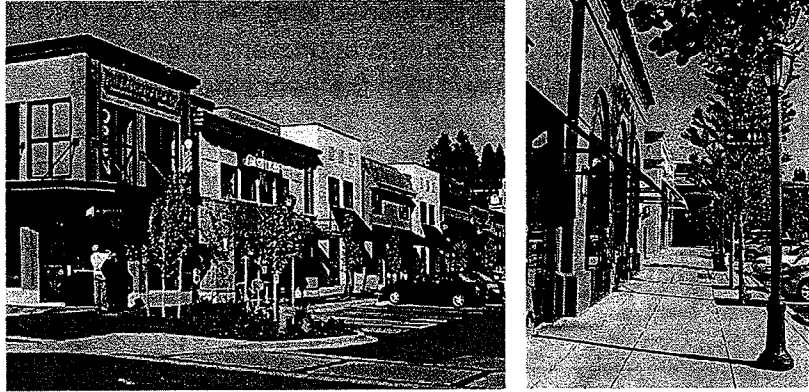
Well-connected walkway network

- 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 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.

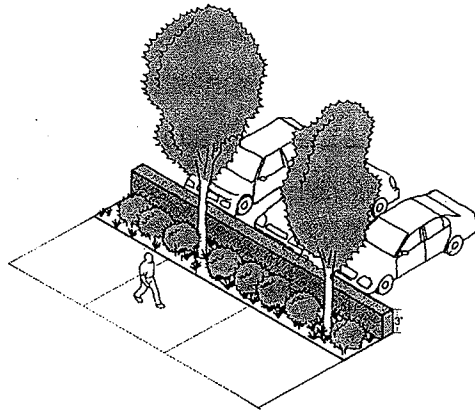
2. Parking lot landscaping

The following provisions shall supplement the landscaping standards set forth in Subchapter 7 of SMC 20.50.450. Where there is a conflict, the standards herein shall apply. All parking lots and loading areas shall meet the following requirements:

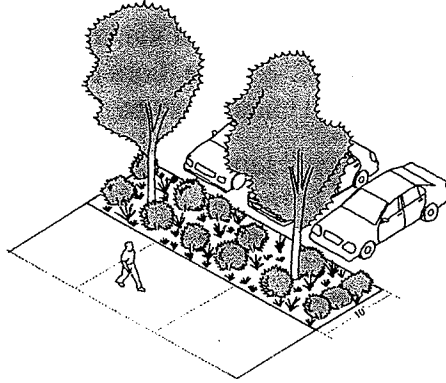
- a. Provide a 5-foot wide, Type II landscape that incorporates a continuous masonry wall between 3 and 4 feet in height. The landscape shall be between the public sidewalk or residential units and the wall (see SMC 20.50.460 for details); or
- b. Provide at least 10-foot wide, Type II landscaping.
-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



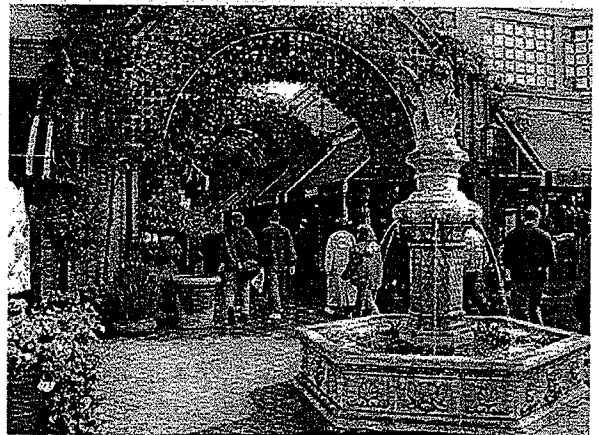
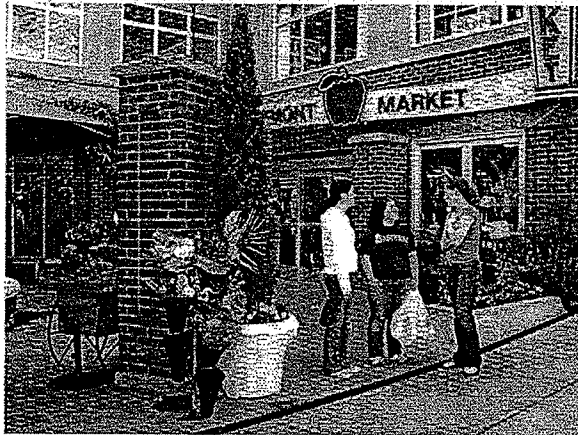
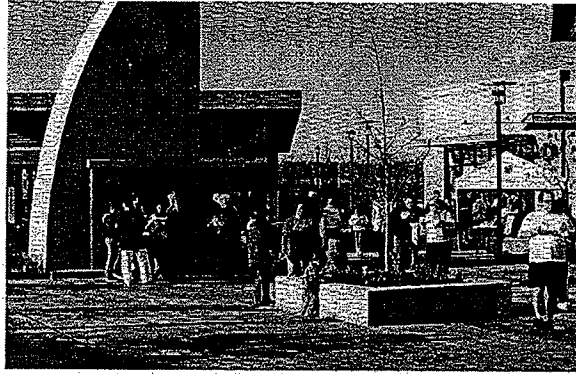
2a. Parking lot planting buffer with low wall



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

F. Public Places

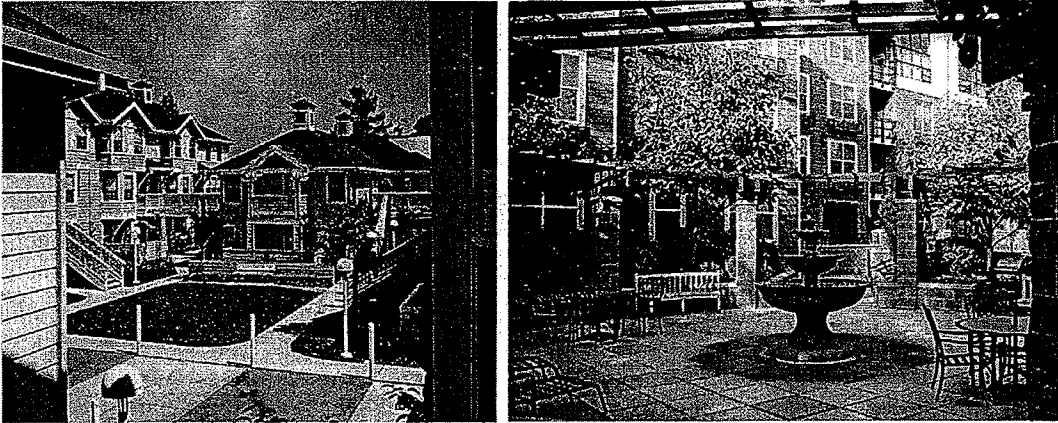
1. Public places are required on parcels greater than $\frac{1}{2}$ acre with commercial or mixed use development at a rate of 1,000 square feet per acre. Public places may be covered but not enclosed. This standard can also be used to meet the standards of walkways as long as the function and minimum dimensions of the public place are met.
2. On parcels greater than 5 acres;
 - a. Buildings border at least two sides of the public place;
 - b. The public place shall be at least 5,000 square feet with no dimension less than 40 feet; and
 - c. 80 percent of the area shall be with 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 2,500 square feet with 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 open space.
 - a. Provide 800 square feet per development or 50 square feet per unit of open space, whichever is greater;
 - b. 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;
 - c. 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
 - d. Open space shall provide seating that has solar access at least half of a day, year-round.



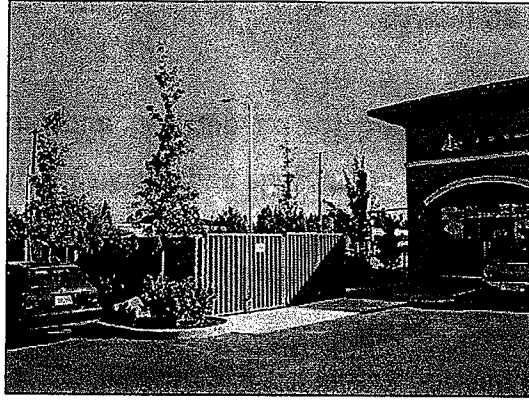
Multi-family open spaces

H. Outdoor Lighting

1. All publicly accessible areas on private property shall be illuminated as follows:
 - a. Minimum of one half footcandles and maximum 25-foot pole height for vehicle areas;
 - b. One to two-footcandles and maximum 15-foot pole height for pedestrian 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

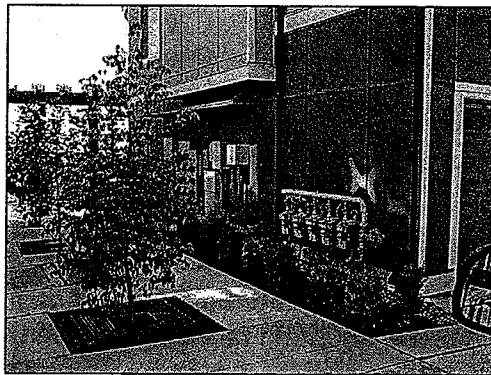
1. All developments shall provide a designated location for trash, recycling storage and collection, and shipping containers. Such elements shall meet the following standards:
 - a. Located to minimize visual, noise, odor, and physical impacts to pedestrians and residents;
 - b. Paved with concrete and 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.

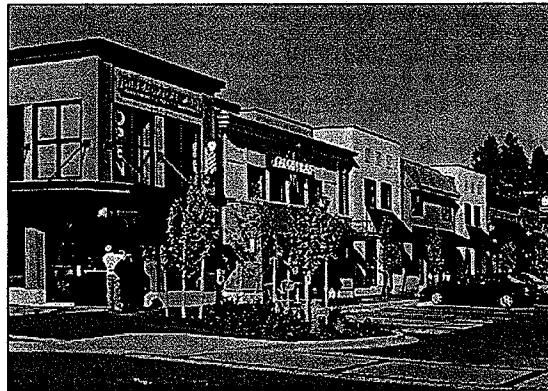
20.92.070 Building Design Standards.

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 per Figure 20.92.030 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.



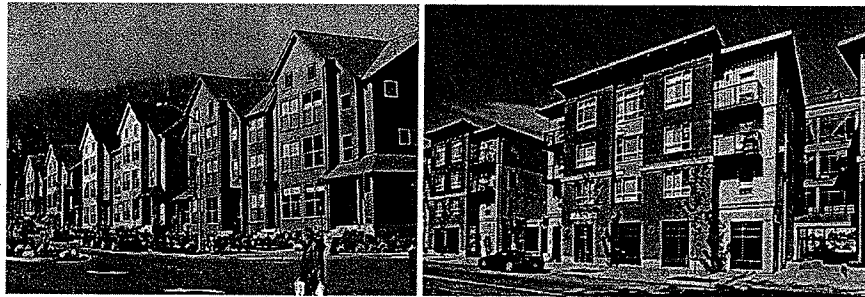
Storefront articulation

2. All buildings facing Boulevard Streets per Figure 20.92.030 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, consistent articulation of middle floors, and a distinctive roofline or articulate on 35-foot intervals.



C. Multi-family building articulation



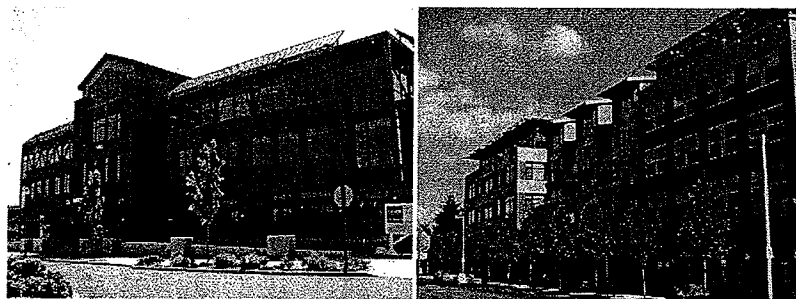
Multi-family building articulation

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 included as modulation. Modulation shall consist of a roofline elevation change of at least four feet every 50 feet of roofline.

5. Maximum Façade

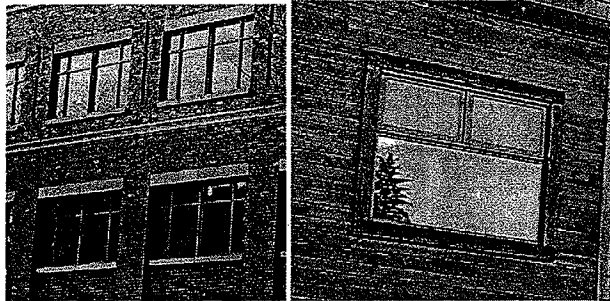
For each 150 feet in length along the street front a building shall have a minimum 30-foot wide section that is offset at least by 20 feet through all floors.



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

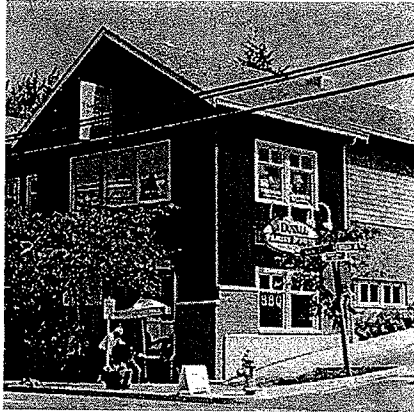
Weather protection at least 3 feet deep and 4 feet wide is required over each secondary entry;



Covered secondary public access

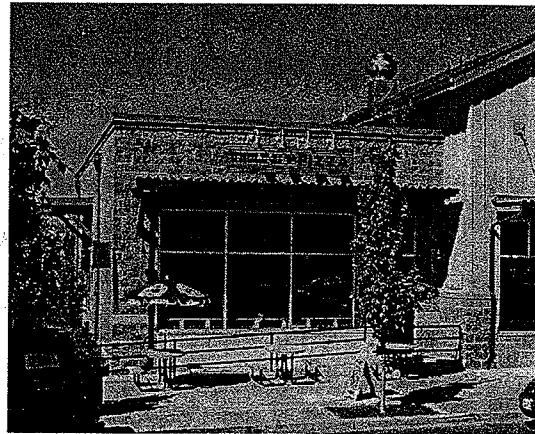
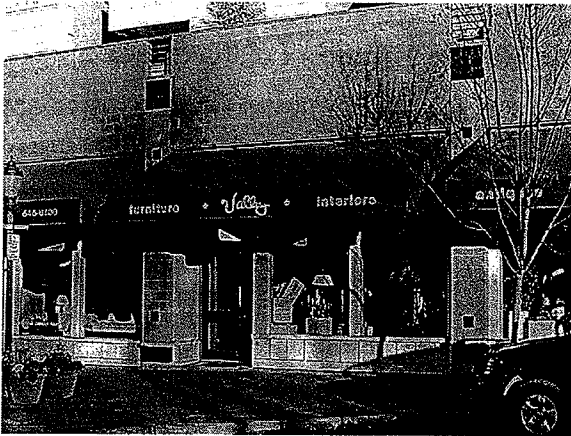
8. Façade Materials

- 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.



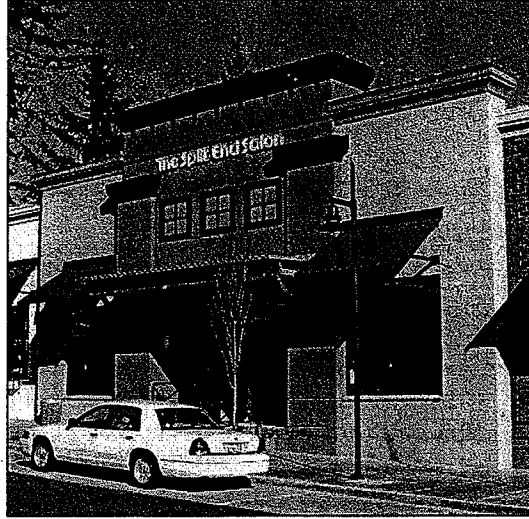
Masonry or concrete near the ground and proper trimming around windows and corners.

- 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

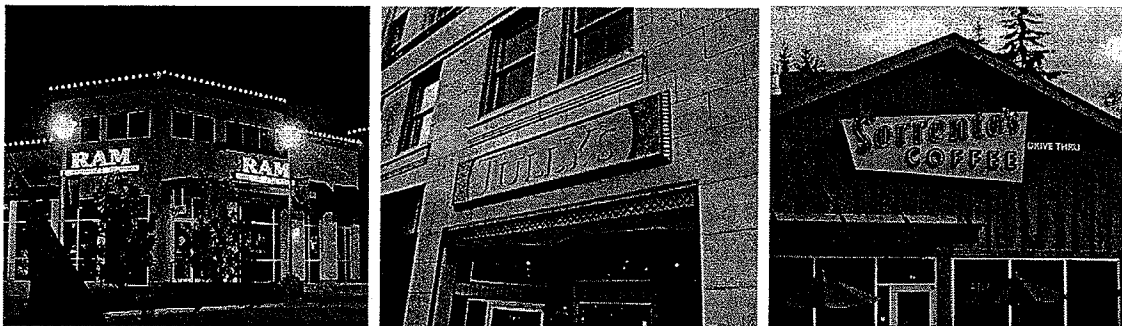
- Require signage that is both clear and of appropriate scale for the project.
- Enhance the visual qualities of signage through the use of complementary sizes, materials, and methods of illumination.
- Require signage that contributes to the character of Shoreline's Town Center.

B. Applicability

The sign standards herein shall supplement the provisions of SMC 20.50.540. Where there is a conflict, the provisions herein shall apply.

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

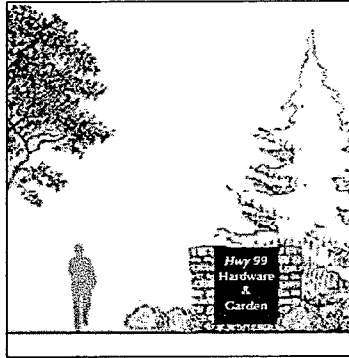


Individual backlit letters (left image), opaque signs where only the light shines through the letters (center image), and neon signs (right image).

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: 6 feet and maximum area: 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: 12 feet and maximum area: 100 square feet per sign.

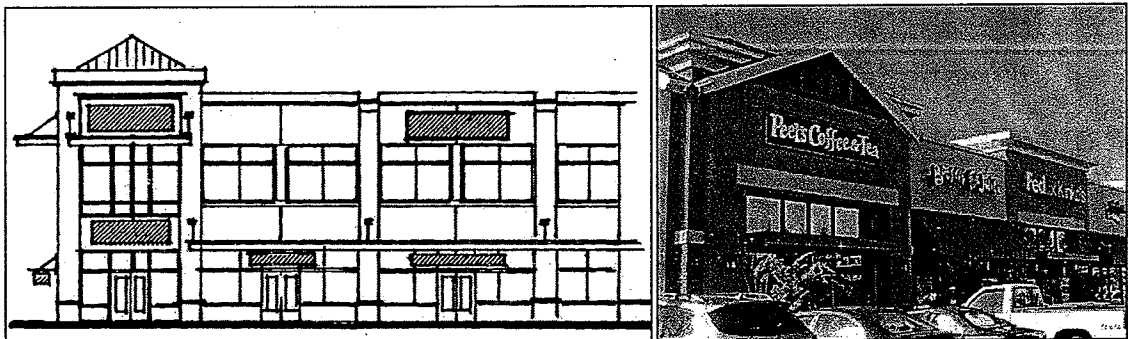
5. Signs may be placed up to the front property line if sight distancing and public safety standards are met.
6. Signs shall be set back from the side property lines at least 20 feet.



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 City approval.

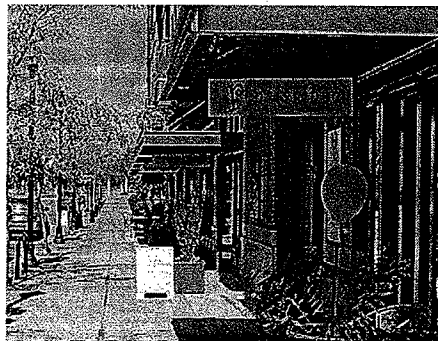


Projecting sign

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.

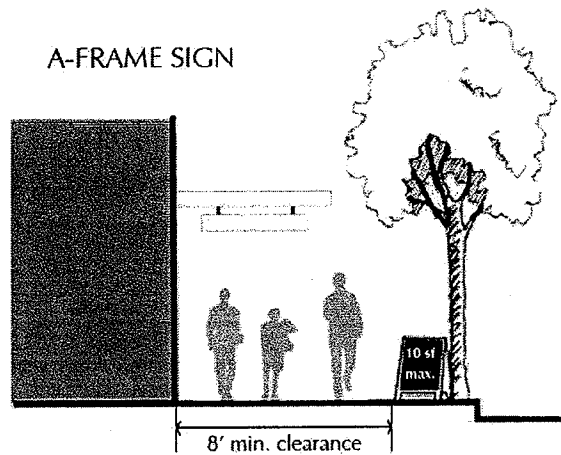
G. Windows signs are exempt from permits but cannot exceed 25 percent of the window area



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.

Attachment B – Matrix 1, Town Center Subarea Plan Amendments


<p>MATRIX of possible Town Center SUBAREA PLAN amendments. Note that this draft of the MATRIX is different from the prior version provided in Council's July 5 packet. In this draft, Planning Commission comments and additional staff comments and errata are shown in yellow highlight.</p>		
<p>Amendment #1: Edit Policy TC-5 on page 9 (http://shorelinewa.gov/index.aspx?page=180) as follows:</p> <p>Policy TC-5 Encourage additional retail, service, grocery, and restaurant uses to serve both a broader regional market as well as people who live or work in Town Center, or within walking distance of (Rapid Ride bus service that will provide walk-on access to Town Center from the entire length of Aurora by 2013) <u>transit routes that serve Town Center.</u></p> <p><i>Rationale for #1: Names like "Rapid Ride" are not static, and there may be other transit routes now or in the future that serve Town Center, and people on those routes would also be served by Town Center.</i></p>	<p>PRO: As stated by Deputy Mayor rationale.</p> <p>CON: None apparent.</p> <p>Staff Recommendation: Adopt proposed Amendment #1 as recommended by Deputy Mayor.</p>	<p>Planning Commission highly invested in the language proposed for revision?</p> <p><i>Staff thinks NO.</i></p>
<p>Amendment #2: Delete Policy TC-11 on page 10 (http://shorelinewa.gov/index.aspx?page=180): (Policy TC-11 Reduce the noise, visual, and safety impacts of traffic on Aurora Avenue as it passes through the Town Center.)</p> <p><i>Rationale for #2: The Aurora Corridor project is fully designed and nearly complete through Town Center. Choices about landscaping, amenity strips, and buffer distances are already made. We</i></p>	<p>PRO: As stated by Deputy Mayor Rationale.</p> <p>CON: During construction of Mile 2, the speed limit was lowered to 30 mph, with not obvious negative effects on Linden or Fremont. Perhaps it is wise to retain the 30 mph through the Town Center part of Aurora in order to help dampen noise.</p>	<p>Planning Commission highly invested in the language proposed for revision?</p> <p><i>Staff thinks NO.</i> Residents of the neighborhoods west of Linden would be concerned about traffic diverted from Aurora, however, that has not happened during the past two years of</p>

<p><i>did not choose and probably do not want to build sound walls in the corridor. Since Aurora is a state highway, I am not interested in reducing speeds or diverting traffic onto side streets. I think we have designed into the project as much safety and impact mitigation as we can, and so I do not see that this policy would add anything new.</i></p>	<p>Staff Recommendation: Amend Policy TC-11 as follows: Policy TC 11 Reduce <u>Consider reducing</u> the noise, visual, and safety impacts of traffic on Aurora Avenue as it passes through the Town Center <u>by retaining a lower speed limit.</u></p>	<p>construction.</p>
<p>Amendment #3: Delete Policy TC-12 on page 10 (http://shorelinewa.gov/index.aspx?page=180): (Policy TC-12 Give clear visual indication of Town Center's boundaries with gateway treatments, such as signs and landscaping. (See Fig. 2 for location of gateways).)</p> <p><i>Rationale for #3: We are still challenged to brand our city as "Shoreline." Many people from here still say they are from Seattle when they are speaking to strangers. We have only a few "Shoreline" monuments and ponies. I think we should take every opportunity to increase our brand as "Shoreline" before we splinter it into numerous subbrands. Where we have established neighborhoods such as North City, I can see value in building those existing identities, but I don't see a new "Town Center" brand as adding value. In addition, the size of Town Center may be increased in the future, so I don't want to limit it. If we want more gateways, I would prefer to invest in more gateways at the entrances to our city to further build our identity.</i></p>	<p>PRO: As stated by Deputy Mayor Rationale.</p> <p>CON: The Economic Development Manager believes that branding Town Center is a major marketing opportunity to attract developers and businesses to this area, but does not believe that such branding would detract from the broader Shoreline brand. Both ED Manager and Planning Director believe that identifying Town Center with gateway treatments highlights the identity of this place as Shoreline's "fourteenth neighborhood" which, due to its civic features, is "everyone's neighborhood." Joe points out that many cities, from Reston, Virginia to Kirkland, Washington, market their Town Centers and identify them with appropriate signage and landscaping. See examples below.</p> <p>In addition, it is specifically called out in the City's Vision Statement: "The boulevard is anchored by the vibrant Town Center...This district is characterized by compact, mixed-used, pedestrian-friendly development..."</p>	<p>Planning Commission highly invested in the language proposed for revision?</p> <p><i>Staff thinks NO.</i></p>

	<p>Staff Recommendation: Staff recommends keeping Policy TC-12 as written. In addition, staff agrees with the Deputy Mayor that more is needed to market Shoreline and to build our regional identity (e.g., adding gateways at entrances, unique infrastructure features, special events, etc.)</p> 	
<p>Amendment #4: Edit Policy TC-17 on page 12 (http://shorelinewa.gov/index.aspx?page=180) as follows: Policy TC-17 Protect adjacent residential areas from impacts generated by developments in Town Center. Create a medium density buffer between the commercial uses in Town Center and the single family neighborhoods east of Midvale that limit lighting, signage, and noise impacts. (Orient commercial uses west of Aurora so that they have primary access and impacts oriented toward Aurora, rather than to the neighborhood west of Linden.)</p>	<p>PRO: As stated by Deputy Mayor Rationale.</p> <p>CON: During discussions with the neighborhood west of Linden, there was a lot of concern that “transition features” were important to protect their neighborhood from direct impacts of development east of Linden and indirect, long-term impacts suggesting that commercial uses should spread further west.</p> <p>Staff Recommendation: Staff recommends leaving Policy TC-17 as written.</p>	<p>Planning Commission highly invested in the language proposed for revision?</p> <p><i>Staff thinks YES the Planning Commission is invested in the language proposed for deletion.</i></p> <p><i>Staff believes that the <u>neighborhood west of Linden</u> would be alarmed at reducing the policy commitment to protecting their neighborhood from Town Center development</i></p>

<p><i>Rationale for #4: The first two sentences of the policy provide clear and sufficient policy level direction to protect residential areas from impacts. The final sentence is too narrow and specific for a plan policy. As the subarea develops, there may be even better ways to avoid impacts to the neighborhood west of Linden, or there may be interest in Linden evolving into a neighborhood "Main Street" with residential on one side and small scale neighborhood businesses on the other. In the long term, I think we should seek to integrate some commercial uses into our residential neighborhoods to promote walkable communities that are safe and active all day.</i></p>		
<p>Amendment #5: Edit Policy TC-19 on page 13 (http://shorelinewa.gov/index.aspx?page=180) as follows:</p> <p>Policy TC-19 (Recognize the environmental and aesthetic value of existing stands of prominent trees, promote a green built environment by adopting the U.S. Green Building Code, and launch) <u>Launch</u> a recognition program for innovative private projects that exemplify the sustainability vision for Town Center.</p> <p><i>Rationale for #5: Our Town Center plan can save over 10,000 trees if we are successful at attracting the amount of development that staff analyzes in the Supplemental Environmental Impact Statement. That would be the best and most impactful thing we could possibly do to protect tree canopy. In addition, it will reduce vehicle miles traveled by about 25,000 miles per day, or nearly 10 million miles per year. I'll let</i></p>	<p>PRO: As stated by Deputy Mayor Rationale.</p> <p>CON: There are two different components of Policy TC-19. The first deals with trees, the second with the U.S. Green Building Code. While staff agrees with the Deputy Mayor's point that tree canopy city-wide has not declined over past decades and that more growth accommodated in Shoreline saves needless loss of trees outside the region's urban growth area. There is relatively little tree canopy in Town Center, so staff believes the major value of trees in this part of the City is the visual relief they provide to the built up environment. This aesthetic value is hard to quantify, but is very real.</p> <p>Staff suggests that Council members drive Aurora and as they approach NE 180th, notice the "feel" created by the new trees in the</p>	<p>Planning Commission highly invested in the language proposed for revision?</p> <p><i>Staff thinks YES the Planning Commission is invested in the language proposed for deletion. The Commission believes that Town Center needs to both look and be environmentally sustainable, and trees are a part of that.</i></p> <p><i>The Commission also agreed not to push for more rigorous green infrastructure and building standards in the Town Center at this time, but instead to ask the Council to consider, at a later date, the adoption of the International Green Building Code, or portions thereof,</i></p>

<p>someone else translate that into reductions in greenhouse gas emissions. It will do this by allowing more people to live near their jobs. The average commute for people in Shoreline is less than 12 miles, and many take the bus. The average commute in east King County, where the county has grown most in the past decade, is double that, and few take transit. The math, and the environmental impact, is staggering. Any house in Shoreline is more environmentally friendly than the most "green" house with a twenty mile commute. We must do more to protect trees and the environment, and the way we will do that is by encouraging people to live closer to their jobs, not by adding cost to development in our city. I will be asking staff to either walk us through or let me walk us through an interactive website developed by the NOAA CCAP program. It shows where and how we have lost forest canopy in the region. From 1996 to 2006, King County suffered a net loss of 10.95 square miles (over 7000 acres) of forest cover. There was no net loss in Shoreline. If we want to protect trees, we must promote infill development in areas like Shoreline that are already urbanized. I will forward a couple of interesting articles about this as well.</p>	<p>median, together with the new trees recently planted by the Red Brick Road AND the large conifers in front of Ronald Methodist Church. This cluster of vertical vegetation (together with the grassy area beyond the Red Brick Road) creates a very attractive sense of nature that does add character and relief to Town Center.</p> <p>Staff Recommendation: Amend Policy TC-19 to read: Recognize the environmental and aesthetic value of existing <u>visual character afforded by</u> stands of prominent trees and promote a greenbuilt environment by adopting the U.S. International Green Building Code.</p>	<p>for Town Center.</p> <p><i>There were also comments in the record from citizens <u>Boni Bieri</u> and <u>Janet Way</u> regarding the importance of retaining tree canopy, even in Town Center, for reasons of environmental quality as well as visual character. See Exhibits 6, 7, 18 and 24.</i></p>
<p>Note: The following alternate amendment was submitted by Council after reviewing input from staff, the planning commission and the public.</p>		
<p>Amendment #5 (alternate): Edit Policy TC-19 on page 13 (http://shorelinewa.gov/index.aspx?page=180) as follows:</p>		

<p>Policy TC-19 Recognize the environmental and aesthetic value of existing stands of prominent trees ( and promote a green built environment (by adopting the U.S. Green Building Code, and launch a recognition program for innovative private projects that exemplify the sustainability vision for Town Center.)</p> <p><i>Rationale for #5 alternate: A major environmental benefit of the Town Center plan is that it may save 10,000 trees by providing affordable housing opportunities in Shoreline instead of in new, sprawling developments that cut down forests. The trees within Shoreline are still important for environmental and community reasons, so protecting stands of trees in Town Center is important. There are many ways to promote a green built environment. The U.S. Green Building Code or other national or international codes may be one tool to consider, and staff said they would bring that to us for a decision later this fall. At this time, I am not familiar enough with the options, and the specific named code is not in the record, so I prefer to leave the policy statement more general.</i></p>		
<p>Amendment #6: Edit Policy TC-21 on pages 13-14 (http://shorelinewa.gov/index.aspx?page=180) as follows: Policy TC-21 Celebrate the heritage of the community through preservation, education, and interpretation of artifacts and places in or near Town Center. (Work with the Shoreline Historical Museum to explore the possibilities for a “Town Center Heritage Walk” and programs to help</p>	<p>PRO: As stated by Deputy Mayor Rationale.</p> <p>CON: Less specificity would be provided by deleting the last sentence of TC-21.</p> <p>Staff Recommendation: Adopt proposed Amendment #1 as recommended by Deputy Mayor.</p>	<p>Planning Commission highly invested in the language proposed for revision?</p> <p><i>Staff thinks YES the Planning Commission is invested in the language proposed for deletion.</i></p>

<p>activate the Park at Town Center.)</p> <p><i>Rationale for #6: The first sentence is a good policy statement. The second is really an implementation action, not a policy statement, and it creates names that may or may not stick.</i></p>		
<p>Amendment #7: Delete Policy TC-22 on page 14 (http://shorelinewa.gov/index.aspx?page=180) as follows:</p> <p>(Policy TC-22 Call attention to the unique diagonal orientation of Firlands Way, as well as its history, with such place-making methods as interpretive signage, murals, street furniture and exposing the red bricks still beneath the road surface. Encourage a long term vision for Firlands Way as a pedestrian oriented storefront street. Reclassify the street if necessary to allow the historic road to remain a central part of that vision.)</p> <p><i>Rationale for #7: This is too detailed a statement for one small part of Town Center. I would prefer to let decisions about such detailed matters be made in the implementation phase. It is possible that someone could come up with a wonderful vision for the area that might not preserve all of the elements, or there may be safety reasons why realigning the road might make sense in the future. I don't see a reason to tie our hands so tightly.</i></p>	<p>PRO: As stated by Deputy Mayor Rationale.</p> <p>CON: Deleting this policy removes some of the direction to Town Center Code language set forth at 20.92.050 regarding street frontage requirements for Firlands Way. See page 96 of the Council packet for July 11.</p> <p>Staff Recommendation: Staff believes that Firlands Way does present unique opportunities for pedestrian oriented place-making with future development of this area. To that end, retaining Policy TC-22 would be useful if the Council decides not to adopt 20.92.050 B. (5) regarding Firlands Way in the Code. If the Council decides to keep that code language, then staff recommends that the Council adopt Proposed Amendment #7 as recommended by the Deputy Mayor.</p>	<p>Planning Commission highly invested in the language proposed for revision? YES <i>See the Planning Commission minutes of 6/16 on pages 57 and 58 of the Council's July 11 packet.</i></p> <p><i>Commissioner comments on proposed Amendment #7 included: "While the language may be too specific regarding place making methods, I think it is very important to retain the overall intent of this policy." Also, "Important to list Firlands Way in policy. I agree may be too detailed here. Could eliminate listing murals, etc.; and "Retain policy language as is. The location is a unique part of town center. Thus, there is nothing wrong with language that is more specific than in other places within Town Center."</i></p> <p>There was also much testimony in the record and letters from Vicki Westberg and Boni Bieri. See Exhibits 6, 8, 23, and 24.</p>

<p>Amendment #8: Delete Policy TC-27 on page 15 (http://shorelinewa.gov/index.aspx?page=180) as follows:</p> <p>(Policy TC-27 Adopt Town Center design standards and a design review process so that new projects respect existing architectural patterns (e.g., building forms, roof shapes, fenestration, materials, etc.) that provide context and human scale.)</p> <p><i>Rationale for #8: Do we really want new development to look like the current development? I think this plan calls for a significant change in building forms, from sprawling single-story and parking lots to clusters of mid-rise buildings. The architecture should be different. And using a list of examples puts I think too much detail into a policy, and industry terms like "fenestration" don't resonate with the public. We will have design standards; I just don't think this policy is what we want.</i></p>	<p>PRO: As stated by Deputy Mayor Rationale.</p> <p>CON: The existing context of proposed new buildings is important, and to the extent that certain desired architectural patterns can be identified (i.e. , illustrated with photos or drawings) it increases the likelihood that the details of new projects will “fit in” to the setting. That has been the philosophy and approach of the design standards set forth in the proposed Town Center Code. See Sec. 20.92.070 Building Standards on pages 111 through 119 of the Council packet for July 11. The photos of existing buildings in Town Center are not intended to convey that new buildings should be identical to those examples, and certainly not that new buildings be just one or two stories. The Deputy Mayor is absolutely correct that the desired height and form for Town Center is mid-rise and mixed use. See Policy TC-2 and accompanying photos on page 50 of the Council packet for July 11.</p> <p>The photos accompanying Subarea Plan Policy TC-27 illustrate how pitched roofs, human-scaled fenestration (doors and windows), and building materials like brick constitute architectural patterns that help create Town Center context. By way of example, a building that reflects none of these patterns (e.g., a building with a totally flat roof, monochromatic color, over sized windows and doors, no differentiation of the ground, middle and upper floors, and the predominant use of non-</p>	<p>Planning Commission highly invested in the language proposed for revision?</p> <p><i>Staff thinks NO.</i></p>
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	<p>sympathetic material like metal) does not reflect its setting. Even a building consistent with the Town Center objectives of mid-rise form and which otherwise meet functional and energy efficiency goals, can be made more appropriate for the Town Center setting if it respects, at least to some degree, these existing architectural patterns. Significantly, this is a matter of developers and designers paying attention to context early in the design phase of a project, it is not a matter of greater cost.</p> <p>Staff Recommendation: To be clearer about the focus of this town building principle, staff recommends amending Policy TC 27 as follows: Adopt Town Center design standards and a design review process so that, <u>while the predominant form of new projects should be midrise, their building details should reflect Town Center’s human scale and neighborhood character by including such architectural patterns</u> reflect the area’s existing e.g., building forms, roof shapes, fenestration, materials, etc.) that provide context and human scale.) <u>as pitched roof shapes, human-scale window and door treatments, and minimized</u> <u>expanses of bare concrete and metal walls.</u></p>	
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Note: The following alternate amendment was submitted by Council after reviewing input from staff, the planning commission and the public.

Amendment #8 (alternate): Edit Policy TC-27 on page 15
(<http://shorelinewa.gov/index.aspx?page=180>)
as follows:
(Policy TC-27 Adopt Town Center design standards and a design review process so that new projects ~~(respect existing architectural patterns (e.g., building forms, roof shapes, fenestration, materials, etc.) that provide context and human scale.)~~ are consistent with the vision and goals for Town Center.

Rationale for #8 alternate: The Town Center plan calls for a significant change in building forms, from mostly single-story and parking lots to clusters of mid-rise buildings. The architecture should be different. Using a list of examples puts too much detail into a policy. The adoption of the Town Center regulations, including design review, will provide the detail on the design review process.

ATTACHMENT B – Matrix 2, Town Center Code Amendments

CODE AMENDMENTS and QUESTIONS by Councilmembers	STAFF ASSESSMENT AND RESPONSES	STAKEHOLDERS/Other Comments
<p>Amendment #1: 20.92.020 (A)(1) TC-2 states that it provides the widest range of uses, however, TC-1 actually provides the widest range of uses.</p>	<p>PRO: Would correct the statement of which sub-zone has the broadest range.</p> <p>CON: None.</p> <p>STAFF RECOMMENDATION: <u>X</u> Agree with Council Amendment ___ Agree with original Planning Commission <u>X</u> Staff proposed amending 20.92.020(A)(1) as follows:</p> <ol style="list-style-type: none"> 1. Four zones are delineated within the Town Center that have general and specific design standards. <ol style="list-style-type: none"> a. TC-1: This zone allows the broadest for a broad range of uses, <u>including similar to TC 2 with the exception to allow</u> vehicle sales, leasing, and servicing, <u>in addition to all the uses allowed in the TC-2 zone.</u> 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 for development potential with pedestrian activity primarily internal to the sites. 	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language? NO</p>

<p>Amendment #2: Amend the Shoreline Town Center Zoning map, Figure 20.92.020 on page 4 (page 216 of the packet) to remove the Transition Overlay-2 from the southeast area of the District adjacent to the powerline easement and interurban trail.</p> <p>Rationale: The powerline easement and the interurban trail corridor are wide enough to create an effective buffer for the R-6 properties to the east. Areas that cannot be developed, such as powerline easements, trail corridors, parks, freeways, and open water provide good separation between different uses and intensities of development. I think a mid-rise apartment building of 5 or 6 stories could be very attractive on the interurban trail. Residents would have immediate access to the trail and park outside their apartment, and the views from windows and balconies of the park would be a nice amenity. And with the width of the corridor and the topography, I don't think it would have an adverse impact on the residents to the east.</p>	<p>PRO: The SCL right-of-way is 100 feet wide in comparison to Linden Avenue which is 60 feet wide. As a result, the benefits of stepbacked buildings are less apparent. In fact, the distance between the R-6 zone and the closest maximum 70 foot height is the same for both Linden and SCL overlays but without the building stepback along SCL.</p> <p>CON: None apparent.</p> <p>STAFF RECOMMENDATION: <input checked="" type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input type="checkbox"/> Staff proposed alternative language as follows:</p>	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language? NO</p>
<p>Amendment #3: 20.92.020(A) I would like to see an amendment to remove detached single family, single family attached, duplexes, and dormitories from TC 1-3. I also would note that 20.40.280 Community residential facilities are repealed and</p>	<p>PRO: Single family detached communities are not appropriate uses in a commercial zone.</p> <p>CON: None apparent.</p> <p>Only the added provisions in 20.40.280 for CFRs are</p>	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language?</p>

<p>20.40.390 Group homes refers to 20.40.280. Thus, I wonder if group residences should be excluded altogether from 20.92.020(A).</p>	<p>repealed - not the use. Group homes are now considered a CFR and still permitted.</p> <p>STAFF RECOMMENDATION: <input checked="" type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input checked="" type="checkbox"/> Staff proposed action as follows:</p> <p>Amend the Table 20.92.020(A) Land Use Chart for Town Center, to prohibit single family detached uses in TC-1, 2, and 3, but permitting them in TC-4.</p>	<p>NO</p>
<p>Amendment #4: Revise Table 20.92.020(A) on page 5 (page 217 of the packet) to prohibit detached single family as a use in TC-1, TC-2, and TC-3.</p>	<p>PRO: Staff agrees with the rationale stated.</p> <p>CON:</p> <p>STAFF RECOMMENDATION: <input checked="" type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input type="checkbox"/> Staff proposed alternative language as follows:</p>	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language? NO</p>
<p>Amendment #5 : Amend 20.92.040.E on page 9 (page 221 of the packet) as follows: All development in the Town Center shall conduct a traffic impact study per city guidelines. 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</p>	<p>PRO: As stated in Amendment #5.</p> <p>CON: Amendment removes some control and influence from affected neighborhoods. May undermine key issue that impacts neighborhoods. City process to resolve impacts could run concurrent to the permit review process to avoid added review time.</p> <p>STAFF RECOMMENDATION: <input type="checkbox"/> Agree with Council Amendment</p>	<p>Did stakeholders weigh in? YES - Boni Biery, Exhibit 6, 4/22 letter, pgs. 3 & 7</p> <p><i>Was Planning Commission seriously invested in this language?</i> YES - PC minutes of June 2 pgs 11-12; June 30 pg. 4</p>

<p>Program in collaboration with the abutting neighborhoods that are directly impacted by the development.))</p> <p>Rationale: This would provide a little more flexibility for staff or project proponents to propose or design traffic mitigation measures. Staff could determine whether there is an obvious fix or whether the Neighborhood Traffic Safety Program is always the best way to a solution. Mandating the use of the NTSP would add time and uncertainty to the review if the engineer can solve the problem directly.</p>	<p><input checked="" type="checkbox"/> Agree with original Planning Commission <input type="checkbox"/> Staff proposed alternative language as follows:</p>	<p><i>One comment from PC:</i> <i>"It is very important to retain language about the NTSP which allows affected communities an opportunity to work with the City to resolve concerns. NTSP is an established program and running it concurrently with permit review makes sense."</i></p>
<p>Amendment #6: Delete 20.92.050.C.1.f on page 10 (page 222 of the packet).</p> <p>Rationale: This doesn't seem to fit as a development regulation. The city would have a major role in a project such as rebuilding Firlands Way and exposing and restoring the red brick road. The applicability section on page 11 says these standards apply only to the sidewalks and amenity zone in the public right-of-way, which doesn't seem to go as far as tearing up the road and restoring the red bricks. If someone is doing one project or one building that fronts on Firlands, it seems unreasonable that we would require exposing and restoring the red bricks as a "frontage" improvement. It sounds more like a road</p>	<p>PRO: This provision does seem out of place for a development regulation. However, in 20.92.050.C.1.a there is a list of street cross section dimensions to establish these standards until the TMP is adopted. Subarea Plan Policy 22 states that Firlands Way shall be developed "to expose the red bricks below the road surface.."</p> <p>CON: This provision may be redundant of 20.92.050.B.1.a.(5)</p> <p>STAFF RECOMMENDATION: <input type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input checked="" type="checkbox"/> Staff proposed alternative language as follows:</p> <p>Add language from .050.C.1.f to .050.C.1.a.(5) ...Restore</p>	<p>Did stakeholders weigh in? YES - Janet Way, Exhibit 7, 5/5 letter pg. 3</p> <p>Was Planning Commission seriously invested in this language? YES – PC minutes of June 2 pgs. 8-9</p> <p><i>PC Comments: "Very important to retain the intent; doing away with it is a poor idea in my view." "Agree with staff to put it with 20.92.050.B.1a.(5)."</i></p> <p><i>"I had some similar concerns as</i></p>

improvement than a frontage improvement.	brick road now underneath Firlands Way if feasible or remove .050.B.1.f all together.	<i>those expressed by council;" also, "I too raised questions similar to these;" and "It is important to raise Firlands Way in policy (subarea plan), but I agree it may be too detailed here in the code."</i>
<p>Amendment #7: Amend 20.92.060.B.1.e on page 12 (page 224 of the packet) as follows: 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.</p> <p>Rationale: As written, the code would allow surface parking on 100% of the frontage for sites up to 100 feet wide. This could create an odd incentive to break land up into smaller parcels and allow several small, adjacent parcels next to each other with parking in front on all of them. If our vision is to reduce the amount of surface parking in front of new developments, I'm not sure we want to exempt all small sites. The suggested deletion might mean that some small parcels that don't</p>	<p>PRO: As stated in Amendment #7.</p> <p>CON: It may be problematic if small properties can't develop due to a few site requirements such as plazas, building frontage, and parking placement which could make them be isolated, unfeasible, and undeveloped. The City's Economic Development Coordinator says that developers always want to aggregate properties rather than keep properties small, so the market may take care of this issue.</p> <p>STAFF RECOMMENDATION: <input checked="" type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input type="checkbox"/> Staff proposed alternative language as follows:</p>	<p>Did stakeholders weigh in? NO</p> <p><i>Was Planning Commission seriously invested in this language</i> NO</p>

have many parking options would be better redeveloped in combination with adjacent parcels.		
<p>Amendment #8: Amend 20.92.060.B.3.d on page 14 (page 226 of the packet) as follows: 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.</p> <p>Rationale: Same as for #7.</p>	<p>PRO: As stated in Amendment #7.</p> <p>CON: Same as stated above under Amendment #7.</p> <p>STAFF RECOMMENDATION: <input checked="" type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input type="checkbox"/> Staff proposed alternative language as follows:</p>	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language? NO</p>
<p>Amendment #9: 20.92.060.E I would like to see an amendment restoring the draft version of the plan on 3/31 with a couple of changes.</p> <p>The draft on 3.31 was:</p> <p>1. Minimum Off-street Parking</p> <p>Parking shall be provided at the following rate:</p>	<p>PRO: The ¼ mile distance concept mirrors a similar requirement that the City of Seattle is currently considering. Seattle’s proposal to rely on the market, rather than a code standard, to regulate parking is linked to a recent media article about the subject linked here http://crosscut.com/2011/07/18/seattle-city-hall/21103/Writing-code-for-more-sustainable-neighborhoods/</p> <p>By lowering the standard and providing for further flexibility to reduce it on a case by case basis (subject to a</p>	<p>Did stakeholders weigh in? NO</p> <p><i>Was Planning Commission seriously invested in this language?</i> YES - PC minutes of June 2, Pg. 13</p> <p><i>PC Comment: “There may be a happy medium between the</i></p>

<p>a. Residential – .75 space / bedroom.</p> <p>b. Retail – 1 space / 400 net square feet.</p> <p>c. Civic / Office – 1 space / 500 net square feet.</p> <p>d. Reductions up to 50 percent may be approved by Director using combinations of the following criteria.</p> <ol style="list-style-type: none"> 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. A transit stop within ¼ mile radius. 5. An off-street public parking lot within ¼ mile radius. 6. Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demand. 7. Commute trip reduction program. 8. Neighborhood meeting to discuss impacts of traffic and parking. 9. High-occupancy vehicle (HOV) parking. 10. Conduit for future electric vehicle charging spaces equivalent to the number of required handicapped parking spaces. <p>The changes to this I would like to see are:</p> <p>1) reductions of 25%</p>	<p>showing that the proposed parking meets specific criteria), the City would put Shoreline Town Center on a more competitive level playing field relative to development interest in sites in North Seattle.</p> <p>CON: Lowering the parking requirement could potentially result in “under-parking” projects with spillover parking impacts in adjacent residential areas.</p> <p>STAFF RECOMMENDATION:</p> <p><input type="checkbox"/> Agree with Council Amendment</p> <p><input type="checkbox"/> Agree with Planning Commission</p> <p><input checked="" type="checkbox"/> Staff proposed alternative language:</p> <p>The Shoreline Planning Commission concluded that because all of Town Center is within ¼ mile of Aurora, that distance does not provide a meaningful criterion to justify parking reductions. The staff recommendation below therefore does not include that criterion that was listed in the 3.31 draft. However, the staff otherwise agrees with the Councilmember’s proposed amendment and therefore recommends that the Council amend 20.92.060E as follows:</p> <ol style="list-style-type: none"> 1. Minimum Off-street Parking <ul style="list-style-type: none"> Parking shall be provided at the following rate: <ol style="list-style-type: none"> 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 <u>.75/bedroom</u>. b. Retail/Office – 1 space / 300 <u>400</u> net square feet. 	<p><i>baseline proposed parking allocations from 3/31 and the current standards proposed by the PC, which mirror the parking requirements applied to the city as a whole and may be too high for the Town Center. Adjusting the exception from 50% to 25%, or something in between, may help accomplish the ultimate goal.”</i></p>
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<p>2). A light rail stop within a 1/2 mile radius</p>	<p>c. <u>Civic / Office – 1 space / 500 net square feet.</u></p> <p>d. Reductions up to 50 <u>25</u> percent may be approved by Director using combinations of the following <u>criteria</u> mitigating factors:</p> <ul style="list-style-type: none"> (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) <u>A light rail stop with ½ mile radius.</u> (7) 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. (8) <u>The Director may impose performance standards and conditions of approval on a project including a financial guarantee of participation in a future public or private parking facility within walking distance, a parking enforcement program, or other programs named above.</u> 	
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<p>Amendment #10: Amend 20.92.060.E.1.c.6 on page 18 (page 230 of the packet –re-numbered as (7) above) as follows: 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)).</p> <p>Rationale: I want the rationale for the determination to be readily available to the public, and I want every other aspect of the permit application and the decision to be readily available to the public. I expect that the public should have access to the entire director's decision on all aspects of design review approval, so I don't see a need to include that phrase in this one piece of the code and not in all the others where it is important.</p>	<p>PRO: Proposed deletion is redundant of City's legal obligation to make all public records available to the public.</p> <p>CON: The Planning Commission felt strongly that the justification for parking reductions must not only be well documented, but easily accessible by any interested party.</p> <p>STAFF RECOMMENDATION: <input checked="" type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input type="checkbox"/> Staff proposed alternative language as follows:</p> <p>Any parking reduction approved under this section will be done by means of a Director's Administrative Order, all of which are posted to the Planning Department's website.</p>	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language? YES - PC minutes of June 30, Pg. 11</p>
<p>Amendment #11: 20.92.060 (E)(3) Vehicle Display Areas If the goal is to ensure some height, would changing "may" to "must" in the last sentence achieve the goal?</p>	<p>PRO: The intent of this section was to require appropriate landscaping construction materials to "frame" the vehicle display area rather than to "screen" the product (automobiles for sale) from public view. The specific height of such materials was proposed to be left to the administrative discretion of the Director upon review of an initial proposal submitted by the property owner/business. Changing the word "may" to "must" would simply require that this process occur, however, the "ensur[ance] of some height" would be provided by</p>	<p>Did stakeholders weigh in? YES - Carter Subaru, Exhibits 15 & 29</p> <p>Was Planning Commission seriously invested in this language? NO</p>

	<p>the Director enforcing the intent of this section rather than a numeric standard.</p> <p>CON: None apparent.</p> <p>STAFF RECOMMENDATION: <input checked="" type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with Planning Commission <input checked="" type="checkbox"/> Staff proposed alternative language as follows: Staff recommends using the word “shall” rather than “must” to make clear that this is a required process.</p>	
<p>Amendment #12: Amend 20.92.060.F.4.d on page 20 (page 232 of the packet) as follows: Seating and landscaping with solar access at least ((half of a day, year round)) <u>a portion of the day</u>; and</p> <p>Rationale: As written, the requirement would make it impossible to locate the public place on the north side of even a two-story building. The sun in the winter is at such a low angle that the public space would have to be on the south side of buildings only, and even then it would have to be far away from any tall buildings to the south. At noon on the winter Solstice, the sun is only 21 degrees above the horizon. To get half a day of sun would mean that the built horizon of buildings to the south would have to be no more than 13 degrees above the earth's horizon. That means a 70</p>	<p>PRO: Proposed deletion does make the intent of the provision more feasible with less impact on the development of the site remainder.</p> <p>CON: None apparent.</p> <p>STAFF RECOMMENDATION: <input type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input checked="" type="checkbox"/> Staff proposed alternative language as follows:</p> <p>To focus on just seating with solar access 20.92.060.F.4.d: Seating with solar access shall be available at least half of a day from March through October.</p> <p>To make sure seating is provided:</p> <p>F.2.c and F.3.c to read “80 percent of the area shall have surfaces for people to stand <u>and</u> sit on.”</p>	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language? NO</p>

foot tall building could be no closer than 303 feet, and even 35 foot tall buildings would have to be at least 151 feet away. I think it is unreasonable to expect solar access on every parcel for half a day in the winter. It might even be impossible for someone to do that on their site if the site to the south is already developed.		
<p>Amendment #13: Amend 20.92.060.G.1.d on page 21 (page 233 of the packet) as follows: Open space shall provide seating that has solar access at least ((half of a day, year round)) <u>a portion of the day.</u></p> <p>Rationale: Same as for #7</p>	<p>PRO: Same as Amendment #7 above.</p> <p>CON: None apparent.</p> <p>STAFF RECOMMENDATION: <input type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with original Planning Commission <input checked="" type="checkbox"/> Staff proposed alternative language as follows:</p> <p>Same as Amendment #12 above.</p>	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language? NO</p>
<p>Amendment #14: 20.92.060 (I)(1) Add composting. Composting should be a required feature in all new development in the City.</p>	<p>PRO: Composting is consistent with the intent of the code sections to be included.</p> <p>CON: None apparent.</p> <p>STAFF RECOMMENDATION: <input checked="" type="checkbox"/> Agree with Council Amendment <input type="checkbox"/> Agree with Planning Commission <input type="checkbox"/> Staff proposed alternative language as follows:</p>	<p>Did stakeholders weigh in? NO</p> <p>Was Planning Commission seriously invested in this language? NO</p>

City Council Questions & Staff Responses	
City Council Questions	Staff Answers
Question 1: 20.92.050.B.6: Can the six inch separation between buildings and sidewalks be paved? If we want storefronts to come up to the sidewalk, I would think we don't want a planting strip in between them.	The 6 inch separation is buffer for construction on sidewalks to protect buildings. This area can be paved as an extension of the sidewalk.
Question 2: Is the Interurban trail between the Transition Overlay 2 and the R6 zoning to the east in the southeast portion of the town center? If so, how wide is it and might that be an adequate buffer to protect the adjacent R-6 without applying the transition overlay in that area?	The Interurban Trail is between Transition Overlay 2 and R-6 zoning to the east in the SE portion of Town Center. The right-of-way is 100 feet wide and the trail is 12 feet wide within the right-of-way.
Question 4: How wide is the City Light ROW in the SE portion of the plan? Is the ROW larger than the Linden ROW?	The SCL right-of-way is 100 feet wide. The Linden Avenue right-of-way is 60 feet wide.
Question 5: There is no requirement for retail on the ground floor in any of the zones - is this different that the current MUZ zone.	Town Center does not require commercial uses on the ground floor. This was not recommended because the market for this arrangement is not strong enough and is likely to become a deterrent to redevelopment. However, the code does require that ground floor spaces be built to commercial standards so that the spaces can be easily converted when the market arrives. Commercial uses on the ground floor in MUZ are a requirement for greater height and density.
Question 6: What are the current turnaround times for the issuance of a Building Permit?	That depends on the size of the development and the number of associated permits. As an example, for projects over \$1.5 million– first corrections letter is under 8 weeks and review of the revision is under 6 weeks.

Question 7: Is the A frame sign (20.92.080.(5) same as current code?	The current sign code allows one A-frame per business with 4 feet sidewalk clearance and no size limit. Town Center code is the same except it has a size limit of 6 square feet per side and 8 foot sidewalk clearance.
Question 8: Is there a memo or animation about the potential traffic impacts on streets east of Aurora in the TC material?	No.
Question 9: What does the staff have expect the impacts to traffic/parking if there were no parking requirements in zones TC-1 – TC-3?	A “no parking requirement” scenario was not analyzed by the SEIS.
Question 10: What do Seattle developers typically provide for parking?	As noted above, Seattle’s proposal to rely on the market, rather than a code standard, to regulate parking is linked to a recent media article about the subject linked here http://crosscut.com/2011/07/18/seattle-city-hall/21103/Writing-code-for-more-sustainable-neighborhoods/
Question 11: is there existing language in another city that would change radius to "walkable radius" or something similar (see: http://www.humantransit.org/2010/05/culdesac-hell-and-the-radius-of-demand.html or http://www.humantransit.org/2011/04/basics-walking-distance-to-transit.html)	A walkable radius was proposed mitigation measure for parking reductions. Planning Commission discussed this at length and decided that it wasn’t needed because the width of Town Center is about ¼ mile wide and therefore all development would be within a ¼ mile of a transit stop. An incentive that any development can meet was not considered an incentive.

ERRATA	STAFF PROPOSED CORRECTION
<ol style="list-style-type: none"> 1. 20.92.012 should end with a period. 2. Should 20.92.060.C.2.e and .f actually be C.3 and C.4? C.2 talks about Boulevard and Storefront streets, but these two subpoints talk about Greenlink streets and through-connections. 3. Should the word "their" be deleted from the first line of 20.92.060I.2.a? 4. Are sections a, b, and c missing from 20.92.070.B.1? And should buildings be plural on the first line thereof? 5. Should "facing any street" be deleted from the first line of 20.92.070.B.3? 6. Would the code be clearer and more flexible for future applications if 20.92.080.D.4 were edited to remove the specific street names and instead say, "...when placed along Boulevard Streets:"? 7. Is there a subject/verb plural agreement issue with 20.50.021.A "development ... is" 8. Table of Contents – 20.30.297, 20.50.021, 20.91040, as well as the section headings should use "<u>Administrative</u>" Design Review. 9. 20.92.050.B.1.a.(8) should replace "subsection 4" with "<u>SMC 20.92.050.</u>" 10. 20.92.070.B.1.a – ..."set forth in below" should instead reference ..."<u>set forth in 2.a and 2.b below</u>" 	<ol style="list-style-type: none"> 1. That is the format for the entire development code. 20.92.015 should have a permit after Administrative Design Review. 2. 20.92.060.C.2.a-d is a list of corner building requirements. C.2.e and f describe where they are located and should be listed under a new C.3.a and .b. 3. 20.92.060.I.2.a "their" is needed to confirm that equipment visibility has to be minimized from the public. Without it could be construed that equipment is the object/ method to minimize visibility to the public. 4. "building" should be plural. See Errata #10 below for question regarding a, b, and c in 20.92.070.B.1. 5. "facing any street" is redundant of "a street" listed at the sentence end. However, "a street" should be plural to meet the intent of including all streets. 6. Agree. Listing the street types in D.3 and D.4 are more appropriate to sign size and design since some TC-1 or 2 zones may border on a Storefront or Greenlink street. 7. "Are" should substitute "is". 8. - 10. Staff Errata