

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	185 th Street Station Subarea Plan, Development Code Regulations and Planned Action Ordinance Discussion		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Miranda Redinger, Senior Planner Rachael Markle, AICP, Director Steven Szafran, AICP, Senior Planner		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

INTRODUCTION:

The purpose of tonight's meeting is to introduce the three ordinances that Council will consider for adoption that comprise the 185th Street Station Subarea Plan package:

- Proposed Ordinance No. 702 (Attachment A), which includes the Subarea Plan itself (Att. A, Exhibit A) and the Comprehensive Plan Future Land Use Map (Att. A, Exhibit B);
- Proposed Ordinance No. 706 (Attachment B), which includes Development Code regulations (Att. B, Exhibit A) and three options for the proposed Zoning Map (Att. B, Exhibits B1, B2, and B3); and
- Proposed Ordinance No. 707 (Attachment C), which includes the Mitigation Measures (Att. C, Exhibit A), Development Code Regulations (Att. C, Exhibit B), and Planned Action Boundary Map (Att. C, Exhibit C).

The Subarea Plan contains policy direction for future development of the 185th Street Station Subarea, including implementation strategies that will require additional work following adoption of the Plan. The Subarea Plan also amends the City's Comprehensive Plan Land Use Map to include Station Area (SA) designations.

The Development Code regulations and Zoning Map implement the Subarea Plan and Comprehensive Plan Land Use designations. Adoption of these through proposed Ordinance No. 706 will change zoning and rules that govern dimensional, use, design, and transition standards within the subarea.

A Planned Action is a development project (in this case a development area) whose impacts have been addressed by an Environmental Impact Statement (EIS) associated with a plan for a specific geographic area before individual projects are proposed. The Planned Action Ordinance includes the boundaries of the Planned Action, mitigation measures identified in the EIS, and the implementing Development Code regulations.

RESOURCE/FINANCIAL IMPACT:

Tonight's discussion will not have a financial or budgetary impact. There are policies included in the Subarea Plan that will have future budget and staff resource impacts. These include:

- **185th Street Corridor Study** – This study, like the one currently underway for NE 145th Street, will need to be a work plan item for the Public Works (PW) Department and include public outreach, interagency coordination, development and evaluation of different project scenarios, development of recommended cross-sections, planning level cost estimates, and proposed phasing and funding strategies. Cost for the study is likely between \$400,000 and \$500,000. The Planning Commission recommended that this be included in the 2016 budget. The Engineering and Development Manual will also need to be updated with cross-sections for various streets in the subarea, which will further impact PW staff work plans.
- **Park Planning** – Planning and Community Development (P&CD) staff will need to work with the Parks, Recreation, and Cultural Services (PRCS) Department and the Parks Board regarding implementation of the light rail subarea plans. The highest priority issue will be determining an appropriate impact fee or formula for dedication of park space. Mitigation for impacts of projected growth will need to be incorporated into the update of the Parks, Recreation, and Open Space (PROS) Plan, which PRCS staff will begin working on in 2016, to determine near term capital needs for acquisition and improvements to existing facilities. This will require time from both PRCS and P&CD staff.
- **Housing Program** – The City will be responsible for setting up a housing program, most likely through the Community Services Department, with help from regional partners such as the King County Housing Development Consortium (HDC). Staff will need to determine the appropriate fee-in-lieu amount and amend Shoreline Municipal Code (SMC) Title 3.
- **Transfer of Development Rights (TDR)** – The proposed Subarea Plan and Development Code regulations include TDR. The administration of the TDR program will affect staff resources and P&CD's upcoming work plan.
- **Surface Water and other Utilities** – As the City updates its Surface Water Master Plan and Basin Plans, it will need to incorporate mitigations for impacts of projected growth, as will other utility and service providers. PW and P&CD staff will need to coordinate with all impacted utilities as they update their master plans.
- **Monitoring** – An important part of implementation will be to monitor traffic conditions and impacts of redevelopment, and adjust regulations or programs as necessary. For example, is spill-over parking from new developments or light rail commuters impacting availability of on-street parking in neighborhoods? Should the City institute Residential Parking Zones or other parking management strategies? Is deferred maintenance or speculative buying creating neglected buildings? Should the City increase resources for code enforcement to ensure compliance with the Property Maintenance Code?

RECOMMENDATION

No action is required for this study session. However, staff requests direction on the “Big Picture Questions” identified in this staff report in order to prepare final documents and maps for potential adoption of proposed Ordinance Nos. 702, 706, and 707 on February 23, 2015.

Approved By: City Manager ***DT*** City Attorney ***MK***

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- Proposed Ordinance No. 706 (Attachment B), which includes Development Code regulations and three options for the proposed Zoning Map, and
- Proposed Ordinance No. 707 (Attachment C), which includes the Mitigation Measures, Development Code Regulations, and Planned Action Boundary Map.

BACKGROUND

During meetings on August 7, September 4 and 18, October 2 and 16, November 6, and December 18, the Planning Commission discussed potential Development Code regulations for the 185th Street Station Subarea Plan (185SSSP). On November 20, the Commission discussed the Final Environmental Impact Statement (EIS), and draft policies for the Subarea Plan. On December 4, the Commission discussed the draft Subarea Plan and Planned Action Ordinance. The Planning Commission held the public hearing on the 185th Street Station Subarea Plan and the Planned Action Ordinance, including zoning map and Development Code regulations on January 15, 2015. The Final EIS will be used as a decision-making tool and likely referenced as the basis for many comments, but it is not adopted as a policy or regulatory tool, and therefore was not a direct subject of the public hearing.

Materials from all Commission meetings are available at the following web page by date: <http://www.cityofshoreline.com/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes>.

DISCUSSION

SUBAREA PLAN

The Growth Management Act (GMA) requires the fastest growing counties and the cities within them to plan extensively in keeping with state goals on:

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| • sprawl reduction | • property rights |
| • concentrated urban growth | • natural resource industries |
| • affordable housing | • historic lands and buildings |
| • economic development | • permit processing |
| • open space and recreation | • public facilities and services |
| • regional transportation | • early and continuous public participation |
| • environmental protection | • shoreline management |

The City of Shoreline updated its Comprehensive Plan on December 10, 2012. Upon adoption of proposed Ordinance No. 702, the 185th Street Station Subarea Plan (Attachment A, Exhibit A) will be incorporated into the Comprehensive Plan. Draft policy language for the Subarea Plan was introduced at the November 20 Commission meeting, and the full draft Subarea Plan was introduced at the December 4 Commission Meeting. The Subarea Plan contains policy direction for future development of the 185th

Street Station Subarea, including implementation strategies that will require additional work following adoption of the Plan. This includes working with the Parks Board to develop a program for impact fees or dedication of new parks, and coordinating with service providers regarding capital projects.

In responding to a Council request, just the policies from the Subarea Plan (including those listed below) have been separated out as Attachment D.

Additional Subarea Plan Policies Recommended by Staff - Prior to the Public Hearing

Upon further discussion with members of the public, staff offered several potential amendments/additions (in *italics*) to Subarea Plan policies, and the reasoning behind them. The Planning Commission incorporated these policies into their recommendation.

Housing

Analyze methods to maintain some affordable single family housing in addition to multi-family units as part of the City's affordable housing program.

Shoreline seeks to have a variety of housing types that are affordable to households earning less than the King County median income. The 185th Street Station Subarea Plan creates the opportunity for new, more affordable multi-family housing options, but redevelopment may mean that existing, often affordable single family dwellings will be reduced in number. Although this meets the City's goals to locate more people near the light rail stations, it may impact the goal of maintaining a variety of affordable options. In order to preserve some affordable single family options over time, the City may want to consider adopting an affordable home ownership program as an implementation step.

Utilities-Hydrology

Prepare information regarding how proposed redevelopment in the 185th Street Station Area will be managed in relation to known hydrological conditions.

Based on actual redevelopment and studies prepared for development within the Station Subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.

Redevelopment within the 185th Street Station Subarea is likely to occur first on those lots that have the least impediments. Impediments related to topography, poor soils, and surface and groundwater may present challenges on some lots. There are concerns about how redevelopment on lots that are easier to redevelop will impact the lots that are more difficult to develop. Is there a way to address this over time for a better transition? The goal would be to identify the more difficult sites sooner in the redevelopment process and adapt plans to address these conditions.

Additional Subarea Plan Policies Recommended by Staff - Following the Public Hearing

Staff recommends additional policies to be included in the Subarea Plan. The following section includes these recommendations, and the reasoning behind proposed language.

Community Design

During the transition of the Subarea from low density residential development to mixed-use residential development, monitor the condition of structures and sites to ensure property is maintained in accordance with the City's Property Maintenance Code. Consider increasing resources for code enforcement in the Subarea if through monitoring it is confirmed that deviance from the City's Property Maintenance Code is increasing.

This policy further refines LU29: "Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes." This new subarea policy also addresses concerns raised by residents. Some are concerned that during the transition from a single family neighborhood to a transit-oriented community that existing single family homes will be bought by developers and held or rented out until the market is ready for redevelopment. This may result in deterioration of structures and sites, absentee landlord issues, and general disengagement of home owners in the subarea. This policy is intended to acknowledge this possibility and preemptively prevent this from occurring. This would be accomplished through allocating resources to proactively monitor and enforce the City's Property Maintenance Code in the 185th Street Station Subarea.

Land Use

More planning will be necessary to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.

This policy is intended to acknowledge that further planning will be necessary to implement mitigations identified in the 185th Street Station Subarea Plan Final EIS and Planned Action. This planning must include real costs and possible funding mechanisms.

Additional Policies Recommended by the Planning Commission

Utilities

Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by the Department of Ecology (DOE).

Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment.

These policies were included as mitigations in the Final EIS and Planned Action Ordinance. Commissioner Mork recommended also including them as policies in the Subarea Plan to provide additional support for prioritizing their implementation. The rest of the Commission unanimously agreed.

Housing

Develop a fee schedule in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing to incorporate ongoing maintenance and operation costs.

Commissioner Moss recommended this addition to ensure that the fee-in-lieu consider more than just the cost of constructing an affordable unit, but incorporated maintenance needs over time. The rest of the Commission unanimously agreed.

Transportation

The text from the public hearing minutes recorded Commissioner Mork's motion as follows:

Fund an update to the Engineering Manual and a Transportation Corridor Study in 2016 to include the entirety of 185th Street, 15th Avenue NE, and all other identified roadways that could be impacted.

However, based on Commission discussion during the meeting, staff recommends several, separate policy amendments to more clearly capture the intent of the motion.

The third policy in the Transportation section of the Subarea Plan (page 5-31 of Attachment A, Exhibit A) states:

Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station, and North City for all travel modes. Create a corridor plan that:...

Staff recommends that a bullet be added to the list that follows the above language stating, *"Includes analysis of all arterials and streets in the subarea to determine appropriate cross-sections for each classification, including sidewalks, amenity zones, and non-motorized facilities where appropriate."*

Add a new policy that states, *"Amend the Engineering Development Manual to reflect cross-sections for all classifications of arterials and streets in the subarea."*

Add another policy that states, *"Undertake additional analysis of potential impacts to NE 188th Street and Perkins Way and identify mitigations to calm traffic that will use these roads to access the station from the east, and provide additional safety features."*

DEVELOPMENT CODE

The proposed Development Code regulations (Exhibit A to proposed Ordinance No. 706) will implement the goals and policies identified in the Comprehensive Plan and the proposed goals and policies of the Subarea Plan. The proposed regulations are intended to be innovative, flexible, form based, encourage transit oriented communities, and support the light rail station at 185th Street. The proposed regulations will also capitalize on investments made by Sound Transit and add ridership to the 185th Street Station.

The proposed regulations are integrated into the existing Development Code and not as a separate, or stand alone section of the code. Some tables have been separated for clarity such as the density and dimension table in SMC 20.50.020 and the proposed use table for station areas in SMC 20.40.160.

A number of new concepts are being introduced in the proposed Development Code regulations, including:

- **Zoning Designations** – Mixed-Use Residential (MUR) -35', -45', and -85'. The MUR zones are defined by height and form, encourage a mix of housing types, and create more opportunity for multi-family housing.
- **Uses** – New uses include live/work and the ability to convert single-family homes along arterials into businesses, such as restaurants.
- **Minimum Densities** – The Planning Commission has recommended a minimum density of 48 dwelling units per acre in the MUR-85', and minimum densities may be considered for the MUR-45' zone as well (see discussion later in this staff report).
- **Development Agreements** – Two types of Development Agreements (DA) are proposed; a general DA that applies citywide and a DA for development in the MUR-85' zone, which could grant additional height in exchange for certain amenities.
- **Affordable Housing** – The Planning Commission has recommended affordable housing be required in the MUR-45' and 85' zones, and voluntary in MUR-35'. A range of incentives and mandates for affordable housing are included in the draft Development Code language, and many of these initiatives were introduced to Council at the January 26 meeting.
- **Green Building** – 4-star Built Green is recommended to be required for all new construction in the MUR zones. LEED Platinum is required as part of a potential Development Agreement.
- **Phased Zoning** – The Planning Commission has recommended a three phase approach to zoning over the next 20 years, and staff have offered slight revisions. Council should refer to Attachment B, Exhibits B2 and B3 for the phased zoning maps.
- **Park Space** – The Commission has recommended that new park space be mandatory for development in the MUR-85' zone when an applicant applies for a Development Agreement. The space will be calculated by the amount of building area that is being proposed. Staff will work with the Parks Board to determine how additional park space may be acquired to accommodate projected growth.

The Planning Commission discussed potential Development Code regulations during seven meetings in the latter half of 2014, with staff presenting remaining potential changes to the Development Code at the December 18 meeting. The Commission walked through the Development Code at the public hearing and made a number of recommendations that are worth listing separately from the above list of general changes to the Development Code:

- Phased zoning plan now includes three phases;
- Parks are a mandatory element for Development Agreements in the MUR-85' zone;
- Detached single family homes are a permitted use in all MUR zones;
- Affordable housing is now mandatory in the MUR-45' and MUR-85' zones;

- Building step-backs are required in the MUR-85' zone at a 45-foot height when adjacent to either the MUR-35' or MUR-45' zone, or on an arterial (staff is proposing that this step-back apply to all streets);
- Design standards have been added for parking structures; and
- Parking spaces for residential units are now tied to the rent or purchase price of a unit.

Phasing

The Commission recommended a three-phase approach to the 185th Street Subarea Plan. Phase 1 would be implemented immediately after adoption by the Council, and focuses initial development around the station and 185th Street. Phase 2 would be 'unlocked' after five years (2021) and includes areas adjacent to Phase 1. Phase 3 would be unlocked 10 years after the station opens (2033). Staff is proposing a slight amendment to this schedule, which would space out phases at 10 year intervals (2015, 2025, and 2035).

Parks as Mandatory Element

The Planning Commission recommended making dedication of park space a mandatory component of a development agreement in MUR-85'. While there was unanimous support for this requirement because the intent of a development agreement is to trade amenities desired by the community (such as park space) for increased development potential that helps offset the cost of providing the desired amenity, the approach went through several iterations. Initially, draft regulations called for a minimum dedication of one acre of park space, based on the definition of a neighborhood park as between one and fifteen acres, and the preference of the Parks Department for larger parcels rather than small sites scattered throughout the neighborhood that are more difficult to maintain.

However, this size was problematic from a legal perspective. An interpretation by the City Attorney's Office determined a dedication as a *mandatory* requirement may not be appropriate because any dedication *required* for development approval must be related both in nature and extent to the impact of a proposed development. In other words, it must be reasonably necessary as a direct result of the proposed development.

Therefore, the City would need to show an individualized determination that the area to be dedicated is proportionate to the impact; that there is a need for this amount of park space as a result of the specific development.

At the public hearing, the Planning Commission recommended another alternative, which has been included in the Development Code regulations contained in Attachment B, Exhibit A and Attachment C, Exhibit B. Park space will be tied to the size of the specific development, but staff needs to work with the Parks Department and Board to identify the appropriate formula to calculate the area of dedication or the appropriate impact fee to create dedicated funding to acquire park space.

Affordable Housing

The Commission recommended that affordable housing be mandatory in the MUR-45' and MUR-85' zones. The levels of affordability and the amount of affordable units are described in the draft Development Code regulations. The Commission recommended

that the table of affordability in SMC 20.40.235 (B)(1) be amended to include recommendations from the Housing Development Consortium. The HDC includes language that allows more of a sliding scale of affordability depending on the number of bedrooms proposed in the development.

Building Step-Backs

The Commission recommended that buildings in the MUR-85' zone along arterials and adjacent to other zoning designations be required to step back at least 10 feet after the first 45-feet in height. The Commission believes that development in the MUR-85' zone has the potential to create a "canyon" effect and that by stepping back buildings above the 4th story, the pedestrian experience at the ground level will be enhanced. Staff recommends including this step-back requirement for all building facades in the MUR-85' zone fronting on any street, not just arterials.

Parking Structure Design

By request of Councilmember Roberts, proposed parking structure design standards were discussed with the Planning Commission on December 18. The issue was raised as a concern for the appearance and function of parking structures as they contribute to the built environment in the Station Subareas. Staff discussed with the Commission standards such as façade, rooftop, architectural features, lighting, and inclusion of commercial space. The Commission was interested in proposed code amendments that would address these topics.

Analysis of Shoreline's existing commercial design standards shows that we have very similar standards to those suggested; however, we do not specifically identify parking structures. Parking structures have been regulated in the existing design standards if they are integrated with the main building, but that is not always the case. Articulating these design standards will be useful since they can be sizable and have impact on the overall development and streetscape. These standards would also be intended to apply to the Sound Transit station parking structures.

The attached code amendments now identify parking structures using Shoreline's design standards under Street Frontage, Corner Buildings, and Building Articulation. However, these amendments do not regulate the grade of parking floors and the size of ramps, commercial spaces on the ground floor of parking structures, façade offsets, elevator shafts, and cornices.

It is difficult to calibrate parking floors and ramps internal to the structure without specifics regarding how much grade is allowed and what percentage can be ramped to preclude parking on the ramps, since every structure configuration and size will be different. Exclusive ramps in small garages take up a larger proportion of area, so floors may need to also be ramps. ADA accessibility will require parking spaces and elevator access to be level.

Commercial uses located in parking garages are desirable if they front on walkways or sidewalks. However, in adopting commercial design standards, Shoreline chose to be flexible with regard to ground-level spaces and require them to be designed for commercial use, but not necessarily to be used for commercial purposes given current difficulty filling these spaces. A similar standard could apply to parking garages, except

that creating commercial space in parking garages with different floor plate heights and the inset of the commercial space have ramifications into the parking layout across the entire floor plate.

Façade modulation is desirable and feasible if the uses behind them are commercial or residential because the area requirements and floor plans are more flexible. However, parking structures do not have that much flexibility with regard to façade offsets because the offset is reflected through the entire floor plate. As proposed, modulation with color, texture, openings, and materials is feasible.

Shoreline does not require any building elevator shafts to be external or glassed. It is inconsistent and unrelated to require this added design feature to parking structures.

Cornices are large trim moldings for the top edges of building façades. Shoreline's design standards do not require cornices for buildings, and therefore should not require them for parking structures.

Parking Spaces

The Commission recommended adding language into the proposed Development Code that tries to address the problem of parking spaces and multifamily residential units. Currently, the City requires that an applicant show on plans that there are designated parking spaces for the residential units proposed in a development. SMC 20.50.410(B) states that, "Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director."

However, the Code is silent on requiring that parking spaces for a residential unit be included in the rent or purchase price of the unit. This issue has been recently brought to the City's attention regarding the newly constructed Polaris and slightly older Arabella developments in North City.

The Planning Commission recommendation includes proposed language in the draft Development Code regulations that states, "Parking for residential units must be included in the rental or sale price of the unit. Parking spaces cannot be rented, leased, sold, or otherwise be separate from the rental or sales price of a residential unit." It should be noted that the City has been exploring its legal authority to regulate whether developments may charge for parking, and the Commission was advised by the Assistant City Attorney that this specific language may not be the best solution with regard to defensibility and enforcement.

Detached Single Family Homes and Minimum Densities in MUR Zones

On January 15, the Planning Commission recommended that detached single family homes be a permitted use in all of the MUR zones indefinitely, with the condition that new or remodeled homes be developed to R-6 zoning standards. This has been a topic of substantial consideration as there are potential benefits and unintended consequences to allowing or disallowing construction of new single-family homes (or low density) in close proximity to the future station. Councilmembers and the community also have strong opinions about what is appropriate. Staff recommends a compromise approach, described at the end of this section, which intends to avoid

placing restrictions on existing homeowners who want to modify their homes, while encouraging transit-supportive densities for new construction.

In the previous version of draft regulations, the Commission included single-family as a permitted use in MUR-45' and -35' zones, but not in MUR-85'. This was partly because MUR-85' surrounds the future light rail station, and the Commission did not want this area to be redeveloped with single-family units that would maximize allowable footprints (even if R-6 standards were applied), creating expensive low-density homes where more transit-supportive mixed-use styles were envisioned.

However, if single-family homes were simply a "grandfathered" use in MUR-85', the Commission was concerned that homeowners who wished to modify or expand their more modest homes or add additional structures in the future may not be able to. This is because the City's current code language regarding non-conforming ("grandfathered") uses allows for replacement, and even a ten percent (10%) expansion of such uses with a Conditional Use Permit, but no more.

Theoretically, if a 20 foot tall rambler-style home burned down in an MUR-85' zone where new single-family was not a permitted use, the owners could rebuild it in the same footprint, with a 10% expansion, but that would not equal the existing allowances of the R-6 zone. It could also mean that if a homeowner in an MUR-85' zone wanted to put in an Accessory Dwelling Unit, new garage, or deck that was more than 10% of the square footage of the existing home, it may not be allowed. The Commission's intention was to support owners who want to stay and invest in their homes, and did not want to create a scenario that could unintentionally penalize these households.

The recommendation that emerged from that discussion was to include single-family as a permitted use in MUR-85' zones, but for this provision to sunset five (5) years from adoption (2020). The reasoning was that this time period would allow for greater public awareness of zoning or other potential changes in the neighborhood, and allow homeowners to make informed decisions about whether and what improvements to make to their property, without allowing for a significant influx of larger, more expensive single-family homes on land better-suited to Transit-Oriented Development (TOD) in the long-term. However, upon further discussion, the Commission decided to forego the sunset provision and recommend allowing detached single-family as a permitted use indefinitely.

This solution does not support Council goals for areas nearest the station to transition to TOD in the long term, or adopted policies specifying minimum densities of 48 units per acre within a ¼ mile of the station, and 18 units per acre within a ½ mile. Therefore, staff proposes the following solution:

Detached single-family could remain an allowed use in all MUR zoning designations, subject to R-6 standards, but these zoning designations could also include a minimum density requirement for new multi-family construction.

This is because new or existing detached single-family would be regulated by a different standard (R-6) than new construction (MUR-45' or MUR-85'). For example, if an existing single-family homeowner wanted to expand their house, or add a deck or

Accessory Dwelling Unit, they would need to comply with R-6 setbacks, lot coverage, and the current minimum density of four units per acre, but would not be limited to a 10% expansion or have to go through extra process because it would be allowed by right. However, if someone wanted to build attached single-family or multi-family buildings, they would be required build to MUR-45' or MUR-85' standards, which could have minimum densities of 18 or 48 units per acre respectively, to conform to policy direction. This solution would also negate the concern expressed by residents that being a non-conforming use would inhibit their ability to sell their home to a buyer who wished to maintain the single-family use.

Alternatively, another option to resolve this permitted use/minimum density issue would be to amend the non-conforming code to allow more than a 10% expansion for existing single-family homes in station subareas, but this would not address community concerns about buying and selling homes that would be classified as non-conforming.

PLANNED ACTION ORDINANCE (PAO)

A Planned Action is a development project whose impacts have been addressed by an EIS associated with a plan for a specific geographic area before individual projects are proposed. A Planned Action involves detailed State Environmental Policy Act (SEPA) review and preparation of EIS documents in conjunction with subarea plans, consistent with RCW 43.21C.031 and WAC 197-11-164 through WAC 197-11-172. Such up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects.

The full PAO for the 185th Street Station Subarea was discussed at the January 15 Planning Commission public hearing. It is important to note that the current draft of the PAO, proposed Ordinance No. 707(Attachment C), references the full Preferred Alternative zoning scenario rather than the phased approach recommended by the Commission.

Staff requests direction regarding how the map should be presented for potential adoption on February 23. The final PAO will include the Mitigation Measures (Att. C, Exhibit A), Development Code Regulations (Att. C, Exhibit B), and Boundary Map (Att. C, Exhibit C), which may be amended prior to final selection by Council following that meeting. At this point Council and the public should consider this document as illustrative of requisite components, rather than reflective of the most current recommendations.

Value of the PAO

One of the purposes of doing a Planned Action is to develop an understanding of cumulative impacts of potential redevelopment, rather than performing this analysis only at the project level. Analyzing impacts and identifying mitigations for both 20 year and build-out timeframes allows the City to prioritize capital projects for the shorter timeframe, while also foreseeing what could be needed for the long-term. In some cases, when making improvements it is advisable to design for the long-term need.

Analyzing different timeframes has the added benefit of accommodating unpredictable rates of growth. If more redevelopment were to occur than projected for the 20 year

timeframe, the City and other service providers already know what additional improvements would need to be required before development could proceed.

A Planned Action is also not an indefinite or unlimited pass for growth. The City must monitor actual projects against the level analyzed, and if this threshold is reached, either a developer would need to do perform independent environmental analysis, or the City could choose to develop a Supplemental Environmental Impact Statement to determine additional mitigations. Either option would be accompanied by new public process.

It should also be noted that the regulations that are adopted as part of a Planned Action Ordinance may be amended over time to address issues that arise, such as requiring additional design standards or mandating extra amenities.

FINAL ENVIRONMENTAL IMPACT STATEMENT

According to the Washington SEPA Handbook, there are several steps in the EIS process:

1. Conducting "scoping," which initiates participation by the public, tribes, and other agencies and provides an opportunity to comment on the proposal's alternatives, impacts, and potential mitigation measures to be analyzed in the EIS;
2. Preparing the Draft EIS, which analyzes the probable impacts of a proposal and reasonable alternatives, and may include studies, modeling, etc.;
3. Issuing the Draft EIS for review and comment by the public, other agencies, and the tribes;
4. Preparing the Final EIS, which includes analyzing and responding to all comments received on the Draft EIS, and may include additional studies and modeling to evaluate probable impacts not adequately analyzed in the Draft EIS;
5. Issuing the Final EIS; and
6. Using the EIS information in decision-making.

The City has completed steps 1-5. Step 6 is comprised of the January 15 public hearing and City Council deliberations on February 9 and 23.

The Final EIS is intended to be very similar to the Draft EIS, except that it should respond to public comments submitted and perform additional analysis if necessary. For the 185th Street Station Subarea Plan, the Draft EIS analyzed three potential zoning scenarios: No Action, Some Growth, and Most Growth. On August 25, Council selected a Preferred Alternative zoning scenario that was more intense than those alternatives analyzed in the Draft EIS. On September 29, the Council and Commission agreed to study a phased approach to zoning in the Final EIS. On October 2, the Commission defined boundaries for the area to be studied as Phase I.

Therefore, the Final EIS for the 185th Street Station Subarea Plan required additional analysis to consider a new Preferred Alternative zoning scenario and the potential to phase zoning. In addition to this new information, the Final EIS also provides updated details regarding mitigations, including Development Code regulations that could be adopted as part of the Planned Action Ordinance, new zoning designations, and greater emphasis on what to expect in the next 20 years. It will be referenced as a decision-making tool, but will not be adopted as part of the 185th Street Station Subarea Plan.

BIG PICTURE QUESTIONS

Below are questions identified by staff, for which they are requesting direction in order to revise documents that will be included as attachments to the February 23 staff report. Additional questions are likely to be identified at the February 2 dinner meeting, and will be included in the staff presentation on February 9.

Subarea Plan and Comprehensive Plan Future Land Use Map

The Subarea Plan includes policies (which have been separated out from the full document in Attachment D), an Incremental Implementation Strategy, and other information. Adoption of proposed Ordinance No. 702 would amend the City's Comprehensive Plan, including the Future Land Use Map.

- *Does the Council want to include policies recommended by the Planning Commission and staff as part of the final Subarea Plan (described earlier in this staff report)?*
- *Are there other policies that Council would like to include?*
- *If phased zoning is adopted, would Council prefer that the Comprehensive Plan designations be phased as well? If not, and the Land Use designations are adopted now, property owners would be able request rezones outside of the phasing timeline. Is this something the Council would like to enable or preclude?*

Development Code Regulations and Zoning Map

The proposed Development Code regulations and Zoning Map would codify new MUR zoning designations, and define transition and other standards. Adoption of proposed Ordinance No. 706 would provide for these changes.

- *Is the Preferred Alternative (Attachment B, Exhibit B1) identified in the Final EIS still the preferred long-range zoning scenario?*
- *If so, should zoning change be adopted at once or in phases? If phased, does Council support the Planning Commission recommendation (Attachment B, Exhibit B2), the staff recommendation (Attachment B, Exhibit B3), or another option?*
- *Should new single-family residential be a permitted use in the MUR zones? Is there a distinction between MUR-35', MUR-45', and MUR-85' with regard to such allowances?*
- *Should minimum densities be required for new construction in MUR zones? The draft Development Code regulations (Attachment B, Exhibit A) include a minimum density of 48 units per acre in MUR-85' (as per Council policy direction in LU-26), but no minimum densities in MUR-35' or MUR-45'. Discussion earlier in this staff report proposes a minimum density of 18 units per acre in MUR-45' to conform to Council policy direction (LU-25).*
- *The Planning Commission recommended step-backs at 45 feet for any buildings in the MUR-85' zones adjacent to an arterial or MUR-35' or MUR-45' zoning. Staff recommends that this standard be applied along all streets. Does Council agree?*
- *Another option would be to provide a choice between stepping-back at 45 feet, or setting the entire building back 10 feet. Does Council have a preference between a step-back or a set-back, or to give developers an option?*
- *Are there other development regulations that Council wishes to discuss, amend, or add?*

Planned Action Ordinance

Adoption of proposed Ordinance No. 707 would define boundaries for the Planned Action Area, as well as identify mitigations to accommodate projected growth. As project applications are submitted, they would be accompanied by a SEPA checklist, and P&CD staff would monitor actual redevelopment against levels and improvements analyzed through the EIS process.

- *Does the Council agree with the mitigation measures included in Exhibit A of Attachment C?*

STAKEHOLDER OUTREACH

The public participation process for light rail station subarea planning has been extensive. The Public and Stakeholder Involvement Plan, published in September 2013, identified stakeholders and a process for engaging them in decision-making. The Plan is available at the following link:

<http://www.shorelinewa.gov/home/showdocument?id=15884>. Additional background information is available on the City's light rail webpage at www.shorelinewa.gov/lightrail, but a few highlights are included below.

In August and September of 2013, five visioning events were held by the City and Senior Services. In November 2013 and February 2014, the City hosted a series of Design Workshops, which generated several concepts that were incorporated into zoning scenarios and development regulations. These included the connecting corridor, intended to create a main street feel between Aurora Avenue N and North City, via 185th Street, 10th Avenue, and 180th Street. The Mixed-Use Residential zoning designations also evolved from the Design Workshops, specifically with regard to height limits of 35 and 45 feet, and the ability to convert single-family into businesses along 185th and other arterials.

The City hosted another community meeting about the Draft EIS in June 2014, and discussed components of the 185th Street Station Subarea Plan at dozens of Planning Commission and Council meetings. Staff also led “walk-shops”, attended monthly meetings of the 185th Station Citizens Committee and numerous Neighborhood Association meetings, and had booths with light rail information at community events, including Celebrate Shoreline. Information was shared with the public through the City's light rail webpage, Currents newsletter, Shoreline Area News articles, Alert Shoreline and email distribution lists, signage, walking tour maps, postcard mailings, and other means.

The City noticed the Planning Commission public hearing on November 26, 2014. The notice was posted in the Seattle Times, on the City's website and Shoreline Area News, and mailed to Parties of Record. Emails and Alert Shoreline notifications were sent to distribution lists on November 26, December 5, and December 29 letting people know that the Final EIS, Subarea Plan, and Planned Action Ordinance, including proposed Development Code amendments were available on the project page of the City's website (www.shorelinewa.gov/185FEIS), and about the public hearing, and subsequent Council discussion and potential adoption. Minutes from the public hearing are included as Attachment E, including all comments received during testimony. Attachment F includes all public comments received prior to the public hearing.

COUNCIL GOALS ADDRESSED

Adoption of proposed Ordinance Nos. 702, 706, and 707, which would adopt the 185th Street Station Subarea Plan package, is the first half of Council Goal #3, “Prepare for two light rail stations.” By adopting these proposed ordinances, the Council is preparing the area around the proposed station at 185th Street for increased development potential to support the station and create the vibrant neighborhood envisioned through local and regional plans and the community Design Workshops, and articulated in the Subarea Plan.

RESOURCE/FINANCIAL IMPACT

Tonight’s discussion will not have a financial or budgetary impact. There are policies included in the Subarea Plan that will have future budget and staff resource impacts. These include:

- **185th Street Corridor Study** – This study, like the one currently underway for NE 145th Street, will need to be a work plan item for the Public Works (PW) Department and include public outreach, interagency coordination, development and evaluation of different project scenarios, development of recommended cross-sections, planning level cost estimates, and proposed phasing and funding strategies. Cost for the study is likely between \$400,000 and \$500,000. The Planning Commission recommended that this be included in the 2016 budget. The Engineering and Development Manual will also need to be updated with cross-sections for various streets in the subarea, which will also impact PW staff work plans.
- **Park Planning** – Planning and Community Development (P&CD) staff will need to work with the Parks, Recreation, and Cultural Services (PRCS) Department and the Parks Board regarding implementation of the light rail subarea plans. The highest priority issue will be determining an appropriate impact fee or formula for dedication of park space. Mitigation for impacts of projected growth will need to be incorporated into the update of the Parks, Recreation, and Open Space (PROS) Plan, which PRCS staff will begin working on in 2016, to determine near term capital needs for acquisition and improvements to existing facilities. This will require time from both PRCS and P&CD staff.
- **Housing Program** – The City will be responsible for setting up a housing program, most likely through the Community Services Department, with help from regional partners such as the King County Housing Development Consortium (HDC). Staff will need to determine the appropriate fee-in-lieu amount and amend SMC Title 3.
- **Transfer of Development Rights (TDR)** – The proposed Subarea Plan and Development Code regulations include TDR. The administration of the TDR program will affect staff resources and P&CD’s upcoming work plan.
- **Surface Water and other Utilities** – As the City updates its Surface Water Master Plan and Basin Plans, it will need to incorporate mitigations for impacts of projected growth, as will other utility and service providers. PW and P&CD staff will need to coordinate with all impacted utilities as they update their master plans.

- **Monitoring** - An important part of implementation will be to monitor traffic conditions and impacts of redevelopment, and adjust regulations or programs as necessary. For example, is spill-over parking from new developments or light rail commuters impacting availability of on-street parking in neighborhoods? Should the City institute Residential Parking Zones or other parking management strategies? Is deferred maintenance or speculative buying creating neglected buildings? Should the City increase resources for code enforcement to ensure compliance with the Property Maintenance Code?

RECOMMENDATION

No action is required for this study session. However, staff requests direction on the “Big Picture Questions” identified in this staff report in order to prepare final documents and maps for potential adoption of proposed Ordinance Nos. 702, 706, and 707 on February 23, 2015.

ATTACHMENTS

- Attachment A - Proposed Ordinance No. 702 - Station Subarea Plan, Comprehensive Plan Amendment, and Land Use Map
 - Exhibit A - 185th Street Station Subarea Plan
 - Exhibit B - Comprehensive Plan Future Land Use Map
- Attachment B - Proposed Ordinance No. 706 - Development Code Amendments and Zoning Map
 - Exhibit A - Development Code Regulations
 - Exhibit B1 - Preferred Alternative Zoning Map
 - Exhibit B2 - Planning Commission Recommendation Phased Zoning Map
 - Exhibit B3 - Staff Recommendation Phased Zoning Map
- Attachment C - Proposed Ordinance No. 707 - Planned Action
 - Exhibit A - Mitigation Measures
 - Exhibit B - Development Code Regulations
 - Exhibit C - Boundary Map
- Attachment D - Draft Subarea Plan Policies
- Attachment E - Minutes from the January 15 Planning Commission Public Hearing
- Attachment F - Public Comment Received Prior to the Public Hearing
- Attachment G - Preferred Alternative Zoning Map Showing Arterials

ORDINANCE NO. 702

AN ORDINANCE OF THE CITY OF SHORELINE ADOPTING THE 185th STREET STATION SUBAREA PLAN AND AMENDING THE COMPREHENSIVE PLAN AND LAND USE MAP TO INCLUDE THE SUBAREA PLAN.

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan under the GMA and, as provided in RCW 36.70A.080(2), is authorized to adopt a subarea plan as an optional planning element; and

WHEREAS, the City's Comprehensive Plan includes policies for the creation of a subarea plan for the 185th Street Station Subarea; and

WHEREAS, RCW 36.70A.130(2)(a)(i) exempts the initial adoption of a subarea plan from the GMA's limitation on comprehensive plan amendments to once per year; and

WHEREAS, the City prepared the 185th Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plan including open houses, community meetings, study sessions, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on November 26, 2014, the City issued the 185th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan; and

WHEREAS, the Planning Commission, after required public notice, on January 15, 2015 held a public hearing on the 185th Street Station Subarea Plan, including changes to the City's Land Use Map, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session for the 185th Street Station Subarea Plan, including changes to the City's Land Use Map, on February 9, 2015, reviewed and accepted the Planning Commission's recommendation and the entire public record; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendments to City's Comprehensive Plan;

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

Section 1. Adoption of the 185th Street Subarea Plan. The 185th Street Station Subarea Plan, filed with the City Clerk under Clerk's Receiving No. 7879, and attached hereto as **Exhibit A**, is adopted.

Section 2. Amendment of the Comprehensive Plan and Land Use Map. The City of Shoreline's Comprehensive Plan is amended to include the 185th Street Station Subarea Plan and the City's Land Use Map is amended to include the land use designations set forth in the 185th Street Station Subarea Plan as shown on **Exhibit B** attached hereto.

Section 3. 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 4. Effective Date of 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 FEBRUARY 23, 2015.

Shari Winstead
Mayor

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____

Effective Date: _____

Introduction

1

185th Street Station Subarea Plan

The background behind development of the 185th Street Station Subarea Plan (SSP/subarea plan), including the organization, context, purpose, process, and foundational principles are described in this introductory section.

Background

In spring of 2013, the City of Shoreline entered into community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community's light rail station subareas at NE 185th and NE 145th Streets along Interstate 5 (I-5). The 185th Street Station Subarea Plan (SSP/subarea plan) was shaped by extensive public and stakeholder engagement as well as technical analysis completed in Draft and Final Environmental Impact Statements (DEIS/FEIS/EIS) published in 2014.

Development of the subarea plan was guided by Framework Policies adopted by the City Council in May 2012, as well as specific policies of the Land Use Element (LU20-LU43) adopted into the Comprehensive Plan in December 2012. Other policies and provisions of the City of Shoreline's Comprehensive Plan, as well as citizen visioning work that culminated in Vision 2029, and adopted plans such as the Transportation Master Plan were also foundational to the subarea plan.

The DEIS and FEIS studied a range of alternatives for future growth and change in the subarea. After extensive analysis and consideration of public and agency comments, the City is considering potential adoption of Alternative 4 as the preferred alternative and planned action for long term transformation of the subarea and the basis of this subarea plan. The City is amending aspects of its Comprehensive Plan and the Shoreline Municipal Code, including the Development Code (Title 20) to facilitate implementation of the subarea plan and the supporting planned action ordinance.

Subarea Plan Organization

The 185th Street SSP includes the following sections:

1. Introduction
2. Community and Stakeholder Engagement in Plan Development
3. Existing Conditions and Population Forecasts
4. Market Outlook and Economic Development Potential
5. Long Term Vision for the Station Subarea
6. Sustainability and Livability Benefits of the Subarea Plan
7. Incremental Implementation Strategy

Refer to Chapter 2 of the FEIS for adopted Countywide Planning Policies and City Comprehensive Plan policies relevant to the subarea plan.



May 22nd Community Meeting



Planning Context

Through a separate public process for the Lynnwood Link Extension, which included development of a DEIS, Sound Transit identified NE 185th Street on the east side of Interstate 5 (I-5), north of the overpass, as the preferred location for one of the two light rail stations to potentially be built in Shoreline. A park-and-ride structure, also to be constructed by Sound Transit, would be potentially located on the west side of I-5, also north of the 185th Street overpass. The City of Shoreline supports this proposed station location as Sound Transit's preferred alternative for the Lynnwood Link Extension, and identifies the location in the City's Comprehensive Plan Land Use Map.

The City of Shoreline Planning Commission determined planning boundaries for the 185th Street SSP through considerations of factors such as policy direction, topography, ability to walk and bike to and from the station, and other existing conditions and influencing factors. The City of Shoreline Planning Commission recommended and City Council adopted specific land use and mobility study area boundaries for the 185th Street SSP. Together, the two study areas make up the "subarea" that is the focus of this planning process.

The rectangular-shaped subarea includes portions of the Echo Lake, Meridian Park, and North City Neighborhoods of Shoreline and borders the north boundary of the Ridgecrest Neighborhood. N/NE 185th Street serves as a central west to east spine of the subarea from the Aurora Avenue N (State Route/SR 99) corridor at Shoreline's Town Center to the 15th Avenue NE corridor at the North City subarea. The 185th Street Station Subarea extends approximately one-half mile to the north and south of the 185th corridor.

Figure 1-1 illustrates the subarea planning boundaries and shows the location of the potential light rail station and park-and-ride structure.


DRAFT—December 2014
8a-23
185th Street Station Subarea Plan
1-3

Purpose and Need for the Subarea Plan

The City of Shoreline developed the 185th Street SSP for the purpose of addressing future land use and transportation needs in the vicinity of the planned light rail transit station. Consistent with the City of Shoreline's Comprehensive Plan, Vision 2029, Transportation Master Plan, and other adopted plans and policies at the federal, state, regional and local levels, the subarea plan encourages development of a livable, equitable community around high-capacity transit.

Through plan implementation over many decades, neighborhoods in the subarea will attract a vibrant mix of land uses that offer additional housing choices, new jobs at businesses serving the neighborhood, a variety of social and recreation opportunities, and community services. In the vicinity of the new light rail station, redevelopment will create a transit-oriented mix of land uses that increases the number of people living and working in proximity to the light rail station. This will increase ridership and support the region's investment in high-capacity transit.

Plan implementation also will address a variety of needs, benefitting the Shoreline community as well as the broader region, including the need for:

- ▶ A variety of housing options that fit varying income levels
- ▶ Enhanced quality of life and reduced household costs related to transportation
- ▶ Family-friendly parks and amenities as part of new developments and capital investments
- ▶ Improved streets that enhance walking and bicycling in the subarea and create safer conditions for all modes of travel
- ▶ Updated utility systems and improved stormwater management and surface water quality
- ▶ Positive environmental effects such as reduced energy use and greenhouse gas emissions from less vehicle miles traveled, as well as less traffic congestion and related air pollution

Planning and Adoption Process for the Subarea Plan and Planned Action Ordinance

The 185th Street SSP was developed through a process that integrated State Environmental Policy Act (SEPA) provisions and extensive community and stakeholder involvement. Details related to community and stakeholder engagement are described in the next section of this plan, while the general subarea plan development process is summarized below.

SUBAREA PLANNING PROCESS

The subarea planning process was completed during the timeframe from summer 2013 through early 2015 and included four distinct stages of work:

- ▶ **ENVISION**—The community-driven visioning process that established key objectives for the station subarea.
- ▶ **EXPLORE**—Development of options and alternatives that would achieve the vision and objectives.
- ▶ **ANALYZE**—Formal analysis of a reasonable range of alternatives meeting the purpose and need of the planned action, including a preferred alternative, in the DEIS and FEIS.
- ▶ **ADOPT**—Adoption of the planned action via this subarea plan and the planned action ordinance.

Figures 1-2 and 1-3 illustrate the subarea planning process for the 185th Street SSP.

The “Envision” phase consisted of a series of Visioning events (during summer and fall 2013) and Design Workshops (in November 2013 and February 2014) where community members brainstormed and sketched ideas about qualities and elements they wanted to preserve and enhance in their neighborhoods over time. This was the origin of the “signature boulevard” or “main street” design concept for the 185th Street/10th Avenue/180th Street Corridor, which was further refined through zoning designations and Development Code regulations later

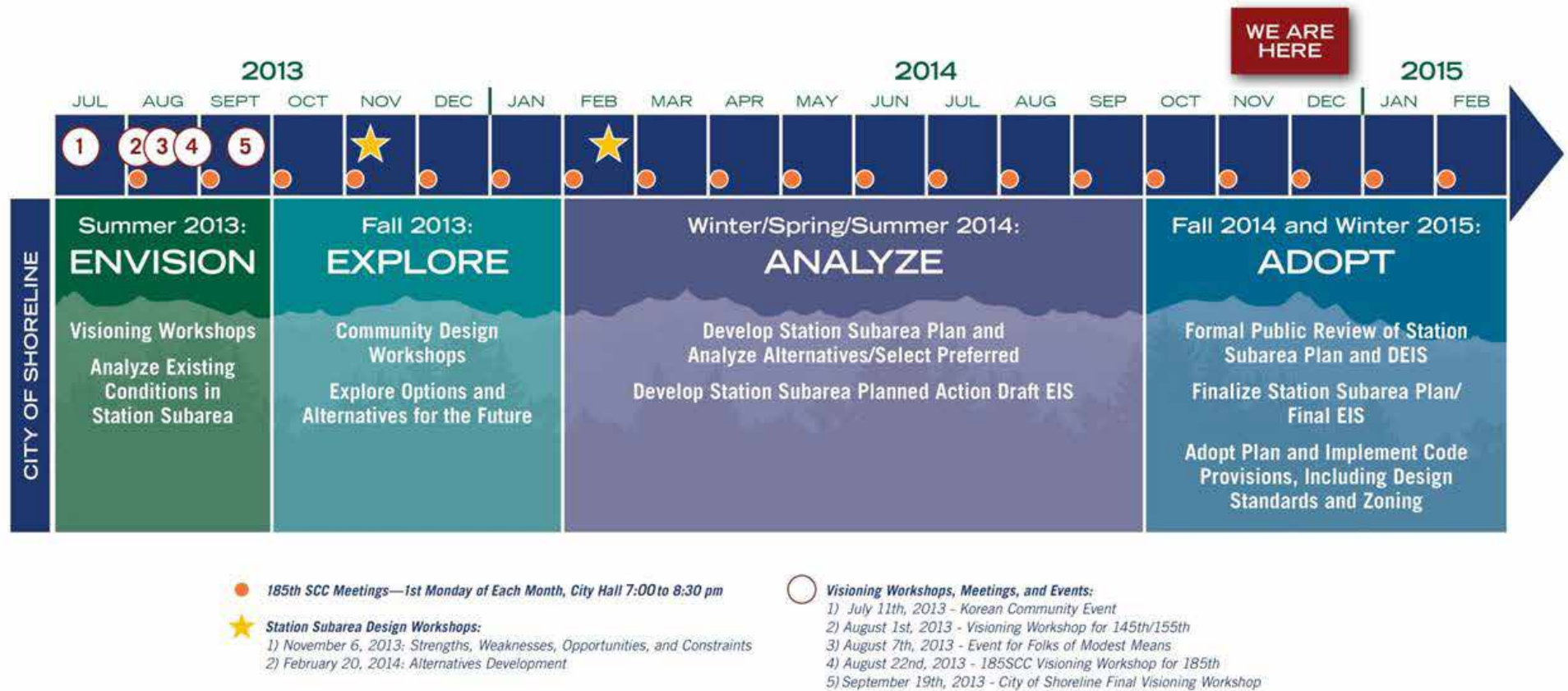


FIGURE 1-2: Planning Process and Schedule



in the process. This design concept included an emphasis on alternative modes of transportation, promoting neighborhood-serving businesses, and a greater variety of housing choices.

PLANNED ACTION ORDINANCE

Consistent with the State Environmental Policy Act (SEPA) rules, the City is adopting a planned action ordinance to support implementation of the subarea plan. The planned action ordinance will streamline environmental review for development consistent with the subarea plan and supporting regulations. The basic steps in designating planned action projects are:

1. Prepare an EIS;
2. Designate the planned action improvement area by ordinance, where future projects would develop consistent with the EIS analysis; and
3. Review permit applications for future projects for consistency with the designated planned action (based on an environmental checklist prepared by project proponents to compare proposed improvements to the planned action analysis).

The intent is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage. The planned action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, will not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in a planned action ordinance. Although future proposals that qualify as planned actions would not be subject to additional SEPA review, they would be subject to application notification and permit process requirements.

The previous DEIS and FEIS completed for the subarea address Step 1 identified above by analyzing the potential environmental impacts related to alternatives and prescribing mitigation to address potential impacts. Step 2 is addressed through adoption of the 185th Street Subarea Planned Action Ordinance, which identifies the boundary for improvements and projects to support redevelopment. This boundary is shown in **Figure 1-4**.

FIGURE 1-3: Environmental Impact Statement (EIS) and Subarea Plan Adoption Process

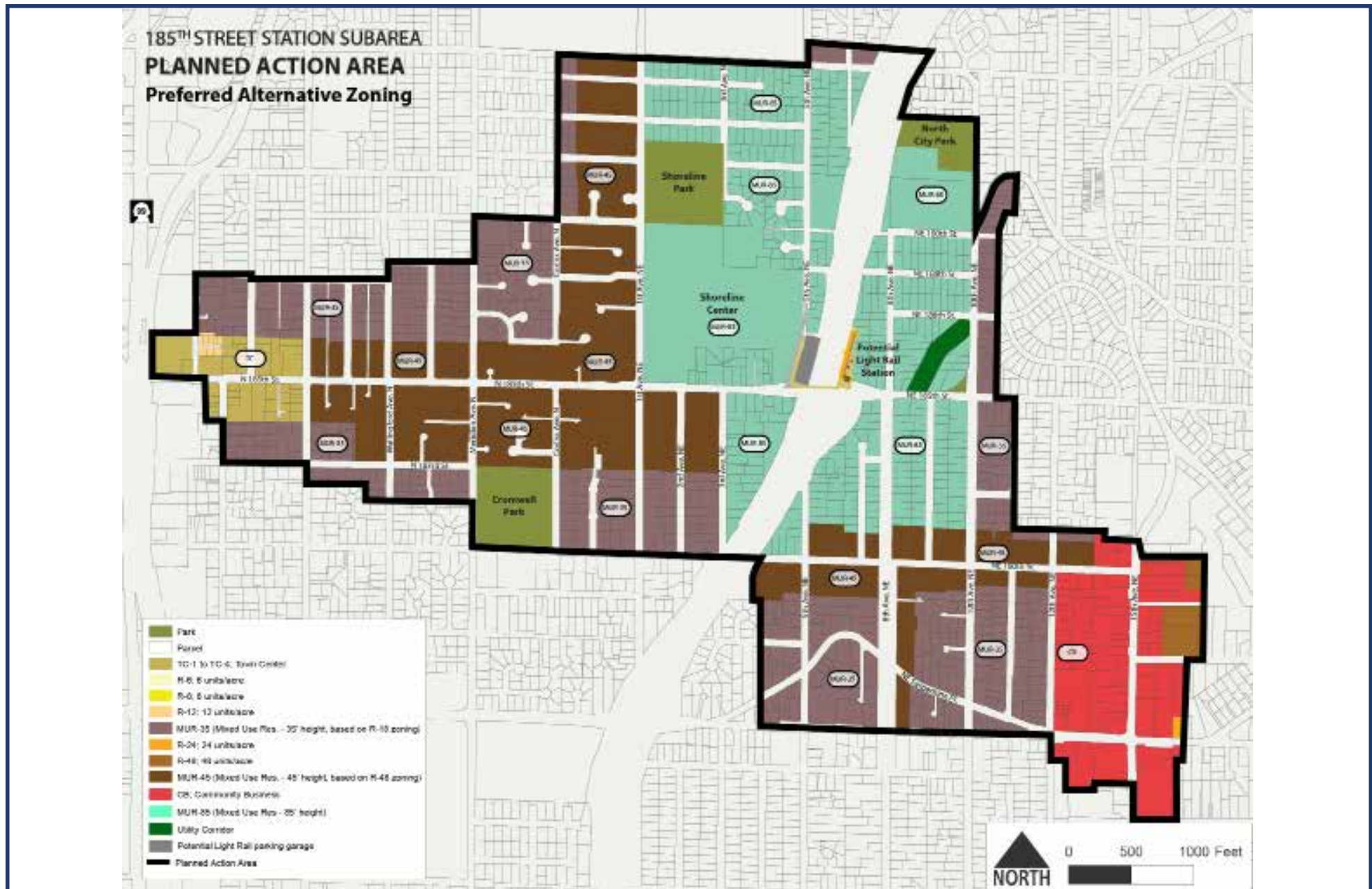


FIGURE 1-4: Planned Action Area

Subarea Policies

Proposed policies for the subarea are presented in Chapter 5 of this plan. These policies include specific objectives and actions that the City intends to pursue with adoption of the subarea plan, in addition to other adopted policies that are relevant to the station subarea.

Other Relevant Plans and Policies

The 185th Street SSP is consistent with and supports a wide array of federal, state, regional, and local plans and policies, including the Partnership for Sustainable Communities of the United States Housing and Urban Development, Department of Transportation, and Environmental Protection Agency; Washington State Growth Management Act, Puget Sound Region Vision 2040 and the Growing Transit Communities Partnership; Countywide (King County) Planning Policies; and the City of Shoreline Vision 2029, Comprehensive Plan, and other relevant City planning policies and development regulations. These are summarized and referenced below. Refer to Chapter 2 of the FEIS for the full list of Countywide and City policies consistent with this subarea plan.

PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

In 2009, the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) formed an interagency partnership to coordinate investments and align policies to support communities that want to give Americans more housing choices, make transportation systems more efficient and reliable, reinforce existing investments, and support vibrant and healthy neighborhoods that attract businesses. Each agency is working to incorporate the principles into its funding programs, policies, and future legislative proposals.

This Partnership for Sustainable Communities marked a fundamental shift in the way the federal government structures its transportation, housing, and environmental spending, policies, and programs. The three agencies agreed to collaborate to help communities become economically strong and environmentally sustainable. The Partnership recognizes that rebuilding national prosperity today and for the long run starts with individual communities where—now and generations from now—all Americans can find good jobs, good homes, and a good life.

Coordinating federal investments in infrastructure, facilities, and services meets multiple economic, environmental, and community objectives with each dollar spent. For example, investing in public transit can lower transportation costs, reduce greenhouse gas emissions and other air pollution, decrease traffic congestion, encourage healthy walking and bicycling, and spur development of new homes and amenities around transit stations. The Partnership is guided by six Livability Principles in **Figure 1-5**.

WASHINGTON STATE GROWTH MANAGEMENT ACT

The Washington State Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City of Shoreline plans for its growth in accordance with the GMA, which means that its comprehensive plan establishes provisions and a capital improvement program with adequate capacity to support the city's share of projected regional growth, along with its own vision. Planned and financed infrastructure improvements are identified to support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

FIGURE 1-5: Partnership for Sustainable Communities Guiding Livability Principles

- ▶ **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- ▶ **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- ▶ **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- ▶ **Support existing communities.** Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- ▶ **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- ▶ **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

The GMA recognizes fourteen statutory goals that guide the development of comprehensive plans, and for a plan to be valid, it must be consistent with these:

1. Guide urban growth to areas where urban services can be adequately provided;
2. Reduce urban sprawl;
3. Encourage efficient multi-modal transportation systems;
4. Encourage the availability of affordable housing to all economic segments of the population;
5. Encourage economic development throughout the state;
6. Assure private property is not taken for public use without just compensation;
7. Encourage predictable and timely permit processing;
8. Maintain and enhance natural resource-based industries;
9. Encourage retention of open space and development of recreational opportunities;
10. Protect the environment and enhance the state's quality of life;
11. Encourage the participation of citizens in the planning process;
12. Ensure adequate public facilities and services necessary to support development;
13. Identify and preserve lands and sites of historic and archaeological significance; and
14. Manage shorelines of statewide significance.

PUGET SOUND REGION VISION 2040 AND GROWING TRANSIT COMMUNITIES PARTNERSHIP

The proposed 185th Street SSP is consistent with the regional long-range plan, Vision 2040, as well as land use and transportation planning initiatives to support the region's investment in high-capacity transit, as described further below.

VISION 2040

Vision 2040 is an integrated, long-range vision for maintaining a healthy region and promoting the well-being of people and communities, economic vitality, and a healthy environment for the central Puget Sound region. It contains an environmental framework, a numeric regional growth strategy, policy sections guided by overarching goals, implementation actions, and measures to monitor progress.

The following overarching goals provide the framework for each of the six major policy sections of VISION 2040.

- ▶ **ENVIRONMENT**—The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.
- ▶ **DEVELOPMENT PATTERNS**—The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.
- ▶ **HOUSING**—The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.
- ▶ **ECONOMY**—The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.

- ▶ **TRANSPORTATION**—The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.
- ▶ **PUBLIC SERVICES**—The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Vision 2040 includes multi-county policies to support each of these major policy sections. These policies serve as foundational guidance for the Countywide Planning Policies of King County and also for comprehensive planning and subarea planning in Shoreline.

GROWING TRANSIT COMMUNITIES PARTNERSHIP

In recognition of the \$25 billion investment the central Puget Sound region is making a voter approved regional rapid transit, the Growing Transit Communities Partnership is designed to help make the most of this investment by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. The Partnership developed a comprehensive set of Corridor Action Strategies, as well as other tools to support development of jobs and housing in areas associated with transit investments. For more information visit: <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/>

The Partnership also worked with the Center for Transit-Oriented Development to create a People + Place Typology for the region's 74 high-capacity transit station areas. The 185th Street station area in Shoreline was designated with the typology, "Build Urban Places," characterized as follows.

“Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the middle sections of the North and South corridors respectively. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD.”

Key strategies for the “Build Urban Places” typology that the 185th Street SSP implements include:

- ▶ Intensify activity with transformative plans for infill and redevelopment.
- ▶ Identify and fund catalytic capital facilities investments.
- ▶ Provide a full range of tools for new affordable housing production.
- ▶ Conduct a community needs assessment and make targeted investments.

COUNTYWIDE PLANNING POLICIES

As part of the comprehensive planning process, King County and its cities have developed countywide planning policies. These policies were designed to help the 39 cities and King County address growth management in a coordinated manner. The policies were adopted by King County Council, and subsequently ratified by cities, including the City of Shoreline, in 2013.

Taken together the Countywide Planning Policies address issues related to growth, economics, land use, and the environment. Specific objectives include:

- ▶ Implementation of Urban Growth Areas;
- ▶ Promotion of contiguous and orderly development;
- ▶ Siting of public capital facilities;
- ▶ Creating affordable housing plans and criteria; and
- ▶ Ensuring favorable employment and economic conditions in the County.

The Countywide Planning Policies also set growth targets for cities, and as a precursor to these policies, the vision and framework for King County 2030 call for vibrant, diverse, and compact urban communities, stating that:

“Within the Urban Growth Area little undeveloped land now exists and urban infrastructure has been extended to fully serve the entire Urban Growth Area. Development activity is focused on redevelopment to create vibrant neighborhoods where residents can walk, bicycle or use public transit for most of their needs.”

CITY OF SHORELINE VISION 2029

In fall 2008, the City of Shoreline began working with the community to create a vision for the next 20 years to help maintain Shoreline’s quality of life. The process engaged hundreds of citizens and stakeholders through a series of “Community Conversations” hosted by neighborhood associations and community groups, as well as Town Hall meetings hosted by the City Council. The process generated over 2,500 comments, which the City synthesized into a vision statement and eighteen framework goals. These were subsequently adopted by the City Council in May 2009. The vision and framework goals are presented below.

VISION 2029

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here. There always seems to be plenty to do in Shoreline – going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer’s market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city’s many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The City works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life – cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

Key aspects of Vision 2029 relevant to the 185th Street SSP are summarized below.

A CITY OF NEIGHBORHOODS—Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times and both blends well with established neighborhood character and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.

NEIGHBORHOOD CENTERS—The city has several vibrant neighborhood “main streets” that feature a diverse array of shops, restaurants, and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce, and the City.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places - like parks, plazas, cafes, and wine bars - provide opportunities for neighbors to meet, mingle, and swap the latest news of the day. Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian, or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail, and other regional destinations.

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

A HEALTHY COMMUNITY—Shoreline residents, City government and leaders care deeply about a healthy community. The City's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known region wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and provide alternative treatment for non-violent and non-habitual offenders.

BETTER FOR THE NEXT GENERATION—In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and City staff strive for efficiency, transparency, and consistency to ensure an effective and responsive City government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And, maybe most importantly, the people of Shoreline are committed to making the city even better for the next generation.

Comprehensive Plan Definition of Transit-Oriented Communities (TOCs):

Shoreline's Comprehensive Plan defines transit-oriented communities as *"Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians."*

FRAMEWORK GOALS

The original framework goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the city's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects. Refer to the Appendix for a list of these goals.

CITY OF SHORELINE COMPREHENSIVE PLAN POLICIES

The City of Shoreline adopted its current Comprehensive Plan by Ordinance 649 on December 10, 2012. As required under GMA, the City's current Comprehensive Plan and corresponding regulations were prepared and adopted to guide future development and fulfill the City's responsibilities. The Comprehensive Plan contains all required elements and many optional elements, provides a foundation for how the community envisions its future, and sets forth strategies for achieving the desired vision. A comprehensive plan guides how the city will grow, identifies compatible land uses, a range of housing and employment choices, an efficient and functional transportation network, and adequate public facilities, and protects environmental and historic resources.

SPECIFIC POLICIES RELATED TO LIGHT RAIL STATION AREAS

As part of its 2012 Comprehensive Plan update, the City of Shoreline adopted specific policies related to light rail station areas that provide a guiding foundation for the subarea plan.

- LU20:** Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU21:** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU22:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU23:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU24:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU25:** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU26:** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU27:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- LU28:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU29:** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

- LU30:** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU31:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.
- LU32:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU33:** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU34:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU35:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU36:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU37:** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU38:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.



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- LU39:** Use the investment in light rail as a foundation for other community enhancements.
- LU40:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (e.g. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU41:** Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU42:** Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU43:** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.



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Other Relevant City of Shoreline Plans

In addition to the City's Comprehensive Plan, the 185th Street SSP is consistent with several other adopted City of Shoreline plans, including:

- ▶ Shoreline Climate Action Plan, September 2013
- ▶ Economic Development Strategic Plan 2012-2017
- ▶ Transportation Master Plan, 2011, with amendments adopted in December 2012 and December 2013
- ▶ Parks, Recreation, and Open Space Master Plan, July 25, 2011
- ▶ Surface Water Master Plan, December 2011
- ▶ Town Center Subarea Plan, July 25, 2011
- ▶ Shoreline Environmental Sustainability Strategy, July 14, 2008
- ▶ North City Subarea Plan, July 2001

Community and Stakeholder Engagement

2

185th Street Station Subarea Plan

Public involvement has been important and integral to the development of the 185th Street Station Subarea Plan (SSP/subarea plan). The Shoreline community and stakeholders have been engaged throughout the planning process, especially the 185th Street Station Citizen Committee (185SCC), which formed prior to the City initiating a formal subarea planning process, and is open to anyone in the community. Development around the new light rail station has the potential to provide Shoreline citizens greater access to the region's transit system and create a vibrant, equitable transit-oriented community. To that end, the City has fostered an interactive process to engage stakeholders and the community in shaping potential alternatives for the station subarea. The process has also worked to build public support for a long term approach to growth and change in the subarea.

Overview of the Public and Stakeholder Involvement Plan

At the outset of the planning process, the City developed a Public and Stakeholder Involvement Plan to provide a framework for engaging the Shoreline community and key stakeholders in developing the subarea plan. A primary objective of the plan has been to engage the community in meaningful ways throughout the duration of an open and transparent planning process.

The Public and Stakeholder Involvement Plan contains key messages, a discussion of the proposed planning and involvement process and timeline, a summary of participants in the process, a description of methods for involvement, and suggestions for monitoring success of the plan on an ongoing basis. The plan also integrates the ongoing related activities of other groups and entities focused on station subarea visioning and regional transit-oriented development.



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Goals for Community Engagement

Overarching goals for community engagement during the planning process have included the following.

- ▶ Provide hands-on, interactive methods for community involvement that enable citizens and other stakeholders to help shape the station subarea plan.
- ▶ Provide opportunities and venues for input and comment throughout the duration of the planning process.
- ▶ Involve and engage the full diversity of community interests, including those in the immediate station subarea, as well as the broader community, and current residents as well as those who may live here in the future.
- ▶ Build community awareness about the coming of light rail service, the potential for change in land use around the station areas, and how this change may occur incrementally over time.
- ▶ Reach out to regional interests and other communities to learn about their efforts related to promoting and building transit-oriented communities.

Key Messages

Key messages conveyed to participants throughout the planning process and via a variety of communications and supporting materials have included the following.

- ▶ Change is coming to the light rail station subareas, and this is the community's chance to get involved and to help shape that change.
- ▶ Change in the station subareas will happen slowly and incrementally. While the light rail station and related improvements are scheduled to be completed by 2023, redevelopment in the station subareas will happen gradually, over decades.
- ▶ The community will be engaged in helping to define a vision and plan for change in the station areas that explores different timeframes, including the near term, the next twenty years, and beyond twenty years.
- ▶ Developing a strong vision and plan for the station subareas will achieve benefits at global, regional, community, and neighborhood levels, as shown on the next page in **Figure 2-1**.

Participants in the Process

The City has involved the overall community as well as key property owners, neighborhood and community groups, regional interests, and others in station subarea planning. City staff members have led public and stakeholder involvement activities for the station subarea planning process with coordination and facilitation support from consultants. A brief summary of participants in the station subarea planning process follows.

OVERALL COMMUNITY

The entire Shoreline community has been invited to participate in station subarea planning efforts via targeted mailings, Currents articles, web pages, email distribution lists, and other City notification systems.

Overall community demographics were considered in the process, including the following information from the Shoreline Comprehensive Plan and other sources.

- ▶ Shoreline's 2013 population was estimated to be 54,790.
- ▶ The population has remained relatively stable, with an increase of only 245 between the 2010 census and the 2012 estimate.
- ▶ While the population has remained steady, demographics have been changing, including two noticeable trends:
 - ▷ Greater diversity in the community—the white population of Shoreline declined by 8 percent between 2000 and 2010.
 - ▷ Aging of the general population—the median age of residents increased from 39 in 2000 to 42 in 2010
- ▶ Foreign born residents of Shoreline increased from 17 percent of the population in 2000 to 19 percent in 2010 (American Community Survey and US Census data).
- ▶ The largest minority population is Asian-American, composed of several subgroups, which collectively make up 15 percent of the population.

WHAT ARE THE BENEFITS?



PLANET

- Reducing carbon footprints and greenhouse emissions
- Mitigating climate change



REGION

- Preserving recreational and environmental functions of natural resource areas
- Reducing traffic congestion



COMMUNITY

- Promoting access and connectivity
- Increasing livability, employment, and housing options



NEIGHBORHOOD

- Enhancing complete streets and walkability
- Encouraging vitality and placemaking
- Providing goods and services

FIGURE 2-1: The Benefits of Transit-Oriented Development



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- ▶ The African-American population increased by 45 percent between 2000 and 2010, the highest increase of any population, followed by a 15 percent increase by people of two or more races.
- ▶ Hispanic people may be of any race, and this demographic increased by 41 percent between 2000 and 2010.
- ▶ “Baby boomers,” those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percentage of people 65 and older among King County cities. The aging population of the community is an important consideration when coupled with the fact that many older adults heavily rely on transit for transportation.
- ▶ Among older adults, the fastest growing segment is people 85 and older, up 1/3 from 2000.
- ▶ An estimated 73 percent of dwelling units in Shoreline are single family homes; 27 percent are multi-family units.
- ▶ The median value of owner-occupied housing in Shoreline was \$205,300 in 1999 and at the time of the Comprehensive Plan update in 2012, it was estimated at \$372,200 (2008-2010 American Community Survey). The estimated median monthly rent for 2012 was \$982.

NEIGHBORHOOD INTERESTS

Neighborhood interests include neighborhood organizations and local groups with an interest in the station subarea planning process. There are three levels of neighborhood interests:

1. **NEIGHBORHOODS THAT ARE PART OF THE DESIGNATED SUBAREAS OF EACH LIGHT RAIL STATION**—these neighborhoods potentially will experience the most change in the coming decades as land uses around the light rail station transform.
2. **NEIGHBORHOODS ADJACENT TO OR NEARBY THE SUBAREAS**—residents of these neighborhoods will benefit from improved transit accessibility, but will be less impacted by the other aspects of redevelopment.

3. **OTHER NEIGHBORHOODS THROUGHOUT THE CITY**—these neighborhoods typically would not experience land use change related to light rail implementation, but there may be some transportation changes that would help residents get to and from the stations, such as improved bicycling routes, enhanced local bus service, park and ride, etc.

Neighborhoods that are part of designated subareas of each light rail station include the following.

- ▶ 185th station area neighborhoods:
 - ▷ North City
 - ▷ Echo Lake
 - ▷ Meridian Park

The 185th Station Citizens Committee (185SCC) is a specific group formed for the subarea planning process. 185SCC has been meeting on a monthly basis and has served as a sounding board for ideas developed for the subarea.

- ▶ 185th station area adjacent neighborhoods:
 - ▷ Ridgecrest
 - ▷ Ballinger

The 185th Station Citizens Committee (185SCC) is a specific group formed for the subarea planning process. 185SCC has been meeting on a monthly basis and has served as a sounding board for ideas developed for the subarea.

Neighborhoods throughout the rest of Shoreline include the following.

- ▷ The Highlands
- ▷ Highland Terrace
- ▷ Richmond Highlands
- ▷ Hillwood
- ▷ Richmond Beach
- ▷ Innis Arden

While these neighborhoods will not be directly affected by the proposed land uses and redevelopment recommendations in the subarea plan, residents from these areas likely will use light rail transit and may access the station and station subarea on a periodic or regular basis.

COMMUNITY-BASED ORGANIZATIONS

In addition to neighborhood interests, several community-based organizations exist in Shoreline, such as:

- ▶ Local organizations: Solar Shoreline, Diggin' Shoreline, and the Shoreline Farmers Market
- ▶ Surrounding Cities' Neighborhoods: North Seattle, South Edmonds, Town of Woodway, South Mountlake Terrace, West Lake Forest Park
- ▶ Shoreline Chamber of Commerce
- ▶ Others that may form or become active as time goes on





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REGIONAL INTERESTS AND STAKEHOLDERS

Other agencies and organizations across the Puget Sound Region are committing resources to planning transit-oriented communities and promoting balanced land use and transportation solutions, or may have other interests in the station subarea planning process. These include:

- ▶ Puget Sound Regional Council/Growing Transit Communities Partnership
- ▶ Leadership and staff from neighboring cities, such as Lake Forest Park, Lynnwood, Snohomish County cities, and others
- ▶ Senior Services
- ▶ SeaShore Transportation Forum (Regional Coalition)
- ▶ Cascade Bicycle Club
- ▶ Futurewise (Local Chapter)
- ▶ Sierra Club (Local Chapter)
- ▶ 350.org (Local Chapter)
- ▶ Forterra
- ▶ Native American Tribes (Tulalip, Muckleshoot)

The subarea planning process has engaged a broad spectrum of interests and stakeholders—including the general community of Shoreline, as well as neighborhood groups, community-based organizations, regional interests, and key property owners.

KEY PROPERTY OWNERS

In addition to the regional interests and stakeholders listed above, the City of Shoreline has worked closely with key property owners during the station area planning process:

- ▶ Sound Transit—Constructing the light rail system and station improvements, including parking
- ▶ Shoreline School District—Public property owner in the 185th Station subarea
- ▶ Seattle City Light—Public property owner in the 185th Station subarea
- ▶ Shoreline Parks, Recreation, and Cultural Services—Public property owner in the 185th Station subarea
- ▶ All City departments
- ▶ Public utility and service providers serving the station subarea (including Ronald Wastewater, North City Water District, and Seattle Public utilities)
- ▶ Private property owners in the station subarea

Involvement Methods and Activities

In order to facilitate integral public and stakeholder engagement for the 185th Street Station Subarea Plan, the City of Shoreline has provided opportunities throughout the subarea planning and environmental review process, summarized below.

- ▶ **CITY WEBSITE POSTINGS/PROJECT WEBPAGES.** The City has posted information on its website and created project webpages for the subarea plan and environmental impact statements (draft and final), accessible via: www.shorelinewa.gov/lightrail. The information on the webpages has been frequently updated during the planning process. Posted information has provided background information on the subarea plan and environmental impact statements, described the schedule, and provided links to relevant documents as they were released for public review. Contact information for City staff also has been provided to allow the public to submit comments or ask questions about the subarea plan and environmental impact statements. Information related to the Planned Action Ordinance and FEIS also is available on a subpage of: www.shorelinewa.gov/185FEIS.
- ▶ **COMMUNITY WORKSHOPS/PUBLIC MEETINGS.** The City has hosted multiple community workshops and public meetings during the planning and environmental stages of work. Visioning workshops were held in the spring and summer of 2013 to gather public comments and ideas on the vision for the station subarea. A community design workshop series and various stakeholder sessions were held in October and November 2013, including a community workshop open to the public in November 6, 2013. The focus of these workshop sessions was review of opportunities and challenges in the station subarea and exploring possible ideas for how change and could be managed. The City and OTAK engaged attendees in a planning exercise to graphically illustrate potential options for organization of land uses in the subarea.



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One of the key outcomes of these workshop sessions was the community's suggestion to focus redevelopment along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor between Aurora Avenue N and North City.

A second community design workshop was held on February 20, 2014 (during the environmental scoping period). Representatives from the City also met with several stakeholder groups, interested agencies, and organizations in February and March 2014. This workshop focused on presenting a preliminary range of alternatives to be studied in the DEIS and gathering public input and comments on these.

The workshops were effective in engaging diverse interests as well as the overall community. Separate meetings were held with the 185SCC group, as well as representatives from Shoreline School District, Sound Transit, Seattle City Light, and various community interest groups. Participants were able to provide input on a variety of topics. The design workshops provided the opportunity for hands-on development of alternatives using design-in-public techniques. This approach involved members of the station subarea planning team meeting with individuals and groups to present ideas and

illustrate possible solutions through sketch-up and visualization graphics. A general public meeting also was held as part of the series. Community meetings were noticed on the project website, and often through press releases and mailings. Invitations to individual stakeholder meetings were delivered via email distribution lists.

- ▶ **SPECIAL BRIEFINGS, PRESENTATIONS, AND DISPLAYS.** City staff and members of the project team gave special briefings and presentations and provided information at meetings of various groups and special events in the community during the planning process. This included having project information on hand at venues such as the Farmers Market, Celebrate Shoreline, and other events. Display materials identified the subarea planning boundaries, alternatives under analysis, project timelines, and other information. Displays (both online and real-time) also promoted “walkshops”. Activities included inviting participants at various workshops and events to submit ideas via a photo journal (ideas written on white boards, held up by the submitters, and photographed).
- ▶ **WALKSHOPS/WALKING TOUR MAPS.** Tour maps were developed for the subarea and posted online as well as in hard-copy form on signs out in the neighborhood. City staff also hosted tours during the summers of 2013 and 2014. Participants could walk, bicycle, drive, or take a virtual tour of the routes in the map and were prompted to consider potential ideas for redevelopment and improvements needed along the way. The maps illustrate existing conditions, with photos of existing streets and sites in the station areas.
- ▶ **VISUALIZATION GRAPHICS.** The project team developed visualization graphics using sketch-up models and perspective illustrations to show the public what various station subarea planning alternatives might look like if implemented. Viewers were able to look at the sketch models multiple perspectives and get a sense of possibilities for how the station area might change over time.

- ▶ **DEIS SCOPING COMMENT PERIOD.** The station subarea planning process complied with the Washington State Environmental Policy Act (SEPA) for development of a planned action draft environmental impact statement (DEIS). Specific public engagement methods were provided to support the planned action EIS, including SEPA scoping to present potential alternatives and environmental elements to be studied. Public and agency comments were solicited in a 21-day scoping period from January 16, 2014 to March 6, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the DEIS and offer written suggestions. In addition, the City documented comments received from the public in the February 20, 2014 meeting related to scoping and answered questions about the subarea plan and DEIS.

Based on public and stakeholder input received, analysis of public services (including police, fire, and school services) was added to the scope of the DEIS. Surface water runoff and management also was added, as part of the Utilities section, along with habitat and vegetation considerations (see Parks, Recreation, and Open Space section).

- ▶ **DEIS COMMENT PERIOD AND PUBLIC MEETING.** This DEIS was released for public review on June 9, 2014, initiating a comment period through July 10, 2014. The general public, as well as public agencies and stakeholders, were invited to submit comments on the alternatives, as well as on identified environmental impacts and mitigation measures. A public meeting was held on June 3, 2014 to introduce components of the DEIS, including potential impacts and mitigation measures, prior to release of the full document. This Final Environmental Impact Statement (FEIS) provides responses to comments received on the analysis in the DEIS.

- ▶ **POST DEIS AND FEIS PLANNING COMMISSION AND CITY COUNCIL MEETINGS.** Several meetings have been held by Planning Commission and City Council, which were open to the public. Meetings in July and August 2014 focused on discussion of a preferred alternative to be studied in the FEIS. Discussion about development regulations and related updates to the Development Code to support implementation of the subarea plan occurred in Planning Commission meetings from August through November 2014.

- ▶ July 10, 2014 Planning Commission public hearing on the DEIS and recommendation of preferred alternative to be studied in the FEIS
- ▶ August 7, 2014 Planning Commission meeting about potential Development Code regulations
- ▶ August 11, 2014 City Council meeting about selecting a Preferred Alternative zoning scenario
- ▶ August 25, 2014 City Council meeting about selecting a Preferred Alternative zoning scenario
- ▶ September 4, 2014 Planning Commission meeting about potential Development Code regulations
- ▶ September 18, 2014 Planning Commission meeting about potential Development Code regulations
- ▶ September 29, 2014 Joint Planning Commission and City Council meeting about the potential to phase zoning
- ▶ October 2, 2015 Planning Commission meeting about potential Development Code regulations
- ▶ October 16, 2014 Planning Commission meeting about potential Development Code regulations
- ▶ November 6, 2014 Planning Commission meeting about potential Development Code regulations
- ▶ November 20, 2014 Planning Commission meeting focused on an introduction to the FEIS

- ▶ December 4, 2014 Planning Commission meeting about subarea plan and planned action ordinance
- ▶ December 18, 2014 Planning Commission meeting about any unfinished items
- ▶ January 15, 2015 Public Hearing on full Subarea Plan package, including Development Regulations and Zoning
- ▶ February 9, 2015 City Council meeting—Study session on full 185th Street Subarea Plan package
- ▶ February 23, 2015 City Council meeting—Potential adoption of 185th Street Subarea Plan

Planning Commission and City Council meeting materials, including packets, minutes or summaries, and other information is available on the following web pages by meeting date.

PLANNING COMMISSION: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>

CITY COUNCIL: <http://www.shorelinewa.gov/government/shoreline-city-council/live-and-video-council-meetings>

FLYERS, INFORMATION SHEETS ("101S"), RESPONSES TO FREQUENTLY ASKED QUESTIONS AND OTHER OUTREACH MATERIALS

A variety of public information sheets and outreach materials have been developed during the station subarea planning process to broaden awareness and educate the public about key aspects related to creating transit-oriented communities.

The City developed a Frequently Asked Questions (FAQs) sheet, (available at: www.shorelinewa.gov/lightrail). Information sheets about affordable housing and property values and taxes also were made available at various meetings and workshops. The City also prepared press releases and articles for Currents (the City's newspaper) and developed and distributed postcards, flyers, and other materials to



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announce public meetings and workshops and guide people to online information. Comment forms, digital media presentations, and City staff from various departments were available at public meetings.

INVOLVEMENT ACTIVITIES BY PARTNER ORGANIZATIONS

In addition to the City's efforts, several other entities are engaging the public and stakeholders as part of their efforts.

- ▶ **SOUND TRANSIT** has its own process for public involvement, but is coordinating with City staff and City Council. Sound Transit's Board will be releasing its Final Environmental Impact Statement for the Lynnwood Link Extension project in 2015. For more information, visit: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>
- ▶ **THE 185TH STATION CITIZENS COMMITTEE (185SCC)** involves residents of Meridian Park, Echo Lake, and North City neighborhoods, as well as others who are working on creating the vision for the future of their neighborhoods with light rail. Anyone is welcome to attend their monthly meetings. For more information visit: http://be.futurewise.org/content_item/shoreline185-aboutus

- ▶ **SENIOR SERVICES**, a regional organization involved in advocacy for community development that supports seniors' needs and seeks to engage underrepresented groups. Senior Services hosted two visioning events: the July 11th public meeting involving Shoreline's Korean community and the August 7th event that focused on engaging folks of modest means.

For a video of the Korean community meeting, visit: <http://www.youtube.com/watch?v=IWBw3psGB1s#t=11>

For a video of the meeting with folks of modest means, visit: <http://www.youtube.com/watch?v=mYpNSNalyIA>

- ▶ **FUTUREWISE**, a statewide public interest group working to promote healthy communities and cities, supported visioning activities in summer 2013 and provided outreach to the public related to the benefits of implementing transit oriented communities.

Senior Services and Futurewise received grant funding from the Equity Network through the Growing Transit Communities Partnership administered by Puget Sound Regional Council.

Outcomes of Community and Stakeholder Engagement— What We Heard

Extensive comments and input gathered during the subarea planning process helped to shape the plan. Workshop participants shared their ideas related to future opportunities in the subarea, as well as for strengthening neighborhood identity, improving multi-modal access to transit, and providing a range of housing choices attractively designed to fit the neighborhood.

Several common themes emerged from the discussions in workshop sessions, meetings with 185SCC, and interactions with various interest groups and stakeholders. Although overall a diverse spectrum of comments were offered by workshop participants, the common themes summarized below were mentioned multiple times and represented areas of alignment among different groups.

- ▶ **EAST-WEST CONNECTIONS**—185th Street as a new “Main Street” in the Subarea—Workshop participants stated that while there are several strong north-south connections in Shoreline, east-west connections are lacking. With the new potential light rail station, there is an opportunity for 185th Street to become an enhanced multi-modal corridor and connecting route for pedestrians, bicyclists, buses, and cars to and from the station. Designing to accommodate all of these travelers will be critical to the success of the neighborhood. This east-west connection further evolved into consideration of the N-NE 185th Street/10th Avenue N/NE 180th Street corridor between Shoreline Town Center/Aurora Avenue N and North City has the key connecting corridor of the subarea, with the idea that these signature streets should be well-designed, and with this corridor functioning as a key “main street” of the subarea. Framing land use and zoning changes along this connecting corridor was a common suggestion.
- ▶ **STRENGTHENING NEIGHBORHOOD IDENTITY/MAINTAIN A RESIDENTIAL “VILLAGE” FOCUS**—Participants expressed interest in creating a stronger neighborhood identity and sense of place around the station and in the subarea. Thinking of this area as a “village” with the core of the village at the transit station was a commonly expressed idea. The idea of more public spaces, art, gathering places for the neighborhood, and other amenities appealed to participants as tools to help build a stronger neighborhood. Many participants expressed the importance of maintaining the livable quality of the Shoreline community and agreed with the approach of increased residential densities and various types of multifamily and single family residential development around the light rail station. Participants also agreed with the need to provide transitions between land uses through zoning and design standards. Throughout the planning process, participants continued to express the need for a variety of housing choices that are well designed, serving as an enhancement to the community, as well as for affordable housing options to fit a full range of income levels.
- ▶ **COMPLETE STREETS AND PEDESTRIAN AND BICYCLE CONNECTIONS**—Many expressed the need for improving pedestrian and bicycle facilities in the subarea, making streets “complete” and enhancing connections to and from the light rail station. The importance of a strong connection across I-5 at the light rail station was discussed, with everything from a separated pedestrian/bicycle bridge to a concept of building a lid over I-5 in the vicinity of the station being offered as ideas. The importance of strengthening access to/from west side neighborhoods and to/from the park-and-ride garage was mentioned multiple times in the discussions. All through the planning process participants emphasized the importance of providing good multi-modal connectivity throughout the subarea.

- ▶ **COMMERCIAL DEVELOPMENT POTENTIAL**—Workshop participants stated that while Shoreline has designated areas along Aurora Avenue N (Westminster/Aurora Square) and North City for more intensive commercial development, new development has been slow in happening. If additional commercial uses were designated for the NE 185th Street subarea, these may draw investment away from the other locations the City is promoting for commercial growth. Participants suggested avoiding zoning too much commercial in the subarea and instead keeping commercial zoning to a minimum with a focus on neighborhood scale retail and uses supportive to the transit center.
- ▶ **NEIGHBORHOOD RETAIL AND TRANSIT-COMPATIBLE USES NEXT TO THE STATION**—In considering neighborhood retail options, participants felt that uses that provide conveniences to transit riders would be best, such as coffee shops, cafés, a convenience store, dry cleaning, etc. These types of uses also would serve neighborhood residents.
- ▶ **NEIGHBORHOOD TRAFFIC CONGESTION AND POTENTIAL PARKING IMPACTS**—Neighborhood representatives and residents in the subarea expressed concerns about how traffic congestion in the neighborhood can be mitigated related to autos accessing the park-and-ride transit garage (and the use of neighborhood streets to get to and from the garage). Some also mentioned concerns about people parking in the neighborhood from outside the area to access the light rail station. Meeting facilitators mentioned that transportation and parking would be key elements analyzed in the EIS.
- ▶ **SHARED PARKING**—Participants tended to prefer construction of a joint-use parking garage given the proposed structure's proximity to Shoreline Center. Participants felt that the parking area could serve a dual function of providing park and ride spaces for commuters during the day, and in the evening these could convert to parking spaces for community events and activities related to the Shoreline Center. Several participants asked if the stadium parking and existing park and ride will be factored into the amount of parking provided at the garage and if Sound Transit is considering shared parking opportunities.
- ▶ **OPPORTUNITIES FOR SHORELINE CENTER**—Numerous opportunities were identified for Shoreline Center based on the property's size. There was general realization that all the uses currently at the site could be arranged in a denser configuration. Participants suggested a mix of uses for the site including residential, commercial, community spaces, recreation uses, office, conference space, and hotel, as well as retaining the existing stadium and sports field use. Participants wondered if a more urban, multi-generational community center could be built at the site (on multiple levels) to house all the current community functions while opening the rest of the site up for redevelopment.
- ▶ **EMPHASIZING SHORELINE'S ASSETS**—Shoreline is known for its great schools, parks, and family-friendly neighborhoods. Participants thought that the future of the neighborhood should leverage these assets and support families—including moderate density housing, cluster and cottage housing, courtyards, flats, etc. with accessible open space areas and neighborhood parks, safe and complete streets, and easy access to school.

- ▶ **CONNECTING TO NORTH CITY**—Many workshop participants stated the importance of connecting this subarea with North City and that residents of this area (existing and future) will rely on North City as a commercial hub. NE 185th and NE 180th Streets were identified as key connections to North City. Pedestrian and bicycle improvements on these and connecting north-south streets will be critical to achieve this linkage between the subarea and North City.
- ▶ **MORE HOUSING, DONE WELL**—Participants were generally supportive of increased density in the subarea, including in the vicinity of the light rail station, and on NE 185th Street. There was a general level of support for mixed use (ground floor retail/active uses with housing above) up to four to six levels in height. In other parts of the neighborhood, responses varied on the potential height and density of housing. Some saw three stories/levels as the maximum throughout the rest of the subarea, while others preferred retaining more single family and compatible uses such as duplexes, row houses, townhouses, etc.
- ▶ **MAXIMIZING REDEVELOPMENT OPPORTUNITIES/DEVELOPMENT AGREEMENTS**—Many workshop participants stated support for working flexibly with developers on some key opportunity parcels in the station subarea through development agreements. It was anticipated that this process would provide the opportunity to facilitate integration of community facilities, affordable housing, amenities, parks and recreation facilities, green building approaches, and other favorable outcomes through density bonuses and working collaboratively and cooperatively with developers. More participants in the process favored the “Most Growth” scenario over the “Some Growth” scenario as a means for maximizing development opportunities and potential in the subarea. It was anticipated that more area of zoning change would provide more flexibility to accommodate future redevelopment plans over time.
- ▶ **CITY-SPECIFIC BUS ROUTES**—Although Shoreline will have access to frequent regional transit services (King County Metro RapidRide Line E on Aurora Avenue and Sound Transit Link light rail service), transit service throughout the city is still viewed as not as frequent and direct in providing access as needed. In particular, workshop participants felt it will be important to provide fast and frequent east-west bus service between the light rail line and bus rapid transit line on Aurora on corridors such as NE 185th Street and others. The idea of a circulator route providing fast and frequent access from Aurora/central Shoreline out to the light rail line and back throughout the day was mentioned.
- ▶ **PUBLIC SERVICES, INCLUDING SCHOOLS AND EMERGENCY SERVICES**—Multiple workshop session participants stated that the EIS should analyze potential effects on public services, such as police, fire, emergency services, as well as schools, as a result of increased population in the subarea.
- ▶ **UTILITY CAPACITY**—Participants requested that effects related to utility capacity and needed utility service improvements be analyzed in the EIS. Meeting facilitators explained that this was an element targeted for analysis in the EIS.
- ▶ **CAPITAL INVESTMENT STRATEGY**—Participants suggested that the station subarea plan include a specific capital investment strategy so that the City, Sound Transit, and other agencies could target investments in high priority areas to serve redevelopment in the station subarea.

Existing Conditions and Population Forecasts

3

185th Street Station Subarea Plan

Station Subarea Geography

The subarea generally extends between N-NE 175th Street to N-NE 195th Street and between Aurora Avenue N (SR 99) to the west, and 15th Avenue NE (North City Business District) to the east. The subarea includes portions of the Echo Lake, Meridian Park, and North City neighborhoods and borders the Ridgcrest neighborhood of Shoreline. N-NE 185th Street is the central spine of the subarea and the vision for redevelopment is generally located along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor. The subarea extends approximately one-half mile (or about a ten minute walk) north and south of the 185th corridor. While the focus of this project has been creating a vision and plan for the subarea surrounding the proposed light rail station, boundaries also encompass existing commercial/retail and multi-family land use areas in North City Business District (north of NE 175th Street) and along Aurora Avenue N, part of the Town Center district.

For purposes of population, housing, and employment projections and transportation planning, traffic analysis zone (TAZ) boundaries in proximity to the study area boundaries also have been referenced for subarea planning. Because TAZ boundaries align with census tract boundaries, they are commonly used for planning and analysis purposes. Refer to **Figure 3-1** for a map showing the TAZs in the subarea.

Shoreline has been traditionally known as a great place to live in the central Puget Sound region, based on the strong sense of community, good schools, and many parks and recreation opportunities provided throughout the city.

Proposed Sound Transit Light Rail Station Facilities

Through a separate environmental process, Sound Transit identified NE 185th Street on the east side of Interstate 5 (I-5), north of the overpass, as the preferred location for one of the two light rail stations to be built in Shoreline. A park-and-ride structure, also to be constructed by Sound Transit, potentially would be located on the west side of I-5, also north of the 185th Street overpass. The City of Shoreline supports the station location proposed by Sound Transit, and identifies the location in the City's Comprehensive Plan Land Use Map. **Figure 3-2** shows an exhibit from the Lynnwood Link DEIS (published by Sound Transit and the Federal Transit Administration in July 2013). The figure shows a conceptual level plan for the 185th Street Station with possible locations of the station and park-and-ride structure.

3-2 185th Street Station Subarea Plan 8a-52 DRAFT—December 2014

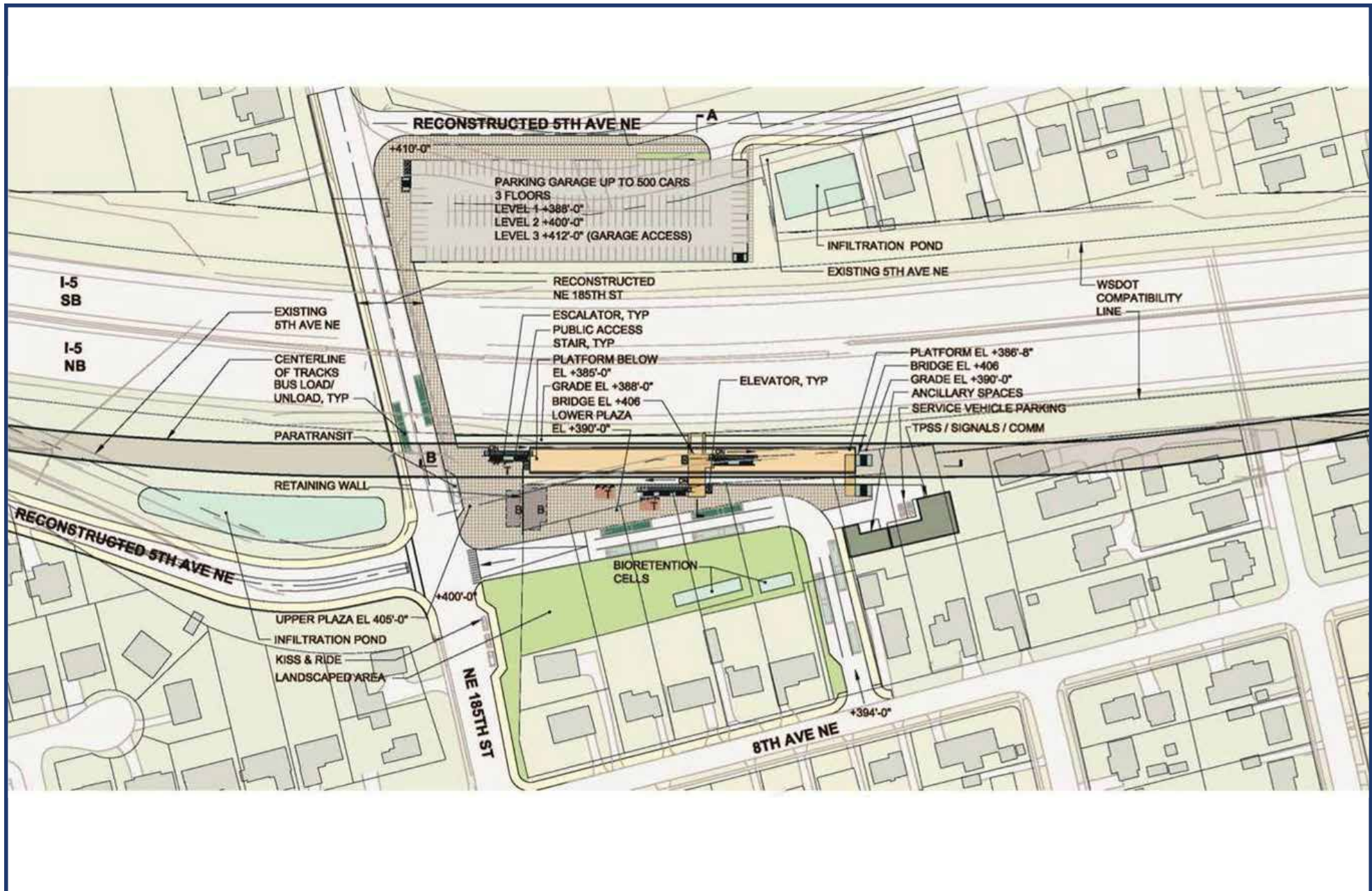


FIGURE 3-2: Sound Transit Concept Plan for the 185th Light Rail Station



Korean Community Meeting

Land Use Patterns in the Subarea

Envisioning how the 185th Street Station Subarea could transform into a redeveloped transit-oriented community is benefitted by understanding past and present settlement patterns and land uses in the vicinity.

HISTORY AND SETTLEMENT OF THE AREA

Native people were the first to enjoy living in the area. Early accounts of the Shoreline vicinity tell how Native Americans traveled along the shores of Puget Sound and local streams collecting swordfern and kinnikinnick at Richmond Beach, and wild cranberries at what are now Ronald Bog and Twin Ponds parks.

In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route. The arrival of the Great Northern Railroad in Richmond Beach in 1891 spurred the growth of the area and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, which increased

suburban growth. People could live on a large lot, raise much of their own food and still be able to take the Interurban, train, or (beginning in 1914) the bus to work or high school in Seattle. Local produce from fruit orchards, chicken farms and strawberry crops could be shipped to the city via the Interurban or the train. The Fish family's Queen City Poultry Ranch on Greenwood at 159th was a prosperous chicken farm that attracted many visitors curious about scientific farming techniques. Ronald Station along the trolley line was located in the vicinity of the present-day Park at Town Center.

During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now Crista Ministries. Commercial centers formed around the Interurban stops at Ronald (175th Street and Aurora Avenue N) and Richmond Highlands (185th Street and Aurora Avenue N). Car travel had broadened the settlement pattern considerably by the mid-1920s. Although large tracts of land had been divided into smaller lots in the 1910s in anticipation of future development, houses were still scattered.

A precursor to Interstate 5, Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. As more people took to the road in automobiles, there was less need for the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue/Highway 99, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

With the end of World War II came a substantial demand for family housing. The late 1940s saw large housing developments such as Ridgcrest (NE 165th to 155th Streets, 5th to 10th Avenues NE) spring up seemingly overnight. Schools ran on double shifts as families with young children moved into the new homes. In the late 1940s, business leaders and

residents began to see Shoreline as a unified region rather than scattered settlements concentrated at Interurban stops and railroad accesses.

In 1944, the name "Shoreline" was used for the first time to describe the school district. Coined by a student at the Lake City Elementary School, it defined a community which went from the Seattle city line to Snohomish county line and from the shore of Puget Sound to the shore of Lake Washington.

Shoreline continued to grow, becoming an attractive place to live in the central Puget Sound region due to the great neighborhoods, schools, parks, and other community features. After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became more of a regional route and alternate travel way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline, and made east-west travel on local roads more difficult. Construction of the interstate forever changed the geographic context of the subarea.

Although known as "Shoreline" for decades, the community did not become officially incorporated city until 1995, and prior to that it remained an unincorporated area of King County north of Seattle. Today with over 50,000 residents, Shoreline is Washington's 15th largest city.

PRESENT-DAY LAND USE PATTERNS

The subarea today consists primarily of single family neighborhoods zoned as R-6 (residential, six units per acre) and developed at an average density of 2.7 units per acre. In addition to single family residential uses, there are several churches, parks, schools, and school properties within and in proximity to the subarea. For example, the Shoreline Center, owned and operated by the Shoreline School District, is a large complex that serves many community functions.



Shoreline City Hall

Most of the study area neighborhoods were developed from the mid- to late 1940s through the 1970s, when the area was part of unincorporated King County. When the neighborhoods were originally developed, street standards did not require sidewalks, and as such, most of the local streets today do not have sidewalks or bike lanes. The City of Shoreline, incorporated in 1995, now has jurisdiction over this area and works with the community to prioritize capital transportation and infrastructure improvements throughout the city. Although some improvements have been made in the study area in recent years, budget constraints have limited the level of street and utility improvements completed to date.

Growth and change over the past 50 years in the subarea has been minimal, limited to areas that are zoned to accommodate redevelopment into a mix of residential, commercial, retail, and office uses, such as in the North City area and along the Aurora Avenue N corridor. **Figure 3-3** shows existing zoning in the subarea, which is primarily R-6, Residential, six units per acre.

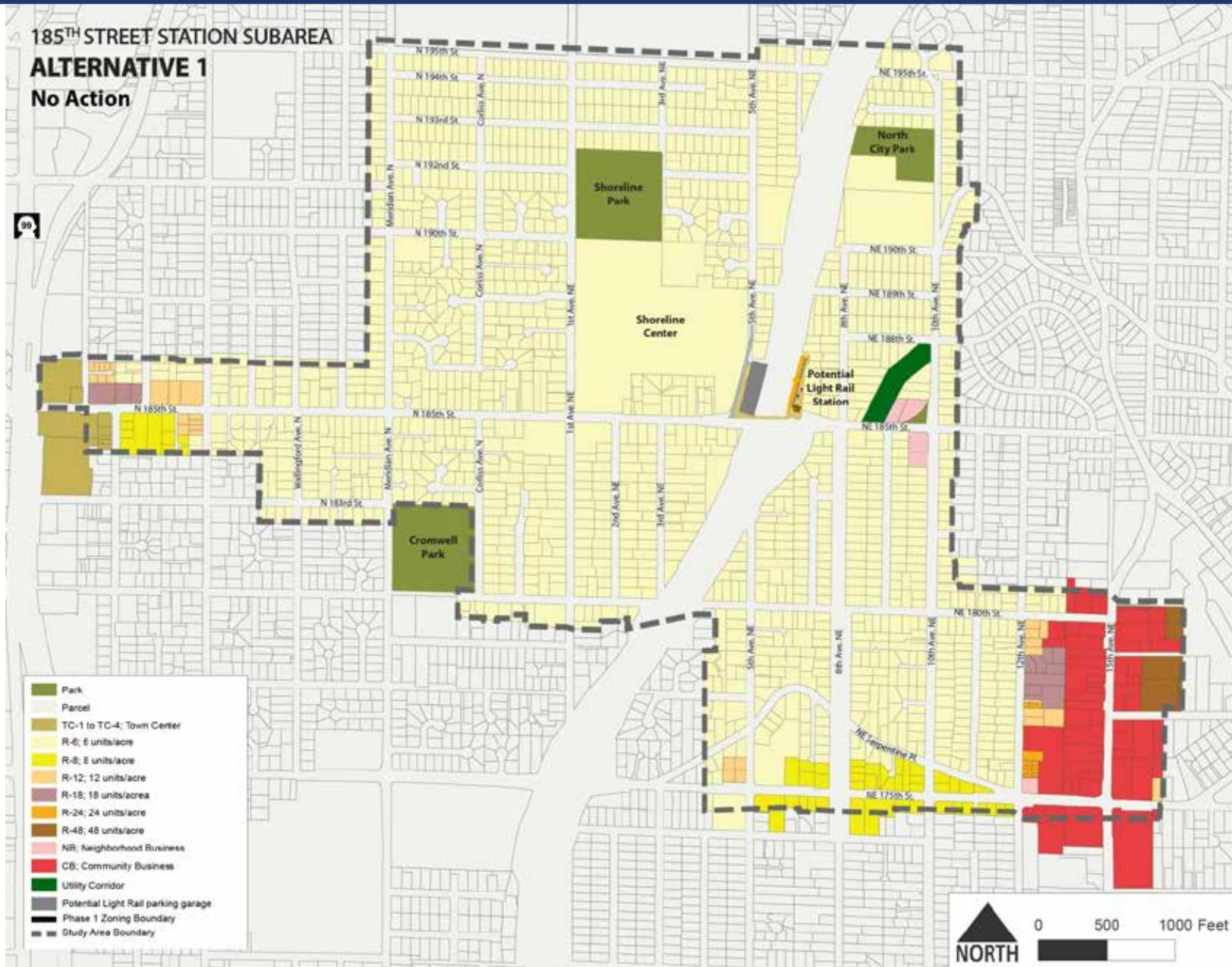


FIGURE 3-3: Alternative 1—No Action, Existing Zoning Map

NEIGHBORHOODS IN THE SUBAREA

The subarea includes the following defined Shoreline neighborhoods:

- ▶ Meridian Park
- ▶ Echo Lake
- ▶ North City

Other neighborhoods on the periphery of the subarea include Ridgecrest, Ballinger, and Parkwood. **Figure 3-4** illustrates the neighborhood area boundaries in proximity to the study area.

Shoreline's neighborhoods are very engaged in the community and maintain active neighborhood associations. Located in the center of Shoreline, the Meridian Park Neighborhood extends north to south from N 185th Street to N 160th Street and west to east from Aurora Avenue N to Interstate 5. The neighborhood has several parks, including Cromwell Park (bordering the subarea) and Ronald Bog natural area and park (located outside the subarea), home to the signature artwork the "Ponies." The neighborhood is proud of opportunities residents have to get close to nature, with a diversity of wildlife at Ronald Bog Park and other areas, including ducks, birds, turtles, frogs, and an occasional beaver, to name a few.

The Echo Lake Neighborhood extends from the Shoreline city limits and county line (at 205th Street) to the north, to 185th Street to the south, and extends east and west between Aurora Avenue N (State Route/ Highway 99) and Interstate 5. As more and more businesses sprang up along the Highway 99 thoroughfare, changing the character of the corridor, Echo Lake continued to be known as a fun place to go into the 1930s, 1940s, 1950s, and beyond. The Echo Lake Bathing Beach and Holiday Resort were popular weekend escapes for visitors from the city, looking for a rural retreat. Echo Lake's history as a popular recreational destination continues to this day with the recent development of the Dale Turner Family YMCA near the south end of the lake. The Echo Lake Apartments are another recent mixed-use redevelopment project



Interurban Trail at Echo Lake Park Monument Sign

with multi-family residences and businesses at the corner of Aurora Avenue N and N 192nd Street. While land uses along Aurora Avenue N are predominantly commercial, elsewhere throughout the Echo Lake Neighborhood, there are a variety of single family and multi-family housing options, along with schools, parks, and other community destinations, including the Shoreline Center.

The North City Neighborhood is located east of Interstate 5 and extends to NE 195th Street to the north, NE 160th Street to the south, and the City of Lake Forest Park to the east. 15th Avenue NE is the central spine of the neighborhood and the North City business district (discussed in more detail later in this section) has become a commercial hub for Shoreline neighborhoods east of Interstate 5. The eastern edges of the neighborhood rise in elevation and the roads wind through hilly topography to provide access to homes. An interesting story from the 1900s is that residents of the area used to ride motorcycles for recreation in the forested hills in the vicinity of 185th and 180th Streets at the east edge of the subarea. Dirt motorcycle paths threaded through the landscape and the area became known as "Motorcycle Hill." Later, in 1954, the area was developed into the Fir View Terrace subdivision and the motorcycling days were over.

3-8

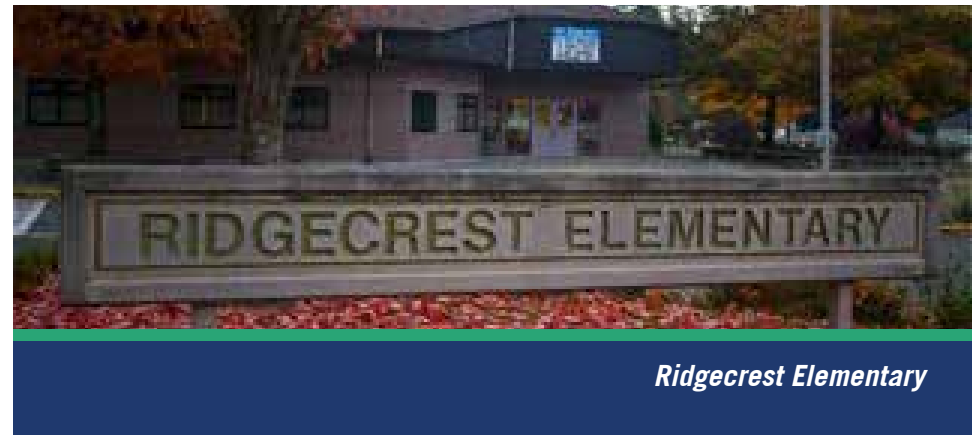
With commercial, mixed use, office, and multi-family residential uses concentrated primarily in the North City business district centered around NE 175th Street, the remainder of the neighborhood consists primarily of single family homes. With approximately 2,859 homes, North City is one of the largest neighborhoods in Shoreline. Recent and ongoing redevelopment of the business district is increasing available housing—for sale homes and condominiums, as well as homes and apartments for rent—to fit a variety of income levels. The neighborhood also features nearby parks with playgrounds and active recreation facilities, as well as natural open spaces, wooded areas with trails, and other amenities that are easily accessible by foot.

RIDGECREST—The Ridgecrest Neighborhood extends from I-5 east to 15th Ave NE and from the southern boundary of NE 145th Street to the northern boundary of NE 175th Street. Ridgecrest is a primarily a middle income, working class neighborhood that is both multi-cultural and multi-generational. According to the 2010 US Census, Ridgecrest had 6,116 residents and 2,175 homes, making it one of the most populated neighborhoods in Shoreline. The neighborhood also has nine churches and four parks, as well as Shoreline’s only theatre and skate park and the oldest operating 7-11 store in the State of Washington.

SPECIAL DISTRICTS AND KEY OPPORTUNITY SITES IN THE SUBAREA

NORTH CITY BUSINESS DISTRICT

The North City Subarea is a business district that includes primarily commercial uses as well as some mixed use, multi-family residential, and office/employment uses. Located at the east end of the 185th Street Station Subarea, North City is a linear district focused around the central spine of 15th Avenue NE, extending from 24th Avenue NE to a few blocks south of NE 170th Street. The City of Shoreline adopted a subarea plan for North City in 2001. The subarea has been undergoing redevelopment and revitalization as a result of plan adoption, and additional opportunities for redevelopment exist in the subarea today.



Ridgecrest Elementary

The purpose of the plan was to:

- ▶ Provide a planning policy framework unique to North City.
- ▶ Preserve the privacy and safety of existing neighborhoods.
- ▶ Act as an incentive to redevelopment, particularly along 15th Avenue NE.
- ▶ Provide design direction for the improvement of 15th Avenue NE (and adjacent properties).

Key provisions and policies of the North City Subarea Plan include the following.

- ▶ Recommendations to apply best practices and sound neighborhood planning principles to the redevelopment of the district, and design guidelines illustrating potential improvements and redevelopment approaches.
- ▶ 15th Avenue NE serves as the service core for North City. Over time, it will be transformed into a “Main Street,” with lively street character and local services similar to the Lake City area only with housing and/or offices above. A specific goal of the plan is to:
“Create a retail/pedestrian-friendly ‘main street’ district along 15th Avenue NE, between NE 172nd Street and just north of NE 180th Street.”



Shoreline Farmers Market

Other key provisions of the plan include recognizing the heart of North City as being located along 15th Avenue NE, between NE 175th and 177th Streets, and the corner of NE 175th Street as the gateway to the area. The plan therefore requires first floor retail here. Retail is allowed, along with residential on the rest of the street. In order to maximize the spatial quality of a neighborhood main street, the buildings along 15th Avenue NE are required to step back from the street as they get higher. In order to establish a walkable shopping environment, 15th Avenue NE was reduced to three lanes, with the middle lane functioning as the left-turn lane. This configuration is intended to slow traffic without impeding flow.

TOWN CENTER DISTRICT

Located in the middle mile of the city's three-mile-long Aurora corridor (Highway/SR 99), Town Center is the geographic center of Shoreline. Located at the crossroads of three of the city's most heavily traveled roads, N 175th Street, N 185th Street, and Aurora Avenue N, Town Center is the civic and symbolic center of the community. Early in the life of the new City of Shoreline, a citizens survey identified this area as the "Heart of Shoreline."

The Town Center Subarea Plan, adopted in 2011, makes note of the growth management strategy in the Vision 2040 plan for the central Puget Sound region, which forecasts an additional 1.7 million people and 1.4 million jobs in the region by 2040 with only a negligible increase in the size of the region's urban growth area. This strategy, combined with state climate change targets to reduce greenhouse gas emissions and vehicle miles traveled, means there will be increasing pressure on close-in cities such as Shoreline to accommodate future growth.

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

Portions of the Town Center Vision Statement restated below articulate the intended future for this central core of the City:

"Shoreline Town Center in 2029 is the vibrant cultural and civic heart of the city with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events. People of diverse cultures, ages, and incomes enjoy living, working, and interacting in this safe, healthy, and walkable urban place...."

The 185th Street Station Subarea overlaps with the Town Center Subarea at the west end of N 185th Street, near the intersection with Aurora Avenue N. There are opportunities to enhance the sense of gateway toward the west to Town Center, within the 185th Street Station Subarea, as well as to enhance the sense of gateway toward the east, as the key corridor connecting to the 185th Street light rail station. The Town Center Subarea Plan calls for creating a hierarchy of Boulevard, Storefront, and Greenlink streets to serve different mobility and access needs, with N 185th Street designated as a "Boulevard" street.

SHORELINE CENTER

The Shoreline Center was once the location of Shoreline High School and is now the home of central offices of the School District, offices for several local non-profit agencies, state representatives, and conference center facilities. The Shoreline Center is owned and operated by the Shoreline School District, which allocates proceeds from the Center's operations to the general fund of the 10,000 student district.

The forty-acre campus, located just west of the I-5 corridor and north of N 185th Street, also includes the Shoreline Stadium (a venue for local and regional school sports events), the Spartan Recreation Center (a multi-use community facility jointly owned and operated by the Shoreline School District and the City of Shoreline), and the Shoreline / Lake Forest Park Senior Center (a community support center and gathering place for senior citizens). On adjacent property to the north of the campus, the City of Shoreline operates the Shoreline Pool and Shoreline Park.

The Conference Center hosts a wide variety of events from small meetings and workshops to large conferences and conventions, and social gatherings such as community banquets and wedding receptions. One of the ten largest event venues in the Seattle area, the Conference Center's hallways serve as a gallery for art work created by students of the Shoreline School District, enjoyed by hundreds of thousands of visitors each year. Works by local professional artisans are also displayed in the on-site gallery of the Shoreline Lake Forest Park Arts Council.

Recognizing the potential opportunities that could be afforded with redevelopment of the large site, the School District intends to hire a consultant to examine the best use for their property with regard to their mission. Redevelopment concepts in the 185th Street Station Subarea Plan can help to inform potential options for the Shoreline Center site. The School District as a property owner will make final decisions about it and when redevelopment of the site occurs. As a tenant and adjacent property owner, the City looks forward to collaborating with the School District on potential ideas.



Shoreline Center/Conference Center





North City Park Entry

NORTH CITY ELEMENTARY SCHOOL SITE

The North City school site, located at 816 NE 190th Street in the subarea, is the former site of the North City Elementary School. Presently, the North City Cooperative Preschool and Home Education Exchange (providing resources to home schooled students and parent teachers) are operated at this location. The four-acre North City Park is located to the north of the school site. The elementary school, which had an enrollment of approximately 375 students, was closed at the end of the 2006-2007 school year after Shoreline School District determined elementary students could be accommodated at other schools. This resulted from a decline in student enrollment that occurred over the previous decade. Given that this site is actively used and there would be a need for additional school facilities and services in the future as the neighborhood grows, the Shoreline School District intends to retain this property and 185th Street Station Subarea Plan recognizes its use as an important existing and future educational site.

SEATTLE CITY LIGHT RIGHTS-OF-WAY

Seattle City Light transmission lines occupy a right-of-way that extends through the subarea from north to south, from the corner of 10th

Avenue NE and NE 188th Street, diagonal through the block, and then extending down the east side of the 8th Avenue NE right-of-way. While access must be maintained to the transmission towers for maintenance, Seattle City Light may allow public use under the transmission lines. These areas could potentially be used for public open space, community gardens, and connecting trails/paths through the subarea.

CHURCH PROPERTIES

There are a number of church properties within the station subarea that hold potential for redevelopment due to their size and location along arterial and collector streets. If the property owners are willing and interested, portions or all of these sites have the potential to be redeveloped over time, converting all or portions of the site to housing (including affordable options). Proposed zoning would support this redevelopment. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

NEIGHBORING COMMUNITIES

Areas beyond those described above that surround the study area include the City of Lake Forest Park to the northeast and east, which is predominantly in single family use, similar to Shoreline. The subarea is surrounded by other incorporated areas of the City of Shoreline. The proposed 145th Street Station Subarea also is located to the south, and is connected to the 185th Street Station via the north-south corridors of 5th and 8th Avenues NE.

Transportation Conditions

REGIONAL ACCESS

Interstate 5 (I-5) is a limited access freeway classified as a highway of statewide significance. It provides access from the study area south to Northgate, the University District, Capitol Hill, Downtown Seattle, and Sea-Tac Airport, as well as to Mountlake Terrace, Lynnwood, and points north. Additionally, I-5 serves as the key corridor for express regional bus service in the area. The nearest access points to I-5 from the study area are the NE 145th Street, NE 175th Street, and NE 205th Street interchanges.

SUBAREA STREET NETWORK

SR-99/Aurora Avenue N is a managed access highway and is also classified as a highway of statewide significance. It serves as a principal arterial in Shoreline. It lies directly west of the study area, providing north-south mobility and business access along the corridor.

The principal arterials in the study area are N/NE 175th Street and 15th Avenue NE, which form the southern and eastern edges. Minor arterials within the study area include Meridian Ave N, N/NE 185th Street, and the portion of 5th Avenue NE south of NE 185th Street. **Figure 3-5** highlights the street classifications of the roadways within the study area. The proposed light rail station location is identified on the map along with the proposed parking lot to the west of I-5.

The area is composed of a gridded network, with notable gaps across I-5, with the only east-west connections located along N/NE 175th Street, N/NE 185th Street, and N/NE 195th Street (pedestrian/bicycle only).

EXISTING ROADWAY OPERATIONS—CONCURRENCY MANAGEMENT SYSTEM

The Washington State Growth Management Act (GMA) includes a transportation concurrency requirement. This means that jurisdictions must provide adequate public facilities and services to keep pace with

a community's growth over time to maintain the Level of Service (LOS) goals stated in a community's comprehensive plan. The improvements can include capital improvements, such as intersection modifications, or other strategies such as transit service expansion or transportation demand management. As part of the process, a jurisdiction evaluates the operations of roadway segments or intersections in order to determine the relative impact from new development on the transportation network. The City of Shoreline has an adopted concurrency methodology to balance growth, congestion, and capital investment.

LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

A common metric to evaluate intersection operations is average seconds of delay per vehicle, which can be translated into a grade for Level of Service (LOS) as shown in **Table 3-1**. An additional metric is the evaluation of a roadway segment via the volume-to-capacity (V/C) ratio, which compares a roadway's expected vehicle demand against the theoretical capacity of that segment. These V/C ratios can also be translated into a LOS grades as shown in the table. The LOS concept is used to describe traffic operations by assigning a letter grade of A through F, where A represents free-flow conditions and F represents highly congested conditions. The City has adopted LOS D for signalized intersections on arterials, unsignalized intersecting arterials and roadway segments on Principal and Minor Arterials¹.

TRAFFIC VOLUMES

The existing conditions analysis uses data where available from the 2011 update to the TMP to describe current traffic operations, and supplements that information with more recent vehicle counts. As shown in **Figure 3-6** and detailed in **Table 3-2**, traffic volumes and congestion on streets bordering the proposed station are low, with V/C ratios below 0.8 for the PM peak period. The current LOS standard for a V/C ratio on Principal and Minor arterials within the City of Shoreline is 0.9. 5th

¹ Average delay at signalized intersections is based on all vehicles that approach the intersection. Average delay for unsignalized intersections is based on the delay experienced by vehicles at the stop-controlled approaches.

Table 3-1: Level of service criteria for intersection and roadway analysis

LEVEL OF SERVICE (LOS)	SIGNALIZED INTERSECTION DELAY PER VEHICLE (SECONDS)	UNSIGNALIZED INTERSECTION DELAY PER VEHICLE (SECONDS)	ROADWAY SEGMENT VOLUME-TO-CAPACITY RATIO (V/C)
A	< 10	< 10	< .60
B	> 10 to 20	> 10 to 15	.60 - .70
C	> 20 to 35	> 15 to 25	.70 - .80
D	> 35 to 55	> 25 to 35	.80 - .90
E	> 55 to 80	> 35 to 50	.90 - 1.0
F	> 80	> 50	> 1.0

Source: 2010 Highway Capacity Manual and the 2011 City of Shoreline Transportation Master Plan

Avenue NE to the north and south of NE 185th Street has fewer than 5,000 average daily traffic (ADT) volumes and experiences low levels of congestion. Within the study area, the most congested corridors include N/NE 175th Street and Meridian Avenue N, with V/C ratios in the PM peak period between 0.8 and 0.9. N 175th Street carries the highest volumes, with over 30,000 ADT on the segment west of I-5 while it is substantially less east of I-5, with 18,000 ADT.

INTERSECTION EVALUATION

While standard traffic analysis techniques² indicate that all intersections currently operate within the City's adopted LOS standard, there are certain areas where congestion is noticeably higher, such as the intersections of Meridian Avenue N and N 175th Street and Meridian Avenue N and N 185th Street as shown in **Figure 3-7**. Visual inspection of these intersections in the field suggests a higher level of peaking and long queues (10 to 30 vehicles) during the PM peak period.

Table 3-2: Average Daily Traffic and PM Peak Hour Congestion for Existing Conditions

STREET	SEGMENT	AVERAGE DAILY TRAFFIC	PM PEAK HOUR VOLUME*	VOLUME-TO-CAPACITY RATIO
EAST-WEST CORRIDORS				
N 175th Street	West of I-5	30,770	1,135	.86
NE 175th Street	East of I-5	18,010	742	.56
N 185th Street	West of I-5	9,700	497	.64
NE 185th Street	East of I-5	7,130	380	.48
NORTH-SOUTH CORRIDORS				
5th Avenue NE	South of N 185th Street	3,360	159	.23
15th Avenue NE	North of N 175th Street	15,040	1,068	.56
Meridian Avenue N	North of N 175th Street	12,070	745	.85

* One-directional volume only, signifying the direction with the highest volume.

Source: 2011 City of Shoreline Transportation Master Plan and updated traffic counts from 2013

² Using the HCM 2010 methodology

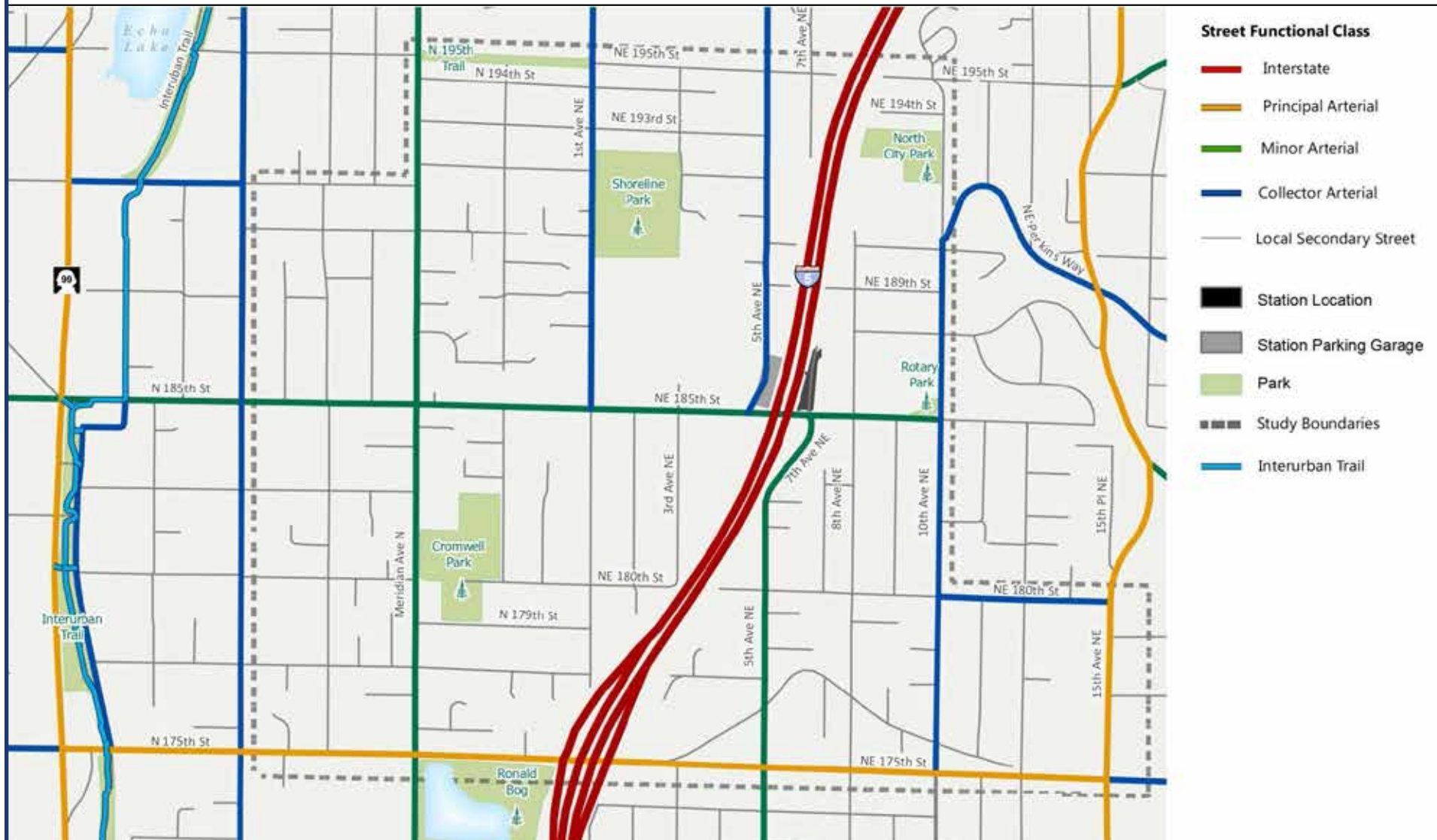


FIGURE 3-5: Street Classifications in the Subarea

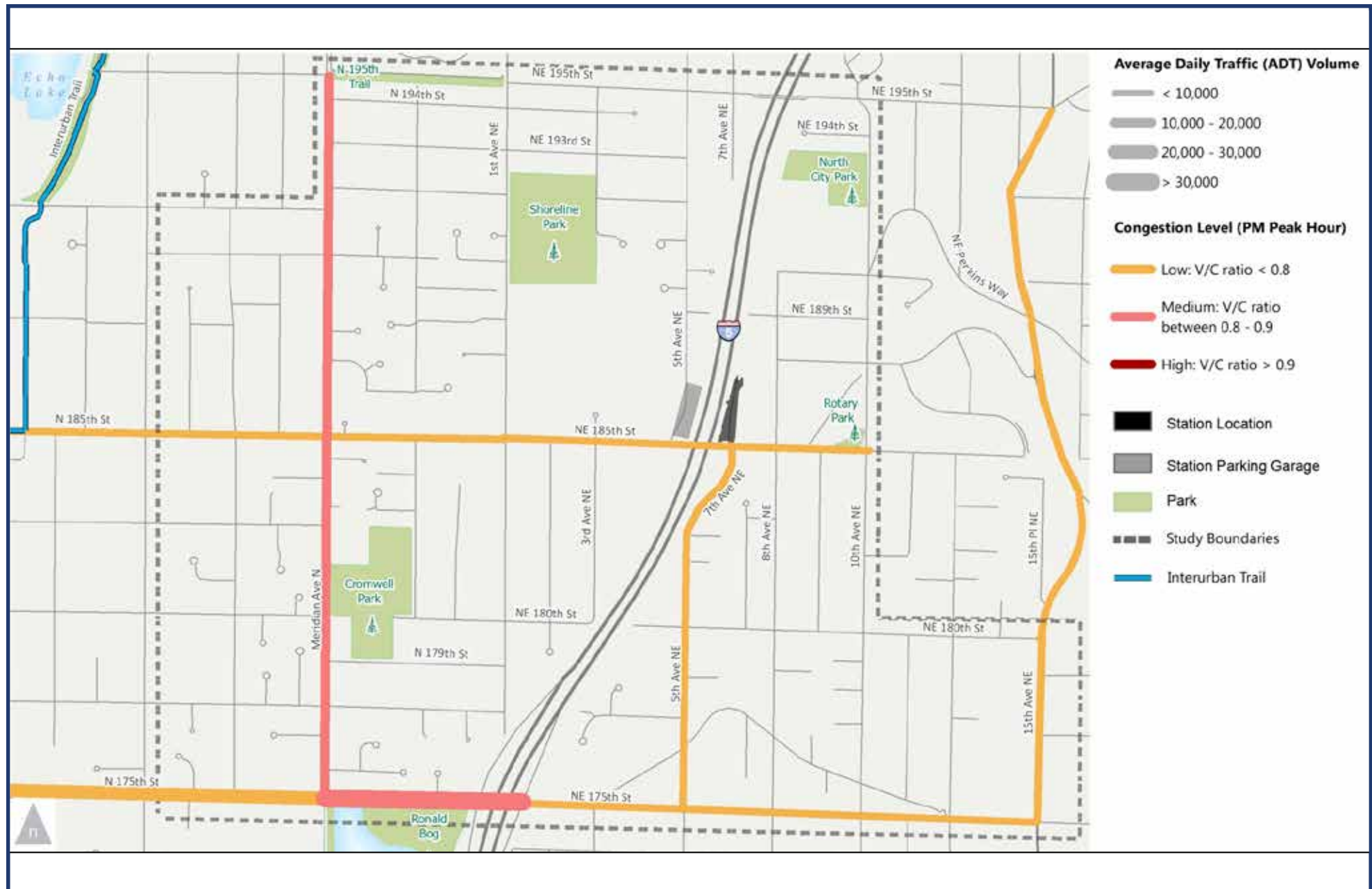


FIGURE 3-6: Average Daily Traffic and PM Peak Congestion (Existing Conditions)

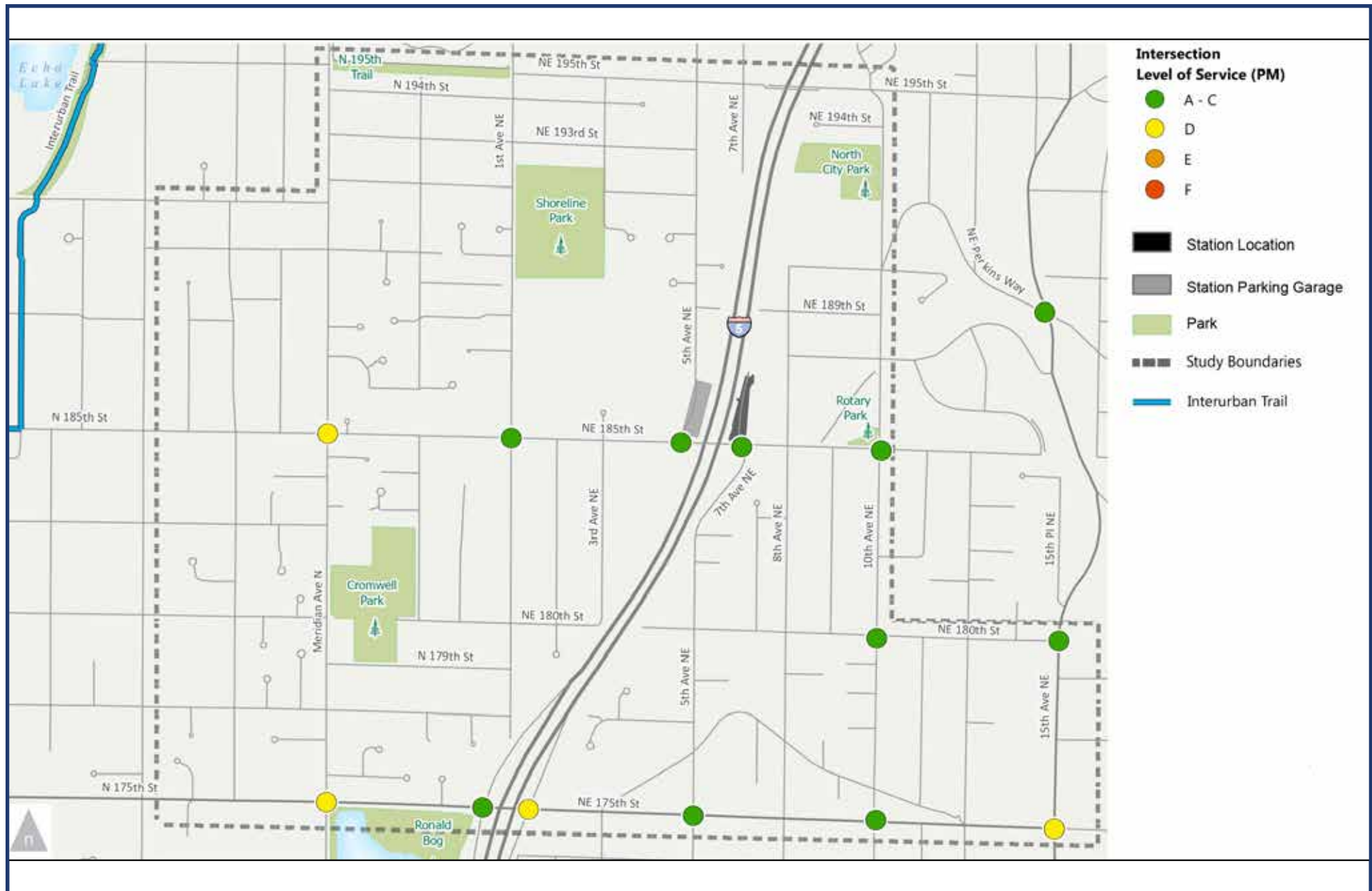


FIGURE 3-7: Intersection Level of Service (Existing Conditions)

COLLISION HISTORY

As shown in the **Figure 3-8**, there are a relatively low number of vehicle collisions within the subarea, with all intersections experiencing a crash rate below 1.0 per million entering vehicles (MEV). Intersections that experience a crash rate above 1.0 per MEV are deemed “High Accident Locations” based on standards specified in the Sound Transit DEIS. The only intersection with a crash rate near that threshold is at N 175th Street and Meridian Avenue N, with a value of .81. Between 2008 and 2011, this intersection had a yearly average of 4.80 accidents with property damage only and 4.00 accidents with injuries. No accidents with fatalities occurred within the subarea for the time period of 2008 to 2011. All other intersections in the subarea averaged below a combined 5.00 accidents per year. During this period, the only recorded pedestrian accident occurred at NE 175th Street and 5th Avenue NE. Bicycle accidents occurred in the subarea at the intersections of NE 175th Street and 5th Avenue NE, N 175th Street and Meridian Avenue N, and N 185th Street at Meridian Avenue N³.

EXISTING TRANSIT SERVICE

The transit coverage within the study area is provided by King County Metro. **Table 3-3** details the current headways and destinations serviced by routes that traverse near the proposed station, while **Figure 3-9** highlights the location of the routes.

Most of the area is within a half-mile walk from a transit stop served during the peak periods. Direct service to the future light rail station location is currently provided by Route 348, with 30 minute headways during the peak and midday periods. There is a gap in east-west service during the off-peak periods, in part due to the low residential densities in the area, limited east-west arterials and lack of I-5 crossings, with the only service provided along N/NE 185th Street. The North City area along 15th Avenue NE is served by 30 minute peak and midday headways and the combined frequency on NE 175th Street between 5th Avenue NE and 15th Avenue NE is every 15-20 minutes due to multiple routes serving that location.

Table 3-3 Existing Transit Service

WEEKDAY HEADWAYS (IN MINUTES)					DESTINATIONS SERVICED
ROUTE	AM PEAK (6-9 AM)	MIDDAY	PM PEAK (3-6 PM)	EVENING	
ALL-DAY ROUTES					
346	30	30	30	60	Aurora Village Transit Center, Meridian Park, Northgate
347	30	30	30	60	Northgate, Ridgecrest, North City, Mountlake Terrace
348	30	30	30	60	Richmond Beach, North City, Northgate
E Line	5-12	12	5-12	12-20	Downtown Seattle, Aurora Village Transit Center
PEAK PERIODS					
77	5-12	-	15-30	-	North City, Maple Leaf, Downtown Seattle
301**	15	-	15	-	NW Shoreline, Aurora Village Transit Center, Shoreline Park and Ride, Downtown Seattle
303	15	-	15	60*	Shoreline Park and Ride, Aurora Village Transit Center, Meridian Park, Northgate, Downtown Seattle, First Hill
316	15-20	-	15-25	-	Meridian Park, Bitter Lake, Green Lake, Downtown Seattle
373	15	-	15	60*	Aurora Village Transit Center, Shoreline Park and Ride, Meridian Park, Maple Leaf, University District

* One outbound trip to Shoreline after 6pm ** Provides limited bi-directional service during the AM and PM peak periods Source: King County Metro, 2014

³ Information provided provided by Sound Transit DEIS for the Lynnwood Link Extension

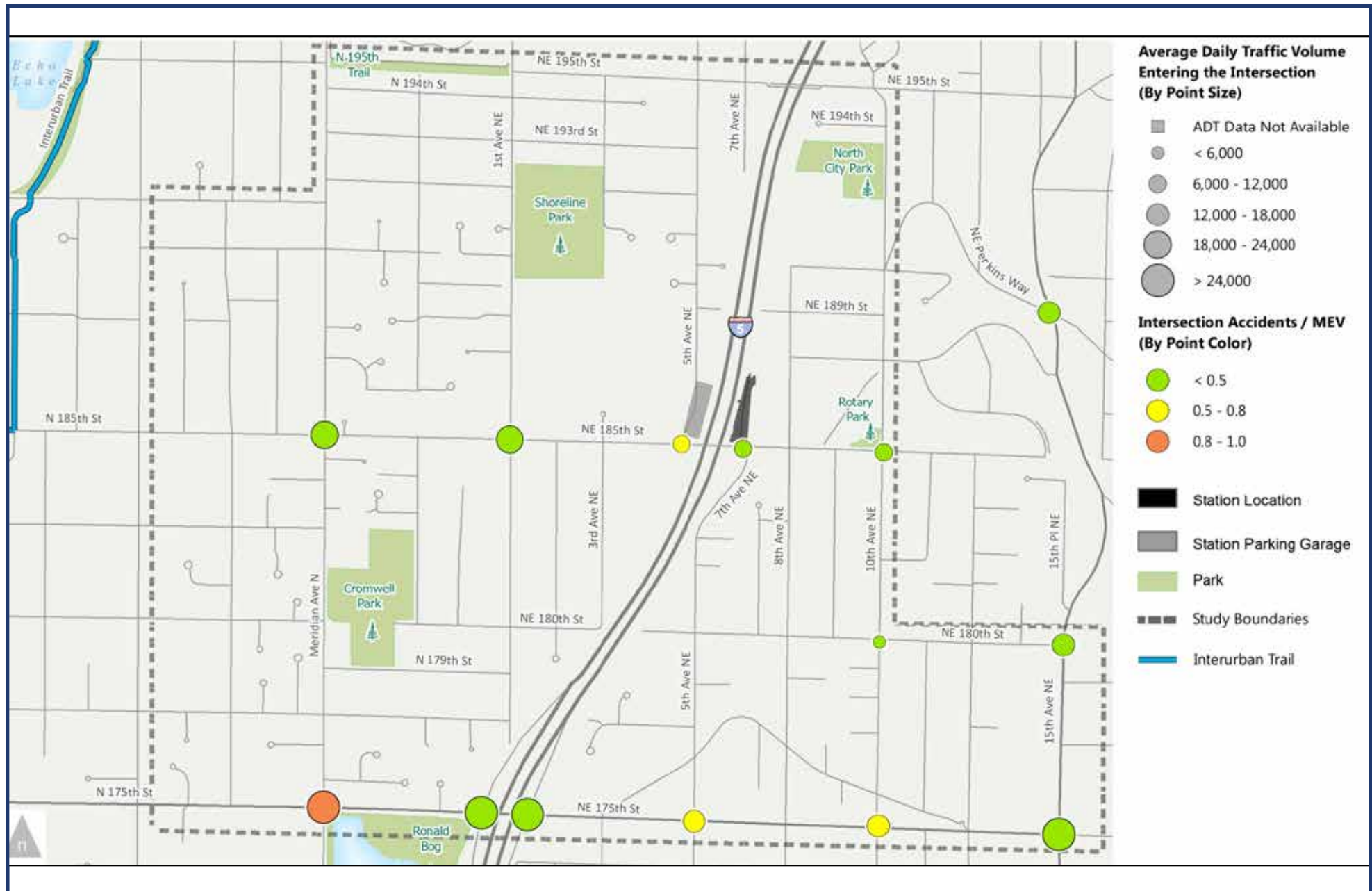


FIGURE 3-8: Accident Rate (Existing Conditions)

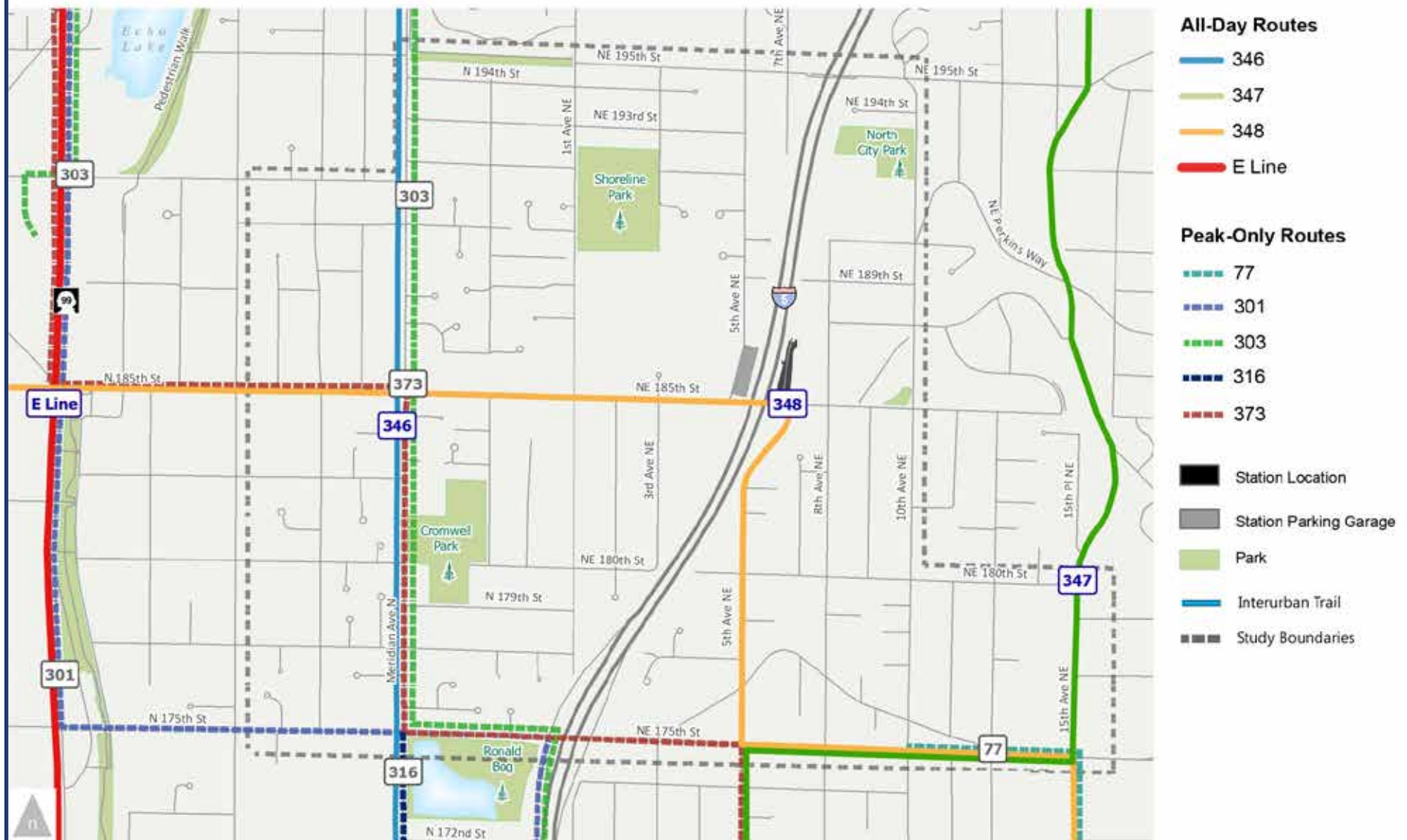


FIGURE 3-9: Existing Transit Service

PLANNED TRANSIT SERVICE

While the City of Shoreline does not have direct control over the transit service within its boundaries, a number of conceptual modifications with light rail deployment are identified in the Transportation Master Plan (TMP). This includes a potential diversion of existing routes to focus service on east-west connections to the station. As part of this process, the City will be engaged with Community Transit, King County Metro, and Sound Transit over the next two years as part of the development of a Transit Service Integration Plan (TSIP). Community Transit is considering the future 185th station as a potential route terminus for the Swift Bus Rapid Transit line, which provides service to Everett along SR-99, and this assumption was incorporated into the Sound Transit DEIS. The Sound Transit DEIS analysis also assumed that five King County Metro routes would serve the 185th Street station with 15 minute peak headways and 15-30 minute off-peak headways. While funding availability is a current issue for King County Metro, long-term transit funding may impact how bus service can be restructured.

EXISTING ON-STREET PARKING CONDITIONS

A substantial portion of the study area is residential in character and has no on-street parking restrictions. A survey conducted for the Sound Transit DEIS evaluated parking supply and utilization for an area within a quarter-mile of the proposed station⁴. The study determined that there were 700 unrestricted on-street spaces and 300 off-street spaces in total, with a utilization rate of 11 percent for the on-street spaces and 43 percent for the off-street locations. However, due to the limitations of the midday evaluation and the geographic area covered, a qualitative assessment was conducted for this DEIS during the periods in which residential on-street parking utilization is typically higher, such as evenings and weekends. Within the entire study area, there are approximately 5,900 on-street spaces available. Utilization was observed to be between approximately 10 percent and 20 percent for a majority of the non-arterial streets, with higher utilization observed near the North City area⁵.

⁴ Data were collected mid-week in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

⁵ Observations were conducted in May 2014 on a Sunday between 7 am and 8 am.

PARK-AND-RIDE FACILITIES

Currently there are a number of smaller lots leased by King County Metro for park-and-ride facilities located at the southern edge of the study area. This includes the 116 space lot at 1900 N 175th Street and the 25 space lot at 17920 Meridian Ave N. They are typically filled between 96 percent to over 100 percent of capacity on weekdays⁶. As part of the Lynnwood Link Extension Preferred Alternative, a 500 parking space facility would be located on the western edge of I-5 just north of NE 185th Street in the Washington State Department of Transportation right-of-way. The Sound Transit DEIS assumed that the garage would be fully utilized during the weekday daytime hours. During the PM peak hour, the DEIS estimated that 180 vehicles would exit the garage and 45 would enter. During the AM peak hour, it was estimated that 200 vehicles would enter the garage and 50 would exit.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Currently, there are limited bicycle and pedestrian facilities in subarea. **Figure 3-10** details the current sidewalk and bicycle infrastructure while highlighting some gaps in connectivity within the station area. Sharrows are present on some streets, but there are no bicycle lanes connecting the North City area or areas south of NE 175th Street to the proposed station. There are also limited sidewalks in the area, and although sidewalks exist on arterial streets (N-NE 185th Street, 15th Avenue NE, and others), some segments along these streets are in need of widening and repair.

Many of the local streets lack sidewalk coverage (although, it should be noted that traffic volumes tend to be low; so lacking sidewalk coverage may not be perceived as an issue). The neighborhoods within the subarea were primarily developed from the 1940s through the 1970s when the area was part of unincorporated King County. The street standards at that time did not require sidewalks, and as such, most of the non-arterial streets today do not have them. Bicycle lanes are not present on non-arterial streets either.

⁶ King County Metro Park and Ride utilization report First Quarter 2014

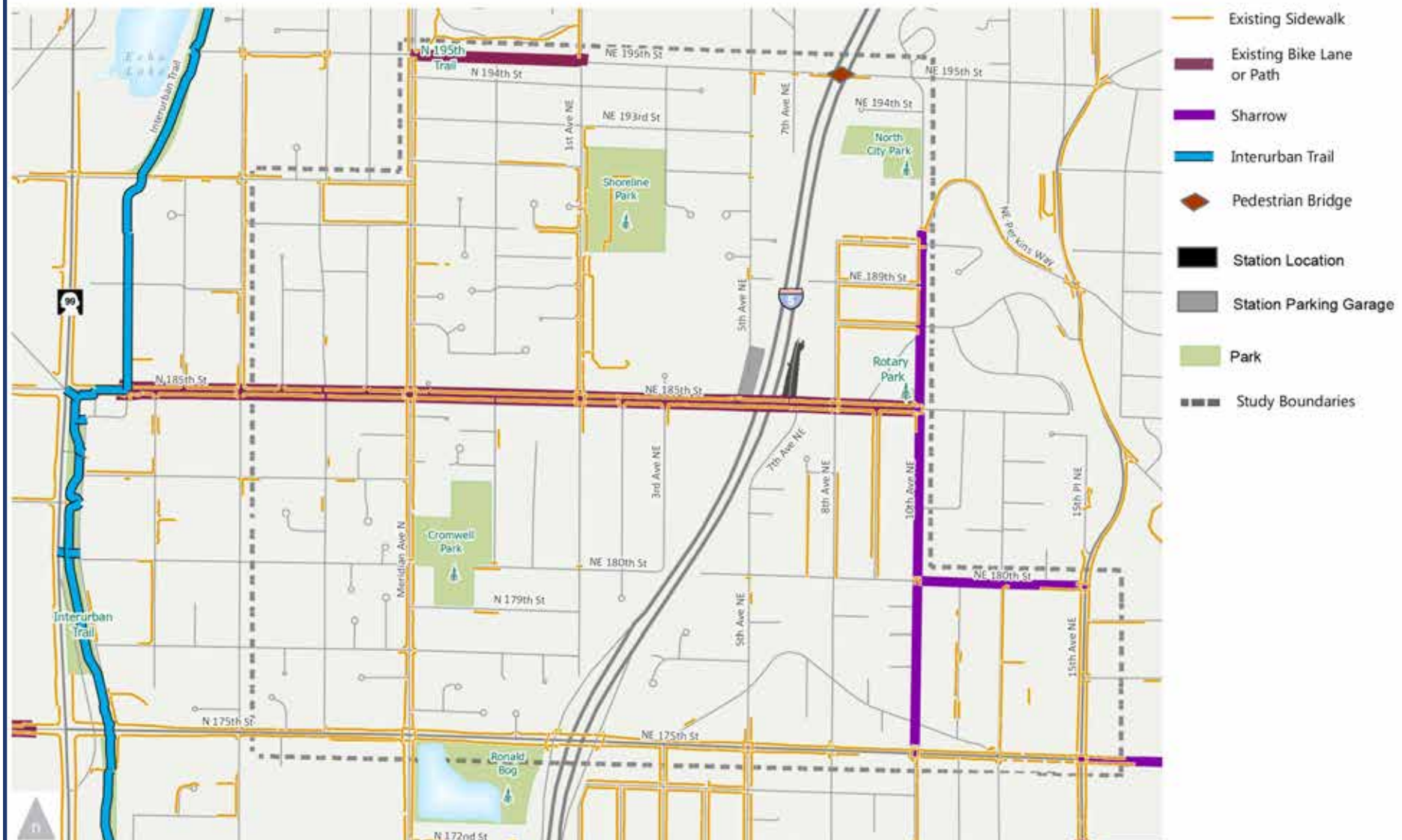


FIGURE 3-10: Existing Pedestrian and Bicycle Facilities

When the City of Shoreline incorporated in 1995, it assumed jurisdiction of this area. The City works with the community to identify and prioritize capital transportation and infrastructure improvements throughout the city through development of the TMP, Transportation Improvement Plan, and Capital Improvement Plan.

PLANNED MULTIMODAL TRANSPORTATION IMPROVEMENTS

PEDESTRIAN AND BICYCLE IMPROVEMENTS

The 2011 TMP identified a number of nonmotorized improvements within the subarea, some of which have recently been completed or are currently funded. The Interurban-Burke Gilman Connector on N-NE 195th Street, 10th Avenue NE and NE Perkins Way, as shown in **Figure 3-11**, is currently funded. This connector is a combination of on-street facilities, off-street trails and signage to assist cyclists in navigating between the two major regional trails. Sound Transit will need to reconstruct the NE 195th Street pedestrian and bicycle bridge that crosses Interstate 5, as construction of the light rail alignment will necessitate its removal. **Figure 3-12** details the City's Pedestrian System Plan contained within the TMP, including dedicated north-south connections along 5th Avenue NE and Meridian Avenue N. This plan includes both existing sidewalks as well as those needed in order to create a complete pedestrian network in Shoreline. Planned sidewalks would provide a connection from the light rail station to the North City neighborhood through NE 180th Street and 10th Avenue NE. The Lynnwood Link Extension Preferred Alternative includes pedestrian improvements to the NE 185th Street bridge in order to provide a more comfortable walking environment and to connect the parking garage with the station.

VEHICLE TRAFFIC IMPROVEMENTS

Figure 3-13 highlights projects identified in the TMP that are needed to accommodate future planned growth and maintain the City's adopted transportation level of service standard. The two intersections of N 175th Street and N 185th Street along Meridian Avenue N have been identified for improvements such as extended turn pockets, lane rechannelization and signal coordination. Plans also call for the reconfiguration of Meridian Avenue N to allow for a two-way left turn lane from N 145th Street to N 205th Street. N 175th Street would have a similar treatment from Stone Avenue N to Meridian Avenue N. The TMP also identifies re-channelization of NE 185th Street with a two-way left turn lane from 1st Avenue NE to 10th Avenue NE to accommodate future traffic growth. Sound Transit has listed in the Lynnwood Link DEIS the following potential traffic improvements, some of which are consistent with the City's TMP planned projects. These are shown in **Table 3-4**.

**Table 3-4: Traffic Improvements Listed in
Lynnwood Link DEIS, by Sound Transit**

INTERSECTION	POTENTIAL MITIGATION
N 185th Street/ Meridian Avenue N	Add protected permissive phasing to the northbound and southbound left-turns
NE 185th Street/5th Avenue NE (west of I-5)	Add a two-way left-turn lane or refuge area on 185th Street
NE 185th Street/5th Avenue NE (east of I-5)	Add a two-way left-turn lane or refuge area on 185th Street
NE 185th Street/7th Avenue NE	Add a two-way left-turn lane or refuge area on NE 185th Street
NE 185th Street/10th Avenue NE	Add a right-turn pocket to the eastbound approach

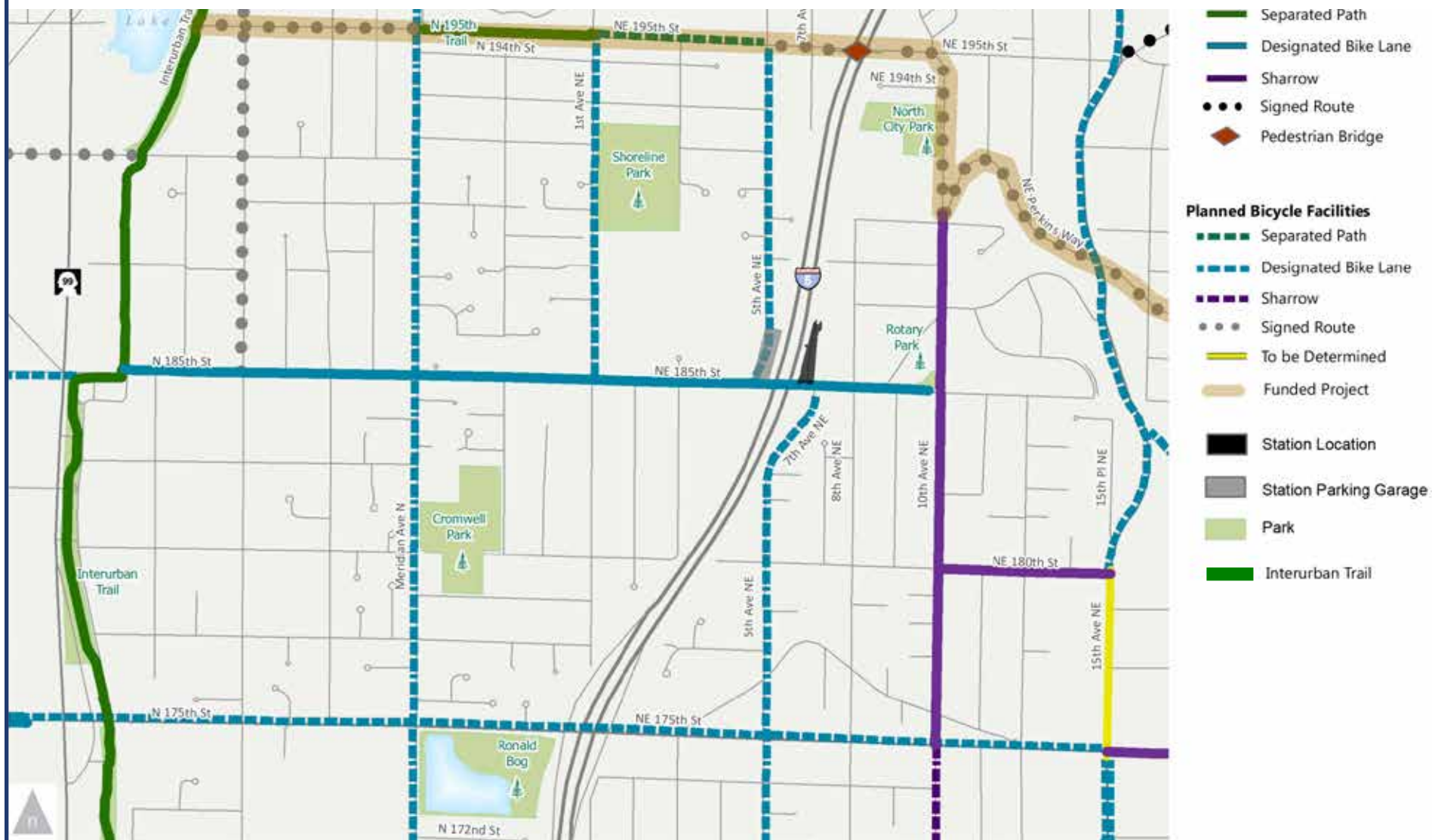


FIGURE 3-11: Bicycle System Plan from the Transportation Master Plan

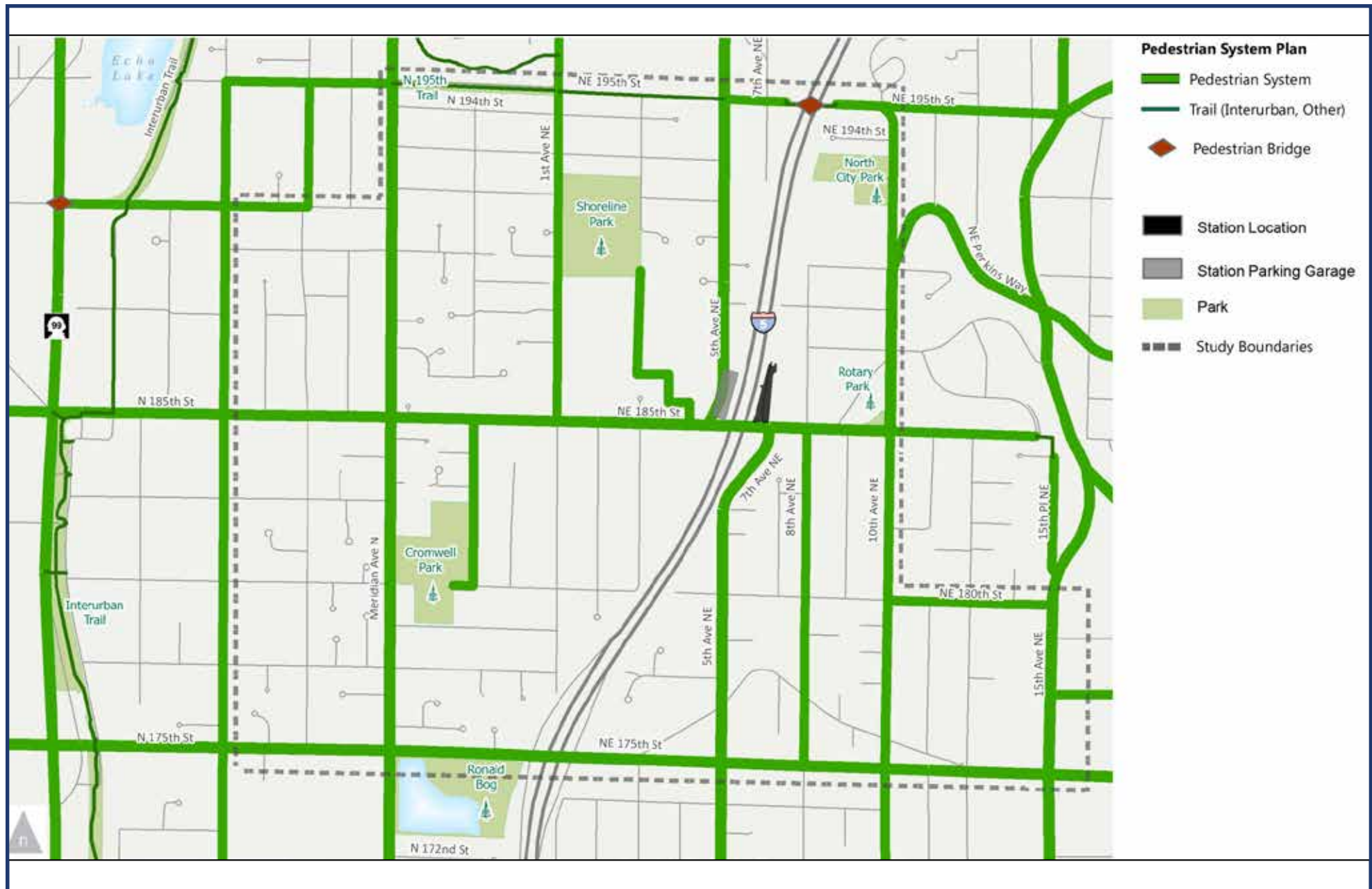


FIGURE 3-12: Pedestrian System Plan from the Transportation Master Plan

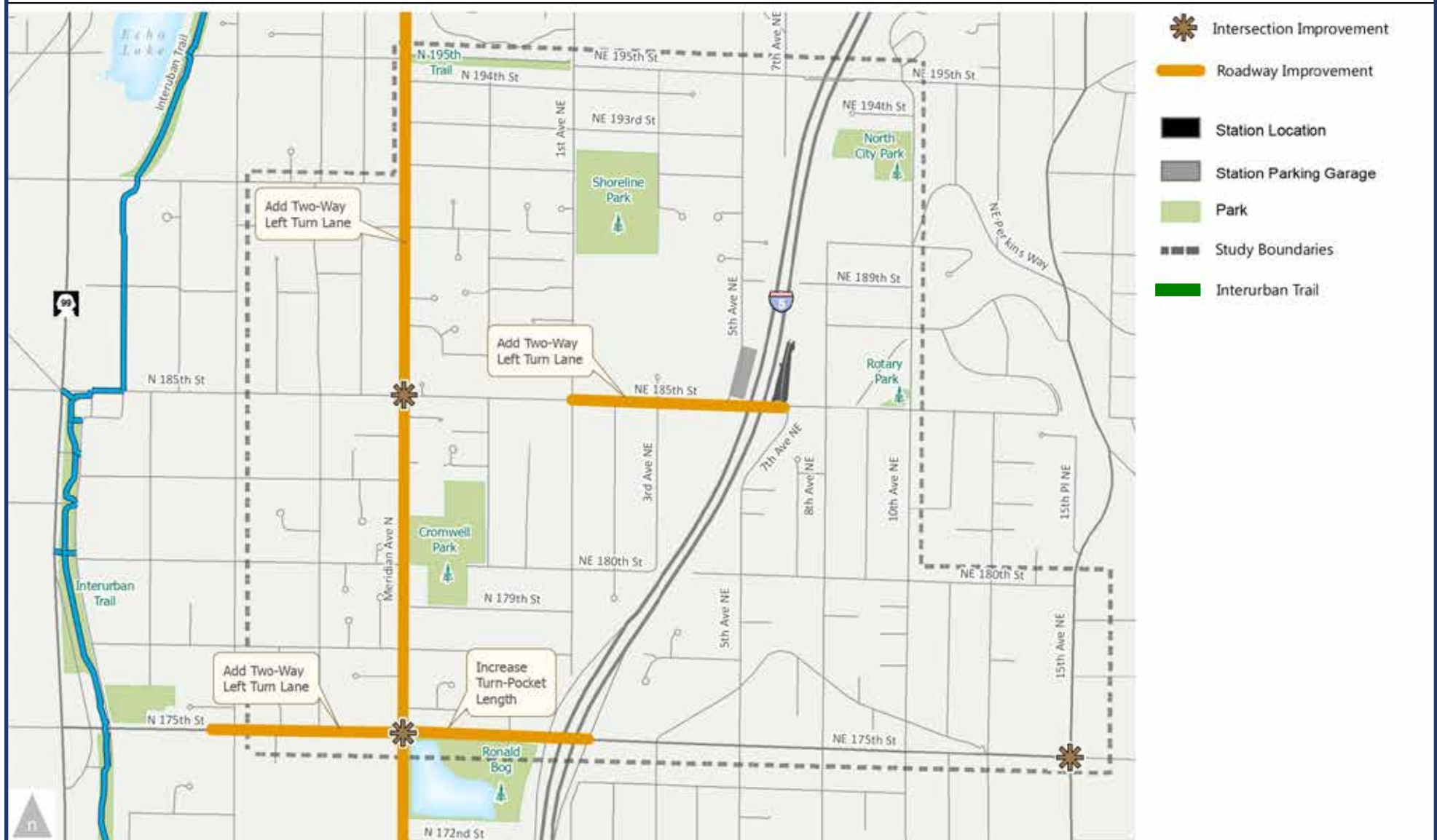


FIGURE 3-13: Roadway Improvements to Accommodate Growth Identified in the Transportation Master Plan

Existing Population and Trends

Shoreline's overall estimated population in 2013 was 54,790 based on information recently released by the US Census Bureau. An estimated 7,944 people live in the 185th Street Station Subarea, approximately 14.5 percent of the city's population.

Shoreline's population increased in the 1980s and 1990s but remained fairly stable between 2000 and 2010. Although the total population of Shoreline did not increase substantially up to 2010, the city has grown an average of slightly over 1 percent per year since 2010 based on US Census Bureau estimations.

In review of the demographic composition of the population, two trends are occurring, including greater race/ethnic diversity and aging of Shoreline's population. The largest minority population is Asian-American, composed of several subgroups, which collectively made up 15 percent of the population as of the 2010 Census. The African-American population, comprising 2,652 people, had the largest percentage increase, at 45 percent between 2000 and 2010, followed by people of two or more races, at 15 percent. Hispanics may be of any race, and this demographic increased 41 percent to 3,493. Additionally, foreign born residents of Shoreline increased from 17 percent of the population to an estimated 19 percent by 2010, as measured by the American Community Survey.

The median age of community residents increased from 39 in 2000 to 42 in 2010. "Baby Boomers", those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percent of people 65 and older among King County cities, at 15 percent. Among older adults, the fastest growing segment is people 85 and older, up one-third from 2000.

Families (two or more people related by birth, marriage, or adoption) declined from 65 percent to 61 percent of all households in Shoreline between 2000 and 2010. Non-family households increased from 35 percent to



Seattle Bike Share

39 percent of households. The number of people living in group quarters, such as nursing homes, adult family homes, and Fircrest increased by 9 percent between 2000 and 2010 based on the 2010 Census.

FORECASTED GROWTH

The central Puget Sound region is one of the fastest growing metropolitan areas in America. Seattle, Shoreline's neighboring city to the south, grew faster than any other major American city in 2013, according to the US Census Bureau, with approximately 18,000 people moving to the city in the one-year period. Seattle is the 21st largest city in the US. Seattle's growth rate from July 1, 2012 to July 1, 2013 was 2.8 percent, the highest rate among the 50 most populous US cities, bringing the total 2013 population to 652,405.

Washington State's overall population is currently 6,951,785 and is forecasted to grow by just above 1 percent per year through 2025 and then at less than 1 percent per year through 2040, according to the Washington State Office of Financial Management.

In looking at growth rates of regional cities, most communities in the Puget Sound region have grown at various rates, between less than 1 percent, to about 3 percent annually between 2010 and 2013.

Based on recent information released by the US Census Bureau, the 15 fastest growing cities in America with populations of 50,000 and larger (similar to Shoreline's size) grew between 3.8 percent (Pearland, Texas) and 8 percent (San Marcos, Texas) between 2012 and 2013.

While Shoreline's population was stable with little growth up to 2010, the population of the community is expected to continue to grow as more housing and employment opportunities are developed. Seattle and other regional cities are also forecasted to continue to grow over the next couple of decades.

GROWTH TARGETS

The King County Countywide Planning Policies (CPPs), adopted to implement the Growth Management Act (GMA), establish household growth targets for each jurisdiction within the county. Each target is the amount of growth to be accommodated during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional households; projected to 5,800 households by 2035 (200 households per year).

Applying Shoreline's current average household size of 2.4 people per residence, 5,800 new households equates to 13,920 new residents by 2035. Another recent target set by Puget Sound Regional Council (PSRC) calls for Shoreline to gain more than 7,200 new jobs by 2035, improving its jobs-to-housing ratio to 0.91. (Note: jobs-to-housing ratio and balance are discussed and defined later in this section.)

The City is required to plan for its assigned growth target and demonstrate that its Comprehensive Plan is able to accommodate the growth targets for households and employment. Sufficient land (zoning capacity) and strategies must be in place to show that there will be available housing and services for the projected population. The City of Shoreline has met these requirements through its Comprehensive Plan, which shows that growth targets can be met through citywide increases in housing and employment. Although the city has capacity to meet these growth targets with or without upzoning the station subarea,

intensifying densities in proximity to the light rail station is smart growth, consistent with regional goals and policies, as well as those adopted by the City.

With more people living and working near high-capacity transit, Shoreline can better achieve the objectives of the Climate Action Plan and better meet the policies and provisions of the Comprehensive Plan and Transportation Master Plan. Adopted policies related to expanding housing and transportation choices and enhancing quality of life through better connectivity in the station subarea can also be realized.

The proposed zoning and proximity to high-capacity transit also could help to catalyze redevelopment and encourage higher rates of growth in the subarea than are currently being experienced citywide and regionally. A review of growth rates over the last ten years shows that the City has only recently been barely keeping pace with the growth target of 200 households per year within the last couple of years and is not yet meeting the jobs/employment growth target range.

Allowing for more dense growth near transit, rather than spreading anticipated households evenly throughout the city, would take the pressure off other single-family neighborhoods to accept additional households. New housing in the subarea would and should include transit-supportive densities. This would be accomplished through various types of multifamily and transit-oriented development (mixed use buildings, condominiums, apartments, townhomes, etc.). Attached single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, and other multiplexes would be expected to develop as a result of the proposed MUR-35 zoning, and this area of zoning would serve as a transition between the more intensive density in the station vicinity and the traditional detached single family neighborhoods in outer areas.

POPULATION IN THE SUBAREA

The existing estimated population within the 185th Street Station Subarea, including the TAZs associated with the subarea is 7,944. It is



Potential Housing Styles

important to note that the population figures (existing and forecasted) relate to the areas shown in this TAZ map, beyond the land use and mobility (multi-modal transportation) study area boundaries.

Recent plans for the Point Wells area have been presented by Snohomish County, which is going through a separate environmental analysis process to assess impacts of potential redevelopment. While potential population growth for Point Wells would occur outside the 185th Street Station Subarea, projected traffic in the subarea as a result of Point Wells development is assumed as part of the planning for transportation improvements.

ESTIMATED ANNUAL POPULATION GROWTH RATE FOR SUBAREA PLANNING PURPOSES

Based on population trends and forecasts, an estimated annual growth rate of between 1.5 percent and 2.5 percent has been assumed for the subarea. Given that the current average annual growth rate in Shoreline between 2010 and 2013 was just over 1 percent, it is anticipated that growth would increase to a higher annual percentage once zoning changes are adopted that allow redevelopment of higher densities. As such, 1.5 percent would appear to be a realistic lower-end estimate for annual

growth in the subarea with the proposed zoning changes. Given recent growth rates for the City of Seattle (2013) and other cities in the region and nationally, 2.5 would appear to be a realistic upper-end estimate of annual growth potential for the subarea with the proposed zoning changes.

REDEVELOPMENT POTENTIAL AND TIMING

The potential for growth and timing of redevelopment will be influenced by various factors in the subarea, including development market factors and individual property owner decisions on the use of their properties. The largest site for redevelopment opportunity is the Shoreline Center. Although the Shoreline School District has no current plans for redevelopment of the site, proposed upzoning would maximize opportunities for future redevelopment.

North City Elementary is another opportunity site in the subarea. The School District has no plans for redevelopment of the site, which currently houses preschool and homeschooling facilities. Consistent with the District's policies, the current site functions are valuable to the neighborhood, and the potential need for a future school to serve increased population/households reinforces the importance of this site as a long term place of education.

There are several church parcels of larger size that would be suitable for additional growth in the near term, if property owners are interested in redeveloping and incorporating additional uses and development onto their site, or are willing to sell to an interested developer.

Most other properties within the subarea are smaller sized single family residential lots that would need to be aggregated into larger parcels to create an overall size suitable for redevelopment to the proposed zoning. As such, the change within the subarea would be anticipated to occur very gradually over many decades. As an example, even if the higher annual growth rate of 2.5 percent were to occur, it is estimated that it would take approximately 80 years to reach full build-out of proposed zoning, and it would take at least 125 years to reach full build-out at a 1.5 percent annual average growth rate.

CAPACITY BUILDING FOR THE FUTURE AND FOCUS OF THE PLANNED ACTION

Given the considerations discussed above, it is important to recognize that the 185th Street Station Subarea Plan will be a long-range plan to be achieved over generations. Proposed rezoning allows flexibility for redevelopment to occur in a variety of locations in the subarea based on property owners' interests and development market influences. While the 185th Street Station Subarea Plan will set the vision for what could occur over the long term, it also will define capital improvement project priorities to support potential redevelopment over the next 20 years, which is the established planning horizon. The plan will address possible phasing and priority locations for redevelopment and make specific recommendations for public investment in the subarea to support this first stage of growth.

In order to align the Planned Action with the 20-year planning horizon of 2035, 20-year growth targets have been set for the subarea plan.

Existing and Planned Housing and Household Characteristics

Planning for expected growth requires an understanding of current housing and household characteristics, economic and market trends, and demographics. Below is a summary of current housing and household characteristics in Shoreline including conditions related to affordability. Much of the information presented is based on the supporting analysis in the 2012 Comprehensive Plan for the City of Shoreline.

COMPREHENSIVE HOUSING STRATEGY

The demand analysis and housing inventory developed to support the Housing Element of the 2012 Comprehensive Plan meets the requirements of the Growth Management Act (GMA) and Countywide Planning Policies (CPPs) and complements past planning efforts, including the City's Comprehensive Housing Strategy, adopted by Council in February 2008.

The Comprehensive Housing Strategy was the culmination of work by a Citizen Advisory Committee formed in 2006 to address the city's housing needs. The strategy contains recommendations for expanding housing choice and affordability while defining and retaining important elements of neighborhood character, educating residents about the importance and community benefit of increasing local choice and affordability, and developing standards to integrate a variety of new or different housing styles within neighborhoods.

SHORELINE AND SUBAREA HOUSING INVENTORY

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Almost 60 percent of the current housing stock was built before 1970, with 1965 being the median year of home construction. Only 7 percent of homes (both single and multi-family) were constructed after 1999.

Over the last decade, new housing was created through infill construction of new single-family homes and townhouses, with limited new apartments in mixed-use areas adjacent to existing neighborhoods. Many existing homes were remodeled to meet the needs of their owners, contributing to the generally good condition of Shoreline's housing stock.

The characteristics of the 185th Street Station Subarea are consistent with those described for Shoreline overall, although the subarea has seen less infill construction and redevelopment activity than other areas of the city.

QUANTITY OF HOUSING UNITS, TYPES, AND SIZES

Single-family homes are the predominant type of existing housing and encompass a wide range of options, which span from older homes built prior to WWII to new homes that are certified through the Leadership in Energy and Environmental Design (LEED) program. Styles range from expansive homes on large view lots to modest homes on lots less than a 1/4 acre in size. In the station subarea, the predominant single family lot size is 8,000 to 10,000 square feet, and although much of the existing zoning in the subarea is Residential, six units per acre (R-6), the current built density of the subarea is approximately 2.7 units per acre.

According to the 2010 Census, there were 21,561 housing units within the City of Shoreline, an increase of 845 since 2000. About 73 percent of these housing units are single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes. See **Table 3-5**. In the 185th Street Station Subarea, including the TAZs associated with the subarea, it is estimated that there are currently 3,310 households.

While there are an increasing number of households in Shoreline each year, population levels indicate a potential trend toward decrease in household size. This is consistent with national trends. However, overall in King County, household size has remained stable since 1990 (see **Table 3-6**). Shoreline's average household size is currently 2.4 people per dwelling unit.



In Shoreline, the average number of bedrooms per unit is 2.8. Only 16 percent of housing units have less than 2 bedrooms. This compares with 21 percent of housing units with less than 2 bedrooms in King County. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline.

The US Census reported only 1.6 percent of housing units with an average of more than one occupant per room, and no units that averaged more than 1.5 occupants per room (American Community Survey 2008-2010).

DEFINITION AND MEASURE OF HOUSING AFFORDABILITY

The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. When discussing levels of affordability, households are characterized by their income as a percent of the Area Median Income (AMI). The box on the next page highlights information pertaining to affordable housing metrics in Shoreline. **Figure 3-14** shows wage/income levels for various professions.

Affordable Housing Metrics for Shoreline

To understand affordability metrics, percentages of Area Median Income (AMI) are calculated. For example, The 2011 AMI for Shoreline was \$66,476. Therefore, a household with that income would be making 100 percent of median; a household that made 50 percent of that amount (\$33,238) would be classified at 50 percent AMI; a family making 30 percent of that amount (\$19,943) would be classified at 30 percent AMI.

Families that pay more than 30 percent of their income for housing are considered “cost-burdened” and may have difficulty affording necessities such as food, clothing, transportation, and medical care.

Sample Wages 2011

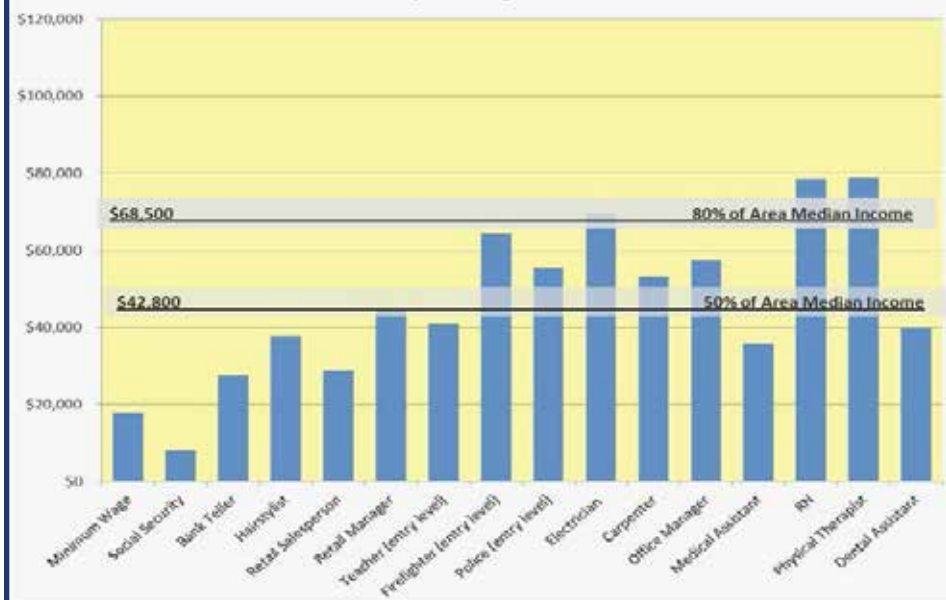


FIGURE 3-14: Income Levels/Sample Wages of Various Professions

HOUSING TENURE AND VACANCY

Historically, Shoreline has been a community dominated by single-family, owner-occupied housing. More recently, homeownership rates have been declining. Up to 1980, nearly 80 percent of housing units located within the original incorporation boundaries were owner-occupied.

In the 1980s and 1990s a shift began in the ownership rate. The actual number of owner-occupied units remained relatively constant, while the number of renter-occupied units increased to 32 percent of the city's occupied housing units in 2000, and nearly 35 percent in 2010. This shift was mainly due to an increase in the number of multi-family rental units in the community. Refer to **Table 3-7**.

A substantial increase in vacancies from 2000 to 2010 may partially be explained by apartment complexes, such as Echo Lake, that had been built but not yet occupied during the census count, or by household upheaval caused by the mortgage crisis. More recent data indicates that vacancies are declining (see discussion later in this section).

HOUSING DEMAND AND AFFORDABILITY

Housing demand is largely driven by economic conditions and demographics. Economic and market conditions have been assessed for the station subarea, and these are summarized in Section 3.1. Demographic characteristics influence market demand with regard to number of households; household size, make-up, and tenure (owner vs. renter); and preference for styles and amenities. For instance, young singles and retired people may prefer smaller units with goods, services, and transit within walking distance as opposed to a home on a large lot that would require additional maintenance and car ownership. It is important for Shoreline to have a variety of housing styles to accommodate the needs of a diverse population.

In 2010, about 61 percent of households were family households (defined as two or more related people), down from 65 percent in 2000. Approximately 30 percent were individuals living alone, an

increase from 26 percent in 2000. The remaining 9 percent were in nonfamily households where unrelated individuals share living quarters. Households with children decreased from 33 percent of households in 2000 to 28 percent of households in 2010. Single-parent families also decreased from 7.4 percent to 6.9 percent of households, reversing the previous trend of increasing single-parent families. Shoreline now has a lower percentage of households with children than King County as a whole, where households with children account for about 29 percent of all households, down from 30 percent in 2000. **Table 3-8** summarizes the changing characteristics of households.

A CHANGING COMMUNITY

In addition to the changes noted above, Shoreline's population is becoming more ethnically and racially diverse. In 2000, 75 percent of the population was white (not Hispanic or Latino). By 2010, this percentage dropped to 68 percent.

Shoreline's changing demographic characteristics may impact future housing demand. Newer residents may have different cultural expectations, such as extended families living together in shared housing. The increase in the number of singles and older adults in the community suggests that there is a need for homes with a variety of price points designed for smaller households, including accessory dwelling units or manufactured housing.

Demographic changes may also increase demand for multi-family housing. Such housing could be provided in single-use buildings

(townhouses, apartments, and condominiums), or in mixed-use buildings. The need for housing in neighborhood centers, including for low and moderate income households is expected to increase. Mixed-use developments in central areas close to public transit will allow for easier access to neighborhood amenities and services, and could make residents less dependent on autos.

THE NEED FOR AFFORDABLE HOUSING

The GMA requires CPPs to address the distribution of affordable housing, including housing for all income groups. The CPPs establish low and moderate income household targets for each jurisdiction within the county to provide a regional approach to housing issues, and to ensure that affordable housing opportunities are provided for lower and moderate income groups. These affordable housing targets are established based on a percent of the City's growth target.

Table 3-7: Housing Inventory and Tenure

	2000	2010	Change 2000-2010
Total Housing Units	21,338	22,787	+1,449
Occupied Housing Units	20,716	21,561	+845
Owner-Occupied Units	14,097 68.0% of occupied	14,072 65.3% of occupied	-25 0.2% decrease
Renter-Occupied Units	6,619 32.0% occupied	7,489 34.7% of occupied	+870 13.1% increase
Vacant Units	622 2.9% of total	1,226 5.4% of total	+612 99.7% increase

Source: 2000 Census; 2010 Census

Table 3-8: Changing Household Characteristics in Shoreline

	2000	2010	Change 2000-2010
Total Households	20,716	21,561	+845
Households with Children	6,775 32.7% of total	6,015 27.9% of total	-760 11.2% decrease
Single-person Households	5,459 26.5% of total	6,410 29.7% of total	+951 17.4% increase
Households with an Individual over 65	4,937 23.8% of total	5,509 25.6% of total	+572 11.6% increase

Source: 2000 Census; 2010 Census

Table 3-9: Households by Income Level in Shoreline and King County

	Shoreline	King County
Very Low Income (<30% AMI)	3,154 (15%)	53,784 (13%)
Low Income (30%-50% AMI)	2,580 (12%)	52,112 (11%)
Moderate Income (50%-80%AMI)	3,665 (17%)	76,279 (16%)
80%-120% AMI	4,443 (21%)	97,116 (19%)
>120% AMI	7,520 (35%)	216,821 (41%)

Source: 2008-2010 American Community Survey; King County Comprehensive Plan

The CPPs more specifically state an affordability target for moderate income households (earning between 50 percent and 80 percent AMI) and low-income households (earning below 50 percent AMI). The moderate-income target is 16 percent of the total household growth target, or 800 units. The low income target is 22.5 percent of the growth target, or 1,125 units. Of the current housing stock in Shoreline, 37 percent is affordable to moderate-income households and 14 percent is affordable to low income households (King County Comprehensive Plan, Technical Appendix B).

Assessing affordable housing needs requires an understanding of the economic conditions of Shoreline households and the current stock of affordable housing. Estimated percentage of households at each income level is presented in **Table 3-9**.

AFFORDABILITY GAP

The “affordability gap” is the difference between the percentage of city residents at a particular income level and the percentage of the city’s housing stock that is affordable to households at that income level. A larger gap indicates a greater housing need. **Table 3-10** depicts the affordability gap.

Table 3-10: Affordability Gap

	Percent of Units Affordable to Income Group	Affordability Gap
Very Low Income (<30% AMI)	825 (3.9%)	11%
Low Income (30%-50% AMI)	2,116 (10%)	2%
Moderate Income (50%-80% AMI)	4,886 (23%)	N/A
80%-120% AMI	6,367 (30%)	N/A

Source: King County Comprehensive Plan

* Vacant units are not included in the analysis, since the affordability of vacant units is unknown.

Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than 30 percent of household income for housing costs comprise 39 percent of homeowners and 48 percent of renters in Shoreline. Very low income cost-burdened households are at greatest risk of homelessness and may be unable to afford other basic necessities, such as food and clothing. The substantial affordability gap at this income level suggests that the housing needs of many of Shoreline’s most vulnerable citizens are not being met by the current housing stock. Closing this gap will require the use of innovative strategies to provide additional new affordable units and the preservation/ rehabilitation of existing affordable housing.

In order to assess the relative status of housing affordability in the city, comparison cities in King County were selected based on number of households and housing tenure. Two cities (Sammamish and Mercer Island) with few renters were selected for comparison, along with two cities (Kirkland and Renton) with a higher proportion of renting households. To compare Shoreline to these cities and to King County, the number of households in each income group countywide was compared to the number of housing units affordable at each income level. **Table 3-11** shows the comparison of affordability gaps in these communities to Shoreline’s.

Table 3-11: Comparison of Affordability Gap

	Very Low Income Affordability	Low Income Affordability Gap	Moderate Income Affordability Gap	80%-120% AMI Affordability Gap
Sammamish	12.1%	9.6%	10.1%	2.1%
Mercer Island	10.1%	8.9%	6.0%	6.7%
Shoreline	8.6%	1.2%	N/A	N/A
Kirkland	9.9%	4.9%	N/A	N/A
Renton	8.8%	N/A	N/A	N/A
King County	8.4%	N/A	N/A	N/A

Source: King County Comprehensive Plan

* Discrepancy with Table H-8 results from use of Countywide household data for comparison with other cities and King County

Figure 3-15 shows Affordable Housing Units by Income Group in a map that shows multiple factors related to housing affordability in various Shoreline neighborhoods, and this complexity warrants a description that is not included with other maps. The map shows average household income levels of various neighborhoods, by census tract. For each neighborhood, there is also a list that begins with the name of the neighborhood, and displays the number of houses whose assessed value would be considered affordable to various income groups. Recall that to be affordable, a mortgage and expenses, such as property tax, should not exceed 30 percent of the annual household income. The price range for housing that would be affordable for each income group is listed in the legend.

As an example, in the Meridian Park Neighborhood, one of the neighborhoods of the station subarea, the average household income in 2010 was \$82,148. Within that neighborhood, there were 3 homes appraised below \$99,720, which is the price a very low income household would be able to afford without exceeding 30 percent of their income. There are 735 homes appraised between \$99,720 and \$265,999, which is the price a low income household would be able to afford without exceeding 30 percent of their income.

*High Point affordable housing in West Seattle*

FALLING HOME VALUES

As in much of the rest of the country, home prices in Shoreline fell during the Great Recession years, but have recently started to rise again. After increasing rapidly for over a decade, median sales price reached a peak in June 2007 at \$375,300. The median sales price in December 2011 was \$262,600, a decrease of 30 percent. See **Figures 3-16** and **3-17**. These charts reflect data from 1997 to 2010; more recent data was unavailable for this analysis. However, it is important to note that in the period of 2010 through 2014, home values have been on the rise in Shoreline and elsewhere throughout the region.

While decreasing prices lower the affordability gap for prospective buyers, they can also increase risk of deferred maintenance, vacancy, and abandonment. Although home and property prices are now increasing again, they have yet to reach peak levels of 2007.

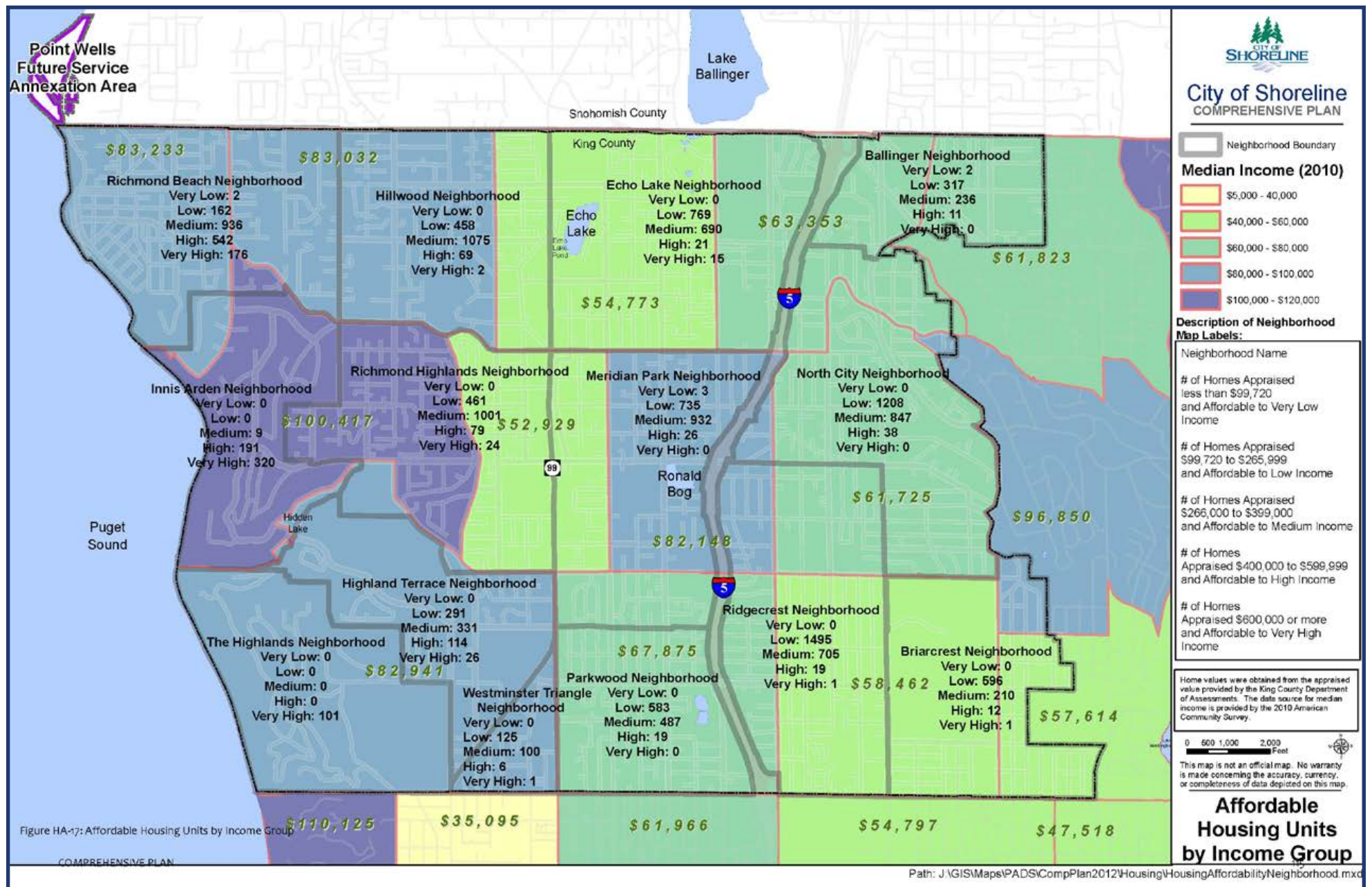
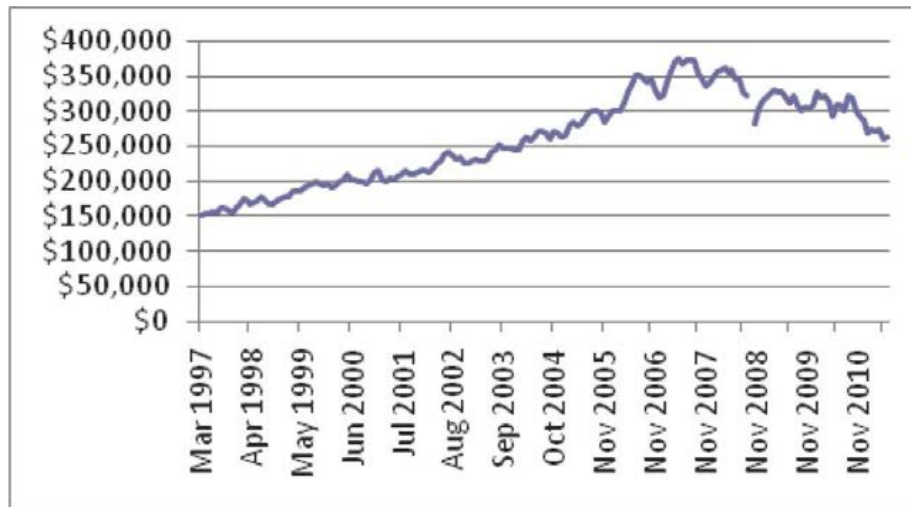


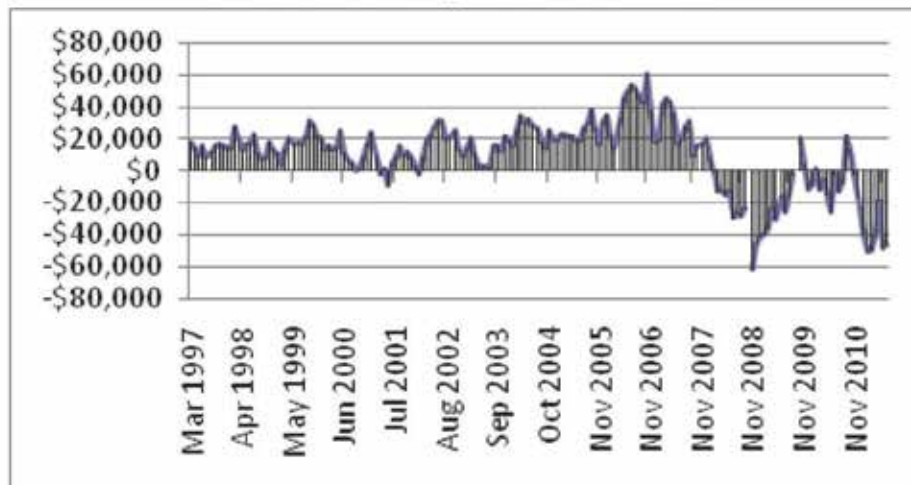
FIGURE 3-15: Affordable Housing Units by Income Group in Shoreline

FIGURE 3-16: Median Sales Price of Homes in Shoreline



Source: Zillow.com

FIGURE 3-17: Year-Over-Year Change in Median Sales Price



Source: Zillow.com

A SEGMENTED MARKET

While home prices have decreased citywide since 2007 and recently have started to rise again, there is a large discrepancy in the value of homes in the city's various neighborhoods. **Table 3-12** presents data extracted from home sales records used by the King County Assessor to assess the value of homes in various sub-markets within the city (the Assessor excludes sales that are not indicative of fair market value). Citywide data suggests that home values have continued to decline since 2010, though regional trends suggest the rate of decline is now slowing.

RISING RENTS

In contrast to the single-family market, apartment rents in Shoreline have stabilized near highs reached in 2009, and are likely to continue trending upward as vacancies decline. According to the most recent data available, the average rent increased from \$859 in September 2007 to \$966 in March 2012. Year-over-year trends in the Shoreline area rental market (which includes the cities of Shoreline and Lake Forest Park) are included in **Table 3-13** for 2008-2012. The increasing price of rental options may be limiting the city's attractiveness to new families, and the ability to provide affordable housing options for younger or fixed-income citizens and smaller households.

NEIGHBORHOOD QUALITY AND HOUSING CHOICE

Neighborhood quality and the availability of diverse housing choices to fit various income levels have a direct relationship to greater housing demand. The Citizen Advisory Committee of the Comprehensive Housing Strategy stressed the need to define and retain important elements of neighborhood character, while also providing housing choice. Some members of the community have expressed concern about density and design of infill developments and the impacts of these developments on existing neighborhoods. Some members of the community support additional density and infill development, either to



Single Family Homes off 6th Avenue

TABLE 3-12: Single Family Housing Prices

Neighborhood Area	Median Sale Price, 2010	Affordable Income Level*	Average Change in Assessed Value, 2010-2011
West Shoreline	\$500,00	>120% of AMI	-2.8%
West Central	\$341,500	115% of AMI	-6.0%
East Central	\$305,000	100% of AMI	-6.9%
East Shoreline	\$290,000	100% of AMI	-5.2%

Sources: King County Assessor 2011 Area Reports, 2011 HUD Income Levels

*Figures given are the percent of 2011 typical family Area Median Income required to purchase a home at the 2010 median price. Affordable Housing Costs are based on 30% of monthly income. Figures are approximate. Additional assumptions were made in the affordability calculation.

TABLE 3-13: Shoreline Area Rental Market Rents & Vacancy Rates

	2008	2009	2010	2011	2012
Average Rent	\$897	\$977	\$949	\$934	\$966
Market Vacancy*	2.7%	4.6%	7.1%	5.0%	4.0%

Source: Dupre+Scott, The Apartment Vacancy Report

*Market Vacancy excludes units in lease-up and those undergoing renovation

preserve undeveloped land in rural areas, support transit, encourage business and economic development, increase affordability, and for other reasons. Regulations that implement policy recommendations in the Housing Element and Strategy should strive to balance these concerns and opportunities.

Housing choice refers to the ability of households in the city to live in the neighborhood and housing type of their own choosing. Housing choice is supported by providing a variety of housing that allows older adults to age in place and new families to be welcomed into existing neighborhoods.

While Shoreline's single-family housing is in generally good condition and highly desirable for many, new housing close to neighborhood centers and high-capacity transit may be equally desirable to older adults, small households, or special-needs households with financial or mobility limitations.

Other benefits of locating housing in neighborhood centers and in close proximity to high-capacity transit include:

- ▶ Transportation cost savings;
- ▶ Improved fitness and health through increased walking;
- ▶ Lower costs for roads, utilities, and emergency services;
- ▶ Reduced road and parking costs;
- ▶ Reduced regional congestion;
- ▶ Energy conservation;
- ▶ Reduced emissions; and
- ▶ Preservation of open space.

GROW MANAGEMENT ACT (GMA) AND REGIONAL POLICIES SUPPORTING AFFORDABLE HOUSING

The City of Shoreline's policies and regulations related to affordable housing are summarized in the Shoreline Comprehensive Plan (2012)



Housing Types

as well as Chapter 20.40.230 of the Development Code. It is also important to consider state and regional policies as guidance for subarea planning. The GMA specifically states that its housing goal is to:

“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”

King County CPPs also encourage affordable housing and the use of innovative techniques to meet the housing needs of all economic segments of the population, and require that the City provide opportunities for a range of housing types.

The City’s Comprehensive Housing Strategy, adopted in 2008, recommended increasing affordability and choice within local housing stock in order to accommodate the needs of a diverse population. Demographic shifts, such as aging “Baby Boomers” and increasing numbers of single-parent or childless households create a market demand for housing styles other than a single-family home on a large lot.

Puget Sound Regional Council (PSRC) administers the Growing Transit Communities Partnership (GTC). In accordance with the goals of the

PSRC and GTC, high-capacity station areas should consider adopting the affordable housing policies and provisions stated in PSRC’s VISION 2040. A few are included below, for the full list, read their report, available at: <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/read-the-full-growing-transit-communities-strategy/>

MPP-H-1 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.

MPP-H-2 Achieve and sustain — through preservation, rehabilitation, and new development — a sufficient supply of housing to meet the needs of low income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.

MPP-H-3 Promote homeownership opportunities for low-income, moderate income, and middle-income families and individuals.

Market Outlook and Economic Development Potential

4

185th Street Station Subarea Plan

Summary of Key Findings of Subarea Market Assessment

A market assessment was completed in November 2013 by BAE Urban Economics for the 185th Street Station Subarea. The assessment identified the potential for Transit-Oriented Development (TOD) in the subarea through an analysis of potential market demand. The assessment also provided recommendations based on the location and characteristics of the station subarea and how these conditions relate to trends in Shoreline's current and future demographic and economic profile and development patterns.

Key findings of the market assessment are highlighted below, followed by a summary of background analysis and other information relevant to economic development potential in the subarea.

- ▶ Key target markets over time include Millennial Generation (Generation Y) and retiring Baby Boom Generation households seeking both for sale and for rent options, as well as a more mixed use urban environment.
- ▶ There is the potential to create transit-oriented development in proximity to the new light rail station and connect it via an enhanced corridor (N-NE 185th Street/10th Avenue NE/NE 180th Street.) This corridor connects the Aurora Avenue N/Town Center at the west side of the subarea and the mixed-use node in North City along 15th Avenue NE at the east side of the subarea.

The proximity of the core commercial area in North City to the proposed light rail station presents an opportunity to enhance access for pedestrians, bicycles, and local transit along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor, as well as other streets in the subarea. The corridor also connects to Aurora Avenue N approximately one mile from the proposed light rail station. Improvements enhancing transportation for all modes along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor would enhance residents' access to and from the new station, as well as to and from retail and neighborhood services.

- ▶ The primary market opportunity for new development at the NE 185th Street Station Subarea is the development of residential units over the next 20 years. Approximately 700 units would represent 15 percent of the new residential growth that PSRC projects for all of Shoreline through 2035. This is a conservative estimate and the residential demand could be higher within the next 20 years if the subarea were to capture more of the city's projected residential growth. There also would be additional longer-term demand beyond this. The redevelopment of the Shoreline Center site, west of I-5, would serve an important role in the station subarea's overall growth over the long-term.

- ▶ **A variety of residential types could be supported around the station subarea.** Housing that includes a mix of for sale and for rent options (condominiums, apartments, townhouse and row house units, various other types of multifamily, attached single family buildings, small single family clustered housing/cottage units, etc.) would appeal to a variety of income levels, household sizes, and residents' interests. Another potential product type based on Shoreline's aging population would be age-restricted (55+) housing.
- ▶ **In the initial years of neighborhood redevelopment, after the light rail station is operating, it is anticipated that the demand for retail would be focused on convenience-oriented retail serving transit riders and residents and located at the transit station (once the station is operating).** The station area currently lacks retail uses, with the nearest neighborhood retail located just over one-half mile away on 15th Avenue NE. The city's primary commercial corridor on Aurora Avenue N is located about one mile away. A small amount of retail at the station could support the needs of transit riders and local residents. The station location is too far away from other commercial hubs and lacks I-5 access to draw some types of retail. However convenience-oriented, neighborhood retail uses (e.g. coffee shops, cafes, sundries, personal services, etc.) located at the station, or within a direct sight line between the station and parking structure, would maximize access to transit riders and immediate area residents and have the greatest potential. Over the longer term, as more housing develops in the subarea, it is anticipated that there would be a demand for more neighborhood-serving retail uses and services along key corridors. More demand for neighborhood-serving retail and services would be driven by increased population and households in the subarea. Adopting zoning that would allow conversions of single family homes along major corridors for these types of uses (e.g. homes converted to dental office, tax accountants, coffee shops, etc.) would help to serve the transitioning demand over time.
- ▶ **There appears to be limited potential for office or other types of institutional uses.** Shoreline does not currently have a substantial office market and is positioned between much larger office markets in Lynnwood and North Seattle. Most existing office space is geared toward local-serving professional and service firms. The lack of direct access to/from Interstate 5 is another limiting factor for office/employment uses; although location at the light rail station could be beneficial depending on where employees live.
- ▶ **The existing development pattern of the station area and its location create challenges for larger mixed-use redevelopment. For these reasons, it is anticipated that redevelopment will happen very gradually, over many decades. Key challenges include:**
 - ▷ The difficulty of assembling sites for development in the single-family neighborhoods given current parcel sizes.
 - ▷ Development interest is likely to be more focused on the Aurora Avenue N and 15th Avenue NE/North City corridors because they are established locations that already offer a mix of housing types and retail choices. Interest in station sites is likely to increase as available development sites in North City become more limited.
 - ▷ The site with the single greatest potential is the Shoreline School Center site property west of I-5. The School District has no current plans to redevelop or sell this site and has expressed interest in retaining the property and maintaining community uses there with the understanding that land may be needed for development of future schools and educational uses. Without redevelopment of this site, new development around the station area would face challenges of site assembly (addressing the need to assemble multiple parcels to create a site large enough for redevelopment into multifamily/mixed use).

Background Analysis

The 185th Street Station Subarea Market Assessment involved a study of TOD potential, including identifying key opportunities around the planned light rail station, and addressing potential impacts that TOD development might have on property values and property taxes.

In order to project future development potential, the analysis supporting the market assessment used local demographic and market data for a defined primary and secondary trade area. The primary trade area represented the immediate vicinity within which the real estate markets compete, while the secondary trade area represented the largest area within which real estate projects compete with each other for tenants based on market prices and amenities.

Markets considered were for those uses consistent with mixed-use TOD and included residential (rental and for-sale), retail, and office space. While no public agency or institutional uses (i.e. mission-driven rather than market-based uses) were identified during this study, demand from such users may still arise in the future.

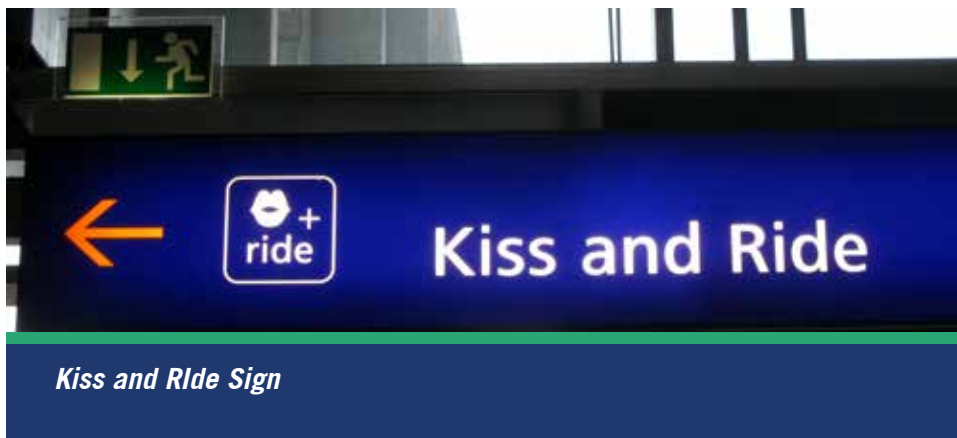
Starting with defined primary and secondary trade areas, the analysis then profiled the local population and household characteristics to define the current economic base for each geography compared to a benchmark geography. This approach provided insight into the differences between the trade areas and the larger region, the types of opportunities this may present, and what types of future development would be best positioned to realize market potential.

The analysis included a review of existing real estate market conditions for each use, using recent reports, including work for Sound Transit by Kidder Matthews, published real estate market data, a field evaluation of the trade areas and competitive locations, and an analysis of recent lease and sale transactions. This information can help to provide insight into the general strength of the local real estate markets to determine whether there is existing pent up demand for any uses, or an inventory of vacant space that would need to be absorbed before new development could occur.



Celebrate Shoreline at Cromwell Park





Kiss and Ride Sign

Finally, the analysis incorporated existing conditions data and growth projections from the Puget Sound Regional Council (PSRC) Growing Transit Communities project. This analysis evaluated the development potential around the planned NE 185th Street Station and determined opportunities for the station area to capture a greater share of projected growth. Key influencing factors and findings of the analysis are described in more detail below.

HALF-MILE PROXIMITY TO STATION

New transit stations often spur new development and/or redevelopment in their immediate vicinities when there is market support for new types of denser, mixed use TOD, as well as supporting City actions such as rezoning to accommodate market demand. These effects are generally limited to a half-mile radius or ten-minute walking distance around stations, often the focus of planning for station areas/subareas. Research has confirmed that the half-mile distance/ten-minute walk is generally the outer limit of how far people are willing to walk to and from a high-capacity transit station.

Within the station subarea, the market can support higher density residential, as well as ground floor active uses (retail, commercial, etc.) that will attract pedestrians heading to and from transit.

A PLACE OF TRANSITION

The amount of new development or redevelopment that can occur around a new station depends not only on proximity to the station, but also on a wide variety of factors. Redevelopment potential around light rail stations is influenced by local population, housing, and employment trends and forecasts, household characteristics, the strength of the existing real estate market, local real estate trends, and other factors. Existing conditions in the station subarea, proximity to commercial hubs and corridors, proximity to daytime population centers, proposed land uses, and the level of improvements to support a walkable district also are important factors.

When stations are located in suburban and low-density residential areas, with a considerable distance from more densely populated areas, they are often designed with park-and-ride facilities to serve as an access point for local commuters to use transit to commute to their places of employment.

In the case of the planned NE 185th Street Station, the subarea is a place of transition. If there were no change to current land uses, the low density single family neighborhoods would not generate the level of ridership sufficient to support the light rail system. As such, the City is adopting rezoning that will transform the station subarea into an urban village with higher densities and a variety of housing choices and mixed use development. Rezoning of the station subarea will attract redevelopment over time, although there will be challenges related to assembling individual properties to create a site of sufficient size for TOD.

Sound Transit also is planning for this station to be a receptor for commuters of the area, via a 500-car park-and-ride structure to be built in conjunction with the station. After the station and park-and-ride structure are built, customers to the location would generate some demand and opportunities for a small amount of commuter-oriented retail near the station.

PRIMARY AND SECONDARY TRADE AREAS

The primary trade area for the planned NE 185th Street Station subarea includes an approximate one-mile radius around the station, located within the City of Shoreline. (See **Figure 4-1**.) New development or redevelopment near the station would draw most of its support from local residents and businesses in the city. The secondary trade area includes the rest of the city, as well as northern King County and southern Snohomish County communities, including North Seattle, Woodway, Edmonds, Esperance, Mountlake Terrace, and Lynnwood. New development or redevelopment would capture some support from this larger area. The demographics and characteristics of the primary and secondary trade areas were compared to the larger King County region to provide insight into the differences between the trade areas and the region, the opportunities it presents, and the types of development that can best capture market potential.

DEMOGRAPHIC, ECONOMIC, AND REAL ESTATE MARKET TRENDS

Shoreline is a stable middle class suburban community of 54,000 that saw minimal growth in population and households from 2000 – 2010, compared to King County, which grew more than 11 percent during the same period. The population and household trends in Shoreline through 2010 were influenced by the economic recession as well as the lack of redevelopment of housing. While opportunities to develop multifamily housing have existed along the Aurora Avenue corridor and in North City, through 2010 there was minimal activity in this market. In recent years, multifamily projects have been developed in these areas, spurring more growth in the city than occurred during the last decade. With rezoning around the planned light rail transit stations, there will be additional opportunities for new residential development, providing more housing choices in the community and contributing to its growth and economic well-being.



FIGURE 4-1: Shoreline Trade Areas



Single Family Housing on 8th Avenue

Shoreline's demographics are generally comparable to those of King County and attractive to a wide range of developers and retailers. Because the community has a primarily residential character, with substantial destination retail to the north in Lynnwood and to the south in North Seattle, its local economy is primarily oriented to serving local residents. A similar pattern applies to office uses, with substantial office clusters in Lynnwood and North Seattle attracting these users.

Refer to Chapter 3 of the subarea plan for more information on population, housing, and employment trends and projections.

HOUSING CHARACTERISTICS—Shoreline's housing stock reflects its older suburban character. Although the community's history dates to the 1890s, much of it was developed post-WWII in the 1940s, with suburban neighborhoods that were largely built out by 1989. With much of the housing stock reaching 50 to 60 years or more, some residents either have been making substantial renovations to their homes, or demolishing existing homes to build new ones. Single-family homes represent more than 70 percent of the total residential units in the city. Both King County and the Trade Area have substantially greater proportions of multifamily housing than Shoreline.

The lower proportion of multifamily units in Shoreline suggests potential opportunities for two types of new housing products. The first product type is age-restricted multifamily units, such as The Blakely apartment project recently developed in Shoreline and now leasing. The second product type would include multifamily units that feature a higher proportion of smaller units, targeted at young adults who have grown up in Shoreline and are looking to form their first households, as well as other Millennial households from elsewhere in the county who are looking for more affordable and well located rental residential units. The proposed zoning for the subarea will provide opportunities for development of these housing types.

RETIRING BABY BOOMERS AND EMERGING MILLENNIALS—Shoreline's population has been aging, resulting in an increasing proportion of seniors and a decreasing proportion of children in households. In 2000, over 22 percent of the population of Shoreline was under the age of 18. By 2010, the same age cohort made up only 19 percent. This is indicative of national trends in demographics, including the population of various generations of Americans.

The Baby Boom generation, which includes people born between 1946 and 1964 (as well as Later Boomers from 1956 to 1964) is the largest generation in America. Generation X includes people born between 1965 and 1980 and is significantly smaller than the Baby Boom generation. The Millennial generation, also known as Generation Y includes people born from 1980 to about the year 2000, and is often called the "Echo Boom" generation because like the Baby Boom generation it is also a large population (although not as large as the Baby Boomers).

It appears that Shoreline is experiencing these shifts in generation population levels more intensely than other areas in King County. The declining rate of children under 18 is more dramatic in Shoreline (-3 percent), compared to both King County (-1.6 percent) and the Trade Area overall (-1.1 percent). This suggests that Shoreline's population is growing older at a faster rate than the surrounding region due to a

larger percentage of residents that are of the Baby Boom generation. The sharp increase in the proportion of the Shoreline population over the age 55 suggests that Baby Boomers are aging in place in Shoreline at a greater rate than King County overall. King County residents aged 55-64 grew by less than four percent between 2000 and 2010, compared to a six percent increase in Shoreline.

These demographic trends will influence the housing market and demand in the station subarea. Retiring Baby Boomers looking to downsize but wanting to remain in the Shoreline community may be interested in some of the housing types that could redevelop in the station subarea.

The trend of homeowners aging in place has been influencing school populations and household size. Even though Shoreline is known as having one of the better school districts in the region, the percentage of children under the age of 18 has been decreasing significantly in recent years. Household size also decreased between 2000 and 2010 to the current level of 2.4 people per household. This decrease in household size in Shoreline reflects both a shrinking percentage of households with children as well as a rise in single-person households.

These factors also will influence the demand for new housing types in the station subarea that may appeal to smaller households and single-person households. At the same time, there is a strong interest in providing family-friendly housing and amenities for families and children in the subarea (parks, trails, play areas, etc.) This, along with Shoreline's reputation for good schools and an expected shift in the demographic trends in the coming decades with more Millennials (Generation Y) buying and renting homes, may result in an increase in the number of households with children in the subarea. As addressed in the environmental analysis completed for the subarea plan, it is anticipated that there will be a growing demand for schools in the coming decades as the station subarea redevelops.

As members of the Millennial generation emerge into the market as home buyers and renters, a shift in the types of homes they are interested in for their families will be evident. Studies are showing

that Millennials are less interested in larger suburban homes and more interested in living in smaller homes in urban neighborhoods that are more walkable and provide opportunities to live closer to work and spend fewer hours commuting.

GROWING INTEREST IN URBAN INFILL HOUSING AND MIXED USE—

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014 forecast of “development prospects,” ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring Baby Boomers and emerging Millennial home buyers and renters are creating a higher demand for urban infill housing and mixed use. Based on recent studies by ULI and others, both of these types of consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles.

While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact, mixed use qualities may be most desirable. In a recent national survey “American in 2013: Focus on Housing and Community” ULI found that among all adults polled (including Baby Boomers and Millennials), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important.

Most research is showing that on the whole, those in the Baby Boom generation will be relocating to smaller, lower maintenance homes in locations that have more services close by. According to Age-Related Shifts in Housing and Transportation Demand: “When older householders do move, they are more likely to move into higher density housing than middle-age adults...There are a number of indications that baby boomers are more likely than younger adults to have a preference for more walkable locations, public transit, and higher density living.” This trend is very important for Shoreline, which already has a high percentage of older residents.



Art and Swim Camp at Shoreline

With new housing opportunities in the station subarea, Shoreline's older residents could choose to age in place in the community but move to a smaller home requiring less maintenance. With Shoreline's reputation as a livable community (good schools, parks, trails, and other amenities), more families with children likely will be attracted to new housing opportunities in the station subarea. These trends, along with the Baby Boomer and Millennial generations' growing interest in living in urban neighborhoods, will influence the demand for housing in the station subarea.

Creating a transit-oriented, walkable district with a variety of housing choices to fit varying income levels will be important. Over time, the success of the station subarea will be tied to its ability to transform into a safe, accessible, and vibrant place with services and amenities for residents of all ages and households of varying size (for singles, couples, and families).

INCOME AND EDUCATION

Shoreline is a solidly middle to upper-middle class community with high levels of educational attainment, similar to the region. Similar to King County (54 percent) and the Trade Area (50 percent), over half of the City's population has a college degree. The high education level corresponds to higher household incomes across all geographies, compared to the US.

The median income of Shoreline residents of \$67,000 falls between the \$71,000 of residents of King County overall and the \$59,000 of residents of the Trade Area. The relative similarity between Shoreline and King County means that Shoreline has the potential to be attractive to a full range of retailers.

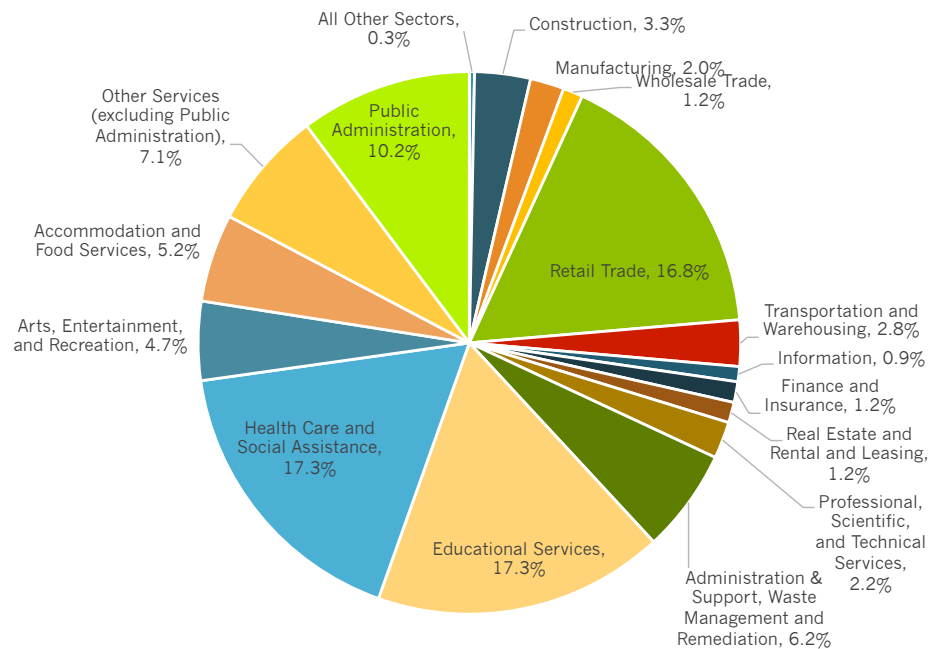
EMPLOYMENT

Employment data are derived from the Longitudinal Employer-Household Dynamics (LEHD) program, which is provided by the US Census Bureau. In order to protect the confidentiality of worker and employers, LEHD introduces a small amount of statistical "noise" for smaller geographic units. As a result, LEHD data may not match data from other sources.

Shoreline's local economy is improving, and its employment base is dominated by the Education Services, Health Care and Social Services, and Retail Trade sectors.

In 2011, Shoreline had an estimated 17,212 jobs, representing a 5.3 percent increase from the number of jobs in 2002. This was a greater increase compared to the Trade Area's 3.2 percent increase. However, it was half the rate at which jobs grew in King County (11.7 percent). In 2011, Shoreline's largest industries included the Education Services, Health Care and Social Assistance sectors (17.3 percent each), Retail Trade (16.8 percent), and Public Administration (10.2 percent). These industries support the city's residential base and contribute to its desirability as a livable community. All other individual industries made up less than 10 percent of the job market. As local residents continue to age, the health care sector should continue to generate new local jobs to meet their needs. **Figure 4-2** shows employment in Shoreline by industry type.

In 2011, the largest sources of jobs located in Shoreline were in the Educational Services, Health Care and Social Assistance, and Retail Trade sectors. As the population continues to age, the health care sector will continue to be a generator of local jobs and an amenity to aging residents, and will create support for additional development.

FIGURE 4-2: Shoreline Employment by Industry, 2011

COMMUTE PATTERNS AND JOBS-TO-HOUSING RATIO—As a suburban community, Shoreline has a lower jobs-to-housing ratio at 0.75 than King County at 1.4. The result is that 82 percent of Shoreline residents commute to jobs in other communities. At the same time there are more than 11,000 people who work in Shoreline that commute from homes in other communities. This substantial cross-commuting is a significant contributor to vehicle miles traveled and peak period traffic congestion. PSRC forecasts that Shoreline will add another 7,000 jobs by 2035, which will bring the jobs-to-housing ratio up to .91.

REAL ESTATE MARKET TRENDS

OFFICE MARKET TRENDS—Shoreline has a limited office market that primarily includes smaller professional and other service firms oriented towards local residents. Shoreline is an in-between market compared to Seattle north of Downtown and Lynnwood, which have much larger office markets that accommodate a range of corporate users and regional offices. Businesses with larger office needs seek vacant space in the Seattle and Lynnwood markets because of their existing office clusters, and because they offer the larger floor plates such businesses typically seek. Shoreline's smaller and older office buildings are not competitive with Class A and B space available in the Seattle and Lynnwood markets, and serve a niche for locally oriented businesses that want to be located in Shoreline.

According to CBRE's Second Quarter 2013 local market report, the North Seattle/Interbay office submarket that includes Shoreline had a vacancy rate of just over 10 percent (with a vacancy rate of nearly 24 percent in the adjacent Lynnwood / Edmonds / Mountlake Terrace submarket). Shoreline's relatively lower rents of \$22.50 per square foot per year (full service gross) indicate lower demand than other locations in the Trade Area that can support higher rents.

Since Shoreline's economy is based around educational services, health care services, and retail trade, near-term demand for office space is most likely to be driven by increased demand from these sectors.

RETAIL MARKET TRENDS—Highway 99/Aurora Avenue N is Shoreline's central retail corridor, with considerable potential for transformation into a mixed-use urban setting that can accommodate additional retail. The corridor contains much of Shoreline's retail in various types of shopping center and highway oriented configurations. It is in the beginning stages of the market-based redevelopment into a more urban mixed-use area, with new dense mixed-use residential projects. This redevelopment can be encouraged through a nodal approach that identifies major and minor nodes along the corridor based on their development potentials.

Promoting nodal development at busier intersections that already draw Shoreline residents can catalyze redevelopment along the corridor more quickly than disparate project-by-project development.

As new development and the introduction of RapidRide E Line bus rapid transit attracts new households and other uses, this will create the potential to attract new retailers, particularly food, dining, and other types of specialty retail that target households seeking a more urban lifestyle. At the same time, overall retail demand in Shoreline, particularly for destination retailers, will continue to be constrained by the city being located in-between overlapping trade areas for the Alderwood Mall in Lynnwood and the Northgate Mall in North Seattle, and the retail and entertainment uses clustered around these locations (as noted in **Table 4-1** showing the analysis of retail leakage from the City's Comprehensive Plan).

Most new retail in Shoreline will continue to be local-serving; Aurora Avenue N has the potential to attract some larger format retail uses. According to the Kidder Matthews Second Quarter 2013 Seattle Retail Real Estate Market Review, within King, Snohomish, and Thurston counties, vacancies are down and rents have stabilized since 2012. Construction is beginning to come back, but the market first needs to absorb vacant space at current rents before tenants will pay rents that can support new development. Developments with an anchor tenant can support triple-net (NNN) rents ranging between \$25 and \$30 per square foot per year, while those without anchors can support NNN rents that range between \$15 and \$25 per square foot per year.

Table 4-1: Shoreline "Sales Leakage"

RETAIL SECTOR	% OF RESIDENT DOLLARS SPENT ELSEWHERE
Health and Personal Care Stores	41%
Clothing and Clothing Accessories Stores	91%
General Merchandise Store	71%
Foodservice and Drinking Places	37%

(Note: NNN rents do not include property taxes, insurance costs, or maintenance fees that are charged to tenants separately.)

RESIDENTIAL MARKET TRENDS—As discussed previously, Shoreline has been primarily built-out as a single family residential community to date. The city's housing stock mostly consists of older homes built in the middle to late 1900s, although some new residential development has been occurring in the form of denser multi-story mixed-use residential with active ground floor units. New multifamily development has been constructed recently along Aurora Avenue N and the 15th Avenue NE corridors. There is considerable potential for larger, obsolescent properties along Aurora Avenue N, and to a lesser extent 15th Avenue NE, to accommodate future residential growth.

Between 2000 and 2012, Shoreline's residential inventory increased modestly, by 7.6 percent, even with no net population growth, compared to a more than 16 percent increase in residential units in King County. As noted earlier, the substantial decrease in household size helps explain growth in housing units even with no net increase in population.

Most of this growth (68 percent) came from the development of multifamily units, compared to 54 percent of county units. This suggests that the market is already responding to meet the needs of smaller households.

Single Family Housing

Home prices in Shoreline cover a fairly broad range, as shown in **Table 4-2**. Median home prices in the past year have increased considerably in central and eastern Shoreline, at a rate nearly double that of King County; however they have remained essentially flat in the western area of Shoreline. As the housing market continues to strengthen, much of Shoreline continues to be attractive to potential homebuyers looking for a greater value than other areas in the County. Amenities, such as Shoreline's high-performing school district, RapidRide E Line BRT, and the coming Lynnwood Link extension will contribute to strengthening demand for existing and new housing in Shoreline.

Table 4-2: Median Home Price, Shoreline and King County, 2012-2013

ential

nary of Key Findings of Subarea et Assessment

t assessment was completed in November 2013 by BAE
conomics for the 185th Street Station Subarea. The
ent identified the potential for Transit-Oriented
ment (TOD) in the subarea through an analysis of
l market demand. The assessment also provided

along 15th Avenue NE at the east side of the subarea. The
proximity of the core commercial area in North City to
the proposed light rail station presents an opportunity to
enhance access for pedestrians, bicycles, and local transit
along the N-NE 185th Street/10th Avenue NE/NE 180th
Street corridor, as well as other streets in the subarea.
The corridor also connects to Aurora Avenue N
approximately one mile from the proposed light rail
station. Improvements enhancing transportation for all
modes along the N-NE 185th Street/10th Avenue NE/NE
180th Street corridor would enhance residents' access to
and from the new station, as well as to and from retail
and neighborhood services

Multifamily Housing

Multifamily units represent most of the new housing being developed in Shoreline and King County. Much of this has been in the form of new mixed-use residential development with ground floor commercial space (leasable for office or retail use), both in Shoreline and in adjacent communities, such as with the Arbor Village mixed-use project in Mountlake Terrace.

Shoreline currently has three new mixed-use residential developments in the initial lease up stage along the Aurora Avenue N and 15th Avenue NE corridors, and there are several such projects further south along Aurora Avenue in North Seattle.

There are currently 3,248 units under construction, planned, or proposed within the Trade Area, suggesting a very active market for this use. There will be potential to develop additional housing in Shoreline, particularly within walking distance from the new Lynnwood Link stations as well as near stops on the Metro RapidRide E Line BRT.

Rental Units

By and large, one and two bedroom units represent the bulk of new development, representing 43 percent and 40 percent of total units, respectively. In the Trade Area, apartment rents range from \$940 per month for a 420 square foot studio built in 2012 to \$2,300 for a 1,380 square foot two-bedroom/two-bathroom unit built in 2013. Occupancy rates exceed 90 percent, indicating a relatively healthy rental market.

Condominiums

According to DataQuick, a third party data vendor that collects County Assessor data, 113 condominiums sold in Shoreline between December 2012 and September 2013. Median sale prices ranged from \$82,000 for a one-bedroom unit to nearly \$470,000 for a unit with four or more bedrooms. This represents existing condominium units; although the residential market has not recovered to the point of supporting new condominium development in Shoreline. When it does, prices for new units are likely to be somewhat higher than these figures (with the pricing constraint being the value of existing single-family residential units).



Housing Style Opportunities

Supportable Station Area Development and Product Types

MULTIFAMILY RESIDENTIAL

Regional projections indicate that there will be demand through 2035 for approximately 4,700 to 5,000 new housing units in Shoreline. Shoreline is well positioned to capture this projected growth, and potentially exceed it, because of the convenient access it offers to Downtown Seattle, new types of housing choices, and the quality of its schools. Assuming that the subarea would absorb approximately 15 percent city's residential growth, this would equate to a demand for just over 700 units. However, the demand is likely to be higher as improvements are completed in the subarea and more land becomes available for redevelopment. Given the vision to create a high quality urban transit-oriented community, it is highly likely the subarea would absorb more than 15 percent of Shoreline's residential growth over the long term.

Based on the market analysis and growth projections, multifamily residential units present the greatest potential for new development. Because Shoreline is relatively built out, developers will need to

provide the residential units to meet demand including new townhouse, condominium, and apartment projects, as well as senior housing.

Denser projects are needed to generate sufficient development value to make it feasible for developers to acquire already improved existing properties that have higher values than vacant sites. PSRC projects that the Trade Area will need 19,692 new residential units by 2035, approximately 4,700 of which will be located in Shoreline. There are currently 3,248 units under construction, planned, or proposed within the Trade Area.

There will be potential to develop additional housing in Shoreline, particularly within walking distance from the new Lynnwood Link stations as well as near stops on the Metro RapidRide E Line BRT.

CONVENIENCE RETAIL POTENTIAL

There is also development potential for a small amount of convenience retail to serve residents and transit users. Demand for commercial uses around the NE 185th Street Station will be limited due to the distance from the new station to other arterials and Shoreline's commercial areas.

PROXIMITY TO AURORA AVENUE N

Aurora Avenue N, Shoreline's primary commercial corridor, located one mile from the planned station at I-5 and the NE 185th Street Station, means that it will be difficult to attract new retailers who will have a preference for being located in active retail areas (and setting aside the lack of existing sites suitable for retail development). This suggests that new retail development around the new NE 185th Street Station should not be targeted at destination retail, but rather retail uses that are viable based on demand in the immediate area, combined with new transit users. A location at the new transit station would be preferable in order to capture the greatest amount of this local and transit-oriented customer base. This could include small scale food and beverage uses, such as a coffee shop/café, small scale convenience stores, and personal services (dry cleaning, repair shops, etc.).

PARCEL ASSEMBLY CONSIDERATIONS

The lack of readily available development sites, and the existing low density single family residential character of the station area, means that parcels will need to be assembled to create viable development sites. The Shoreline Center site, owned by the Shoreline School District, west of I-5, and the existing small scale repair shop at the intersection of NE 185th Street and 10th Avenue N are among the best immediate candidates for redevelopment.

Other new development would require site assembly. The parcels adjacent to NE 185th Street, from the new NE 185th Street Station to 10th Avenue N, provide a reasonable opportunity for site assemblies of three to five parcels that could accommodate multifamily projects of approximately 30 to 40 units, depending upon the size of the assembly and the density that is allowed. Site assemblies of one or two parcels could support cottage houses, townhouses, or small rental projects (e.g. fourplexes). Larger land assemblies are likely to be more challenging because of the lower likelihood of successfully getting a large number of property owners to all agree upon terms and conditions of sale.



Neighborhood at 10th Avenue and 195th Street

COMMUNITY RENEWAL AREA

To the extent the City is able or willing to undertake land assembly, it could increase developer interest in the area. Strategies that the City could consider to enhance development potential and facilitate site assembly could include creation of a Community Renewal Area, if required standards can be met. Minimum or contingent zoning that only provides density for infill TOD-type development once a certain parcel size has been achieved (e.g. one acre or more) could enhance interested neighbors in working with each other to facilitate site assembly.

SHORELINE CENTER SITE

The Shoreline Center site, with the existing Shoreline Conference Center and other uses, is the single best potential development site. A challenge with this site will be, incorporating or replicating elsewhere the School District Offices (could be a ground floor use in new mixed-use development), community uses, sports fields and other recreational facilities, and office tenants that are currently on the site. Other portions of the school site could be redeveloped for new housing, pending analysis by the School District to determine future facility needs. Until the School District identifies what portion of the site it would be willing to make available for new uses, it will be difficult to generate interest from developers.



Seattle City Light Corridor

POWER TRANSMISSION LINES

Linear rights-of-way occupied by electrical transmission towers exist in the subarea and are not available for development of housing or other uses (other than open space and possibly some recreational use such as paths and trails beneath the lines). The transmission lines also could be a deterrent to adjacent redevelopment due to aesthetic issues. The City of Shoreline should continue to coordinate with Seattle City Light to explore options for relocating or reconfiguring the transmission lines in a way that is less intrusive to redevelopment potential. If undergrounding were feasible, this would benefit redevelopment potential; however the lines are of a size that may make undergrounding financially infeasible.

TRANSIT-ORIENTED DEVELOPMENT POTENTIAL REPORT BY SOUND TRANSIT

Sound Transit retained Kidder Mathews to prepare the Lynnwood Link Extension Station Area Transit-Oriented Development Potential report in 2013. This report included a preliminary market assessment of the demand for office space, multifamily housing, retail space, and lodging. The findings of the TOD Development Potential report were generally consistent with the findings of the 185th Street Station Subarea Market Assessment.

The Potential Impact of Transit on Property Values and Property Taxes

How implementation of light rail and rezoning might affect property values and property taxes in the subarea was a common question of existing homeowners during the planning process.

The potential for a new transit station to increase land values for properties adjacent to it is a topic that has been researched extensively over the past two decades in conjunction with the construction of numerous light rail and heavy rail systems across the US, often in the context of determining a “value premium” that can be “captured” to contribute to system financing. While use of “value capture” for financing is not envisioned for the Lynnwood Link extension, the research that has been conducted on this topic provides information to address questions raised by Shoreline residents near the new station site as to what impact the station might have on their property values, and potentially their property taxes.

VALUE PREMIUM IMPACTS

A substantial amount of research and analysis has been undertaken by policy experts to track and document the effects of fixed guideway transit systems (term includes heavy rail and light rail) on property values. This topic has commanded so much attention because many policymakers believe that fixed guideway transit systems create a value premium, i.e. an increase in property values or related economic factors as a result of the increased access and desirability of the land served by the fixed guideway transit. If increased value can be linked to the transit investments, a portion of this increase sometimes has the potential to be “captured” up front in the transit development process, and converted to a funding source for public improvements that support the transit system.

Numerous studies have used statistical models and other methods to examine whether premiums exist for real estate prices or lease rates near transit stops, particularly for commuter and light rail systems. A summary of various fixed guideway transit value premium studies was published in 2008 by the Center for Transit Oriented Development, a non-profit organization associated with Reconnecting America. Entitled *Capturing the Value of Transit*, the publication reviews the concepts associated with this topic, and summarizes the findings of more than 20 analyses of the effect of fixed guideway transit on different land uses around the US. Many of these studies, in turn, identified a range of value premiums associated with fixed guideway transit, and utilized a variety of techniques to come to this conclusion. The range of findings from the wealth of literature indicates that this topic presents challenges in distilling conclusions applicable directly to other locations. The *Capturing the Value of Transit* analysis found that the studied areas experienced increases in property values as shown in **Table 4-3**.

While **Table 4-3** focuses on those studies that found a premium, the report also describes a study that found negative impacts on value associated with fixed guideway transit. A 1995 study, by Dr. John Landis at the University of California, Berkeley, found that values for single family homes within 900 feet of light rail stations in Santa Clara County were 10.8 percent lower than comparable homes located further away. No value premium could be identified for commercial properties within one-half mile of BART stations in the East Bay of the San Francisco Bay Area. Compared to other research though, the potential for decrease in values is rare and likely influenced by other factors.

One of the most thorough analyses conducted after 2000, when contemporary fixed guideway transit systems had established their resurgence as a modern, desirable form of transportation in urban America, was conducted by Dr. Robert Cervero at the University of California, Berkeley. This study, a survey of other studies covering

Table 4-3: Range of Value Premiums Associated with Transit

potential market demand. The assessment also provided recommendations based on the location and characteristics of the station subarea and how these conditions relate to trends in Shoreline's current and future demographic and economic profile and development patterns.

Key findings of the market assessment are highlighted below, followed by a summary of background analysis and other information relevant to economic development potential in the subarea.

- **Key target markets over time include Millennial**

Generation households seeking both for sale and for rent options, as well as a more mixed use urban environment.

- **There is the potential to create transit-oriented**

and from the new station, as well as to and from retail and neighborhood services.

- **The primary market opportunity for new development at the NE 185th Street Station Subarea is the development of residential units over the next 20 years.**

Approximately 700 units would represent 15 percent of the new residential growth that PSRC projects for all of Shoreline through 2035. This is a conservative estimate and the residential demand could be higher within the next 20 years if the subarea were to capture more of the city's projected residential growth. There also would be additional longer-term demand beyond this. The redevelopment of the Shoreline Center site, west of I-5,

overall growth over the long-term.

- **A variety of residential types could be supported around the station subarea.** Housing that includes a mix of for sale and for rent options (condominiums, apartments,

only housing value premiums associated with fixed guideway transit, found that among the seven locations (Philadelphia, Boston, Portland, San Diego, Chicago, Dallas, and Santa Clara County), value premiums ranged from 6.4 to over 40 percent. The authors concluded that value premiums depended on a variety of factors, including traffic congestion, local real estate market conditions, and business cycles.

Transit in Europe can also provide insight to ways of measuring value capture. A study of 15 light rail systems in France, Germany, the United Kingdom, and North America measured housing prices, residential rent, office rent, and property values in each of the cities, concluding that there was a positive value premium in all but two cities. These two cities initially experienced negative value impacts from fixed guideway transit due to the noise associated with the light rail system. Technological improvements have since reduced noise levels and most modern light rail systems are fairly quiet.

One key aspect of the literature is the separation of fixed guideway transit's impacts on existing real estate versus its impacts on new development. In many situations, once a fixed guideway transit system is planned, local governments also increase zoning densities or implement policies that densify allowable development. This makes sense, because fixed guideway transit allows the movement of people without commensurate automobile traffic impacts. However, studies of value premiums often face the challenge of controlling the analysis for changes in zoning (to allow for denser development) and the effects of related development policies. Conversely, increases in allowable development through denser zoning, even in the absence of fixed guideway transit, will almost always result in a higher land value, because a developer can build more units on the same site under the increase in allowed density.

Based on the analysis of value premiums, and considering the range of outcomes for previous projects, it would be reasonable to assume a potential value premium ranging from five percent up to 10 percent for properties located within one-half mile of the new transit station (one-

half mile is considered the point at which resident interest in walking to a transit station substantially decreases). This value premium would represent a one-time increase in values that would be associated with a new transit station, and would also capture the benefit of changes in zoning and other City implementation actions to encourage TOD projects.

PROPERTY TAX IMPACTS

An increase in property values does not result in a proportional increase in property taxes (e.g., a five percent increase in property value leading to a five percent increase in property taxes) due to the overlapping effects of three state constitutional and statutory measures:

- ▶ **One-Percent Constitutional Limit:** the State Constitution limits the regular combined property tax rate for all agencies to one percent, except for voter approved levies for schools or other agencies (such as the increase in the tax rate approved by Shoreline voters in 2010);
- ▶ **Levy Increase Limit:** Taxing districts, such as cities, are limited to a levy limit (limit on increase in property tax revenues) of no more than one percent of prior year property tax revenues, except for increases due to new construction, annexation, or voter approved increases; and
- ▶ **Levy Amount Limit:** There is a statutory limit on the maximum total levy for various types of taxing districts. The current maximum amount for cities is 0.59 percent of assessed value, excluding any voter-approved additional levies.

King County reassesses properties to fair market value on an annual basis. However, because of the One-Percent Constitutional Limit and Levy Amount and Levy Increase Limits, an increase in property values and assessed values does not automatically lead to an equivalent increase in property taxes.

For example, each taxing district must on an annual basis adjust its levy (property tax) rate so that the increase in property taxes, excluding new construction, annexations, or voter-approved increases, does not exceed



Shoreline Community Amenities

one percent. Other adjustments to levy rates may need to be made to stay within the One-Percent Constitutional and Levy Amount limits.

As described previously, there may be a potential for a one-time increase of between five to ten percent in property values within one-half mile of the 185th Street Station. The one-time increase in property values will need to be evaluated against overall changes in Shoreline property values to determine how it would impact property taxes for homeowners around the new NE 185th Street Station. For example, if the new 185th Street Station leads to a five percent increase in value, but this occurs in a hot real estate market where property values are increasing at a faster rate on an annual basis, the increase in assessed values for properties around the station may be driven more by market conditions than the new transit station.

Only in a flat market could homeowners around the new station possibly experience a one-time increase in property tax rates that could approach the rate of increase in property values. It should be noted that an increase in property values represents a 100 percent increase in homeowner equity.

Because of the complexity of the overlapping limits, it is not possible to make a specific forecast for how much property taxes might increase around the station area. Instead, one would need to run a series of multiple

scenarios with varying assumptions for market-based increases in property values, the increase in the value of properties around a new transit station, and evaluation of how the constitutional and statutory limit affect Shoreline to come up with a projection for a range of possible outcomes.

For homeowners who might be severely affected by a property tax increase, King County operates several programs to assist homeowners who may face difficulty paying property taxes for any reason. This includes a property tax exemption for senior citizens and disabled persons, based on household income, that freezes valuation and can create some exemptions from regular property taxes.

Another program provides property tax deferrals for homeowners with limited income. The State also provides a property tax deferral program, administered by county assessors, that allows for full or partial deferral of property taxes. Another State program provides means-tested direct grant assistance for property tax payments to seniors and disabled persons who are widows or widowers of veterans, which for eligible households could help offset an increase in property taxes if it occurs.

REVENUE FROM TAXES AND LEVIES

Revenue from taxes and levies helps to support City of Shoreline services and facilities, as well as those of the Shoreline School District, fire and emergency services, police, libraries, and other service providers. The two tables below (**Tables 4-4 and 4-5**) depict property taxes allocations in Shoreline and the pro-rated costs to an average home valued at \$271,000. **Table 4-6** depicts historical and forecast property tax revenue for Shoreline. Revenues from taxes and levies are important funding sources to the City and other service providers, helping to fund projects, facilities, and services in the community, including those needed as a result of redevelopment and growth in the subarea over time.

Table 4-4 What a City Property Owner Pays in 2014
(Property Tax Rate)

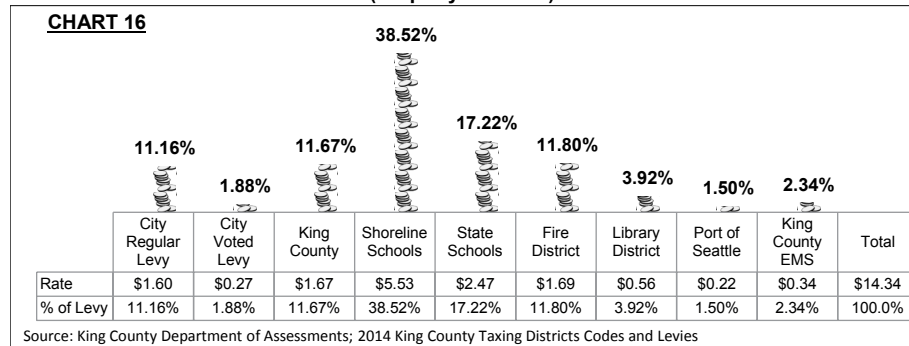


Table 4-5

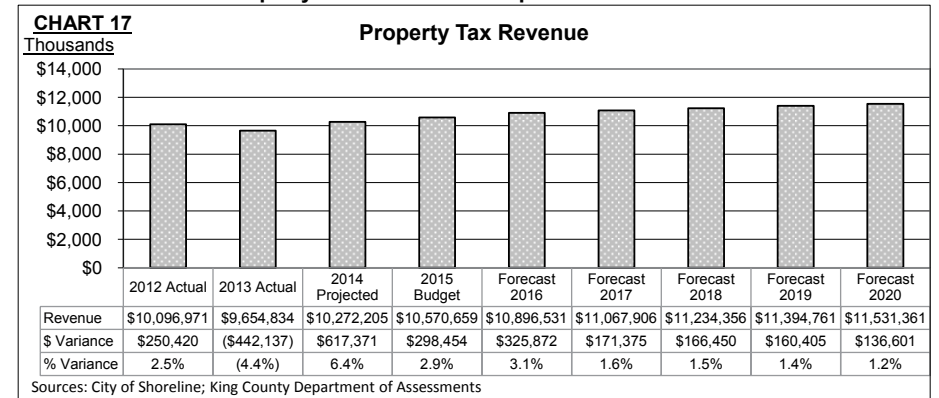
The chart below illustrates the City property tax portion payable in 2014 by an individual owning an average home valued at \$271,000. Based on the 2014 property tax rate, 13% of the homeowner's property tax will be distributed to the City. This includes both the regular and voted City levies.

	Assessed Value	Per \$1,000 (AV/\$1,000)	Rate	Assessment	%
City	\$ 271,000	271.00	X	\$1.87 =	\$507 13%
King County	\$ 271,000	271.00	X	\$1.67 =	\$453 12%
Shoreline School Dist.	\$ 271,000	271.00	X	\$5.53 =	\$1,497 39%
State Schools	\$ 271,000	271.00	X	\$2.47 =	\$669 17%
Fire District	\$ 271,000	271.00	X	\$1.69 =	\$459 12%
Library District	\$ 271,000	271.00	X	\$0.56 =	\$152 4%
Port of Seattle	\$ 271,000	271.00	X	\$0.22 =	\$58 2%
King Co. EMS	\$ 271,000	271.00	X	\$0.34 =	\$91 2%
TOTAL				\$14.34	\$3,887 100%

Source: King County Department of Assessments; 2014 Median Residence Value for Shoreline reported per Assessed Value and Taxes by City

Table 4-6

Property Tax Historical Comparison & Forecast



Conclusion

The market assessment shows potential demand for multifamily residential housing and some neighborhood-supporting retail in the subarea over the next twenty years. Property values likely will increase at levels of 5 to 10 percent within one-half mile of the light rail station once it is operating. This increase in property value will not necessarily translate to increases in property taxes for everyone. Many factors influence property tax assessments. With the regional economy gaining strength, experts are forecasting that there will be growing employment opportunities as well as ongoing increased demand for housing and jobs in the coming decades. With the neighboring City of Seattle being one of the fastest growing cities of its size in the US and the attractiveness of living along the light rail line, Shoreline station subareas should experience market pressure for redevelopment. This will be tempered by the availability of sites large enough to support TOD, which in turn will be contingent upon owners' willingness to sell their properties and to aggregate with other property owners. These forces will moderate redevelopment activity, and as such, it is expected to take many decades for the station subarea to reach full build-out of the proposed zoning.

Long Term Vision

5

185th Street Station Subarea Plan

Community-Driven Visioning and Planning Process

The long term vision for the 185th Street Station Subarea is the outcome of a robust community-driven visioning and planning process that has set a strong foundation for future redevelopment. Chapter 2 summarizes community and stakeholder engagement activities that helped shape this plan over the eighteen-month planning process.

The City's policy basis for planning vibrant, equitable communities around high-capacity transit in Shoreline began with the Council adopting framework goals for the process, which were later incorporated into the major update of the Comprehensive Plan in 2012. The City adopted specific land use policies (LU20 through LU 43) for the light rail station area that call for the City's involvement in design of the station and extensive community engagement in planning of the station subarea. Other policies provided guidance regarding expanded multi-family residential choices in the station subarea and a full range of transportation and infrastructure improvements to support this change in land use.

The policies also call for allowing and encouraging uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable. The policies encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods. As a result of this planning process, new policies specific for the 185th Street Station Subarea have been developed. These are presented later in this chapter of the subarea plan.

The specific light rail station subarea planning process got underway in spring 2013, with a community meeting attended by over 200 people. Next, the City and partner organizations hosted a series of five visioning events, some focused on specific groups that tend to be underrepresented in such processes, others focused on neighborhoods where future stations would be located.

Together, Comprehensive Plan policies, additional guidance from local and regional plans, a Market Assessment, and community visioning articulated the basis for the long-range vision for the subarea. Design Workshops, environmental analysis, extensive public input, Planning Commission recommendations, and further Council discussion refined this vision into more detailed implementation strategies, including zoning and development regulations.



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The Planned Action

The planned action for the 185th Street Station Subarea is implementation of new zoning and supporting regulations within a defined geographic area surrounding the proposed light rail station. The proposed zoning was shaped from the community-driven planning process described on the previous page, guidance from local and regional plans, as well as environmental analysis through the Draft and Final Environmental Impact Statements completed for the subarea. The FEIS identified a Preferred Alternative as the basis for potentially becoming the planned action of this Subarea Plan and the Planned Action Ordinance. The planned action defines the maximum level of growth allowed within the 185th Street Station Subarea. Consistency with this limit would be ensured through monitoring of incoming redevelopment applications and their approval consistent with the Subarea Plan, Planned Action Ordinance, and other applicable City of Shoreline regulations. Figure 5-1 on the following page depicts the Planned Action Area. The City of Shoreline intends to adopt this mapped area as the Planned Action boundary, pursuant to SEPA and implementing rules. According to the Washington Administrative Code (WAC) 197-11-164, a Planned Action is characterized by the following:

- ▶ Designated by a Planned Action Ordinance;

- ▶ Analyzed through an environmental impact statement that addresses significant impacts;
- ▶ Prepared in conjunction with a comprehensive plan, a subarea plan, a master planned development, a phased project, or with subsequent or implementing projects of any of these categories;
- ▶ Located within an Urban Growth Area (UGA);
- ▶ Not an essential public facility unless they are accessory to or part of a project that otherwise qualifies as a Planned Action; and
- ▶ Consistent with an adopted comprehensive plan (but comprehensive plan and code provisions may be amended as part of the process of adopting subarea plans and planned actions).

Projects meeting these requirements qualify as Planned Action projects and do not require a subsequent SEPA threshold determination, but still require a completed environmental checklist to be submitted. Future projects within the Planned Action area must be reviewed for consistency with the adopted Planned Action Ordinance, as well as City's zoning and development regulations, and development agreement where applicable. Projects within the defined Planned Action area would be required to acquire all necessary permits and satisfy all related public notice requirements, just as with other projects in the city.

185TH STREET STATION SUBAREA PLANNED ACTION AREA Preferred Alternative Zoning

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- Park
- Parcel
- TC-1 to TC-4; Town Center
- R-6; 6 units/acre
- R-8; 8 units/acre
- R-12; 12 units/acre
- MUR-35 (Mixed Use Res. - 35' height, based on R-18 zoning)
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-45 (Mixed Use Res. - 45' height, based on R-48 zoning)
- CB; Community Business
- MUR-85 (Mixed Use Res. - 85' height)
- Utility Corridor
- Potential Light Rail parking garage
- Planned Action Area

0 500 1000 Feet

NORTH



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Vision Statement

A vision statement for the station subarea was developed based on community and stakeholder input received during the planning process. Successful implementation of the plan will help to achieve this vision over time.

The 185th Street Station Subarea will transform into a vibrant transit-oriented village with a variety of housing choices for people of various income levels and preserving the livable qualities that Shoreline citizens cherish. Over time, public and private investment will enhance the village setting, creating a walkable, safe, healthy, and livable place for people of all ages and cultures. People will be able to easily walk and bicycle to and from the light rail station, shopping, parks, schools, and other community locations from their homes. Neighborhood-oriented businesses and services will emerge as the village grows, along with places for civic celebrations, social gatherings, and public art. Eventually, the new transit-oriented village will become one of the most desirable places to live in Shoreline.

Zoning for the Station Subarea

The proposed plan for zoning for the 185th Street Station Subarea calls for increased multi-family housing and mixed use development under three new classifications:

- ▶ **MUR-85'**: Mixed use residential with 85-foot building height. See **Figure 5-2** for exception to height limit
- ▶ **MUR-45'**: Mixed use residential with 45-foot maximum building height; based on R-48 zoning
- ▶ **MUR-35'**: Mixed use residential with 35-foot maximum building height; based on R-18 zoning

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The City is updating Code provisions to add these zones and define allowed uses; dimensional, design, and transition standards; mandatory requirements; and incentives for desired amenities. Existing single-family homes are protected under all new zoning designations.

Consistent with input received in community design workshops, the plan for zoning frames the more intensive use near the future station and along the N-NE 185th/10th Avenue NE/NE 180th corridor, enhancing connectivity from the station area to the Aurora Avenue N corridor and Town Center district to the west and the North City district to the east.

The plan for zoning also creates transitions between higher intensity uses and lower intensity uses. For example, MUR-85' is typically separated from MUR-35' by land with the MUR-45' designation. MUR-45' is typically separated from single family zoning by land with the MUR-35' designation.

Refer to **Figures 5-1** through **5-5** for a depiction of the proposed zoning and sketch-up models showing the potential bulk and height of this zoning in the subarea. The proposed MUR zoning designations are further described on the following pages. Illustrative examples of the types of buildings that could be located within each designation are presented.



FIGURE 5-2: MUR-85' Zoning Designation



MUR-45'

Mixed-Use Residential—45-foot height limit: Similar to the existing zoning category R-48 that allows 48 dwelling units per acre, this zone would allow multi-family building types. The height limit for MUR-45' would be 45 feet (differing from the height limit of R-48, which currently varies from 40 feet if adjacent to single family zones, 50 feet if adjacent to multi-family zones, and 60 feet with a Conditional Use Permit). The new MUR-45' zone would be limited to 45 feet regardless of adjacent zoning, which equates to a 4-story building. The MUR-45' zone would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. also could be developed in MUR-45', and single family homes could be converted to commercial and professional office uses like in MUR-35'.

FIGURE 5-3: MUR-45' Zoning Designation



MUR-35'

Mixed-Use Residential—35-foot height limit: Similar to the existing zoning category R-18 that allows 18 dwelling units per acre, this zone would allow multi-family and single family attached housing styles such as row houses and townhomes. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35' also would allow commercial and other active uses along streets classified as "arterials." Refer to the City's street classification map as **Figure 3-4** in Chapter 3. These types of buildings might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.

FIGURE 5-4: MUR-35' Zoning Designation

Potential Phased Zoning

City of Shoreline Comprehensive Plan Land Use policy LU31 provides direction to examine phasing redevelopment. In a joint meeting of the Shoreline Planning Commission and City Council on September 29, 2014, they discussed the benefits of having a more predictable pattern for growth to guide planning and implementation over the next few decades, and weighed them against potential disadvantages to phased zoning.

The City Council decided to study the potential of phasing zoning over time, and on October 2, 2014, the Planning Commission defined boundaries of a potential “Phase 1” zoning area as a portion of the Preferred Alternative. This approach would require that redevelopment under the new proposed zoning categories within the next twenty years would be located within the proposed Phase 1 boundary.

The Phase 1 zoning area identified by the City is shown in **Figure 5-6**. This proposed Phase 1 zoning area would be in place for nearly twenty years (according to the draft code language being proposed- ten years after light rail is operational in 2023). The City Council could then revisit the proposed zoning of the subarea plan and “unlock” the remaining area of zoning at that time.

The proposed Phase 1 zoning boundary focuses the potential area of change more closely around the future light rail station and along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor than the full extent of zoning proposed overall for the subarea.

Over the next 20 years and beyond, it will be important that the station subarea redevelop as a cohesive, connected community that is supportive of transit, but also that provides residents and potential developers with some predictability about when market forces are likely to support redevelopment of different areas. The Phase 1 zoning area would help to provide this. Rezoning in a phased manner also would allow the opportunity to monitor the development market and redevelopment results, and determine where regulations and incentives

are creating the kind the community envisioned through the subarea planning process, prior to allowing redevelopment of a larger area.

The proposed Phase 1 zoning area attempts to balance the provision of an adequate level of housing choice and enabling flexibility in future redevelopment with concerns about rezoning too broadly in the subarea in initial years. Overzoning could result in negative outcomes if not closely monitored and managed, such as delayed maintenance, over-valuing property, and uncertain or spotty redevelopment patterns. Implementing the Phase 1 zoning area would help to focus initial development closer to the station and define an area for concentrating improvements within the next twenty years to support initial growth. This could also potentially be accomplished by targeting incentives, such as Property Tax Exemption, to smaller geographic areas along the 185th Street corridor.

For more information about what can be expected in the subarea during the first twenty years of plan implementation, refer to Chapter 6.

Forecasted Population, Households, and Employment and Build-Out Timeframes

As discussed in Chapter 4, it is estimated that the population in the subarea would grow at around 1.5 percent to 2.5 percent on average annually. This is based on analysis of current growth rates in the region, as well as the anticipation that the rate of growth may increase with the allowance of higher density zoning in the subarea. At this rate of growth it is estimated that it would take the subarea approximately 80 to 125 years to reach capacity of the full zoning plan, or by 2095 to 2140.

Current population, household, and employment levels in the subarea are shown in the table below. Redevelopment under the proposed zoning of the subarea plan would provide capacity for additional households and businesses (through mixed use development that includes neighborhood retail and services).

CURRENT (2014) POPULATION, HOUSEHOLDS, AND EMPLOYMENT ESTIMATES FOR THE SUBAREA

ESTIMATED TOTALS FOR SUBAREA BASED ON AVAILABLE GIS DATA, 2014

Population	7,944
Households	3,310
Employees	1,448

Note: the current estimated population of the City of Shoreline is 54,790.

The table to the right shows anticipated population, household, and employment levels at full build-out of the subarea plan under the proposed zoning.



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ESTIMATED TWENTY-YEAR AND BUILD-OUT POPULATION, HOUSEHOLDS, AND EMPLOYMENT PROJECTIONS

PLANNED ACTION ZONING OF SUBAREA	
2035 Population	10,860 to 13,343
2035 Households	4,450 to 5,500
2035 Employees	1,950 to 2,370
Build-Out Population	56,529
Build-Out Households	23,554
Build-Out Employees	15,340
Build-Out Years	80 to 125 years by 2095 to 2140

Projections assume 1.5 percent to 2.5 percent annual growth rate for the action alternatives from the time the rezoning is adopted.

Anticipated net increases in population, household, and employment over current levels are shown in the table on the following page. Refer to the FEIS and the FEIS Review Guide for details about build-out growth forecasts.

PROJECTED NET INCREASES IN POPULATION, HOUSING, AND EMPLOYMENT OVER CURRENT (2014) LEVELS

PLANNED ACTION ZONING OF SUBAREA	
2035 Population	+2,916 to +5,399
2035 Households	+1,140 to +2,190
2035 Employees	+502 to +928
Build-Out Population	+48,585
Build-Out Households	+20,244
Build-Out Employees	+13,892

The increase in the number of households projected for the next twenty years would be 1,140 at 1.5 percent growth and 2,190 at 2.5 percent growth.

Although the market assessment projected a demand for 700 households through 2035, that was a conservative estimate assuming the subarea would absorb 15 percent of the forecasted housing growth of 4,657 units for all of Shoreline by 2035. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,164 additional units.

There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years. Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea.

Cumulative impacts of individual projects will be monitored through the permit process and tracked against the level anticipated in the planned action ordinance. Mitigation measures to address the anticipated level of redevelopment and associated impacts were prescribed in the FEIS and included in the planned action ordinance. As such, not only will the City monitor redevelopment activity to ensure that it is within the level anticipated in the FEIS and planned action ordinance, it also will be working to implement mitigation measures and projects through development agreements, permit approvals, and capital improvements.

Redevelopment Opportunities and Possibilities

The potential for redevelopment will be influenced by market forces as well as individual property owners' interest and willingness to redevelop or sell their property over time for redevelopment. Chapter 3 of this subarea plan discussed existing conditions related to several key redevelopment sites and opportunities in the station subarea. Chapter 4 provided an overview of the market outlook for the subarea. This chapter revisits potential redevelopment opportunities and key sites given the market outlook, geographic conditions, and other factors in the subarea.

MAXIMIZING HOUSING OPPORTUNITIES IN THE IMMEDIATE VICINITY OF THE PLANNED LIGHT RAIL STATION

—The most successful transit-oriented developments typically are located within a one-quarter mile (five minute) to one-half mile (ten minute) walking distance from high-capacity transit. For this reason, the proposed plan for zoning maximizes opportunities for housing and mixed use within proximity to the light rail station. Maximizing housing choices and affordable housing options in proximity to the station will build sustainable ridership for the system over the long term, and residents will benefit from reduced household costs as a result of being able to use transit for daily travel.

The Housing Development Consortium emphasized the importance of creating affordable housing opportunities in proximity to the station in their comment letter on the Draft Environmental Impact Statement for the subarea planned action:

“With the right level of incentives, Shoreline can attract residential development affordable to range of incomes, including those most in need. A variety of tools can help Shoreline meet the needs of low and moderate income households as the City plans for growth around light rail stations, including:

- ▶ *Density Bonuses*
- ▶ *Incentive/Inclusionary Zoning*
- ▶ *Development Agreements*
- ▶ *Reductions in fees and other regulations*
- ▶ *Permitting priority, streamlining, or flexibility*
- ▶ *Reduced parking requirements*
- ▶ *Multifamily Tax Exemption (MFTE)*
- ▶ *Transfer of Development Rights for Affordable Housing (TDR)*

Many of these incentives allow nonprofit housing providers, in addition to market-rate developers, to provide affordable housing for Shoreline's low and modest-wage workers and families. Appropriately crafted incentives harness the power of the marketplace to produce affordable homes with very limited public investments. Development incentives are proven to stimulate affordable homes in a mixed-income setting, and, when implemented well, they allow communities to increase the supply of affordable homes, support workforce and economic development, and reduce sprawl, traffic congestion, and pollution. The resulting homes enable residents to benefit from urban reinvestment and connect to emerging job centers, transit stations, and opportunity networks."

With these opportunities in mind, the City of Shoreline has crafted specific development regulations that will incentivize affordable housing in the light rail station through these types of tools.

In addition to encouraging and incentivizing transit-oriented development with a variety of housing choices to fit a full range of income levels, including affordable housing, the City also can work with interested developers and housing organizations to explore potential partnership opportunities for projects in the subarea. Over time, the City can help bring potential partners together and facilitating redevelopment that is consistent with the vision for the subarea.



Luncheon event at the Shoreline Conference Center

SHORELINE CENTER—This forty-acre campus is an important community resource that accommodates a number of important civic, business, and social functions. There is a strong community interest in retaining these uses. At the same time, the large site is located within a five-minute walking distance to the potential light rail station. There is extensive underutilized property at the site that could be redeveloped into more intensive transit-oriented housing and mixed use development. The existing site functions could be retained and reorganized in a more efficient manner while also maximizing density and redevelopment potential of the site. The proposed MUR-85' zoning for the site would accommodate mixed use and housing redevelopment with buildings up to 85 feet in height. Taller buildings could be proposed through a Development Agreement with the City. The Development Agreement would allow bonus density and/or height.

Recognizing the potential redevelopment opportunities associated with the site, the Shoreline School District may move forward with a study of potential redevelopment options. As a key partner, the City welcomes input from the District about their long-term vision for their properties within or near the subarea. However, it should be noted that any decisions about redevelopment of the Shoreline Center or other District property will be entirely up to the Shoreline School District.

NORTH CITY SCHOOL AND PARK SITE—The North City school and park site are ideally located to serve the growing population of the subarea over time. While the building houses a variety of educational services today, it could be converted back into elementary school use in the future and together with the park site could continue to provide a variety of recreational opportunities for the neighborhood. Any decisions about future use of the site are entirely up to the Shoreline School District.

SEATTLE CITY LIGHT TRANSMISSION LINE RIGHTS-OF-WAY—The corridor that contains Seattle City Light (SCL) transmission lines will be retained as right-of-way for utility use. While access must be maintained to the transmission towers for maintenance, SCL may allow public use under the transmission lines. These areas could potentially be used for public open space, community gardens, and connecting trails/paths through the subarea, contingent upon approval by SCL. The City intends to continue discussions and coordination with SCL regarding the types of uses that could be developed beneath and in proximity to the transmission lines, as well as potential options for undergrounding or relocation/reconfiguration of the lines to maximize redevelopment potential in the subarea.

CHURCH PROPERTIES—As larger parcels in the subarea located along arterial and collector streets, several church properties hold potential for redevelopment if the property owners are willing and interested. Portions or all of these sites have the potential to be redeveloped over time into housing (including affordable options) and mixed use options as allowed through the proposed zoning. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

ASSEMBLAGES OF MULTIPLE SMALLER PARCELS INTO LARGER SITES FOR REDEVELOPMENT—If groups of single family homeowners are interested in offering their properties for redevelopment, they could join together and work with a real estate broker to present their aggregated

parcels as an opportunity site to potential development entities. Property owners also could consider offering their properties for other uses, such as public parks and open space to serve growth in the neighborhood over time.

HOME-BASED BUSINESSES AND INTEREST IN CONVERTING FROM SINGLE FAMILY USE—There are a few small neighborhood businesses in the subarea, and current regulations allow home-based businesses with certain caveats, such as only using 25% of the square footage of the residence for said business. As expressed through the community visioning and design workshops, there is also an interest in more flexibility to convert single family homes to office and small business use. There will be a growing need for more neighborhood services and businesses in the subarea under any of the action alternatives studied in the FEIS, including yoga studios, optometrist offices, and coffee shops. There is also an increasing trend in teleworking, with more people choosing to forego the daily commute. This growing need is being addressed through draft zoning regulations to provide more flexibility to operate a wider variety of business and office uses from homes and to convert single family homes to business and office uses.

EXISTING DISTRICTS: TOWN CENTER AND NORTH CITY—The Town Center and North City districts are bookends for the subarea and each provide commercial uses and services that can support the growing population of the new transit-oriented village. Town Center is the “Heart of Shoreline,” located along the active Aurora Avenue N and Rapid Ride bus rapid transit route, where there are extensive commercial and employment uses, as well as some pockets of new multi-family housing emerging along the corridor. North City is a neighborhood that has been undergoing transition for over a decade, with a variety of businesses and commercial uses, as well as multi-family housing. Both districts are accessible via the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor in the subarea. An important strategy of the subarea plan involves continuing to focus commercial and businesses/employment growth in the Town Center and North City districts, while maximizing residential housing opportunities

in the subarea to help support the economic vitality of these districts. The proposed zoning supports this strategy, as well as guidance from adopted subarea plans for these districts.

PUBLIC SPACES, PARKS, STREETSCAPES, PUBLIC ART, AND OTHER COMMUNITY AMENITIES—As redevelopment projects are implemented over time, new public spaces, parks, streetscapes, and community amenities would be necessary and required. In addition, the City intends to prioritize capital improvements in the subarea, completing key transportation, infrastructure, and parks projects to support redevelopment. These projects will enhance the public realm, improve pedestrian and bicycle connectivity, transit access, and the aesthetics of streets and public areas. The City envisions that improvements would integrate rain gardens and green stormwater solutions in streetscapes. There will be a growing demand for neighborhood parks and recreation space in the subarea. The City will explore opportunities to acquire and develop park land, and work with developers to meet the demand for parks and recreation facilities as part of project development, through mandatory regulations and potential development agreements. Capital street improvement and park projects may incorporate features such as community gardens, trees and landscaping, social gathering spaces, public art, wayfinding, and other elements along key corridors.

Framework Concept Plans for the Station Subarea

Redevelopment in the station subarea would occur through implementation of individual projects over the course of many decades. Each project would be designed and constructed separately through the City's approval process and in accordance with the design and development standards of the City's Code. Key elements that will be required and encouraged of individual projects are described later in this chapter under "Policies for the Station Subarea" and the draft development regulations provided as Exhibit C to the Planned Action Ordinance.



Vision illustrations from the North City Subarea Plan





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To get a sense of scale, layout, and access possibilities for redevelopment projects, Clark Design Group worked with the City of Shoreline to develop a series of framework concept plans. These are presented as **Figures 5-7** through **5-12** in this subarea plan. While these are conceptual only and are not representative of actual proposals, the illustrations show the potential types of redevelopment that the new zoning would allow, as well as architectural treatments that would help to integrate the new buildings into the neighborhood setting.

Conceptual Illustrations of Possible Redevelopment in the Subarea

Figures 5-13 through **5-19** illustrate potential long term redevelopment opportunities for the station subarea with implementation of the proposed zoning over time.

Policies for the Station Subarea

The following policies are proposed for the station subarea to support the redevelopment opportunities described and illustrated in this chapter. In addition to these, the subarea plan supports and achieves many other policies adopted at the local, regional, state, and federal levels, including City of Shoreline 2012 Comprehensive Plan. Chapter 1 of this subarea plan summarizes local, regional, state, and federal policies that the subarea plan supports; Chapter 2 of the FEIS lists all relevant policies.

Because the Comprehensive Plan and other City Master Plans and Strategies provide direction that applies to the station subarea, it was not necessary to draft extensive new policy language specific to the subarea. Policies included below provide specific guidance for subarea plan implementation, including topics for further study or action.



**FIGURE 5-5: Sketch-Up Model View for the Planned Action Zoning,
Looking Westward toward the Potential Light Rail Station**



FIGURE 5-6: Sketch-Up Model View for the Planned Action Zoning,
Looking Eastward toward the Potential Light Rail Station



FIGURE 5-8: Possible Layout Concept for Redevelopment in the Subarea Showing MUR-45' Zoning



3-Story Residential Buildings with Surface or Below Grade Parking located behind or to the side of buildings

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FIGURE 5-9: Possible Layout Concept for Redevelopment in the Subarea Showing MUR-35' Zoning

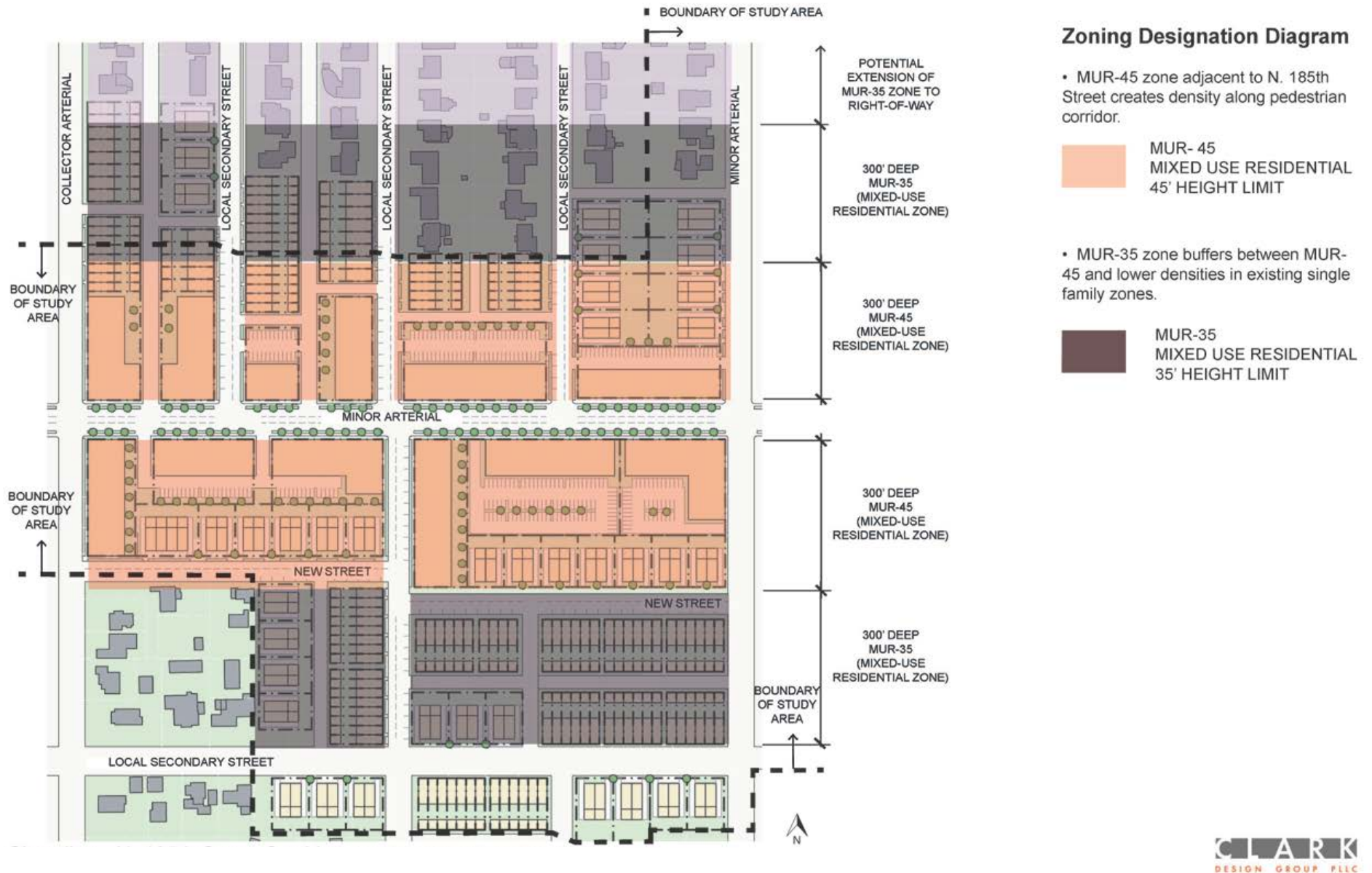


FIGURE 5-10: Possible Layout Concept Showing MUR-45' and MUR-35' Zoning

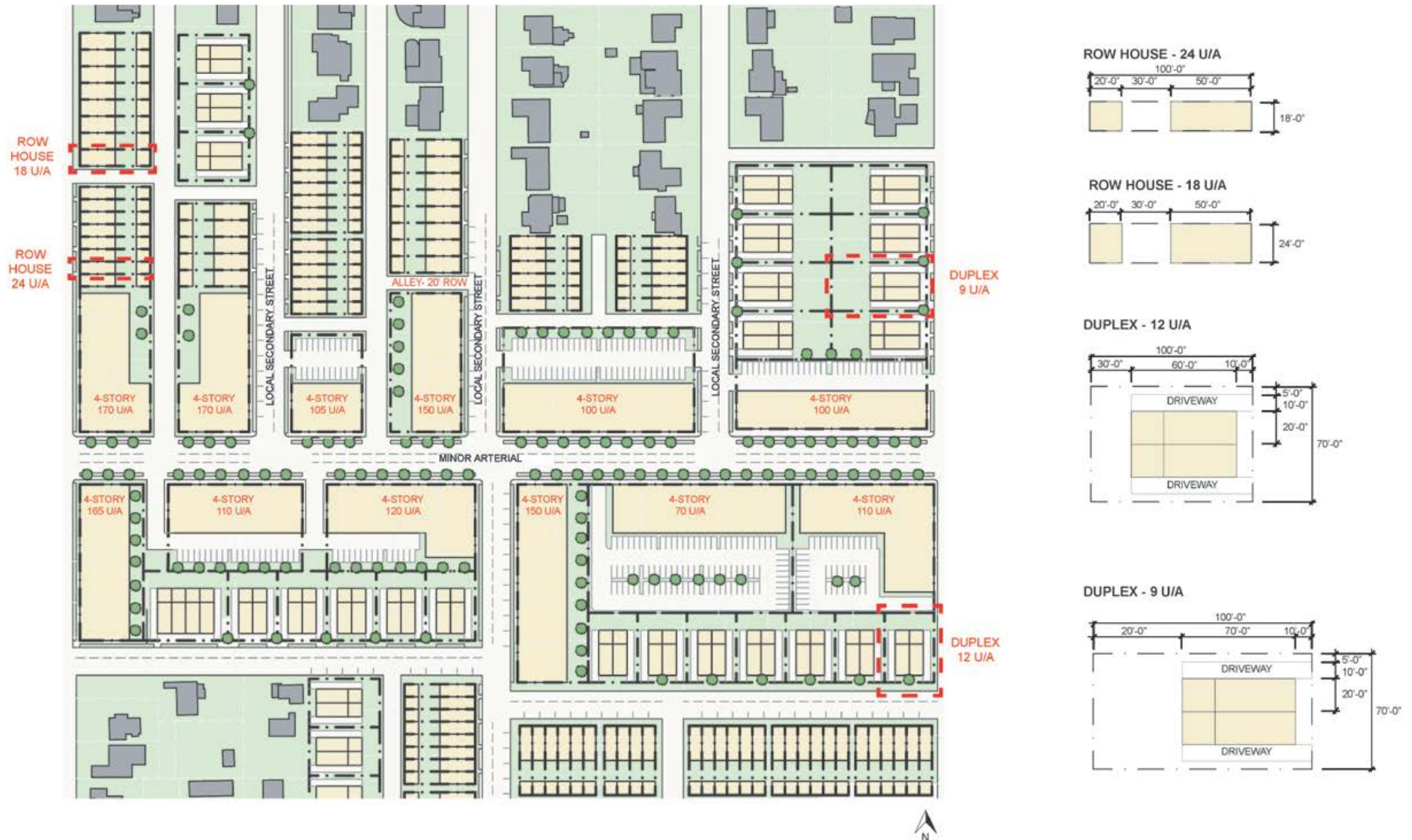


Density Diagram

- Diagram illustrates potential densities that can be achieved with 4-story mixed-use residential buildings along N. 185th Street and 2-3 story row and townhouses located one block off of N. 185th Street.
- Row and Townhouses reduce height of buildings while achieving range of 10-24 units/acre.

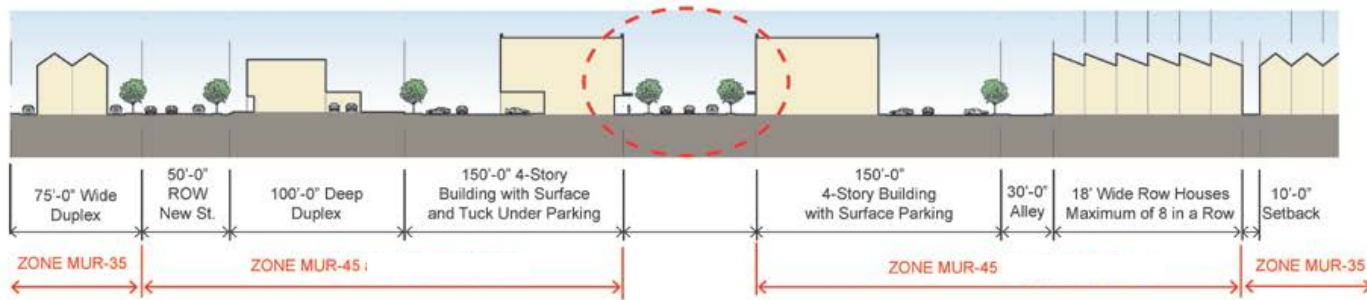
CLARK
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FIGURE 5-11: Possible Layout Concept Illustrating Potential Density with MUR-45' and MUR-35' Zoning



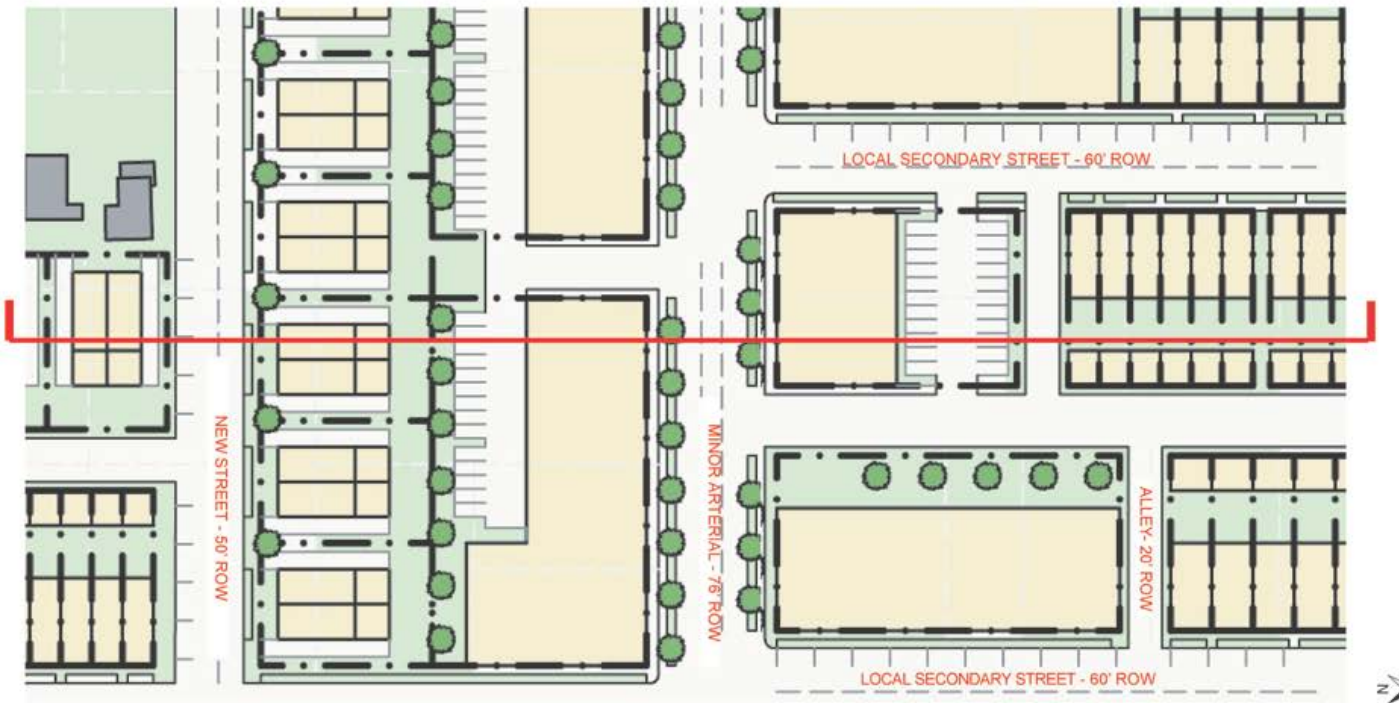
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FIGURE 5-12: Possible Layout Concept Showing Various Housing Types and Duplex and Row House Redevelopment as the Transition between MUR-45' Zoning and Single Family



Section Diagram

- MUR-45 zone adjacent to N. 185th Street creates density along pedestrian corridor.
- MUR-35 zone buffers between MUR-45 and lower densities in existing single family zones.



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FIGURE 5-13: Possible Layout Concept with Cross Section View Showing Parcel Depths with MUR-45' and MUR-35' Zoning



FIGURE 5-14: Conceptual Possibility at N-NE 185th Street Multimodal Improvements, Looking West



FIGURE 5-15: Conceptual Possibility at N 185th Street Overpass, Looking Eastward, with Solar Panels and Green Roofs on the Canopies



FIGURE 5-16: Conceptual Possibility Showing Sheltered Crossing Area at the N 185th Street Overpass, Looking Eastward



FIGURE 5-17: Possible Layout Concept for 8th Avenue NE Right-of-Way, Looking Southwest, with Shared Use Path, Community Gardens, and Public Spaces with MUR-45' and MUR-35' Zoning; while the Shared Use Path would be a Longer-Term Improvement, it would Help to Increase Bicycle Connectivity in the Subarea



FIGURE 5-18: Possible Layout Concept for Transit-oriented Development on the East Side of the Proposed Light Rail Station, Looking Northwest, with the Power Transmission Lines at Center of the Block in Open Space Use



FIGURE 5-19: Possible Layout Concept for NE 180th Street, looking southeast, public art commemorates the “Motorcycle Hill” history of subarea; MUR-85’ building example at the corner



FIGURE 5-20: Possible Layout Concept for Mixed Use Redevelopment on a Portion of the Shoreline Center Site, Looking Southward, Farmers Market could Occur on an Extension of N 190th Street as a Shared Use Community “Festival Street”; Up to Five and Six Story Building Examples

COMPREHENSIVE PLAN MAP

The following policies relate to changes that will be made to the City of Shoreline Comprehensive Plan map to support the proposed zoning in the station subarea.

- ▶ LU1. The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA1 designation is intended to encourage high density residential, building heights in excess of 6-stories, reduced parking standards, public amenities, and commercial and office uses that support transit stations, neighborhood-serving businesses, employment, and other amenities desired by residents of the light rail station subareas. The zoning designation that is appropriate for this Land Use designation is MUR-85'.
- ▶ LU2. The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA2 designation is intended to provide a transition between the SA1 and SA3 designations, and encourage the development of higher density residential along arterials in the subarea, establish neighborhood commercial uses, reduce parking standards, increase housing choice, and transition to lower density homes. The zoning designation that is appropriate for this Land Use designation is MUR-45'.
- ▶ LU3. The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA3 designation is intended to provide a transition between the SA2 designation and single family zoning, and encourages the development of medium density residential uses, some neighborhood commercial uses, and increased housing choice. The zoning designation that is appropriate for this Land Use designation is MUR-35'.

Comprehensive Plan designations typically represent a range of potentially appropriate zoning. For example, the Comprehensive Plan

designation of High Density Residential (HDR) means that potentially R-12, R-18, R-24, or R-48 zoning designations may be appropriate, but such a change would need to be requested by the property owner and analyzed with regard to site and neighborhood specific considerations. This means that if a property had a Comprehensive Plan designation of HDR, but was zoned R-12, the owner could submit an application to be rezoned to R-18, R-24, or R-48. The process is criteria-based and involves a public hearing. However, for station subareas, this process would intentionally not be applicable. In Exhibit C of the Planned Action Ordinance, each proposed new Comprehensive Plan designation (Station Areas 1, 2, and 3) correlate to one of the Mixed Use Residential (MUR) zoning designations. This means that property owners could not request rezoning to a higher classification in the future, and the zoning adopted would be the most allowed.

TRANSPORTATION

- ▶ Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities, such as sidewalks and bicycle paths, as well as improvements that support improved transit speed and reliability.
- ▶ Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.
- ▶ Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station and North City for all travel modes. Create a corridor plan that:
 - ▶ Includes generous bicycle and pedestrian facilities. Minimize conflicts between transit, vehicles and bicycles by designing

185TH STREET STATION SUBAREA PLANNED ACTION AREA Comprehensive Plan



- SA1
- SA2
- SA3
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Planned Area 3
- Mixed Use 2
- Mixed Use 1
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Planned Action Area

Potential
Light Rail
Station





Public Art at Shoreline City Hall

bicycle facilities behind the curb.

- ▶ Identifies needed infrastructure to improve transit speed and reliability, such as queue jumps and transit signal priority
- ▶ Includes intersection and roadway improvements needed to maintain the City's adopted transportation level of service
- ▶ Results in a "boulevard" style street with tree canopy and amenity zones
- ▶ Explores opportunities for undergrounding of overhead utilities
- ▶ Encourage redevelopment that occurs along the 185th Street/10th Avenue NE/NE 180th Street corridor to provide site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians and transit.
- ▶ Incorporate recommendations of the 185th Street/10th Avenue NE/NE 180th Street corridor plan into the City's six year Capital Improvement Plan (CIP).
- ▶ Pursue opportunities and develop a strategy to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea including federal, state and local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).

- ▶ Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding and spillover parking. Implement appropriate mitigation measures as needed such as traffic calming, police enforcement or Residential Parking Zones.
- ▶ Ensure that developments provide frontage improvements. In areas where the future design/cross section has not been confirmed, require fee-in-lieu-of payments that will fund future City improvements. Once the cross sections have been confirmed, require frontage improvements.

COMMUNITY DESIGN

- ▶ Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.
- ▶ Develop and facilitate a community design process to create and enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.
- ▶ Monitor visual impacts of mixed-uses with regard to nuisance or compatibility with surrounding development. Implement mitigations, such as modifications to signage and design regulations, as necessary.

ECONOMIC DEVELOPMENT

- ▶ Promote redevelopment of properties along the 185th Street/10th Avenue NE/NE 180th Street corridor to create a mixed use, neighborhood-oriented business district that connects Town Center and North City. Strategies may include promoting conversion of single family homes to business uses, and expanding opportunities for home based businesses.
- ▶ Identify priority nodes along 185th Street in which to target incentives for redevelopment that encourage catalyst projects and initial growth along this corridor.
- ▶ Consider incentive program for new buildings to incorporate Combined Heat and Power systems and other innovative energy-saving solutions.

- ▶ Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.

LAND USE

- ▶ Promote adaptive reuse of historic structures.
- ▶ Consider adoption of a fee-simple administrative subdivision process.
- ▶ Promote more environmentally-friendly building practices. Options for doing so may include:
 - ▷ Adoption of International Green Construction Code
 - ▷ Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
 - ▷ Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program. Petal Recognition could include achievement of at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials and all of the following:
 - Reduce total energy usage by 25 percent over comparable building type and/or Shoreline Energy Code
 - Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by the appropriate utility or other baseline approved by the Planning and Community Development Director
 - Capture and use at least 50 percent of stormwater on site

UTILITIES



November 2013 Workshop

- ▶ Apply recommendations from 145th Street Station Subarea Plan regarding District Energy and Combined Heat and Power to 185th Street Station Subarea.
- ▶ Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.
- ▶ Coordinate with utility providers to identify and implement upgrades to existing underground utilities to support increased densities. Coordinate this work with projects included in the City's Capital Improvement Plan as well as in conjunction with right-of-way work performed by private development.
- ▶ Develop a strategy for undergrounding overhead utilities.

PARKS, RECREATION, AND OPEN SPACE

- ▶ Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.

Proposed Updates to Development Code Provisions

- ▶ Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
- ▶ Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

NATURAL ENVIRONMENT

- ▶ Encourage preservation of stands of trees, and significant native trees, especially around the perimeter of a site.
- ▶ Examine opportunities to use “Green Network” throughout the 145th Street Station Subarea as receiving sites for replacement trees that can’t be accommodated on redeveloped parcels in the 185th Street Station Subarea.
- ▶ Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.

HOUSING

- ▶ Develop the systems necessary to implement and administer the City’s new affordable housing program.
- ▶ Investigate financing and property aggregation tools to facilitate creation of affordable housing.

Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those included in draft Development Code regulations for the subarea plan.

The City is preparing amendments to development standards in the City’s Code that would lead to improved neighborhood character and compatibility. Specific development regulations for the light rail station

areas will be adopted. For the full text of proposed amendments to the Code, refer to the proposed Planned Action Ordinance (Exhibit C). The following provisions are important to subarea redevelopment. Affordable housing, provision of park space, and affordable housing, green building, and structured parking will be required will be required as part of development agreements. Other provisions summarized are supported by adopted City policies.

- ▶ **DEVELOPMENT AGREEMENTS**—A new set of provisions is proposed allowing Development Agreements that would require specific elements from redevelopment projects in exchange for density/height increases in MUR-85' zones. Elements such as affordable housing, green building standards, park dedication, and structured parking would be required. Elements such as combined heat and power systems, provision of commercial uses, sidewalk cafes, provision of public open space, and other amenities would be encouraged. The specifics of any such agreements would be subject to a public process.
- ▶ **AFFORDABLE HOUSING**—Expanded provisions are being proposed for the Code to encourage and incentivize affordable housing as part of redevelopment projects.
- ▶ **MIXED USE RESIDENTIAL AND LIVE/WORK**—Provisions related to mixed use residential development including additional requirements related to live/work units are proposed to encourage a vibrant transit-oriented community with a mix of housing and employment in proximity to the light rail station.
- ▶ **GREEN BUILDING**—Provisions are being developed to encourage green building and low impact development.



November 2013 Workshop Diagrams

- ▶ **HISTORIC PRESERVATION**—While no formally designated historic landmarks exist in the subarea, there are twelve parcels listed in the City’s inventory that are potentially eligible. The mitigation for these potential historic resources would involve a review of historic and cultural resources as part of redevelopment affecting those parcels. Prescriptive measures to mitigate potential impacts would need to be developed by the City.
- ▶ **GREATER FLEXIBILITY IN USE AND CONVERSION OF SINGLE FAMILY HOMES TO BUSINESS AND OFFICE USE**—Code provisions would allow more flexibility for business and office use in existing single family homes and conversion of homes to exclusively business/office use.
- ▶ **LIGHT RAIL STATION AND PARK-AND-RIDE DESIGN**—The light rail station project including the station and park-and-ride structure design would be subject to a specific agreement with the City that would establish design and implementation provisions for the light rail facilities.
- ▶ **COMMUNITY AND SOCIAL AMENITIES, HERITAGE COMMEMORATION, CULTURAL OPPORTUNITIES, AND PUBLIC**

ART—As the neighborhood grows and changes gradually over time, there will be an increased demand for community amenities, such as public gathering spaces for events, senior facilities, community meeting rooms, farmers markets, community gardens, interpretation and heritage projects that commemorate Shoreline’s history, public art, and other social cultural opportunities and events.

These experiences for citizens and visitors are encouraged by City of Shoreline policies.

- ▶ **UPDATED DEVELOPMENT STANDARDS**—A variety of amendments to development standards are proposed to reflect the new MUR zoning categories, and to require and encourage specific elements such as:
 - ▶ Height limits (discussed previously in this section)
 - ▶ New front, rear, and side yard setbacks
 - ▶ Standards for transition areas, which include architectural step backs in the building design (“wedding cake” form), and landscaping requirements
 - ▶ Vehicular access oriented to side and rear rather than to the front along arterials

- ▷ Traffic calming measures
 - ▷ Compatible architectural styles
 - ▷ Streetscape improvements and landscaping requirements
 - ▷ Open space and recreation facilities for residents
 - ▷ Parking quantity, access, and location standards
 - ▷ Shared parking, HOV, and EV parking encouraged
 - ▷ Vehicle circulation and access
 - ▷ Good pedestrian access
 - ▷ Bicycle parking facilities
 - ▷ Lighting to enhance safety and security
 - ▷ Building orientation to the street and transitions between buildings
 - ▷ Design of public spaces
 - ▷ Building façade articulation and compatible architectural form
 - ▷ Covered access ways
 - ▷ Preferences for architectural finishes and materials
 - ▷ Preferences for fencing and walls
 - ▷ Screening of utilities, mechanical equipment and service areas
 - ▷ Land clearing, and site grading standards
 - ▷ Tree conservation encouraged with residential redevelopment (but exempt from commercial and MUR-85' redevelopment)
- ▷ Signage requirements
 - ▷ Integration of public art, planters, water features, and other public amenities

Sustainability and Livability Benefits of the Subarea Plan

6

185th Street Station Subarea Plan

Implementing the 185th Street Station Subarea Plan will result in a multitude of sustainability and livability benefits to the Shoreline community and surrounding region. This chapter of the plan summarizes the potential benefits that could be realized over the coming decades with transit-oriented development in the subarea.

An Introduction to the Benefits of Implementing this Plan

The 185th Street Station Subarea Plan proposes a framework of transit-oriented development (TOD) within walking distance of the planned light rail station. Implementing TOD can have significant benefits to individuals, communities, regions, states, the economy, and the natural environment. The success and benefits of TOD is a well-researched and documented topic. Findings from studies and information from the United States Environmental Protection Agency (US EPA), Center for Transit-Oriented Development (CTOD), Smart Growth America, and other sources are summarized in this chapter of the subarea plan.

There are significant opportunities that come with implementing transit-oriented development (TOD)—multifamily housing and mixed use in compact form around high-capacity transit stations. A 2011 report from CTOD summarizes the benefits of TOD as:

- ▶ Improved mobility options, so people can walk and bike and take transit, and access multiple destinations in the region without a car;
- ▶ Increased transit ridership to support local and regional transit system operations and reduce traffic congestion;
- ▶ Quality neighborhoods with a rich mix of housing, shopping and transportation choices;
- ▶ Revenue generation for both the private and public sectors;
- ▶ Improved affordability for households through reduced transportation costs;
- ▶ Urban revitalization and economic development;
- ▶ Reduced infrastructure costs due to more efficient use of water systems, sewer systems and roads;
- ▶ Reduced energy consumption, greenhouse gas emissions and air pollution;
- ▶ Improved regional access to jobs; and
- ▶ Health benefits resulting from reduced auto dependence and healthier lifestyles.

Transit-Oriented Development

Transit-Oriented Development (TOD) refers to communities with high quality public transit services, good walkability, and compact, mixed land use. This allows people to choose the best option for each trip: walking and cycling for local errands, convenient and comfortable public transit for travel along major urban corridors, and automobile travel to more dispersed destinations. People who live and work in such communities tend to own fewer vehicles, drive less, and rely more on alternative modes.

Various communities in California have implemented extensive TOD over the last several decades. A recent study, *Factors for Success in California's Transit-Oriented Development*, commissioned by the California Department of Transportation, identified the following ten potential benefits of TOD.

- ▶ TOD can provide mobility choices. By creating "activity nodes" linked by transit, TOD provides important mobility options for young people, the elderly, people who prefer not to drive, and those who don't own cars. Places that offer travel options are very much needed in congested metropolitan areas.
- ▶ TOD can increase public safety. TOD development results in active places that are busy through the day and evening. Having such activity and lots of people around provides "eyes on the street" and helps increase safety for pedestrians, transit users, and many others.
- ▶ TOD can increase transit ridership. TOD improves the efficiency and effectiveness of transit service investments. It is estimated that TOD near stations increases transit use by 20 to 40 percent.
- ▶ TOD can reduce rates of vehicle miles traveled (VMT). Vehicle travel in many areas of the US tends to increase either at the same pace as population growth or to disproportionately higher levels. This has a lot to do with how land use patterns have been developed and creating housing and residential areas that are not accessible to employment areas with good transit systems. TOD can lower annual household rates of driving by 20 percent to 40 percent for those living, working, and/or shopping near transit stations.
- ▶ TOD can bolster households' disposable income. Housing and transportation rank as the first and second largest expenses in households, respectively. TOD can increase disposable income by reducing household driving costs: one estimate shows a household saving \$3,000 to 4,000 per year. The access to so many amenities in just a few short blocks can significantly increase a family's disposable income by eliminating the need for a second car.
- ▶ TOD reduces greenhouse gas emissions, air pollution, and energy consumption rates. Since TODs provide safe and easy access to transit and typically occurs in walkable and bikeable areas, people tend to drive less. As such, greenhouse gas emissions, air pollution and energy consumption rates are lower. TODs can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household.
- ▶ TOD can help conserve resource lands and open space. Because TOD consumes less land than low-density, auto-oriented growth, it reduces the need to convert farmland and open spaces to development.
- ▶ TOD can play a role in economic development. TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods, and to enhance tax revenues for local jurisdictions.

- ▶ TOD can decrease infrastructure costs. Since TOD features more compact development and often results from infill development, local governments can often reduce by up to 25 percent infrastructure costs of expanding water, sewage and roads.
- ▶ TOD can contribute to more affordable housing. TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. Housing costs for land and structures can be significantly reduced through more compact growth patterns

Another report by the US EPA details why TOD is beneficial to residents and the greater environment. Faced with an estimated 42-percent rise in population in the United States between 2010 and 2050, metropolitan centers around the country will soon see their population dynamics change. Already, almost every city in the country has had significant expansion in land area since 1950. With such population growth comes a need for more and better transportation options for residents and commuters.

The Puget Sound region is projected to grow by over 1 million people in the next twenty years. In Washington State, cities are required to demonstrate capacity to accommodate projected growth through zoning. Shoreline's portion of that allocation is 4,700 to 5,000 households and 5,000 jobs through 2035. However, accommodating growth targets is not the only reason to focus anticipated new households near transit. Creating nodes of density near transit implements smart growth principles discussed throughout this chapter, and supports more neighborhood-serving businesses. Redevelopment and regional investment brings infrastructure improvements, such as sidewalks and stormwater facilities, which have often been requested by residents for many years.

State growth projections also do not account for migration that may be the result of climate change, and Washington will likely be on the receiving end of such movement. Providing access to efficient transit service for more people, and utilizing green building techniques in new housing and commercial space can reduce greenhouse gas emissions, and are priority actions to mitigate the severity of climate change.

The environmental price of urban sprawl and highway construction often leads to the destruction of key ecosystems like wetlands and streams, which provide homes to important species and benefits like clean water and recreational activities to people living nearby. Encouraging development in areas that are already urbanized, known as infill development, spares ecosystems and the services they provide. This is a major advantage of TOD—by designing attractive and easily navigable urban areas, people will be more willing to live in the city center instead of the surrounding suburban communities. The travel time savings they experience in shorter, easier commutes and more convenient neighborhoods translate to savings for fragile and significant ecosystems.

TOD translates to long-term economic and environmental benefits as well. In general, residents of areas with high population density tend to drive less. Doubling an area's population density could reduce its residents' vehicle use by five to twelve percent. Designing communities specifically to encourage public transit use, as with TOD, can create an even bigger impact: residents of areas with TOD are two to five times more likely to use transit for their commutes and general travels than residents of areas without TOD.

Residents and the environment both benefit from improved transit. Drivers will face less congestion as fewer cars will be on the road. All residents, especially those with respiratory health concerns, will benefit from improved air quality. Fewer greenhouse gases from vehicle fuel combustion will enter the atmosphere, aiding in the fight against climate change. Residents without cars will be able to travel to previously inaccessible job markets and recreational activities.

Connecting more residents to the transit network will create quick and reliable ways for people to commute to work or experience the city without having to depend on a car, saving them money on gas and time in traffic.

Supporting Adopted Federal, State, Regional, and Local Plans and Policies

There are several local, regional, state, and federal plans and policies that are relevant to the subarea plan. Refer to Chapter 1 for a more detailed description of these plans and policies. Implementation of the redevelopment proposed in the plan will support these adopted plans and policies in many ways:

- ▶ **PARTNERSHIP FOR SUSTAINABLE COMMUNITIES**—This subarea plan supports the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) interagency partnership and aligned policies for sustainable communities. Expanding housing choices, integrating land use and transportation, and investing in vibrant and healthy neighborhoods that attract businesses are key principles that implementing the plan will support.
- ▶ **WASHINGTON STATE GROWTH MANAGEMENT ACT**—Implementing the subarea plan will result in growth and redevelopment that is consistent with the Growth Management Act’s statutory goals, including the importance of reducing urban sprawl, encouraging efficient multi-modal transportation systems, encouraging the availability of affordable housing, protecting the environment, and enhancing the state’s quality of life, among others. A key purpose of preparing this subarea plan is to create a framework for implementation that will ensure public facilities and services necessary to support development will be in place as the subarea grows, an important premise of the Growth Management Act.
- ▶ **VISION 2040 PLAN FOR THE PUGET SOUND REGION**—Implementation supports the long-range vision for maintaining a healthy region and promoting the well-being of people and communities, economic vitality, and a healthy environment for the central Puget Sound region. Specifically, the plan proposes focusing growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. The plan also will provide a range of affordable, healthy, and safe housing choices and promote fair and equal access to housing for all people.
- ▶ **GROWING TRANSIT COMMUNITIES PARTNERSHIP**—This subarea plan is consistent with the Partnership’s commitment to make the most of the \$25 billion investment in regional rapid transit by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. The plan is consistent with the station area typology “Build Urban Places,” as discussed in Chapter 1.
- ▶ **COUNTYWIDE PLANNING POLICIES**—This subarea plan is consistent with the King County Countywide Planning Policies and provides the opportunity to meet assigned growth targets for Shoreline for decades to come. The plan supports the Countywide Planning Policies by establishing a framework for creating a vibrant, diverse and compact urban community and “focusing redevelopment where residents can walk, bicycle or use public transit for most of their needs.”
- ▶ **CITY OF SHORELINE VISION 2029 AND FRAMEWORK GOALS**—This subarea plan reinforces Shoreline’s vision for being a regional and national leader for living sustainably and creating a city of strong neighborhoods and neighborhood centers with diverse housing choices. Implementing the plan will support the Framework Goals that guide planning in Shoreline and contribute to improving community health and ensuring that Shoreline is a safe and progressive place to live, and better for the next generation and generations to come—all key premises of Vision 2029.

- **CITY OF SHORELINE COMPREHENSIVE PLAN**—The plan is consistent with and supports the City’s adopted Comprehensive Plan, including specific policies relevant to the light rail station areas that call for expanding housing choices in proximity to the station, enhancing pedestrian and bicycle connectivity in the station subarea, and connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner. This subarea plan also provides transition from high-density multi-family residential and commercial development to single-family residential development through the proposed zoning designations and development standards. The subarea plan leverages the investment in light rail as a foundation for other community enhancements. Implementing this plan will promote a reduced dependence upon automobiles by developing transportation alternatives, promoting housing affordability and choice, and supporting neighborhood-serving businesses—all important policies in the City’s Comprehensive Plan.
- **SHORELINE CLIMATE ACTION PLAN AND ENVIRONMENTAL SUSTAINABILITY STRATEGY**—As previously mentioned, building more housing options in proximity to high-capacity transit and creating a more walkable and bikeable neighborhood over time will reduce the amount of miles people drive, and therefore carbon emissions—a key objective of the City’s Climate Action Plan. The Environmental Sustainability Strategy also provides direction about balancing economic development with social equity and environmental considerations. Successful implementation of the station subarea plan supports these objectives. Refer to discussion later in this chapter about “triple-bottom line” benefits and expected reductions in greenhouse gas emission levels as a result of implementation.



Kids at Shoreline's School's Out Camp

- **ECONOMIC DEVELOPMENT STRATEGIC PLAN**—The proposed redevelopment promotes placemaking and sustainable economic growth with proposed improvements that will attract investment and vertical growth, via sustainable multi-story buildings that efficiently enhance neighborhoods. In addition to creating more local jobs and providing more goods and services in Shoreline, increasing revenue from sales taxes also takes pressure off of property taxes to support the level of service and infrastructure improvements desired by the community.
- **TRANSPORTATION MASTER PLAN**—Proposed transportation improvements of the subarea plan are consistent with the City’s Transportation Master Plan (TMP). The policies of this subarea plan encourage best practices in street design such as integration of green infrastructure and low impact development, which are promoted in the TMP, along with provision of complete streets with facilities for all modes of transportation. Proposed capital improvements of the subarea plan support the TMP’s methodology of placing a higher priority on pedestrian and bicycle connectivity and safety.

- ▶ **SHORELINE PARKS, RECREATION, AND OPEN SPACE MASTER PLAN**—Consistent with the Parks, Recreation, and Open Space (PROS) Master Plan, this subarea plan proposes parks and recreation facilities be provided to support the new transit-oriented community as it develops over time. Implementation of the subarea plan also will preserve, protect, and enhance natural resources and will provide for transportation options to better connect citizens to recreation and cultural facilities, key policies of the PROS plan.
- ▶ **SHORELINE SURFACE WATER MASTER PLAN**—Redevelopment and street improvements will be required to meet the provisions of the Surface Water Master Plan, as well as Washington State Department of Ecology requirements pertaining to surface water management and water quality. Capital projects as well as private developments will integrate green stormwater infrastructure solutions to meet these requirements. Overall, the surface water system will be improved with redevelopment over current conditions since much of the subarea was developed in an era without the level of stormwater regulation that is in place today.
- ▶ **SHORELINE TOWN CENTER SUBAREA PLAN AND NORTH CITY SUBAREA PLAN**—This station subarea plan recognizes the importance of the Town Center and North City districts as neighborhood-serving anchors to the subarea. The proposed focus on the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor for redevelopment will strengthen connectivity to and from these districts for residents of the subarea.

Environmental Benefits of Integrated Land Use and Transportation

By locating a diversity of higher density housing options in proximity to high-capacity transit, and improving pedestrian, bicycle, and local transit connectivity to and from the light rail station, the subarea plan effectively integrates land use and transportation. This is a key premise of smart growth and many of the adopted plans and policies discussed above.

By creating a more compact, walkable, and bikeable transit-oriented community, citizens will have more options about how to travel in Shoreline, reducing reliance on driving. Encouraging infill development reduces average trip distances and costs of transportation infrastructure by locating new development in already developed areas, so that activities are close together. Encouraging growth inward also reduces suburban sprawl and degradation of natural areas and greenfields at the perimeter of the region. Other environmental benefits, as discussed earlier in this chapter, include reduced greenhouse gas emissions, air pollution, and energy use as a result of integrating land use and transportation systems.

With redevelopment, existing surface water management and water quality conditions would improve given the more stringent regulations in place today compared to when the neighborhood originally developed.

The City of Shoreline encourages green buildings and low impact development, which is another component of how land use can support smart growth principles and implement environmental policies, while improving quality of life for residents.



Popular Modes of Travel in the Seattle Area

Enhanced Neighborhood Character

Addition of light rail service and modifications to zoning and development regulations will change the existing single family character of the neighborhoods over time. Some consider this to be potentially detrimental or out of sync with their expectations, but others foresee regional investment in the local community as a mechanism to bring desired positive changes. Attractive streetscapes, public spaces, quality architecture, sidewalk cafes, public art, and new landscaping will be encouraged or required as part of new development along key corridors. The subarea plan calls for creating a distinctive, attractive transit-oriented community surrounding the light rail station, with a strong sense of place and physical improvements that foster civic pride and community cohesion. The City has drafted code language to encourage quality, context-sensitive design for development, and will prioritize capital projects to enhance pedestrian and bicycle connectivity that supports neighborhood access to and from the station, as well as within subarea neighborhoods.

Upgraded Infrastructure

Implementing redevelopment proposed in this subarea plan will result in specific infrastructure upgrades, including street and intersection improvements for all modes; expansion of the pedestrian, bicycle, and local transit network; and utility system upgrades with water, sewer, surface water management, energy, and communications services that have capacity to accommodate growth over time. As a result of adoption of the subarea plan, infrastructure agencies and service providers will need to update their systems plans, procure funding for, and implement improvements to their facilities to serve the expected new customers and land uses in the subarea over time as redevelopment occurs.

Economic Benefits and More Disposable Household Income

The most direct economic benefit of TOD is increased ridership and the associated revenue gains, which supports the long term sustainability of the transit system. Other economic and financial benefits include new investment leading to revitalization of neighborhoods, joint development opportunities, and the potential for increased value for those who own land and businesses near the station.

Financial returns over time can benefit property owners. As discussed in Chapter 4, walkable, transit-oriented neighborhoods typically experience increases in property values and have higher residential and commercial rents, retail revenues, and for-sale housing values than less walkable places. (The relationship between property values and property taxes is discussed in Chapter 4). A key consideration in this regard is to ensure adequate measures are in place for the provision of affordable housing options. The City has several provisions that encourage, incentivize, and require affordable housing as part of redevelopment projects that will help to minimize gentrification in the subarea.

Another benefit of redevelopment in an already developed area (rather than in an undeveloped, "greenfield" area) is that infrastructure improvement costs are often lower. While the street network will need to be improved and utility systems expanded over time to serve growth, there is already a system of infrastructure in the station subarea. As such, overall infrastructure improvement costs will be less than if the development were to occur in an undeveloped area—a more efficient and cost-effective growth strategy for the region.

As mentioned in the introduction of this chapter, transportation ranks behind housing as the second highest expense for households. When residents can live near high-capacity transit and in walkable and bikeable communities, they don't have to drive as much. Some of their typical household income spent on driving can go toward other

household expenses. Studies have shown that living in a transit-oriented community can increase disposable income by reducing household driving costs. One estimate shows a household saving \$3,000 to \$4,000 per year when you factor in the costs of insurance, parking, fuel, car payments, maintenance, and other expenses related to vehicle ownership and use. The access to so many amenities in just a few short blocks can significantly increase a family's disposable income by eliminating the need for a second car.

Community Health and Livability

There is a growing interest in living in walkable, transit-oriented communities in the US. People want to live closer to work, shopping, doctors' offices, school, parks, community services, and other destinations. More Baby Boomers and young working professionals and families of the Millennial generation are flocking to urban areas and the amenities of living in an urban neighborhood with a walkable and bikeable network and transit access.

Walkable, bikeable communities connected to high-capacity transit lead to more healthy and active lifestyles. America's population is aging. As many homeowners seek opportunities to "age in place" in communities that meet their needs, some are also looking to downsize into smaller homes and multifamily options. Living in a neighborhood with good access to high-capacity transit helps to serve their needs as they grow older and drive less. Studies indicate that men and women typically stop driving in their mid to late 70s. This means they may have many years of independent or assisted living, within which being in an accessible neighborhood with good access to transit would be of great benefit. The amenities of an urban neighborhood appeal to a growing number of people who are in their 50s and above. Market researchers are seeing a trend toward trading suburban homes with condos and apartments in vibrant, urban neighborhoods.

While parents of the Baby Boom generation tended to retire in warmer climates or age-restricted communities, researchers speculate that the Boomers will prefer the enforced minimalism of urban environments. Smaller, more efficient living spaces and minimal or no yards reduce the amount of time they have to spend on maintenance and upkeep, giving them more free time in for other activities in retirement. Living near transit allows them the opportunity to go to events, concerts, art galleries, museums, shops, theaters, and other places in the urban area without having to drive. The online real estate company of Redfin estimates that more than a million Baby Boomers moved from neighborhoods 40 to 80 miles outside of downtown city areas to be in more urban areas between 2000 and 2010.

With chronic disease as a growing concern in the US, living in a transit-oriented, walkable community can greatly improve health. This is particularly true for low-income neighborhoods, since they have disproportionately high rates of chronic disease and generate higher per-person health care expenditures. In review of the underlying conditions of chronic disease and health care costs, one of the most significant drivers is the level of increasing obesity in America. With more than one-third of its adult population obese, the US is facing an issue of epidemic proportions. Hypertension, dyslipidemia, type 2 diabetes, coronary heart disease, stroke, osteoarthritis, respiratory problems, and certain cancers, including endometrial, breast, and colon cancer, are among the known correlates to obesity.

Current health care costs associated with obesity are estimated at nearly 10 percent of nearly all medical expenses and could reach to 16-18 percent by 2030 if current trends continue.

The more residents can walk and bike to and from transit and to get around their neighborhoods, the healthier they will be.

Multiple research studies have demonstrated a clear relationship among the design of the built environment, walkability, and health. These studies have found that residents of TOD neighborhoods drive less and walk more as part of their daily activities. An Active Living Research study of residents



Shoreline's Farmers Market

in 33 California cities revealed that the obesity rate among adults who drove the most was 27 percent, which is about three times higher than the obesity rate among those who drove the least (9.5 percent). In another study, researchers compared two groups of randomly selected commuters in Charlotte, North Carolina, where a new light rail system was built. After one year, commuters who regularly took the new train were, on average, 6.45 pounds lighter than those who continued driving to work.

In addition to the impact on obesity and chronic disease, more walking and less driving produces a number of ancillary benefits, including reduced stress and greater neighborhood sociability.

Research shows that living in a more walkable neighborhood or community also brings livability and social benefits. People know more of their neighbors in a walkable area and tend to be more actively involved in their community. They are more active, healthier, and happier on average. People who live in walkable communities feel that they have more friends, and feel that their neighborhoods are safer and more active. People are more connected to and invested in their community in a walkable area. Studies show that more volunteerism and community building activities occur in these areas. People also are willing to pay more to live in a walkable community in recognition of these benefits.

Summary—The Triple Bottom Line

When considering outcomes in planning, there is often a consideration of the “triple bottom line”—financial, social, and environmental performance. This subarea plan proposes a strong triple bottom line solution for the community and the region that enhances sustainability and livability for all through improved economic, social, and environmental outcomes. Focusing growth around transit stations capitalizes on the extensive public investments in transit and supporting infrastructure by producing local and regional benefits.

Successful redevelopment in the subarea will result in a diversity of new housing choices and mixed use development with neighborhood-supporting retail and services in an attractive, walkable village surrounding the planned light rail station. Implementing the subarea plan will connect people to jobs through high-capacity transit and offer many benefits for residents in the subarea. Ideally, people will have access to an affordable and active lifestyle with places where their children can play and they can grow old comfortably.

Any change can be unnerving, and the neighborhood will likely experience “growing pains” as it transitions over time. Yet important environmental goals can be realized as well. One objective of station subarea planning is that people will be able to ride transit, walk, and bicycle more, and drive less, reducing regional congestion, air pollution, and greenhouse gas emissions. Another is that through responsible, sustainable, and green building and site development, natural resources will be protected, stormwater will be well-managed, water quality will be improved, and opportunities to enhance the neighborhood with new trees, rain gardens, and other landscaping will be realized.

With regard to social equity considerations, creating and preserving affordable housing and providing greater choice in housing styles supports diverse needs and preferences. This includes homeownership and rental opportunities for evolving markets, live/work lofts to attract “the

creative class”, and a range of price points and design options suited to demographics like Millennials and Baby Boomers. New public spaces, parks, streetscapes, and places to gather and socialize will offer an enhanced quality of life and vibrancy to the neighborhoods of the subarea.

Expanded mobility choices that reduce dependence on the automobile will reduce transportation costs and free up household income for other purposes. Shoreline citizens will have improved access to jobs and economic opportunity, including those with lower incomes and working families.

With regard to economic development, the proposed subarea plan will lead to increased transit ridership and fare revenue, sustainably supporting the system over the long term. There is the potential for added value created through increased and/or sustained property values. Allowing new uses in areas that have historically been strictly residential creates entrepreneurial opportunities, generates jobs, and supports neighborhood-serving businesses.

All of these benefits directly translate to a strong triple bottom line outcome for Shoreline and the Puget Sound Region.

Incremental Implementation Strategy

7

185th Street Station Subarea Plan



The Pearl District's Transit-Oriented Development in Portland, Oregon.

This chapter of the 185th Street Subarea Plan focuses on planning and implementation actions that need to be completed over the next twenty years to serve growth in the subarea, including system planning updates, coordination and outreach, exploration of partnership opportunities, capital improvements, and other activities.

Planning Horizon: Year 2035

Build-out of the proposed zoning described in Chapter 5 for the subarea, will take many decades to be realized (80 to 125 years at 1.5 percent to 2.5 percent growth). Proposed actions in this chapter of the subarea plan anticipate the level of change that will occur over the next twenty years after adoption of the plan—by 2035. Understanding impacts and necessary mitigations in this 20 year timeframe will allow the City to prioritize capital projects in the near term; analyzing impacts of full build-out also provides an understanding of long-term needs. If development happens more quickly than the projected growth rate, the City knows what mitigations need to be implemented by developers. If at some point in the future proposed development would exceed the level analyzed in the EIS process, additional analysis of impacts and requisite improvements would need to be performed before projects could move forward.



Anticipated Growth and Change over the Next Twenty Years

Within the twenty-year planning horizon through 2035, there are three important timeframes and anticipated activities within each to consider.

► 2015 TO 2018

The first three years after plan adoption, system plans will need to be updated such as transportation, sewer, water, and surface water master plans, the park and recreation plan, etc. Capital improvement plans will need to be updated to reflect the new projects needed to support the subarea. This will also be an intensive time of coordination and outreach with agencies, service providers, property owners, etc. The City and other agencies will seek funding for capital projects and move forward with implementing them. The City also will be exploring possible partnerships in redevelopment activity.

The light rail station and system will be going through final design. The City will be working with Sound Transit to explore the potential for including some community uses and active street-level uses at the station and park-and-ride garage.

While some planning and design of redevelopment would be expected, only minimal construction would be anticipated during this stage. Some property owners may move forward with redevelopment or work with other property owners to aggregate parcels for redevelopment. There could be more of a focus in areas closest to the station or on larger parcels that can accommodate redevelopment without aggregation.

► 2019 TO 2023

During this five-year timeframe, some continued systems planning and capital improvement plan updates would occur according to their normal cycles. The City and other agencies will continue to fund and implement capital projects to support growth.

The City will continue to coordinate with and provide outreach to agencies, service providers, and property owners, and also will regulate planning, design, and construction of redevelopment projects. Some property owners may move forward with redevelopment or work with other property owners to aggregate parcels to sell for redevelopment.

The City also will continue to explore potential partnerships in redevelopment and a partnership project could move forward. Examples of partnership projects might include development of regional surface water facilities to serve the subarea, coordinating on redevelopment of uses at the Shoreline Center if the School District moves forward with any changes there, or supporting an affordable housing project.

Also during this timeframe, some redevelopment may move forward into construction, with some likely timed for completion toward the opening of light rail. There may be more of a continued focus on properties immediately surrounding the station, as well as on some of the larger parcels that can accommodate redevelopment without aggregation.

Construction of the light rail station and system would progress toward completion and operation by 2023. Existing and new residents and employees in the subarea would be able to access the station via improved streets, intersections, and sidewalks. It is hoped that people from the subarea will primarily walk and bicycle to the station given improvements planned by Sound Transit and the City. People from the outer reaches of the subarea and from throughout the surrounding region (including the rest of Shoreline) will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be implemented.



Rotary Park





Shoreline Park Playground

► 2024 TO 2035

The ten-year timeframe after light rail begins operating likely will result in more change and redevelopment activity in the subarea than the previous ten years before 2024. During this ten-year timeframe, systems planning and capital improvement plan updates would occur according to their normal cycles. The City and other agencies will continue to fund and implement capital projects to support growth.

The City will continue to coordinate with and provide outreach to agencies, service providers, and property owners, and also will regulate planning, design, and construction of redevelopment projects. The City may be involved in specific redevelopment project implementation as described for the 2019 to 2023 timeframe.

Redevelopment throughout the subarea (where the new zoning has been adopted) will continue. There may continue to be more of a focus on larger parcels and areas surrounding the station, but redevelopment may also occur elsewhere throughout the subarea. In accordance with the anticipated pace of average annual growth of 1.5 percent to 2.5 percent, it is estimated that there could be up to 2,190 new households and up to 1,850,000 gross square feet (GSF) of ground-floor/street-level active uses such as retail,

Table 7-1: Expected Population, Households, and Employees in the Subarea by 2035

1.5 TO 2.5 PERCENT AVERAGE ANNUAL GROWTH	
2035 New Population	+2,916 to 5,399 More People*
2035 New Households	+1,140 to 2,190 More Households*
2035 New Employees	+502 to 928 More Employees* in Approximately 1,850,000 GSF
2035 Total Population	10,860 to 13,343 Total People
2035 Total Households	4,450 to 5,500 Total Households
2035 Total Employees	1,950 to 2,370 Total Employees in Approximately 4,740,000 GSF

** Above current levels of population, households, and employees in the subarea. Numbers include redevelopment in the area of adopted zoning in the subarea, as well as in subarea portions of the Town Center and North City districts.*

professional office, and neighborhood services developed in the subarea as part of new projects as shown in **Table 7-1**. The total estimated population, households, and employees in the subarea are also depicted in the table

The light rail system will continue to operate, with continuous building ridership coming from existing and new residents and employees in the subarea. With ongoing improvements to streets, intersections, and sidewalks throughout the subarea, more and more people will be able to walk and bicycle to the station. Some from the outer reaches of the subarea and from throughout the surrounding region (including the rest of Shoreline) will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be in place by this time, contingent upon minimum densities needed to support these services.

Near Term Planning Actions

With adoption of this subarea plan, the City also will amend its Comprehensive Plan and Municipal Code to reflect the adopted change in land use and zoning. The City will continue to review and evaluate how development standards and regulations in the Code are being applied with redevelopment and may modify these as time goes by to correct deficiencies and enhance compatibility.

In addition to these activities, the City and agencies such as Shoreline Water District, Seattle Public Utilities, Ronald Wastewater and other service providers will be updating their systems plans to reflect the adopted zoning and anticipated growth in the subarea. The agencies and service providers will explore funding and implementation options and monitor the pace of redevelopment to ensure that systems and facilities are upgraded incrementally to support the new growth as it occurs.

Likewise, the City will update its capital improvement plan to reflect prioritization of the improvements needed in the subarea and continually monitor redevelopment, completion of capital improvements, and ongoing improvement needs in the subarea. The City also will update systems plans, including the Parks, Recreation, and Open Space Plan; Surface Water Master Plan; and Transportation Master Plan. The City will work to fund and complete key planning and design projects such as a specific corridor plan with preliminary design for the NE 185th Street/10th Avenue/180th Street corridor. Estimated costs for planning and plan updates are listed at the end of this chapter.

Coordination and Outreach

The City will continue to coordinate and provide information and outreach to agencies, service providers, property owners, and the general community. City staff will provide ongoing updates on progress of plan implementation and redevelopment activity in the subarea. During the first three years after adoption, it will be particularly important to closely coordinate with these entities to monitor improvements being made and to estimate the potential pace of redevelopment activity. During the first year after adoption of this plan, the City will need to provide ongoing coordination and outreach and schedule specific meetings with entities such as:

- ▶ Sound Transit
- ▶ Washington State Department of Transportation
- ▶ Shoreline School District
- ▶ Seattle City Light
- ▶ Property Owners – including those who own larger parcels such as multiple religious organizations
- ▶ Shoreline Water District
- ▶ Seattle Public Utilities
- ▶ Ronald Wastewater District
- ▶ Energy and communications service providers
- ▶ Solid waste management contractor(s)
- ▶ Interdepartmental representatives at the City from Transportation, Surface Water, Utilities, Parks and Recreation, and other departments
- ▶ Human and social services providers

The City will continue to provide outreach to individual property owners through community engagement activities (website updates, periodic public meetings, news articles, etc.)



Potential Transit-Oriented Redevelopment



Exploring Potential Partnerships

The City will be moving forward with capital improvement planning and implementation, but also may find opportunities to support redevelopment and be engaged in projects as a key partner. Examples of partnership projects might include development of regional surface water facilities to serve the subarea (which can be combined with urban park solutions), coordinating on redevelopment of uses at the Shoreline Center if the School District moves forward with any changes there, supporting an affordable housing project, and working with Sound Transit to include some community uses and active uses as part of station and park-and-ride development.

Specific partnership projects are not defined in detail at this stage. Considering options and reaching conclusions about how the City can be involved to support and implement projects through various partnerships should be a focus over the next one to three years and beyond. This would include potential partnerships with public agencies, nongovernmental organizations, and private entities. “Partnership” could entail provision of in-kind services, waiving of fees or certain requirements to help facilitate implementation, property acquisition, funding/financial involvement, technical assistance, and/or providing a specialized level of support to key projects.

For example, the City owns property adjacent to the Shoreline Center (Shoreline Park and Shoreline Pool) and operates activities within the Center complex (Spartan Recreation Center). Policy direction in this plan encourages partnership with the School District to potentially combine these services.

Capital Improvement Project Recommendations Based on Expected Growth through 2035

While overall the subarea zoning would not build out for approximately 80 to 125 years, improvement needs for the next twenty years have been defined based on the 1.5 to 2.5 percent growth rate.

The assumed growth rates are based on historical trends in the region and may fluctuate around the average of 1.5 and 2.5 percent annually depending on actual market conditions. Additionally, while the analysis assumed an equal distribution of development throughout the subarea, particular parcels may redevelop at a higher or lower rate than the average. The length of time until full build-out of the subarea plan will

enable the City and other agencies and service providers to monitor growth and proactively plan for needed improvements. This should occur as development proceeds in order to provide a sustainable and efficient infrastructure system within the subarea, and so that public services like parks and schools can keep pace with growth.

In the meantime, the next twenty years will bring an important focus on funding and implementing projects to support anticipated growth. This plan forecasts capital improvements needed to accommodate existing uses and redevelopment over the next twenty years. This includes expansion of and improvements to the transportation system, utilities such as water, sewer, surface water, energy, communications, parks and recreation, and other public services. Anticipated capital improvement needs are described on the following pages for:

- ▶ Transportation System
- ▶ Utility Systems
- ▶ Parks, Recreation, Open Space and Other Areas of the Public Realm
- ▶ Schools and Other Public Services

Recommended capital improvements are based on planning level analysis. These will need to be further evaluated and confirmed through systems plan updates by agencies and service providers.



Runner along 185th Street

Transportation System Improvement Needs

Existing and planned transportation system conditions are described in Chapter 3 of this plan. In addition to projects that area already planned, new capital improvements will be needed over the next twenty years to serve anticipated growth and redevelopment in the subarea. Estimated increases in PM Peak period trips and trip rates per mode are shown in **Table 7-2** for the next twenty years through 2035 and for the full build-out of the subarea.

Table 7-2: Forecasted PM Peak Travel and Percentage of Trips by Mode

	EXTERNAL WALK/ BIKE TRIPS	EXTERNAL TRANSIT TRIPS	INTERNAL TRIPS	EXTERNAL AUTO TRIPS	TOTAL PM PEAK TRIPS GENERATED	EXTERNAL PM AUTO TRIPS GENERATED	DAILY TRANSPORTATION- RELATED GHG EMISSIONS
First Twenty Years (Up to 2035)	5%	8%	29%	57%	8,289	4,725	169
Subarea Overall with Full Build-Out of the Planned Action (By 2095 to 2140)	10%	11%	35%	45%	20,111	8,967	320

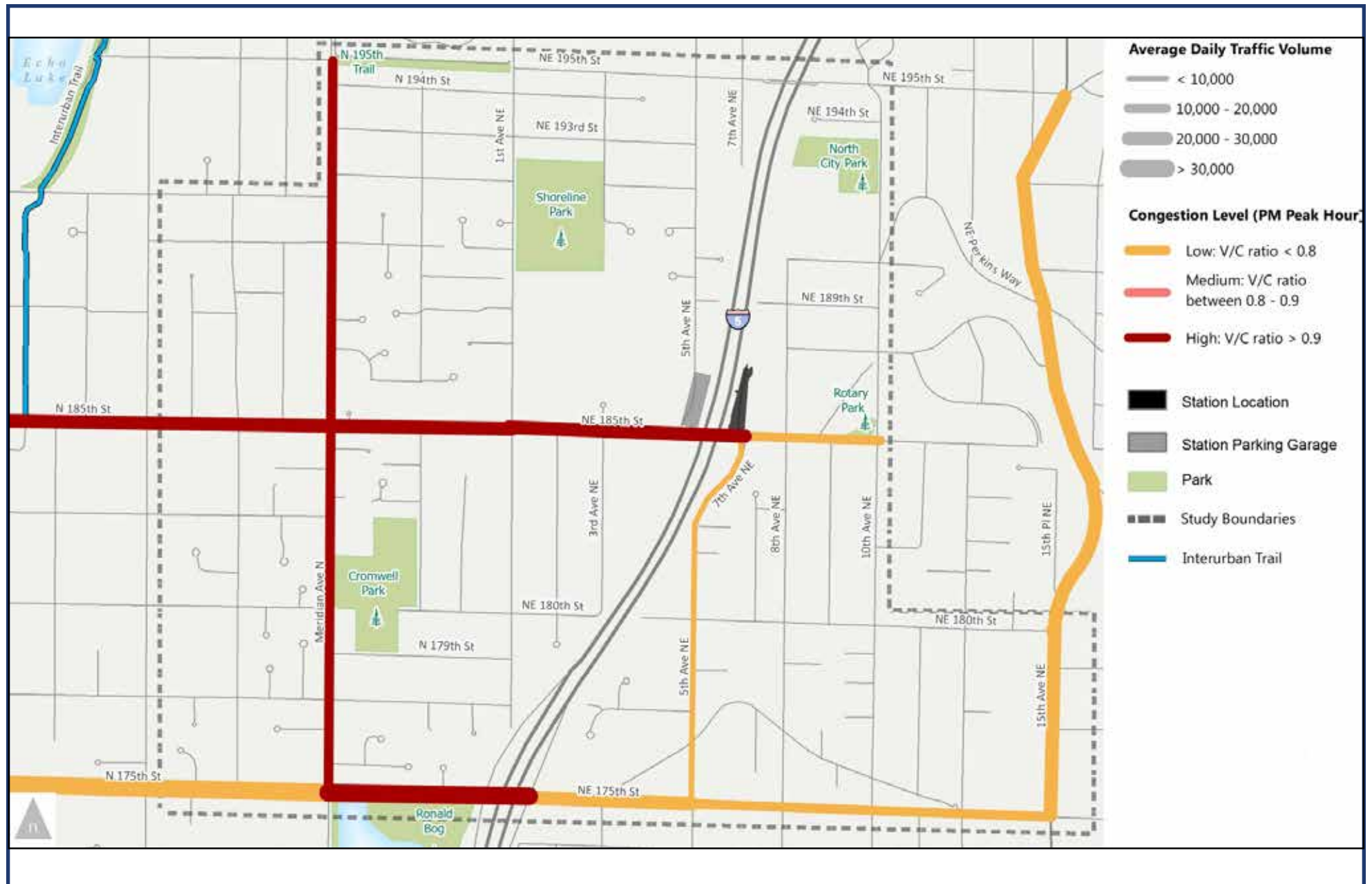



FIGURE 7-1: Average Daily Traffic and PM Peak Congestion for the First Twenty Years (up to 2035)


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AVERAGE DAILY TRAFFIC AND INTERSECTION LEVEL OF SERVICE

As shown in **Figure 7-1** and **Figure 7-2**, additional trips resulting from redevelopment in the subarea would increase average vehicle delay at intersections and along roadways. However, many intersections would still operate at or better than LOS D during the PM peak period. Congestion along N-NE 185th Street would be influenced by actual development patterns and the access routes to the new development. Intersections directly adjacent to the station and the parking garage would most likely require signalization as a result of trips generated specifically for station access. However no added lane capacity would be required at those intersections. While impacts from light rail implementation are addressed in the Lynnwood Link Extension DEIS, the following section identifies specific steps the City may take to address additional potential impacts within the subarea.

Again it should be noted that while the analysis assumes an equal distribution of development throughout the subarea, particular parcels may redevelop at a higher or lower rate than the average. As such, actual distribution of development would impact where and when specific roadways and areas experience a change in travel patterns.

In addition to the roadway improvements called out in the Shoreline Transportation Master Plan (TMP)¹, the following measures are recommended for subarea over the next twenty years.

N-NE 185TH STREET

The main corridor within the subarea is also the primary connection to the station and will most likely experience the largest amount of trip growth. Current daily volumes of up to 9,700 along the corridor are far below capacity and do not necessitate any infrastructure improvements beyond what has already been identified in the TMP and the Lynnwood Link Extension Preferred Alternative.

Based on forecast volumes, N-NE 185th Street may carry up to 20,000 vehicles per day; approaching the theoretical capacity of the corridor. Beyond what has already been identified in the TMP, the City should take the following actions as appropriate during the twenty-year horizon to properly manage changes in travel patterns along this corridor.

- ▶ Travel demand management strategies to reduce overall vehicle trips along the corridor. This includes continued expansion of the bicycle and pedestrian network along with transit service priority measures
- ▶ Continue to monitor traffic volumes on a bi-annual basis to identify changes in congestion patterns
- ▶ Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street
- ▶ Expand signal coordination and other Intelligent Transportation Systems (ITS) strategies.
- ▶ Consistent with the TMP, reconfigure the intersection of N 185th Street and Meridian Avenue N
- ▶ Provide protected/permitted phasing for northbound and southbound left-turn movements at N 185th Street and Meridian Avenue N
- ▶ Signalization of the intersections along N-NE 185th Street at 5th Avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage-access volumes with implementation of light rail service in 2023
- ▶ As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE.
- ▶ The City intends to develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation, and a funding plan for improvements.



Left: Existing 195th pedestrian bridge; proposed to be improved with the light rail station project; Right: Bike sharrow

PEDESTRIAN AND BICYCLE FACILITIES

Additional traffic along N-NE 185th Street along with increased bus service will create a higher potential for conflicts between bicyclists, pedestrians, transit vehicles and automobiles. One possible measure to properly accommodate all modes could be a cycle track from the Interurban Trail to 10th Avenue NE. A facility of this nature would allow for a safe non-motorized connection via the key N-NE 185th Street corridor while separating bicycles from vehicles and pedestrians. As mentioned previously, the City intends to develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities. The corridor plan will examine this potential option more closely including the potential need to expand ROW.

With redevelopment, the City intends to improve overall pedestrian and bicycle connectivity by allowing for more dedicated pathways with parcel consolidation and expanded development. Any new development in the area under the proposed zoning should consider pedestrian and bicycle paths through the sites to allow for connections to the station and subarea amenities without the need to travel along busy arterials. A dedicated path along the I-5 right-of-way near the proposed light rail alignment could provide a connection between the station and the pedestrian and bicycle bridge at NE 195th Street and would provide

a connection to the regional trails such as the Interurban Trail and the Burke-Gilman Trail. Additionally, bicyclists from Lake Forest Park and areas to the northeast and east of the subarea may utilize Perkins Way as an access route to the station. This is a coordination action that the City, Sound Transit, and the Washington State Department of Transportation should explore in the near term to assess feasibility.

While the City is currently upgrading Perkins Way with bicycle signage as part of the Interurban and Burke-Gilman Connector project, a more separated facility to accommodate bikes may be needed. Conversely, traffic volumes from new development along 10th Avenue NE may necessitate the installation of bicycle lanes to provide a safer bicycling environment. Another possibility for future consideration could be a trail along the utility corridor on 8th Avenue NE.

The City is interested in exploring opportunities for bicycle sharing and bicycle storage facilities near the station to encourage and enhance bike access to transit. This likely would encourage more use of the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor as a bicycle connection to and from the station.



Bike lanes help to relieve congestion on local roads.

TRAFFIC CALMING

The City will engage as needed in traffic calming measures along non-arterial streets to prevent cut-through traffic both to the light rail station and the new development sites. The City of Shoreline has a Neighborhood Traffic Safety Program to help address the safety concerns on residential streets stemming from higher speed and/or cut-through traffic. This program includes enhanced enforcement and education, along with engineering solutions such as traffic circles, speed humps, and narrowed lanes. Solutions to address traffic issues are discussed and implemented as part of a public process to ensure they appropriately address a given circumstance.

TRANSIT SERVICE AND BIKE AND CAR SHARING

At least 22 buses are expected to serve the future light rail station during the PM peak hour, or roughly one bus every three minutes. Depending on final design of the station, ample bus pull-out and layover space should be provided to maintain operations efficiency and prevent spillover impacts to the roadway network.

Transit service integration and improvements will be an important priority after the light rail station is operating. As part of the Transit Service Integration Plan (TSIP), anticipated for adoption in 2016, the City should specifically focus on the N-NE 185th Street/10th Avenue/180th Street corridor to ensure transit vehicles can operate efficiently through the subarea. Strategies the City may employ include the construction of signal priority systems, queue jumps, and bus bulbs. Specifically, these solutions should target potential chokepoints along N-NE 185th Street, such as Meridian Avenue N and/or 5th Avenue NE. Additionally the plan should evaluate the potential signalization of NE 185th Street and 7th Avenue NE to allow for efficient access of busses into and out of the light rail station.

The City of Shoreline should continue coordinating with area transit agencies in the development of a TSIP for the light rail station subarea. This coordination should coincide with traffic analysis to ensure transit service reliability along the major corridors in the area.

Additionally, on-demand transport such as the King County Metro Access and the Hyde Shuttles should have direct service to the light rail station bus access point in order to improve service for those with mobility limitations.

Additional modes that could operate in coordination with transit include bike sharing or car sharing programs, with organizations such as Zipcar, Car2Go or Puget Sound Bike Share (“Pronto”). An analysis of potential demand for these services should be conducted to determine their relative feasibility.

PARKING MANAGEMENT STRATEGIES

Monitoring and managing parking issues in the subarea should be an important focus of the first twenty years of implementation of any action alternative. As demand for parking shifts with the light rail service and changes in development, the City has a number of parking management strategies that are common elements in Transit-Oriented Development.



Existing view of the 10th Avenue NE corridor

- ▶ **RESIDENTIAL PARKING ZONES (RPZ)** – Implementation of an RPZ would help discourage long-term parking within residential areas by retail or light rail station users.
- ▶ **TIME LIMITS AND RESTRICTIONS** – Time limits can help limit parking spillover into residential areas and can also improve parking turnover in commercial areas.
- ▶ **PARKING LOCATION SIGNAGE** – Information directing drivers to available off-street parking locations can improve vehicle circulation and ensure that parking supply is utilized.
- ▶ **VARIABLE PARKING PRICING** – Changes in parking rates based on time period and demand can help moderate available supply.
- ▶ **ADDITIONAL OFF-STREET PARKING SUPPLY** – If existing parking facilities are being efficiently used, then the City or property owners may consider adding off-street parking to ease the pressure off of on-street supply.

While any new development is required by City code to provide ample off-street parking for the demand generated by its respective use, there are options to reduce the overall amount of parking supply created. City code stipulates that development may reduce its parking supply requirement by up to 25 percent by using a combination of the following criteria:

- ▶ Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demands
- ▶ High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking
- ▶ Conduit for future electric vehicle charging spaces, per National Electrical Code, equivalent to the number of required disabled parking spaces
- ▶ High-capacity transit service available within a one-half mile radius
- ▶ Concurrence with King County Right Size Parking data, census tract data, and other parking demand analysis results

ESTIMATED COSTS FOR TRANSPORTATION SYSTEM IMPROVEMENTS AND TRANSPORTATION ACTIONS

Table 7-3 on the following page displays estimated costs for recommended transportation actions and improvements in this plan.

Street	Description	Low	High	Notes
N/NE 185th Street	Travel demand management strategies to reduce overall vehicle trips along the corridor. This includes continued expansion of the bicycle and pedestrian network along with transit service priority measures	\$3,000,000	\$4,100,000	Cycle track from Aurora to 10th Avenue at \$210 / LF. Signal priority/signal upgrades at 4 intersections (5th/Meridian/1st/7th). Sidewalk widening from Meridian to 10th Avenue at \$315 / LF.
N/NE 185th Street	Continue to monitor traffic volumes on a bi-annual basis to identify changes in congestion patterns	-	-	Current function is assumed in the City budget
N/NE 185th Street	Employ access management strategies for new development to reduce the number of curb cuts and access points along N/NE 185th Street	-	-	Based on policy and development strategies, no costs assumed
N/NE 185th Street	Expand signal coordination and other Intelligent Transportation Systems (ITS) strategies.	\$800,000	\$1,320,000	3 signal upgrades and ITS coordination
N/NE 185th Street	Consistent with the TMP, reconfigure the intersection of N 185th Street and Meridian Avenue N	\$1,300,000	\$1,700,000	500 foot northbound/southbound approach lanes. 50 foot eastbound right-turn storage bay. Contingency for ROW included
N/NE 185th Street	Provide protected/permitted phasing for northbound and southbound left-turn movements at N 185th Street and Meridian Avenue N	-	-	Timing adjustments are assumed under current City budget
N/NE 185th Street	Signalization of the intersections along N/NE 185th Street at 5th avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage-access volumes with implementation of light rail service in 2023	\$500,000	\$1,000,000	\$250,000-\$500,000 per signal assumed
N/NE 185th Street	Develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation and a funding plan for improvements.	\$400,000	\$500,000	The corridor plan is a precursor to any capacity expansion or other improvements.
N/NE 175th Street	Consistent with the TMP, reconfigure the intersection of N 175th Street and Meridian Avenue N	\$600,000	\$800,000	Based on the addition of a 500 foot northbound approach lane. Contingency for ROW included

FIGURE 7-3: Transportation System Improvements to Support the Planned Action through 2035

Street	Description	Low	High	Notes
N/NE 175th Street	NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction and may require additional mitigation	-	-	This is assumed to be state funded
1st Avenue NE	Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street	\$200,000	\$300,000	Estimates based on costs in the TMP
5th Avenue NE	Consistent with the TMP, reconstruct 5th/7th Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175th Street NE to NE 185th Street and 5th Avenue NE from NE 185th Street to NE 195th Street.	\$5,900,000	\$7,900,000	Estimates based on costs in the TMP
Meridian Avenue N	Continue to monitor traffic volumes on a bi-annual basis to identify changes in congestion patterns	-	-	Current function is assumed in the City budget
Meridian Avenue N	Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes	\$500,000	\$1,200,000	Cost range dependent on level of infrastructure in place
10th Avenue NE	Consistent with the TMP, install sidewalks on both sides of the street from NE 175th Street to NE 195th Street	\$2,400,000	\$3,200,000	Estimates based on costs in the TMP
NE 180th Street	Consistent with the TMP, install sidewalks on both sides of the street from 15th Avenue NE to 10th Avenue NE	\$600,000	\$800,000	Estimates based on costs in the TMP
Perkins Way	While future traffic volumes for Perkins Way are forecast to be within the capacity of the roadway, the City should continue to evaluate bicycle facilities to improve connections from northeast of the station.	\$600,000	\$800,000	While specific treatment is not known, conservative costs were assumed at \$210 / LF
Potential I-5 Non-Motorized Trail	Work with Sound Transit to identify potential locations for a non-motorized trail along the right-of-way secured for the light rail alignment on the east side of I-5. This trail would provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station.	\$875,000	\$1,250,000	Costs based on \$360 / LF value utilized in the 195th Street Trail construction with additional contingency due to ROW needs

FIGURE 7-3: Transportation System Improvements to Support the Planned Action through 2035, Continued



Utility improvements are needed in certain Shoreline neighborhoods to serve projected growth and redevelopment in the subarea.

Utility System Improvement Needs

Utilities analyzed in the planning process include:

- ▶ Water systems and facilities managed by the North City Water District and Seattle Public Utilities
- ▶ Wastewater system and facilities managed by Ronald Wastewater District (anticipated to be assumed by the City in 2017 as per interlocal agreement)
- ▶ Surface water management systems managed by the City of Shoreline
- ▶ Electricity services provided by Seattle City Light
- ▶ Natural gas services provided by Puget Sound Energy
- ▶ Telephone, cable, and communications services provided by Comcast, Frontier Communications, CenturyLink, Integra Telecom, and Zayo Group (formerly AboveNet Communications)

For the electricity, natural gas, telephone, cable, and communications services, incremental growth and redevelopment would be able to be served through typical extensions of lines and services supported by customer fees and charges with each connection/service. For this reason, no specific capital improvements have been identified as being needed for

these utilities. Refer to later discussion regarding recommended action for the electricity transmission lines that extend through the subarea.

For water, wastewater, and surface water, upgrades and expansions to systems and facilities will be needed to serve growth through 2035. Much of this analysis is based on anticipation of full build-out utility service in the subarea and anticipation that utility providers may upsize pipes and facilities for a longer period of growth than through 2035 to avoid too many incremental upgrade costs in coming decades. That said, utility improvements are customarily funded and implemented on an incremental basis to serve ongoing population growth, and this will be a continual process as more redevelopment occurs over time.

Each utility provider will need to update their systems master plans to reflect the adopted zoning and potential growth in customers and redevelopment. As part of updating their plans, they will confirm specific incremental improvement needs and plan for these through their normal procedures. This process may amend some of the planning-level descriptions of improvement projects and related costs described in this section of the plan.

WATER SYSTEM AND FACILITIES MANAGED BY NORTH CITY WATER DISTRICT

Recommended improvements are based on the assumption that the subarea will eventually be built-out with land uses allowed under the proposed zoning for the preferred alternative. For the purposes of this plan, it is assumed that infrastructure upsizing to serve the twenty-year 2.5 percent growth rate may include a higher level of improvements. In some cases, upsizing may be done to accommodate the build-out conditions since the utility provider likely would not continuously upsize mains as the population continues to grow, but would upsize for the projected population. With further planning and analysis, the utility provider would determine the most cost effective and efficient method for making improvements to serve growth in the interim years up to the built-out condition.

The total length of new pipe potentially necessary to accommodate the projected population in 2035 is approximately 8,600 feet. Estimated improvements needed to serve the next twenty years of growth (but assuming full upsizing to serve build-out) include the following.

1. The following pipes may need to be upsized to 12" diameter pipes to accommodate the projected population in 2035. 12" diameter or larger pipes may be necessary under total build-out.
 - A. 2,130 feet along 5th Avenue NE from N 185th Street to NE 195th Street
 - B. 1,330 feet along NE 193rd Street from 1st Avenue NE to 5th Avenue NE
 - C. 1,100 feet along NE 192nd Street from 3rd Avenue NE to 5th Avenue NE
 - D. 670 feet along NE 189th Street from 8th Avenue NE to 10th Avenue NE
 - E. 670 feet along NE 188th Street from 8th Avenue NE to 10th Avenue NE
 - F. 1,780 feet along NE 185th Street from 8th Avenue NE, and south along 5th Avenue NE, to NE 180th Street
 - G. 920 feet along 7th Avenue NE from NE 183rd Street to NE 180th Street
 - H. 210 feet along NE 183rd Street from 7th Avenue NE to 8th Avenue NE
 - I. 1,700 feet along NE 180th Street, from 5th Avenue NE to 10th Avenue NE

WATER SYSTEM AND FACILITIES MANAGED BY SEATTLE PUBLIC UTILITIES

As with recommended improvements for the North City Water District, this analysis assumes upsizing would occur to accommodate the twenty-year estimated annual 2.5 percent growth rate. The distribution system and facilities could be potentially upsized as necessary to accommodate the planned action at build-out conditions. Because it is not likely that the utility provider would continuously upsize their mains as the population continues to grow, but would upsize at some point for the projected population. With further planning and analysis, each utility provider would further determine how improvements could be made more cost effectively in the interim years before build-out.

Water improvements in the Seattle Public Utilities system anticipated to serve the projected population in 2035 under any of the action alternatives (but typically inclusive of upsizing to serve full build-out) are described below.

The total length of pipe potentially necessary to accommodate the projected population in 2035 is approximately 4,500 feet. Anticipated improvements include the following:

1. An analysis based solely on projected population growth and per capita demand projections, estimates the following pipe diameters may need to be upsized to 8" diameter pipes to accommodate the projected population in 2035. Under total build-out of the planned action, these pipe diameters may need to be upsized to 12" diameter pipes.
 - A. 890 feet along Sunnyside Avenue N from the north end to N 180th Street
 - B. 240 feet along N 186th Street from east end to Corliss Avenue N
2. The following pipes may need to be upsized to 8" diameter pipes to accommodate the projected population in 2035. 8" diameter or larger pipes may be necessary under total build-out of the planned action.

- A. 180 feet along N 185th Court to the intersection with Midvale Avenue N
 - B. 170 feet along N 187th Street from west end to 1st Avenue NE
3. The following pipes likely would need to be upsized to 12" diameter pipes to accommodate the projected population in 2035 (12" diameter or larger pipes may be necessary to serve build-out of the planned action).
- A. 1,160 feet along 3rd Avenue NE from N 185th Street to NE 180th Street to connect the pipe network into a loop
 - B. 650 feet along Ashworth Avenue N, from N 185th Street to N 183rd Street
 - C. 650 feet along 1st Avenue NE from N 187th Street to N 185th Street
 - D. 560 feet along NE 180th Street from 3rd Avenue NE to 1st Avenue NE
 - E. 170 feet along 3rd Avenue NE from north end to NE 185th Street

WASTEWATER SYSTEM AND FACILITIES MANAGED BY THE RONALD WASTEWATER DISTRICT

The total length of new wastewater pipe/improvements potentially necessary to accommodate the projected population in 2035 is approximately 10,100 feet. Anticipated improvements include the following:

- 1. An analysis based solely on projected population growth and per capita demand projections, estimates the following pipe diameters may need to be upsized to 12" diameter pipes to accommodate the projected population in 2035. Under total build-out of the planned action, these pipe diameters may need to be upsized to 18" diameter pipes:
 - B. 1,300 feet of pipe along N 185th Street, from Meridian

Avenue N to 1st Avenue NE. 1,900 feet of pipe along 1st Avenue NE, from N 188th Street to N 180th Street.

- C. 2,000 feet of pipe along 3rd Avenue NE, from NE 185th Street to NE 180th Street, and NE 180th Street, from 3rd Avenue NE to 1st Avenue NE.
 - D. 1,500 feet of pipe along 8th Avenue NE from 188th Street to NE 185th Street and along NE 185th Street from 8th Avenue NE to Lift Station #15 on 12th Avenue NE
2. The following pipes may need to be upsized to 18" diameter pipes to accommodate the projected population in 2035. 18" diameter or larger pipes may be necessary under total build-out of the planned action:
- A. 2,700 feet of pipe along 5th Avenue NE
3. The following pipes may need to be upsized to 12" diameter pipes to accommodate the projected population in 2035. 12" diameter or larger pipes may be necessary under total build-out of the planned action:
- A. 650 feet of pipe along 8th Avenue NE, from NE 190th Street to NE 188th Street
4. Lift Station #15 may need to be upsized to accommodate estimated demand for the projected population in 2035. The 2035 population is projected to increase demand to this lift station to approximately 904 gpm. Under total build-out of the planned action, the projected demand flow would increase would be 4,450 gpm.

SURFACE WATER MANAGEMENT SYSTEM AND FACILITIES MANAGED BY THE CITY OF SHORELINE

The total length of surface water pipe improvements potentially necessary to accommodate the projected population in 2035 is approximately 27,300 feet. Anticipated improvements include the following:

1. An analysis based solely on projected population growth and per capita demand projections, estimates the following pipe diameters may need to be upsized to 18" diameter pipes to accommodate the projected population in 2035. Under total build-out of the planned action, these pipe diameters may need to be upsized to 24" diameter pipes:
 - A. 570 feet along N 185th Street, from Stone Avenue to Ashworth Avenue
 - B. 1,080 feet along N 185th Street, from Densmore Avenue to Burke Avenue
 - C. 970 feet along Wallingford Avenue, from N 185th Street to N 188th Street
2. The following pipes may need to be upsized to 18" diameter pipes to accommodate the projected population in 2035. 18" diameter or larger pipes may be necessary under total build-out of the planned action:
 - A. 450 feet along N 185th Street, from Densmore Avenue to Wallingford Avenue
 - B. 600 feet along Densmore Avenue, from N 185th Street to N 188th Street
 - C. 930 feet along Burke Avenue, from N 185th Street to N 188th Street
 - D. 500 feet along N 185th Street, from Meridian Avenue to Corliss Avenue
 - E. 240 feet along Corliss Avenue, from N 184th Street to N 185th Street
 - F. 920 feet along Bagley Place N, from N 187th Street to N 185th Street
 - G. 620 feet along N 180th Street, from 1st Avenue NE to Cromwell Park
 - H. 1,530 feet along 3rd Avenue NE, from the north end to NE 180th Street, continue along NE 180th Street to 1st Avenue NE
 - I. 820 feet along 2nd Avenue NE, from the north end to NE 180th Street
 - J. 890 feet along N 185th Street, from Sunnyside Avenue to 3rd Avenue NE
 - K. 350 feet along 2nd Avenue NE, from the south end to N 185th Street
 - L. 350 feet along 3rd Avenue NE, from the south end to N 185th Street
 - M. 3,900 feet along 5th Avenue NE, from N 185th Street to NE 195th Street
 - N. 570 feet along N 185th Street, from 3rd Avenue NE to 5th Avenue NE
 - O. 680 feet along NE 190th Street, from 8th Avenue NE to 10th Avenue NE
 - P. 1,320 feet along 10th Avenue NE, from NE 190th Street to NE 185th Street
 - Q. 650 feet along NE 185th Street, from 10th Avenue NE to 8th Avenue NE, and south along 8th Avenue NE to NE 183rd Street
 - R. 250 feet along 9th Avenue NE, from the south end to NE 185th Street
 - S. 250 feet along 10th Avenue NE, from the south end to NE 185th Street
 - T. 1,480 feet along NE 180th Street, from 15th Avenue NE to 10th Avenue NE
 - U. 270 feet along 14th Avenue NE, from the north end to NE 180th Street




Existing conditions along 8th Avenue NE

3. The following new 12" diameter pipe runs may need to be installed to accommodate the projected population in 2035. 12" diameter or larger pipes may be necessary under total build-out of the planned action:
 - A. 400 feet along N 184th Street, from the east end to Corliss Avenue
 - B. 1,310 feet along 8th Avenue NE, from NE 190th Street to NE 188th Street, and east along NE 188th street to 10th Avenue NE
 - C. 670 feet along NE 189th Street, from 8th Avenue NE to 10th Avenue NE
 - D. 310 feet along NE 182nd Street, from 10th Avenue NE to 11th Avenue NE
 - E. 1,200 feet along 7th Avenue NE, from the north end to NE 180th Street
 - F. 370 feet along 5th Avenue NE, from NE 185th Street to the connection with the existing pipe
4. The following new 12" diameter pipe runs may need to be installed to accommodate the projected population in 2035. 18" diameter or larger pipes may be necessary under total build-out of the planned action:

- A. 720 feet along 8th Avenue NE, from the south end to NE 185th Street
- B. 800 feet along 9th Avenue NE, from the south end to NE 185th Street
- C. 800 feet along 10th Avenue NE, from the south end to NE 185th Street
- D. 550 feet along 6th Avenue NE, from the north end to NE 180th Street

5. Pump Station MC03 along NE 185th Street likely would need to be upsized to accommodate estimated demand for the projected population in 2035.

Figures 7-4 through 7-6 illustrate already planned utility improvements, as well as newly proposed improvements to support the next twenty years of redevelopment under the planned action. **Table 7-3** lists the estimated costs of utility improvements to support redevelopment. As noted previously, utility assumptions are based on a preliminary, planning-level of analysis and assume that some lines would be installed with capacities to support full build-out of the subarea, beyond the next twenty years. All of the information in this plan pertaining to utilities will need to be confirmed through updated systems planning by the City, North City Water District, Seattle Public Utilities, and Ronald Wastewater.


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185th Street Station Subarea Plan
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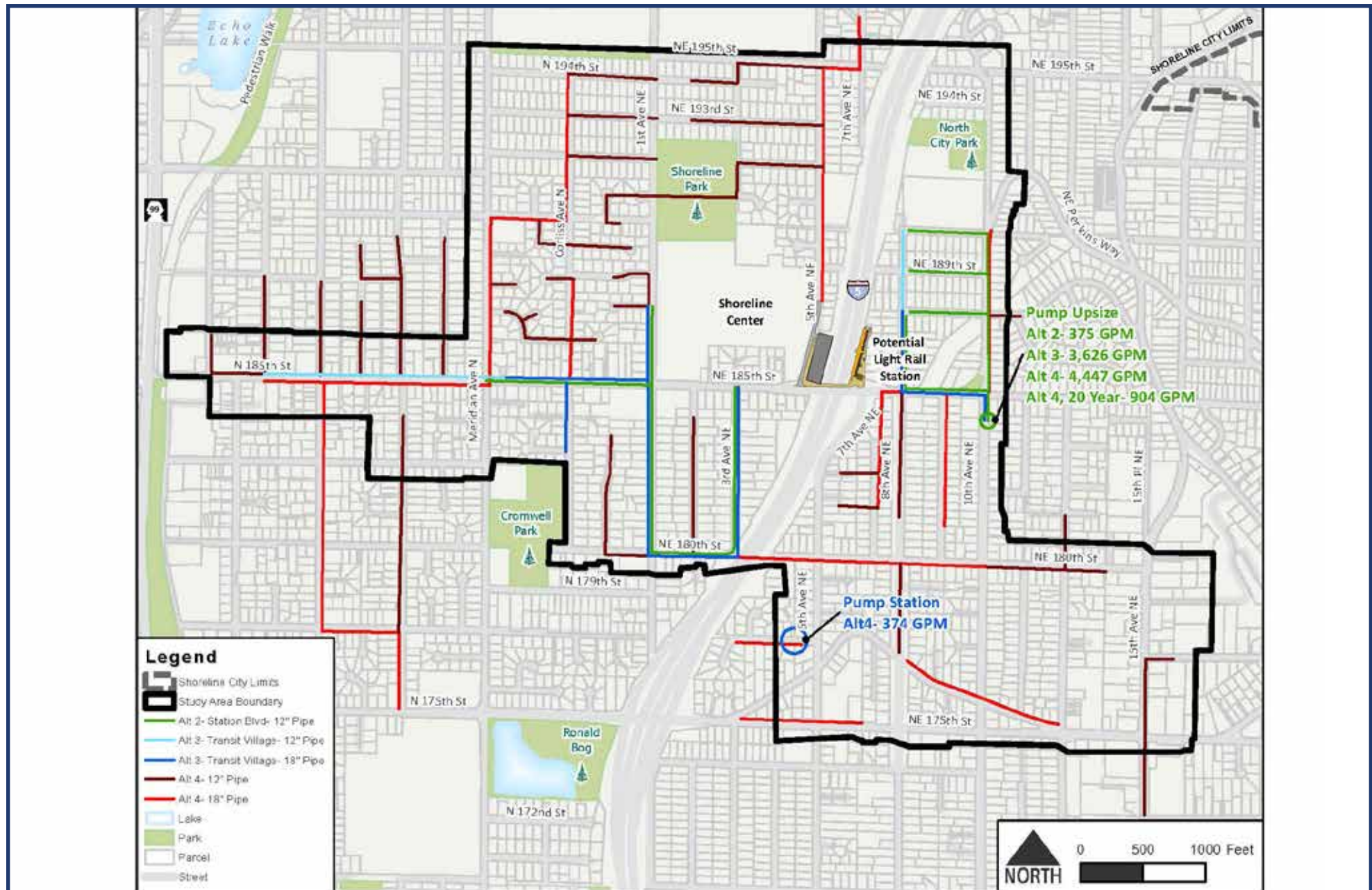


FIGURE 7-5: Planned and Recommended Wastewater Improvements



CITY OF
SHORELINE



Raintree sculpture and Interpretive Panel at Cromwell Park

Table 7-3: Utilities—Estimated Capital Improvement Costs

WATER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS				
North City Water District Water Service				
	12"			
2,130	\$320	\$681,600		
1,330	\$320	\$425,600		
1,100	\$320	\$352,000		
670	\$320	\$214,400		
670	\$320	\$214,400		
1,780	\$320	\$569,600		
920	\$320	\$294,400		
210	\$320	\$67,200		
1,700	\$320	\$544,000		
TOTAL		\$3,363,200		

Seattle Public Utilities Water Service				
	8"		12"	
890	\$260	\$231,400	\$320	\$284,800
240	\$260	\$62,400	\$320	\$76,800
180	\$260	\$46,800		
170	\$260	\$44,200		
1,160			\$320	\$371,200
650			\$320	\$208,000
650			\$321	\$208,650
560			\$322	\$180,320
170			\$323	\$54,910
TOTAL		\$1,407,880		

SANITARY SEWER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS**Ronald Wastewater District—Sanitary Sewer Service**

	12"		18"	
1,300	\$500	\$650,000	\$600	\$780,000
1,900	\$500	\$950,000	\$600	\$1,140,000
2,000	\$500	\$1,000,000	\$600	\$1,200,000
1,500	\$500	\$750,000	\$600	\$900,000
2,700			\$600	\$1,620,000
650	\$500	\$325,000		
TOTAL		\$5,295,000		

SURFACE WATER MANAGEMENT SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS**City of Shoreline—Surface Water (Stormwater) Management Service**

	12"		18"		24"
570	\$150		\$170	\$96,900	\$210
1,080			\$170	\$183,600	\$210
970			\$170	\$164,900	\$210
450			\$170	\$76,500	
600			\$170	\$102,000	
930			\$170	\$158,100	
500			\$170	\$85,000	
240			\$170	\$40,800	
920			\$170	\$156,400	
620			\$170	\$105,400	
1,530			\$170	\$260,100	
820			\$170	\$139,400	
890			\$170	\$151,300	
350			\$170	\$59,500	

Surface Water (Stormwater) Management Service, Continued

	12"		18"		24"
350			\$170	\$59,500	
3,900			\$170	\$663,000	
570			\$170	\$96,900	
680			\$170	\$115,600	
1,320			\$170	\$224,400	
650			\$170	\$110,500	
250			\$170	\$42,500	
250			\$170	\$42,500	
1,480			\$170	\$251,600	
270			\$170	\$45,900	
400	\$150	\$60,000			
1,310	\$150	\$196,500			
670	\$150	\$100,500			
310	\$150	\$46,500			
1,200	\$150	\$180,000			
370	\$150	\$55,500			
720	\$150	\$108,000	\$170	\$122,400	
800	\$150	\$120,000	\$170	\$136,000	
800	\$150	\$120,000	\$170	\$136,000	
550	\$150	\$82,500	\$170	\$93,500	
TOTAL		\$4,501,800			



From Left: Soccer Field and Athletic Stadium at Shoreline Center

Parks, Recreation, Open Space, and Other Areas of the Public Realm

PARKS, RECREATION, AND OPEN SPACE

When considering the specific type of facilities the increased population will need, it is important to consider a number of factors, including community involvement, availability of the different classifications of parks and open space, and level of service standards. Community involvement during the subarea planning process has confirmed that residents are interested in ensuring that neighborhood parks and other facilities (playgrounds, public gathering spaces, teen centers, etc.) are available to serve new residents as they move to the area in the future. They are also interested in public art, enhanced streetscapes, and other amenities.

While there appear to be adequate regional and community parks in Shoreline to serve future growth, neighborhood parks will be needed in the subarea as the population increases.

Based on traditional National Park and Recreation Association (NPRA) standards, it is advisable to have a neighborhood park serving a half-mile area with population of up to 5,000 people. However, it should be noted that these standards are used with discretion in determining

Neighborhood parks can vary in size, from one acre to up to fifteen acres. Most existing neighborhood parks in the City of Shoreline are between one acre and five acres in size.

park needs, because every community is different and they may have various types of recreation facilities that meet the demand even if they do not have the acreage.

With the projected population of 2,916 to 5,399 new residents (in 1,140 to 2,190 households) by 2035, over the current level of 7,944 residents and 3,310 households in the subarea, there will be a growing demand for neighborhood parks. There also would be an estimated 502 to 928 new employees by 2035.

This level of population would equate to demand for approximately one new neighborhood park in place by the end of the twenty-year horizon of 2035, if not before. Also in some cases, existing neighborhood parks may need new facilities such as play equipment or other elements to improve their recreation capacity for use by the surrounding residents.

Implementation of urban plazas, pocket parks, playgrounds, trail corridors, and other open space as part of redevelopment projects could certainly also serve some of the demand for neighborhood park space.

Given the lack of available land and limited resources of the City to purchase land for development of new parks, dispersed mini-parks and urban plazas/public gathering spaces, which are smaller (one-half acre or less), could help to serve the demand in the subarea if incorporated into redevelopment projects. Larger development projects should be required to provide some level of park and open space use for residents, and the City should continually evaluate the best possible locations for creating new neighborhood parks as the subarea grows.

The City intends to continue to monitor the need for parks as the neighborhood grows and to seek funding for, acquire property, and develop new neighborhood park facilities in the subarea to serve the growing population's needs. One of the important objectives of developing a subarea plan is to identify these key areas of need, so that the City and its partners can begin to proactively plan to serve these in the near term. Recognizing that property values likely would increase in the subarea in the future, would be advantageous to seek property for parks and open space use and work with the Parks Board to determine a strategy for park dedication in the near term.

DEMAND FOR OTHER HUMAN SERVICES/ CULTURAL AND COMMUNITY SUPPORT FACILITIES

Under the planned action, the growing population of the subarea also will generate demand for a wide range of other human services and community



Preschool Playground

support facilities, such as senior center facilities, community meeting and classroom facilities, recreation center facilities, etc. As discussed previously the Shoreline Center currently provides a wide range of these types of services and facilities to the community. The City of Shoreline and the Shoreline School District recognize how important the facilities at the Shoreline Center are to the community. As such, if the site were to redevelop in the future, one of the likely options would look at how to retain these facilities and services while also maximizing the use of the site for housing and mixed use.

ESTIMATED CAPITAL COSTS

Implementation of new parks, recreation, and cultural facilities (approximately one new neighborhood park and other amenities) to serve the next twenty years of growth in the subarea will have an estimated capital improvement cost of approximately \$2,500,000 to \$3,000,000 depending on property acquisition costs, redevelopment contributions, and the potential for grant funding. This assumes acquisition and development of one neighborhood park and other minimal facilities in the subarea (public art, etc.) This does not include costs associated with redevelopment of the City Pool and Spartan Recreation Center, a project the City intends to explore in the coming years. This capital cost estimate also does not include long term operating and maintenance costs associated with new facilities.

RECOMMENDATIONS FOR ACTIONS AND IMPROVEMENTS

A number of park-related projects are currently in the PROS Plan recommendations list and the City's Capital Improvements Plan. The PROS Plan has short-term, mid-term, and long-term recommendations along with community goals during the current planning period. In the future, these recommendations will be reviewed annually and appropriately considered during budgeting of the Capital Improvement Plan. In proximity to the subarea, the current plan recommendations include property acquisition at Echo Lake and master planning and phase 1 implementation of the Shoreline Center. As stated above, it will be important to consider how neighborhood park facilities may be integrated with redevelopment of the Shoreline Center and adjacent City of Shoreline property.

The PROS Plan likely will receive updates in 2017, 2023 and 2029. At those times, the City will reassess the demands and needs and may modify recommendations based on budgeting, available funding, or environmental changes. With those updates, the City should carefully evaluate the level of recent and pending change in the station subarea and make recommendations for additional park, recreation, and open space facilities accordingly.

The City intends to move forward with the following specific actions, with the first three proposed to be adopted in the Planned Action Ordinance, the fourth as part of development regulations. The other items listed will be explored as redevelopment occurs and as part of development agreements.

- ▶ Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.

- ▶ Considering potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site specific challenges for new public open space or stormwater function.
- ▶ Explore a park impact fee or fee in-lieu of dedication program for acquisition and maintenance of new parks or open space and additional improvements to existing parks. Funds from this program would allow the City to purchase property and develop parks, recreation, and open space facilities over time to serve the growing neighborhood.
- ▶ Proposed development regulations for the station subarea should be adopted to require and/or encourage the provision of public space and recreation facilities with redevelopment projects, as part of Development Agreements (Chapter 20.30.355) and site design (Chapter 20.50.240). As part of negotiating Development Agreements, the City could ask developers to select from a list of needed facilities. (See list of needed facilities earlier in this section, on pages 3-180 and 3-184.)
- ▶ The City will work toward creating a variety of public spaces and recreational opportunities to serve the multi-generational needs of the growing transit-oriented community and capable of connecting to other facilities the subarea and throughout the city.
- ▶ As the City develops capital improvement projects in the subarea, funding should be retained for implementation of public park and recreation facilities that could be accommodated within public rights-of-way or utility easements (in cooperation with the utility providers). For example, in a conceptual analysis of the potential redevelopment of 8th Avenue NE completed as part of the subarea planning process, it was determined that sufficient right-of-way exists for development of community gardens, pedestrian/bicycle trails, or other features that would be compatible within the Seattle City Light right-of-way.
- ▶ The City would continue to monitor parks, recreation, and open space needs in the subarea and update the PROS plan in the future to address these needs.

Schools and Other Public Services Needs

SCHOOLS

Under the planned action, there would be an increased demand for schools and school facilities over the next twenty years. It is estimated that there potentially would be the following total student populations in the subarea per school level:

- ▶ 723 to 893 elementary students
- ▶ 223 to 276 middle school students
- ▶ 522 to 646 high school students

The Shoreline School District will review these numbers as part of their ongoing planning for school facilities and begin to determine how to address the population growth in the coming years.

In February 2014, two replacement levies were approved to extend financial support for educational programs, maintenance and operations, and technology improvements. These levies would need to be renewed in the future in order for the district to continue to provide a level of service consistent with current conditions. The voting population has been supportive of school district levies, and it is anticipated (but not certain) that as more households with students move into the district, voters would continue to be supportive of future levies.

Recommended actions of the subarea plan to support growth through 2035 include the following.

- ▶ The school district will continue to monitor growth levels within its service area, including the station subarea and document trends in student enrollment in order to plan, prepare, and secure resources for the addition of facilities and services to support the growth.
- ▶ The school district retains properties for future uses that may be needed. The North City Elementary school site, which is currently

not being used as an elementary school, should be retained for future potential school use to serve the growth projected for the subarea. The Shoreline Center also could be redeveloped and with reorganization of site uses, would have space for additional school buildings and facilities.

- ▶ For classroom expansion needed on an ongoing basis, the school district owns several portables for siting at impacted schools. If necessary, the school district could purchase or lease more, although this is not a preferred long-term operation scenario.
- ▶ The district also has the ability to alter or shift special program assignments to available space to free up space for core programs: gifted programs, special education, arts, activities, and others.
- ▶ Boundary adjustments could occur to reallocate the area from which individual schools draw attendance. As completed recently with the high schools, expansion of affected schools, if feasible, without eliminating required playfields or parking, could be a planned improvement to accommodate increases in demand.
- ▶ The City of Shoreline does not currently charge impact fees to new development applications for school facilities. The City should coordinate with the Shoreline School District to monitor and determine the potential need for an impact fee program over time. For example, King County charges school impact fees to development projects in unincorporated areas. Impact fees are adopted annually by ordinance following a thorough review by the School Technical Review Committee and the King County Council of the each district's capital facility plan and enrollment projections. Fees vary per school district and are assessed and collected for every new residential dwelling unit. Low-income housing, senior housing, and community residential facilities are exempt from the fee program.



Shoreline Police Neighborhood Center and on bicycles



- Costs associated with new school facilities, staffing and services to serve students of new households in the subarea will be determined by the School District as they update their system planning in the near future.

POLICE, FIRE, AND EMERGENCY SERVICES

The projected 2035 population of new residents would be 2,916 to 5,399 (in 1,140 to 2,190 households), above the current number of residents and households in the subarea. This would create a demand for approximately 2.5 to 4.6 new commissioned police officers by 2035 (over today's levels) to address arising needs such as increased crimes and offenses and to provide added patrol and protection services.

Fire and emergency service providers would need to increase staffing, equipment, and facilities to handle approximately 292 to 675 new calls annually in the subarea by 2035.

- The demand for police protection could be reduced through requirements for security-sensitive design of buildings and Crime Prevention through Environmental Design (CPTED) principles for surrounding site areas.
- Additionally, provisions of onsite security services could reduce the need for police protection, and revenues from increased retail activity and increased property values could help offset some of the additional expenditures for providing additional officers and response to incidents.
- The Fire Department places a lot of emphasis on fire prevention tactics and community education to reduce unintentional injuries and the loss of life and property from fire, accidents, and natural disasters by increasing public awareness.
- Implementation of advanced technology features into future development could increase response time and improve life safety in emergency situations.

- ▶ Behavioral changes through education and increased use of outreach, as well as volunteer services such as neighborhood watch programs also could help to reduce demand for some services.
- ▶ The increases in households and businesses in the subarea will result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and the need for additional facilities related to police, fire, and emergency services.
- ▶ With further evaluation and planning, the City could consider the potential for a satellite police station in the subarea over the long term future.
- ▶ Costs associated with new police and fire facilities, staffing, and services to serve the growing population of the subarea will be determined by the police and fire departments as they update their systems planning in the near future.

SOLID WASTE MANAGEMENT

The population increase in the subarea would increase demand for solid waste, recycling, and food and yard waste collection services over the course of the time the population reaches build-out levels. A planning level estimate of projected solid waste generation is 32,813 to 60,739 total pounds per week total by 2035.

More landfill space may be needed to support waste management at the levels listed. There would need to be intense management of solid waste levels including actions to divert waste to avoid this outcome.

As a contracted public service, the City would need to allocate additional funding to solid waste services to serve the growth in population. It is anticipated that increases in households and businesses in the subarea would result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased solid waste services. Beginning on January 1, 2015, the City will require development projects to submit waste diversion plans and reports, and a



Shoreline Fire Department

salvage assessment for construction and demolition waste, which should also contribute to diversion of a portion of these materials from landfills.

Other recommended actions include the following.

- ▶ To reduce construction related waste, the City could require development applicants to consider recycling and reuse of building materials when redeveloping sites, or set specific targets for these goals.
- ▶ The City may condition Planned Action applications to incorporate feasible recycling and reuse measures.
- ▶ Using solid waste, recycling, and food and yard waste collection storage and container size requirements would mitigate impacts associated with all of the alternatives.
- ▶ Currently the City of Shoreline hosts two recycling events typically in the fall and the spring. These events provide a place for homeowners to recycle materials commonly not collected at the curb. With population growth, increasing the number of events per year could mitigate additional demand on the recycling collection vendor.
- ▶ The City or other entities involved in solid waste management could increase outreach to educate residents and businesses

about the importance of waste reduction and recycling. Programs to encourage more composting, conversion of waste to energy, reuse, recycle, barter/trade, etc. could be intensified over time. These efforts could lead to behavioral shifts in the subarea that might then help offset some of the increased demand for services.

- ▶ Solid waste services are paid through fees. Additional customers would increase the revenue base for solid waste management services. In addition, the City and its contractor could manage the fee structure and potentially increase fees in the future if needed to address the additional demand for services. It is anticipated that this would be a last resort if outreach and education do not result in reduced solid waste levels.
- ▶ The City would work with King County and regional waste management entities to monitor the ongoing potential need for additional landfill space.

CITY HALL/SHORELINE CIVIC CENTER/ CITY SERVICES

The Shoreline Civic Center and City Hall are located at 17500 Midvale Avenue N. This new facility is a 67,000 square foot LEED Gold certified building with an expected lifespan of 50-100 years, located in the heart of Shoreline's Town Center. It offered the ability for the City to consolidate services to one location, and will further that goal to better serve the community by welcoming the new police department in the near term.

The City currently includes the Executive, City Clerk, Attorneys, Finance, Administrative Services, Human Resources, Parks and Cultural Services (including Spartan Recreation Center), Public Works, and Planning and Community Development, with a count of 135 full time equivalent (FTE) employees. The current level of service for the City calculates to approximately 2.52 employees per 1,000 residents, which is one of the lowest in the region. If the City assumes additional responsibilities in the future, such as jurisdiction over utility systems, this ratio could change with more employees per 1,000 residents.

Population growth and redevelopment over time would necessitate ongoing needs for new regulations, planning and development review, and capital projects, as well as City Public Works and Parks maintenance personnel, and other employees. Not including potential utility staff, the addition of 3,418 to 6,327 more people to the subarea over the next twenty years would generate demand for:

- ▶ 7.35 to 13.61 additional FTE City employees

HISTORICAL MUSEUM/ARTS AND CULTURE

The Shoreline Historical Museum is located just outside the subarea at the intersection of N 185th Street and Linden Avenue N. It is managed and operated by a non-profit organization with a mission dedicated to preserving, recording and interpreting the heritage of the historic Shoreline area and its relationship to the Northwest region.

Various arts and cultural groups are active in the community and provide a variety of community services.

LIBRARIES

The Shoreline Library is a King County District Library located in the subarea at 345 NE 175th Street. It is a 20,000-square-foot facility opened in 1993, replacing the 15,000-square-foot library built in 1975, and offers additional features that the recent previous facility did not include, such as two meeting rooms and two study rooms.

POSTAL BUILDINGS

A United States Postal Service Office is located in the subarea at 17233 15th Ave. NE. This North City Post Office has full service capabilities for the surrounding community with hours from 8:30–5:30 Monday through Friday, and open from 8:30 to 3:00 on Saturdays. The lobby area is open 24 hours for PO Box access, mail drop off, and other self service features. The demand for postal services has been in general decline in the US for several years due to the reliance of the public on other communication methods such as email services and social media.

HUMAN AND SOCIAL SERVICES

A Washington Department of Public Health Laboratory is located in Shoreline at 1610 NE 150th Street. The location is outside the subarea, but provides diagnostic and analytical services for the assessment and surveillance of infectious, communicable, genetic, and chronic diseases, and environmental health concerns to the surrounding community. Other types of human services provided in Shoreline include services for seniors such as the senior center and associated social service programs and facilities. Social and community services would include the need for community center uses, additional meeting space, and other facilities.



Recommended Actions

Given the projected population growth for the next twenty years, there would be a 5.3 percent to 9.9 percent increase in demand for City services and other services such as library, museum, arts and culture, postal, and human/social services. This demand will require a variety of additional public services. For all public services, it is anticipated that increases in households and businesses in the subarea would result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and facilities to serve the growing population. Also, because growth would happen gradually over many decades, it is anticipated that the demand could be monitored, planned for, and served in a manageable way over time.

- ▶ The City will monitor the need for additional services with growth over time and will allocate funding for additional staff and facilities as part of annual budgeting.
- ▶ The City may consider increases in development application review fees to cover costs associated with increased redevelopment activities in the subarea.

- ▶ The City should continue to provide outreach and communication to other public service entities listed above to make them aware of the potential for growth over time and the gradual increased demand for services that may accompany the growth.
- ▶ The City and other human/community services providers should monitor the need for additional human, cultural, and social services and facilities as growth occurs over time and properly plan for and allocate resources toward expanding and enhancing services to address increased demand.

The costs associated with adding staff, services, and facilities over time will be determined by the City as part of its regular fiscal planning and budgeting activities on an ongoing basis. Other service providers also should review the proposed planned action and estimate additional funding and resources needed for staffing, services, and facilities to serve the next twenty years of growth.

In Conclusion

Even before Shoreline was a city, settlement patterns throughout the history of the area have been influenced by innovations in transportation. In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route; among these was Richmond Beach, platted in 1890. The arrival of the Great Northern Railroad in Richmond Beach in 1891 spurred the growth of the small town and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, increasing suburban growth. During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location, and commercial centers formed around Interurban stops at Ronald (175th Street and Aurora Avenue N) and Richmond Highlands (185th Street and Aurora Avenue N).

Car travel facilitated settlement, which increased considerably by the mid-1920s. Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. As more people took to the road in automobiles, there was less use of the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became more of a regional route and alternate travel way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline.

Introduction of light rail service in Shoreline is part of this continuing evolution, and will influence settlement patterns in a similar manner. People will be attracted to living near light rail because of the convenient access it provides to the University of Washington, downtown Seattle, Sea-Tac airport, and other locations. Over time, hopefully this new option will reduce dependence on automobiles, and therefore regional congestion and pollution.

Beyond these trends, it is difficult to know how future technological innovations in transportation and building design will impact settlement patterns and other aspects of human behavior. The only certainty is change. All that we can do is continue to adjust; to strive to create a better future for generations to come; to protect what is important, including stewardship of natural and cultural resources; and to foster resiliency in our economic, environmental, and social systems. These are the goals of planning for growth around future light rail stations. It will be incumbent on leaders and residents of the city to see this vision to fruition.

185TH STREET STATION SUBAREA PLANNED ACTION AREA Comprehensive Plan

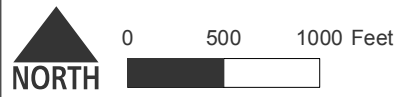
Attachment A - Exhibit B

99

- SA1
- SA2
- SA3
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Planned Area 3
- Mixed Use 2
- Mixed Use 1
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Planned Action Area

Potential
Light Rail
Station

8a-190



ORDINANCE NO. 706**AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE UNIFIED DEVELOPMENT CODE, SHORELINE MUNICIPAL CODE TITLE 20, AND THE OFFICIAL ZONING MAP TO IMPLEMENT THE 185th STREET STATION SUBAREA PLAN.**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC), Title 20, to implement the Comprehensive Plan; and

WHEREAS, pursuant to RCW 36.70A.040, the City is required to adopt development regulations to implement the Comprehensive Plan; and

WHEREAS, the City prepared the 185th Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plan and its implementing development regulations including open houses, community meetings, study sessions, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on November 26, 2014, the City issued the 185th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan and its implementing regulations; and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on January 15, 2015, on the 185th Street Station Subarea Plan's implementing regulations, including changes to the City's Official Zoning Map, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session on the 185th Street Station Subarea Plan's implementing regulations, including changes to the City's Official Zoning Map, on February 9, 2015, reviewed and accepted the Planning Commission's recommendation and the entire public record; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendments to SMC Title 20;

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

Section 1. Amendment of the Unified Development Code, SMC Title 20. The amendments to the Unified Development Code, SMC Title 20, attached hereto as **Exhibit A** are adopted. Amendments are to Chapters 20.10, 20.20, 20.30, 20.40, and 20.50.

Section 2. Amendment of the Official Zoning Map. The City of Shoreline's Official Zoning Map is amended to include the zoning districts set forth in the 185th Street Station Subarea Plan as shown on **Exhibit B** attached hereto.

Section 3. 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 4. Effective Date of 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 FEBRUARY 23, 2015.

Shari Winstead
Mayor

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____

Effective Date: _____

185th Street Light Rail Station Development Regulations

Chapter 20.10 General Provisions

20.10.020 Purpose.

It is the purpose of this Code to:

- Promote the public health, safety, and general welfare;
- Guide the development of the City consistent with the Comprehensive Plan;
- Carry out the goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Encourage high standards of development;
- Prevent the overcrowding of land;
- Provide adequate light and air;
- Provide for planned areas of Transit Oriented Communities around light rail stations and along other high-capacity transit corridors. ~~Avoid excessive concentration of population;~~
- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between man and his environment;
- Promote efforts which will prevent or eliminate damage to the environment and biosphere;
- Protect the functions and values of ecological systems and natural resources important to the public; and
- Encourage attractive, quality construction to enhance City beautification. (Ord. 324 § 1, 2003; Ord. 238 Ch. I § 2, 2000).

Chapter 20.20 Definitions

20.20.010 A definitions.

Affordable Housing

Housing reserved for occupancy to households whose annual income does not exceed a given percent of the King County median income, adjusted for household size, and has housing expenses no greater than thirty percent (30%) of the same percentage of median income. For the purposes of Title 20, the percent of King County median income that is affordable is specified in SMC 20.40.235.

20.20.012 B definitions**Built Green™**

Built Green™ is a residential green building program of the Master Builders Association developed in partnership with King and Snohomish Counties. The program provides builders, developers and consumers with easy-to-understand rating systems that quantify environmentally preferable building practices for the remodeling or construction of homes, multi-family units, and community developments. Based on the green building scores received, a home is classified as a three-, four- or five-star Built Green™ project.

20.20.016 D definitions.**Development Agreement**

Development Agreement means a contract between the City and an applicant having ownership or control of property, or a public agency which provides an essential public facility. The purpose of the Development Agreement is to set forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of real property within the City for the duration specified in the agreement and consistent with the applicable goals and policies in the Comprehensive Plan.

Dwelling, Live/Work

Live-work unit means a structure or portion of a structure: (1) that combines a commercial activity that is allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household; (2) where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed; and (3) where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

20.20.024 H definitions.**Housing Expenses, Ownership Housing**

Includes mortgage and mortgage insurance, property taxes, property insurances and homeowner's dues.

Housing Expenses, Rental Housing

Includes rent, parking and appropriate utility allowance.

Household Income

Includes all income that would be included as income for federal income tax purposes (e.g. wages, interest income) from all household members over the age of eighteen (18) that reside in the dwelling unit for more than three (3) months of the year.

20.20.032 L definitions

Leadership in Energy and Environmental Design (LEED): The LEED Green Building Rating System™ is a consensus-based national standard for developing high-performance, sustainable buildings. The U.S. Green Building Council (USGBC) offers this rating system, which certifies projects as LEED Certified, Silver, Gold, or Platinum based on the number of points achieved. LEED rating systems are available for new construction, existing buildings, homes, schools, healthcare facilities, tenant improvements, and neighborhood developments.

Light Rail Transit Facility: means a structure, rail track, equipment, maintenance base or other improvement of a light rail transit system, including but not limited to ventilation structures, traction power substations, light rail transit stations parking garages, park-and-ride lots, and transit station access facilities.

Light Rail Transit System: means a public rail transit line that provides high-capacity, regional transit service owned or operated by a regional transit authority authorized under Chapter 81.112 RCW.

20.20.034 M definitions.

Median Income: The median income for King County as most recently determined by the Secretary of Housing and Urban Development (HUD) under Section 8(f)(3) of the United States Housing Act of 1937, as amended.

Microapartments: Microapartments are defined as a structure that contains single room living spaces with a maximum floor area of 350 square feet. These spaces contain a private bedroom and may have private bathrooms and kitchenettes (microwaves, sink, and small refrigerator). Full scale kitchens are not included in the single room living spaces. These single room living spaces share a common full scale kitchen (stove, oven, full sized or multiple refrigeration/freezers); and may share other common areas such as bathroom and shower/bath facilities; recreation/eating space.

20.20.048 T definitions**Transfer of Development Rights**

The transfer of development rights program is to provide a voluntary, incentive-based process for permanently preserving rural resource and Urban Separator lands that provide a public benefit. The TDR provisions are intended to supplement land use regulations, resource protection efforts and open space acquisition programs and to encourage increased residential development density, especially inside cities, where it can best be accommodated with the least impacts on the natural environment and public services.

Chapter 20.30

Procedures and Administration

20.30.070 Legislative decisions.

These decisions are legislative, nonproject decisions made by the City Council under its authority to establish policies and regulations regarding future private and public developments, and management of public lands.

Table 20.30.070 – Summary of Legislative Decisions

Decision	Review Authority, Public Hearing	Decision Making Authority (in accordance with State law)	Section
1. Amendments and Review of the Comprehensive Plan	PC ⁽¹⁾	City Council	20.30.340
2. Amendments to the Development Code	PC ⁽¹⁾	City Council	20.30.350
<u>3. Development Agreements</u>	<u>PC⁽¹⁾</u>	<u>City Council</u>	<u>20.30.355</u>

⁽¹⁾ PC = Planning Commission

Legislative decisions include a hearing and recommendation by the Planning Commission and action by the City Council.

The City Council shall take legislative action on the proposal in accordance with State law.

There is no administrative appeal of legislative actions of the City Council but such actions may be appealed together with any SEPA threshold determination according to State law. (Ord. 581 § 1 (Exh. 1), 2010; Ord. 406 § 1, 2006; Ord. 339 § 5, 2003; Ord. 238 Ch. III § 3(d), 2000).

20.30.355 Development Agreement (Type L).

A. Purpose: To define the development of property in order to implement framework goals to achieve the City's adopted vision as stated in the Comprehensive Plan. A Development Agreement is permitted in all zones and may modify development standards contained in SMC 20.50. A Development Agreement in the MUR-85' zone may be approved to allow increase development potential above the zoning requirements in SMC 20.50.

B. Development Agreement Contents (General): A Development Agreement shall set forth the development standards and other provisions that shall apply to govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement (RCW 36.70B.170). Each Development Agreement approved by the City Council shall contain the development standards applicable to the subject real property. For the purposes of this section, "development standards" includes, but is not limited to:

1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;
2. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;
3. Mitigation measures, development conditions, and other requirements under Chapter 43.21C RCW;
4. Design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features;
5. Affordable Housing Units.
6. Parks and open space preservation;
7. Phasing of development;

8. Review procedures and standards for implementing decisions;

9. A build-out or vesting period for applicable standards;

10. Any other appropriate development requirement or procedure;

11. Preservation of significant trees; and

12. Connecting, establishing, and improving non-motorized access.

C. Decision Criteria. A Development Agreement (General Development Agreement and Development Agreements in order to increase height above 85 feet) may be granted by the City only if the applicant demonstrates that:

1. The project is consistent with goals and policies of the Comprehensive Plan. If the project is located within a Subarea Plan, then the project shall be consistent with the goals and policies of the Subarea Plan.

2. The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design.

3. There is either sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

4. There is either sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

5. The Development Agreement proposal contains architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic

management and multimodal transportation improvements and other features that minimize conflicts and create transitions between the proposal site and property zoned R-4, R-6, R-8 or MUR-35'.

D. Development Agreement Contents for Property Zoned MUR-85' in order to increase height above 85 feet: Each Development Agreement approved by the City Council for property zoned MUR-85' for increased development potential above the provision of the MUR-85' Zone shall contain the following:

1. Twenty percent (20%) of the housing units constructed onsite shall be affordable to those earning less than sixty percent (60%) of the median income for King County adjusted for household size. The units shall remain affordable for a period of no less than 50 years. The number of affordable housing units may be decreased to ten percent (10%) if the level of affordability is increased to fifty percent (50%) of the median income for King County adjusted for household size. A fee in lieu of constructing the units may be paid upon authorization of the City's affordable housing program instead of constructing affordable housing units onsite. The fee will be specified in SMC Title 3.

2. Entire development is built to LEED Platinum standards.

3. Structured parking for at least ninety percent (90%) of the required parking spaces for a development. Structured parking includes underground parking, under-building parking and above-ground parking garage. Unstructured parking shall be located interior to the site.

4. An agreement to purchase Transfer of Development Rights (TDR) credits at a rate of \$5,000 per unit up to a maximum of 50 TDRs per development agreement as authorized by the City Council and not to exceed Shoreline's allocation of TDR credits.

5. Applicant shall dedicate park space sufficient to accommodate each projected resident, to be determined by a formula to be established by rule in consultation with the Parks Board. Dedicated space must be open and accessible to the public from a public street.

6. Development Agreements in MUR-85' shall include at least two (2) of the following components and may not be combined:

a. Entire site uses combined heat and power infrastructure or district energy as defined by....

b. Commercial space of at least 40,000 square feet.

c. 30 percent (30%) of the ground floor area for neighborhood amenities that may include; areas open and accessible for the community, office space for non-profit organizations, an eating or drinking establishment, or other space that may be used for community functions.

d. Two percent (2%) of the building construction valuation shall be paid by the property owner/developer to the City to fund public parks, open space, art, or other recreational opportunities open and accessible to the public within the station subarea as defined in the City's Parks, Recreation, and Open Space Plan.

e. Provide additional off-site frontage improvements (as required by the Engineering Development Manual) that connect a proposed development to amenities near the subject project. Amenities may include transit stops, light rail station, commercial uses, etc.

f. Providing street-to-street dedicated public access. Examples include an alley, pedestrian/bicycle path, or other nonmotorized vehicle trail.

E. Development Agreement Approval Procedures: The City Council may approve Development Agreements through the following procedure:

1. A Development Agreement application incorporating the elements stated in subsection B of this section may be submitted by a property owner with any additional related information as determined by the Director. After staff review and SEPA compliance, the Planning Commission shall conduct a public hearing on the application. The Planning Commission shall then make a recommendation to the City Council ~~review the application~~ pursuant to the criteria set forth in SMC 20.30.355(D) and the applicable goals and policies of the Comprehensive Plan. The City Council shall approve, approve with additional conditions, or deny the Development Agreement. The City Council shall approve the Development Agreement by ordinance or resolution:

2. Recorded Development Agreement: Upon City Council approval of a Development Agreement under the procedure set forth in subsection E of this section, the property owner shall execute and record the Development Agreement with the King County Recorder's Office to run with the land and bind and govern development of the property.

Chapter 20.40

Zoning and Use Provisions

20.40.010 Purpose.

The City is divided into zones established in this Code for the following purpose:

A. To provide for the geographic distribution of land uses into zones those reflect the goals and policies of the Comprehensive Plan.

B. To maintain a stability in land use designation with similar characteristics and level of activity through the provisions of harmonious groupings of zones together.

C. To provide and efficient and compatible relationship of land uses and zones. (Ord. 238 Ch. IV § 1(A), 2000).

D. To facilitate the redevelopment of the light rail station subareas in a manner that encourages a mix of housing, employment and other uses that support the light rail stations.

20.40.020 Zones and map designations.

B. 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) <u>Mixed-Use Residential 35', 45', and 85' (Numerical designator relating to height in feet)</u>
NONRESIDENTIAL	
Neighborhood Business	NB
Community Business	CB
Mixed Business	MB
Campus	CCZ, FCZ, PHZ, SCZ ¹

Town Center District	TC-1, TC-2, TC-3, TC-4
Planned Area	PA

20.40.046 Mixed-use residential (MUR) zones.

A. The purpose of the mixed-use residential (MUR) zones (MUR-35', MUR-45', and MUR-85') is to provide for a mix of predominantly multi-family development ranging in height from 35 feet to 85 feet in appropriate locations with other non-residential uses that are compatible and complementary.

B. Specific mixed-use residential zones have been established to provide for attached single-family residential, low-rise, mid-rise and high-rise multi-family residential. The mixed use residential zones also provide for commercial uses, retail, and other compatible uses within the light-rail station subareas.

C. Affordable housing is required in the MUR-45' and MUR-85' zone. Refer to SMC 20.40.235 for Affordable Housing Light Rail Station Subarea requirements.

D. 4-Star Built Green construction is required in the MUR Zones.

E. All development within the MUR-85' zone that seeks additional height and alternative development standards shall be governed by a Development Agreement as provided in SMC 20.30.355.

20.40.050 Special districts.

A. **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 3: Aldercrest (PA 3).** Any development in PA 3 must comply with the standards specified in Chapter 20.93 SMC. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 8, 2011; Ord. 598 § 5, 2011; Ord. 507 § 4, 2008; Ord. 492 § 4, 2008; Ord. 338 § 3, 2003; Ord. 281 § 5, 2001; Ord. 238 Ch. IV § 1(E), 2000).

B. **185th Street Light Rail Station Subarea Plan.** The 185th Street Light Rail Station Subarea Plan establishes three zoning phases. Phase 1 zoning is delineated and shown on the City's official zoning map. Phase 2 and 3 zoning is shown by an overlay. Property within the Phase 2 overlay will be automatically rezoned 10 years after

adoption of Ordinance 702 (March 1, 2025). Phase 3 will be automatically rezoned 10 years after Phase 2 (March 1, 2035).

Table 20.40.160 Station Area Uses

<u>NAICS #</u>	<u>SPECIFIC LAND USE</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'</u>
<u>Residential</u>				
	<u>Accessory Dwelling Unit</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Affordable Housing</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Apartment</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Bed and Breakfasts</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Boarding House</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Duplex, Townhouse, Rowhouse</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Home Occupation</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Hotel/Motel</u>			<u>P</u>
	<u>Live/Work</u>	<u>P-i</u>	<u>P</u>	<u>P</u>
	<u>Microhousing</u>			

	<u>Single-Family Attached</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Single-Family Detached</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Tent City</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
<u>Commercial</u>				
<u>NAICS #</u>	<u>SPECIFIC LAND USE</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'</u>
	<u>Book and Video Stores/Rental</u> <u>(excludes Adult Use Facilities)</u>	<u>P (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P (Adjacent to</u> <u>Arterial</u> <u>Street)</u>	<u>P</u>
	<u>Collective Garden</u>			
	<u>Houses of Worship</u>	<u>C</u>	<u>C</u>	<u>P</u>
	<u>Daycare I Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Daycare II Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Eating and Drinking</u> <u>Establishments (Excluding</u> <u>Gambling Uses)</u>	<u>P-i</u> <u>(Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i</u>

	<u>General Retail Trade/Services</u>	<u>P-i</u> <u>(Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i</u>
	<u>Individual Transportation and</u> <u>Taxi</u>			<u>P -A</u>
	<u>Kennel or Cattery</u>			<u>C -A</u>
	<u>Mini-Storage</u>		<u>C -A</u>	<u>C -A</u>
	<u>Professional Office</u>	<u>P-i</u> <u>(Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P</u>
	<u>Research, Development and</u> <u>Testing</u>			
	<u>Veterinary Clinics and Hospitals</u>			<u>P-i</u>
	<u>Wireless Telecommunication</u> <u>Facility</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
<u>Education, Entertainment, Culture, and Recreation</u>				
	<u>Amusement Arcade</u>		<u>P -A</u>	<u>P -A</u>

	<u>Bowling Center</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>College and University</u>			<u>P</u>
	<u>Conference Center</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Elementary School, Middle/Junior High School</u>	<u>C</u>	<u>C</u>	<u>P</u>
	<u>Library</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Museum</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Outdoor Performance Center</u>		<u>P -A</u>	<u>P -A</u>
	<u>Parks and Trails</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Performing Arts Companies/Theater (excludes Adult Use Facilities)</u>		<u>P -A</u>	<u>P -A</u>
	<u>School District Support Facility</u>		<u>C</u>	<u>C</u>

	<u>Secondary or High School</u>	<u>C</u>	<u>C</u>	<u>P</u>
	<u>Specialized Instruction School</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Sports/Social Club</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Vocational School</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
<u>Government</u>				
	<u>Fire Facility</u>		<u>C-i</u>	<u>C-i</u>
	<u>Police Facility</u>		<u>C-i</u>	<u>C-i</u>
	<u>Public Agency Office/Yard or Public Utility Office/Yard</u>	<u>S</u>	<u>S</u>	<u>S</u>
	<u>Utility Facility</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Health</u>				
	<u>Hospital</u>	<u>C</u>	<u>C</u>	<u>C</u>
	<u>Medical Lab</u>	<u>C</u>	<u>C</u>	<u>C</u>

	<u>Medical Office/Outpatient Clinic</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Nursing and Personal Care Facilities</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
<u>Other</u>				
	<u>Animals, Small, Keeping and Raising</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Light Rail Transit System/Facility</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Transit Park and Ride Lot</u>		<u>S</u>	<u>P</u>
	<u>Unlisted Uses</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>

P = Permitted Use**C = Conditional Use****S = Special Use****-i = Indexed Supplemental Criteria****A= Accessory = 30 percent of the gross floor area of a building or the first level of a multi-level building.**

20.40.235 Affordable housing, Light Rail Station Subareas.

A. The purpose of this index criterion is to implement the goals and policies adopted in the Comprehensive Plan to provide housing opportunities for all economic groups in the City's Light Rail Station Subareas. It is also the purpose of this criterion to:

1. Ensure a portion of the housing provided in the City is affordable housing;
2. Create an affordable housing program that may be used with other local housing incentives authorized by the City Council, such as a multifamily tax exemption program, and other public and private resources to promote affordable housing;
3. Use increased development capacity created by the Mixed Use Residential zones to develop voluntary and mandatory programs for affordable housing.

B. Affordable housing is voluntary in MUR-35' and mandatory in the MUR-45' and MUR-85' Zone. The following provisions shall apply to all affordable housing units required by, or allowed through, any provisions of the Shoreline Municipal Code:

1. The City provides various incentives and other public resources to promote affordable housing. Specific regulations providing for affordable housing are described below:

	<u>MUR- 85'+</u>	<u>MUR -85'</u>	<u>MUR- 45'</u>	<u>MUR -35'</u>
<u>Mandatory Participation</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>
<u>Incentives</u>	<u>Height may be increased above 85 ft.; may be eligible for 12 year Property Tax Exemption (PTE) upon authorization by City Council & no density limits.</u>	<u>May be eligible for 12 year Property Tax Exemption (PTE) upon authorization by City Council; & entitlement of 85 ft. height & no density limits.</u>	<u>May be eligible for 12 year Property Tax Exemption (PTE) & permit fee reduction upon authorization by City Council; entitlement of 45 ft. height & no density limits.</u>	<u>May be eligible for 12 year Property Tax Exemption (PTE) & permit fee reduction upon authorization by City Council & no density limits.</u>
<u>Studio, 1 bedroom</u>	<u>20% of rental units shall be-affordable to households making 60% or less of the median income for King County adjusted for household size; or</u> <u>10% of rental units shall be affordable to households making 50% or less of the median income for</u>	<u>20% of rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or</u> <u>10% of rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.</u>		

	<u>King County adjusted for household size.</u>	
<u>2+ bedrooms</u>	<u>20% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or</u> <u>10% of the rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.</u>	<u>20% of the rental units shall be affordable to households making 80% or less of the median income for King County adjusted for household size; or</u> <u>10% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size.</u>

2. Payment in lieu of constructing mandatory units is available. See SMC 20.40.235(E)(1)

3. **Catalyst Program:** The first 300 multi-family units constructed for rent or sale in any MUR zone may be eligible for an eight (8) year Property Tax Exemption with no affordability requirement in exchange for the purchase of Transfer of Development Right (TDR) credits at a rate of one TDR credit for every four (4) units constructed upon authorization of this program by City Council.

C. Mixed Use Residential Zone Affordable housing requirements. The following provisions shall apply to all affordable housing units required by, or created through any incentive, established in the Shoreline Municipal Code unless otherwise specifically exempted or addressed by the applicable code section for specific affordable housing programs or by the provisions of an approved development agreement:

1. Duration: Affordable housing units shall remain affordable for a minimum of fifty (50) years from the date of initial occupancy. At the discretion of the Director a shorter affordability time period, not to be less than thirty (30) years, may be approved for ownership affordable housing units in order to meet federal financial underwriting guidelines at such time as the City creates an affordable ownership program.

2. Designation of Affordable Housing Units: The Director shall review and approve the location and unit mix of the affordable housing units, consistent with the following standards, prior to the issuance of any building permit:

a. Location: The location of the affordable housing units shall be approved by the City, with the intent that the units are generally mixed with all other market rate housing in the development.

b. Size (Bedroom): The affordable housing units shall consist of a range of the number of bedrooms that are comparable to the market rate housing units in the overall development.

c. Size (Square Footage): Affordable housing units shall be the same size as market rate housing units with the same number of bedrooms unless approved by the Director. The Director may approve smaller units when: (a) the size of the affordable housing is at least ninety (90) percent of the size of the market rate housing in the project with the same number of bedrooms; and (b) the affordable units are not less than five hundred (500) square feet for a studio unit, six hundred (600) square feet for a one (1) bedroom unit, eight hundred (800) square feet for a two (2) bedroom unit and one thousand (1,000) square feet for a two (2+) bedroom plus unit.

3. Timing/Phasing: The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the market rate housing units in the development unless a phasing plan is developed pursuant to SMC 20.40.235(D) or the requirements of this section are met through SMC 20.40.235(E).

4. Development Standards:

a. Off-Street Parking: Off-street parking shall be provided for the affordable housing units consistent with SMC 20.50.390.

b. Recreation Space: The recreation/open space requirements for housing units affordable to families making 60% or less of Adjusted Median Income for King County shall be calculated at fifty (50) percent of the rate required for market housing in SMC 20.50.240(G).

5. Depending on the level of affordability, units provided by a not for profit entity may be eligible for transportation impact fee waivers as provided in SMC 12.40.070(G).

6. In the event of a fractional affordable housing unit, payment in lieu in accordance with SMC 20.40.235(E)(1) is allowed for the fractional unit.

D. Affordable housing agreement. An affordable housing agreement shall be recorded with the King County Recorder's Office prior to the issuance of a building permit for any development providing affordable housing pursuant to the requirements or incentives of the Shoreline Municipal Code.

1. The recorded agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.

2. The agreement shall be in a form approved by the Director and the City Attorney and shall address price restrictions, tenant qualifications, affordability duration, phasing of construction, monitoring of affordability and any other topics related to the provision of the affordable housing units.

3. The agreement may, at the sole discretion of the City, establish a monitoring fee for the affordable units. The fee shall cover the costs incurred by the City to review and process documents to maintain compliance with income and affordability restrictions of the agreement.

4. The City may, at its sole discretion, agrees to subordinate any affordable housing regulatory agreement for the purpose of enabling the owner to obtain financing for development of the property.

E. Alternative compliance. The City's priority is for residential and mixed use developments to provide the affordable housing on site. The Director, at his/her discretion, may approve a request for satisfying all or part of a project's on-site affordable housing with alternative compliance methods proposed by the applicant. Any request for alternative compliance shall be submitted at the time of building permit application and must be approved prior to issuance of any building permit. Any alternative compliance must achieve a result equal to or better than providing affordable housing on site.

1. Payment in Lieu of constructing mandatory affordable units – Payments in lieu of constructing mandatory affordable housing units is subject to the following requirements:

a. The in lieu fee is set forth in SMC 3.01 Fee Schedule. Fees shall be determined at the time the complete application for a building permit is submitted using the fee then in effect.

b. The fee shall be due and payable prior to issuance of any certificate of occupancy for the project.

c. The City shall establish a Housing Program Trust Fund and all collected payments shall be deposited in that fund.

2. Any request for alternative compliance shall demonstrate all of the following:

a. Include a written application specifying:

i. The location, type and amount of affordable housing; and

ii. The schedule for construction and occupancy.

b. If an off-site location is proposed, the application shall document that the proposed location:

i. Is within a 1 mile radius of the project or the proposed location is equal to or better than providing the housing on site or in the same neighborhood;

ii. Is in close proximity to commercial uses, transit and/or employment opportunities.

c. Document that the off-site units will be the same type and tenure as if the units were provided on site.

d. Include a written agreement, signed by the applicant, to record a covenant on the housing sending and housing receiving sites prior to the issuance of any construction permit for the housing sending site. The covenant shall describe the construction schedule for the off-site affordable housing and provide sufficient security from the applicant to compensate the City in the event the applicant fails to provide the affordable housing per the covenant and the Shoreline Municipal Code. The applicant may request release of the covenant on the housing sending site once a certificate of occupancy has been issued for the affordable housing on the housing receiving site.

20.40.245 Apartment

Apartments are allowed in the MUR zones. Microapartments are not allowed in the MUR zones.

20.40.350 Eating and drinking establishments.

Eating and drinking establishments are permitted in residential zones R-4 through R-48 and TC-4 by approval of a conditional use permit. These establishments are permitted in NB, CB, MB and TC-1, 2 and 3 zones and the MUR zones, provided gambling uses as defined in this Code are not permitted. Outside entertainment is not allowed past 10:00 p.m. in the MUR Zones. Outside entertainment means activities that create a potential noise disturbance to adjacent neighbors. Outside entertainment is subject to the City's nuisance regulations in SMC Chapter 9. If live entertainment is provided in the MUR Zones, the establishment must provide sound attenuation to buffer sound to adjacent residential uses. Sound attenuation is not required for outside entertainment.

20.40.374 General Retail Trade/Services

These general retail trade/services are prohibited in the MUR Zones:

- A. Adult use facilities
- B. Smoke Shop (A businesses that sells drug paraphernalia and smoking products)

C. Marijuana sales

D. Firearm sales

E. Pawnshops

20.40.436 Live/Work

Live/work units may be located in the MUR-35' zone however, only if the project site is located on an Arterial Street.

20.40.506 Single-family detached dwellings.

A. Single-family detached dwellings are permitted in the MUR-35', MUR-45', and MUR-85' zones subject to the R-6 development standards in SMC 20.50.020

B. Single-family detached dwellings are permitted in the MUR-85' Zone until 2023 or when the light rail station begins operation, whichever is later. After 2023 or when the light rail station begins operation, single-family detached dwellings will become a non-permitted use and will be classified as a nonconforming use subject to the provisions of SMC 20.30.280.

20.40.440 Light Rail Transit System/Facility

A Light Rail Transit System/Facility shall be approved through a Development Agreement as specified in SMC 20.30.355.

20.40.570 Unlisted use.

A. Recognizing that there may be uses not specifically listed in this title, either because of advancing technology or any other reason, the Director may permit or condition such use upon review of an application for Code interpretation for an unlisted use (SMC [20.30.040](#), Type A Action) and by considering the following factors:

1. The physical characteristics of the unlisted use and its supporting structures, including but not limited to scale, traffic, hours of operation, and other impacts, and
2. Whether the unlisted use complements or is compatible in intensity and appearance with the other uses permitted in the zone in which it is to be located.

B. A record shall be kept of all unlisted use interpretations made by the Director; such decisions shall be used for future administration purposes. (Ord. 238 Ch. IV § 3(B), 2000).

Chapter 20.50

General Development Standards

20.50.010 Purpose.

The purpose of this subchapter is to establish basic dimensional standards for development at a range of densities consistent with public health and safety and the adopted Comprehensive Plan.

The basic standards for development shall be implemented in conjunction with all applicable Code provisions. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 1(A), 2000).

20.50.020 Dimensional requirements.

Table 20.50.020(2) – Densities and Dimensions in Mixed-Use Residential Zones.

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

<u>STANDARDS</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'(10)</u>
<u>Base Density:</u> <u>Dwelling</u> <u>Units/Acre</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Min. Density</u>			<u>48 du/ac</u>
<u>Min. Lot Width</u> <u>(2)</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Min. Lot Area</u> <u>(2)</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

<u>Min. Front Yard Setback (2) (3)</u> <u>See 20.50.021</u>	<u>0 if located on an Arterial Street</u> <u>10ft on non- arterial street</u>	<u>15ft if located on 185th Street</u> <u>0 if located on an Arterial Street</u> <u>10ft on non- arterial street</u>	<u>15ft if located on 185th Street</u> <u>0 if located on an Arterial Street</u> <u>10ft on non- arterial street</u>
<u>Min. Rear Yard Setback (2) (4) (5)</u> <u>See 20.50.021</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Min. Side Yard Setback (2) (4) (5)</u> <u>See 20.50.021</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Base Height (9)</u>	<u>35ft</u>	<u>45ft</u>	<u>85ft(11)(12)</u>
<u>Max. Building Coverage (2) (6)</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
<u>Max. Hardscape (2) (6)</u>	<u>85%</u>	<u>90%</u>	<u>90%</u>

Exceptions to Table 20.50.020(1) and Table 20.50.020(2):

(1) Repealed by Ord. 462.

(2) These standards may be modified to allow zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.

(3) For single-family detached development exceptions to front yard setback requirements, please see SMC [20.50.070](#).

(4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC [20.50.080](#).

(5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC [20.50.130](#).

(6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.

(7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up.

(8) For development on R-48 lots abutting R-12, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.

(9) Base height for high schools in all zoning districts except R-4 is 50 feet. Base height may be exceeded by gymnasiums to 55 feet and by theater fly spaces to 72 feet.

(10) Dimensional standards in the MUR-85' zone may be modified with an approved Development Agreement.

(11) The maximum allowable height in the MUR-85' zone is 140 ft. with an approved Development Agreement.

(12) All building facades in the MUR-85' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-85' Zone may be setback 10 feet at ground level instead of providing a step-back at 45 feet.

20.50.021 Transition areas.

Development in commercial zones: NB, CB, MB and TC-1, 2 and 3, and MUR-85' abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements:

A. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.

B. Type I landscaping (SMC [20.50.460](#)), significant tree preservation, and a solid, eight-foot, property line fence shall be required for transition area setbacks abutting R-4, R-6, or R-8 zones. Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC [20.50.370](#). The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping and required significant trees. Utility easements parallel to the required landscape area shall not encroach into the landscape area. Type II landscaping shall be required for transition area setbacks abutting rights-of-way directly across from R-4, R-6 or R-8 zones. Required tree species shall be selected to grow a minimum height of 50 feet.

C. All vehicular access to proposed development in nonresidential zones shall be from arterial classified streets, unless determined by the Director to be technically not feasible or in conflict with state law addressing access to state highways. All developments in commercial zones shall conduct a transportation impact analysis per the Engineering Development Manual. Developments that create additional traffic that is projected to use non-arterial streets may be required to install appropriate traffic-calming measures. These additional measures will be identified and approved by the City's Traffic Engineer. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 10, 2011; Ord. 560 § 1 (Exh. A), 2009).

Subchapter 3.

Multifamily and Single-Family Attached Residential Design

20.50.120 Purpose.

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA3, and R-8 through R-48 and the MUR-35' zone when located on a non-arterial Street as follows:

- A. To encourage development of attractive residential areas that is compatible when considered within the context of the surrounding area.
- B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.
- C. To meet the recreation needs of project residents by providing open spaces within the project site.
- D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.
- E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.
- F. To promote pedestrian accessibility within and to the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

20.50.125 Thresholds – Required site improvements.

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA3, and R-8 through R-48 zones and the MUR-35' zone when located on a non-arterial Street. Site improvement standards of signs, parking, lighting and landscaping shall be required:

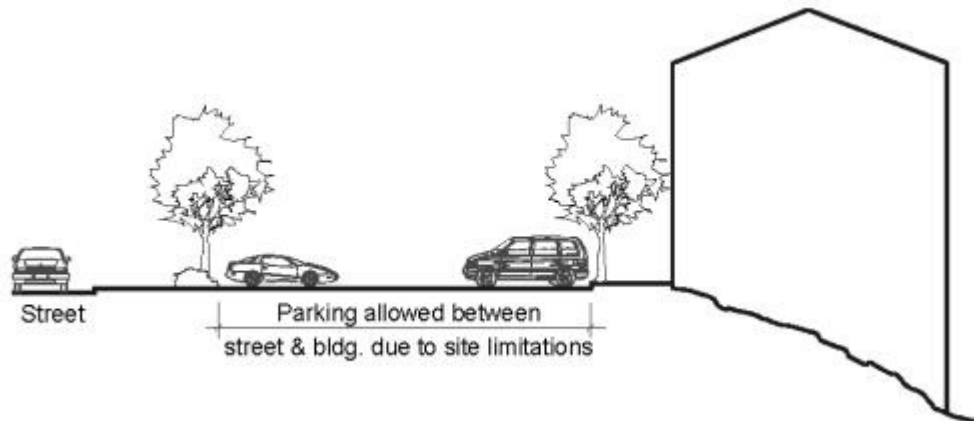
- A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or
- B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 581 § 1 (Exh. 1), 2010; Ord. 515 § 1, 2008; Ord. 299 § 1, 2002).

20.50.140 Parking – Access and location – Standards.

A. Provide access to parking areas from alleys where possible.

B. For individual garage or carport units, at least 20 linear feet of driveway shall be provided between any garage, carport entrance and the property line abutting the street, measured along the centerline of the driveway.

C. Above ground parking shall be located behind or to the side of buildings. Parking between the street property line and the building shall be allowed only when authorized by the Director due to physical limitations



of the site.

Figure 20.50.140(C): Example of parking location between the building and the street, which is necessary due to the steep slope.

D. Avoid parking layouts that dominate a development. Coordinate siting of parking areas, pedestrian connections and open space to promote easily accessible, centrally located open space. Parking lots and access drives shall be lined on both sides with 5-foot wide walks and/or landscaping in addition to frontage and landscaping standards.

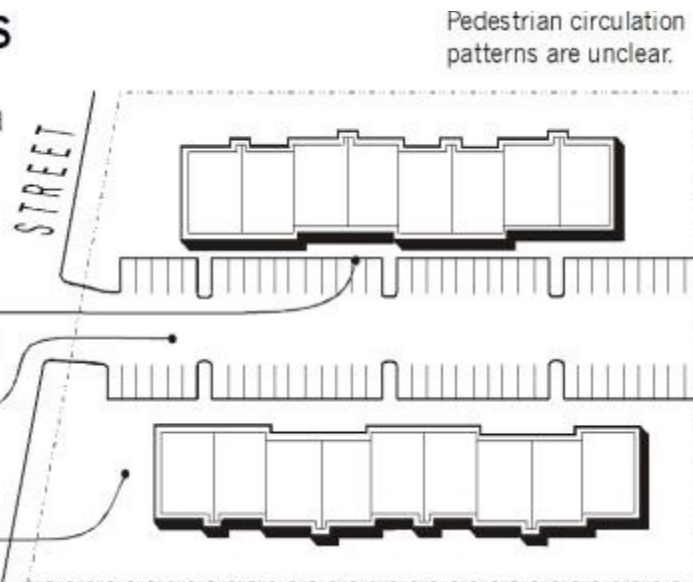
DON'T DO THIS

Building is disconnected from parking, public sidewalk and adjacent sites.

No buffer zone for pedestrians between front doors and parking.

Parking is the dominant feature.

No pedestrian entrance to the building.

**DO THIS**

Building is integrated and connected with parking, public sidewalk and adjacent sites.

An attractive pedestrian courtyard is the dominant feature.

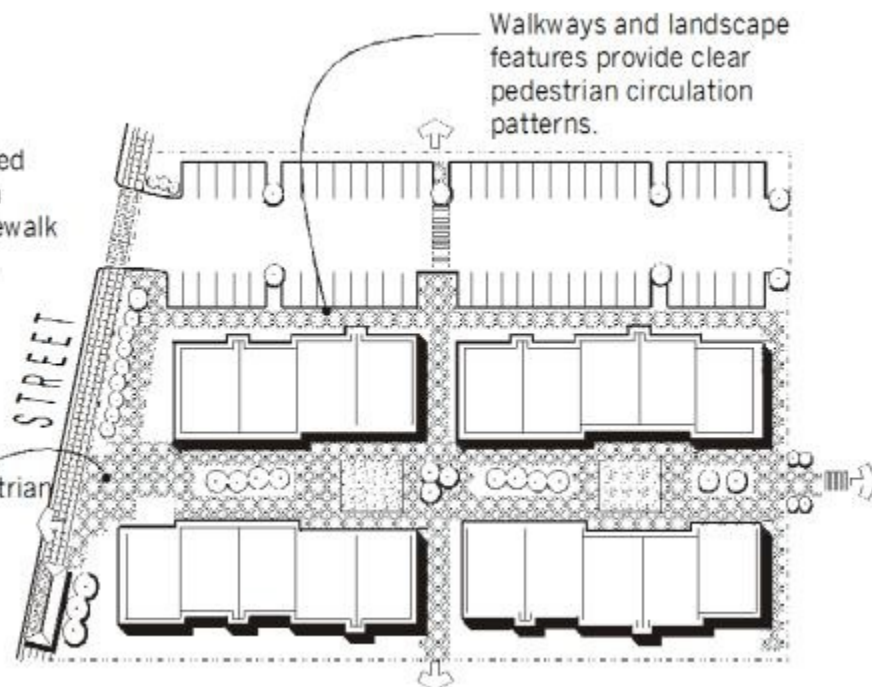


Figure 20.50.140(D): Avoid parking that dominates the site. Encourage parking located behind or on the side of buildings and common open space between buildings.

E. Break large parking areas into smaller ones to reduce their visual impact and provide easier access for pedestrians. Limit individual parking areas to no more than 30 parking spaces.

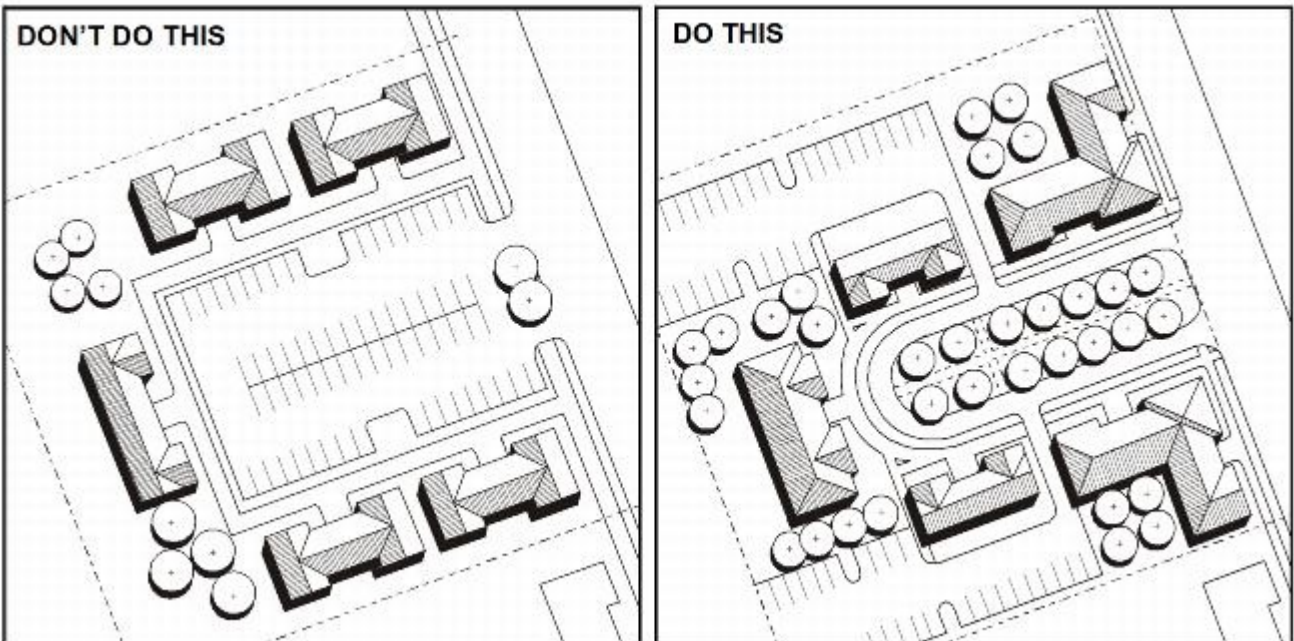


Figure 20.50.140(E): Examples of breaking up parking and siting it behind buildings. Such development creates an attractive open space and avoids the impact of a large central parking lot.

Exception to 20.50.140(E): Surface parking areas larger than 30 parking stalls may be allowed if they are separated from the street by a minimum 30 foot wide landscaped buffer, and the applicant can demonstrate

that a consolidated parking area produces a superior site plan.

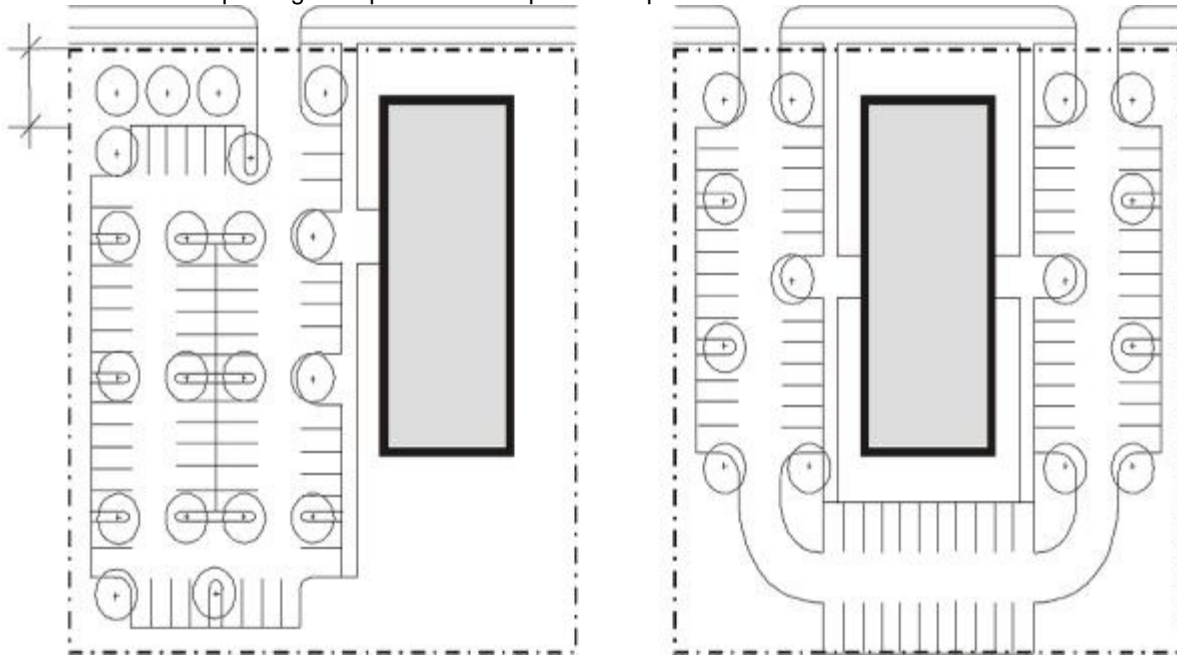


Figure Exception to 20.50.140(E): A consolidated parking scheme (left) with more than 30 spaces may be permitted if it is buffered from the street and produces improvements from a separated parking scheme (right), such as a better open space layout, fewer curb cuts, etc.

F. Minimize the impact of individual garage entrances where they face the street by limiting the curb cut width and visually separating the garage entrance from the street with landscaped areas. Emphasize pedestrian entrances in order to minimize the garage entrances.

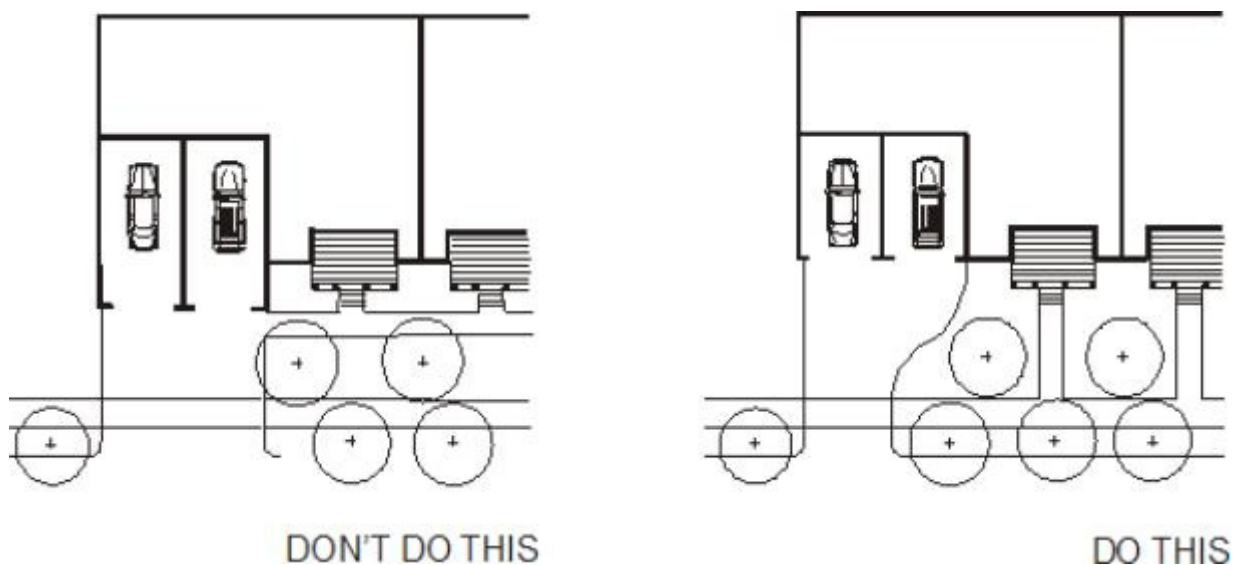


Figure 20.50.140(F), (G): Example of limiting the impact of garage entrances by building them flush with the facade, reducing their width, providing landscaping, and pedestrian access.

G. Garages or carports either detached from or attached to the main structure shall not protrude beyond the front building facade. (Ord. 299 § 1, 2002; Ord. 238 Ch. V § 3(B-2), 2000).

Subchapter 4.

Commercial Zone Design

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for the MUR-35' zone when not on a non-arterial Street, MUR-45', and MUR-85' and all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3). Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter [20.50](#) SMC. In the event of a conflict, the standards of this subchapter will prevail. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.230 Threshold – Required site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3 and the MUR-35' zone when not located on a non-arterial Street, MUR-45', and MUR-85'. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.240 Site design.

A. Purpose.

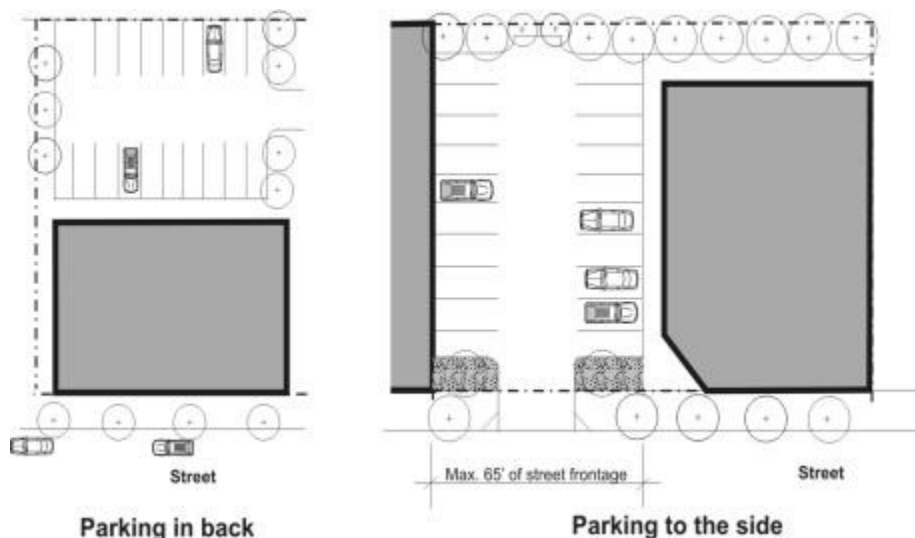
1. Promote and enhance public walking and gathering with attractive and connected development.
2. Promote distinctive design features at high visibility street corners.
3. Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.
4. 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. Overlapping Standards. Site design standards for on-site landscaping, sidewalks, walkways, public access easements, public places, and open space may be overlapped if their separate, minimum dimensions and functions are not diminished.

C. Site Frontage.

1. Development abutting NB, CB, MB, TC-1, 2 and 3 and the MUR-35' zone when not located on a non-arterial Street, MUR-45', and MUR-85' shall meet the following standards:
 - a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places, landscaping, vehicle display areas are included or future right-of-way widening or a utility easement is required between the right-of-way and the building;
 - b. All building facades in the MUR-85' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45' feet in height.
 - c. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces may be used for any permitted land use. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;
 - d. Minimum window area shall be 50 percent of the ground floor façade for each front façade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

- e. A building's primary entry shall be located on a street frontage and recessed to prevent door swings over sidewalks, or an entry to an interior plaza or courtyard from which building entries are accessible;
- f. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the building or parking structure facades where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;
- g. Streets with on-street parking shall have sidewalks to back of the curb and street trees in pits under grates or at least a two-foot wide walkway between the back of curb and an amenity strip if space is available. Streets without on-street parking shall have landscaped amenity strips with street trees; and
- h. Surface parking along street frontages in commercial zones shall not occupy more than 65 lineal feet of the site frontage. Parking lots shall not be located at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front facade. See SMC [20.50.470](#) for parking lot landscape standards.



Parking Lot Locations Along Streets

- i. New development on 185th Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the Administrative Design Review process.

j. Garages and/or parking areas for new development on 185th Street shall be rear-loaded.

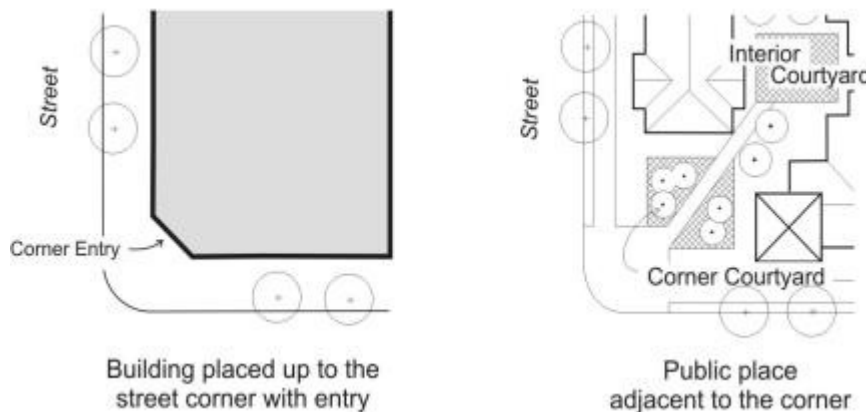
2. Rights-of-Way Lighting.

- a. Pedestrian lighting standards shall meet the standards for Aurora Avenue pedestrian lighting standards and must be positioned 15 feet above sidewalks.
- b. Street light standards shall be a maximum 25-foot height and spaced to meet City illumination requirements.

D. Corner Sites.

1. All building and parking structures located on street corners (except in MUR-35') shall include at least one of the following 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 subsection (D)(2) of this section;
- b. Provide a public place at the corner leading directly to building entries;
- c. Install 20 feet of depth of Type II landscaping for the entire length of the required building frontage;
- d. Include a separate, pedestrian structure on the corner that provides weather protection or site entry. The structure may be used for signage.



Street Corner Sites

2. Corner buildings and parking structures using the option in subsection (D)(1)(a) of this section shall provide at least one of the elements listed below to 40 lineal feet of both sides from the corner:

- a. Twenty-foot beveled building corner with entry and 60 percent of the first floor in non-reflective glass (included within the 80 lineal feet of corner treatment).
- b. Distinctive facade (i.e., awnings, materials, offsets) and roofline designs beyond the minimum standards identified in SMC [20.50.250](#).
- c. Balconies for residential units on all floors above the ground floor.



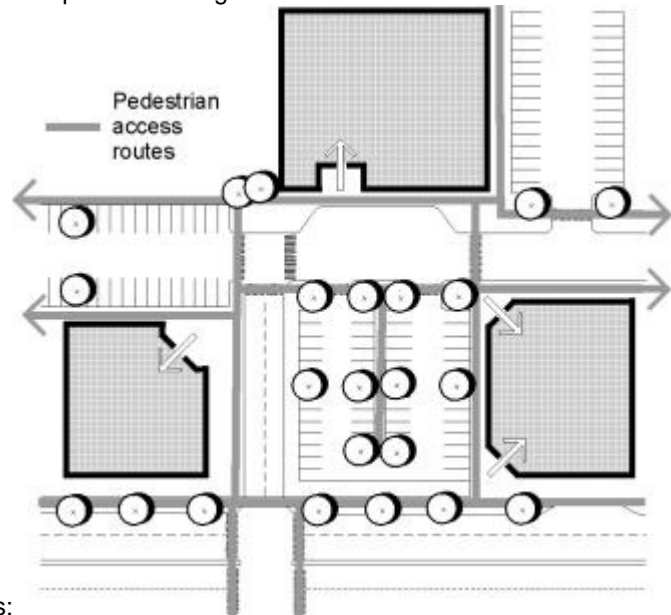
Building Corners

E. Internal Site Walkways.

1. Developments shall include internal walkways or pathways that connect building entries, public places, and parking areas with other nonmotorized facilities including adjacent sidewalks and Interurban Trail where adjacent; (except in the MUR-35' zone).

- a. All development shall provide clear and illuminated pathways between the main building entrance and a public sidewalk. Pathways shall be separated from motor vehicles or raised six-inches and be at least eight feet wide;

- b. Continuous pedestrian walkways shall be provided along the front of all businesses and the



entries of multiple commercial buildings;

Well-connected Walkways

- c. Raised walkways at least eight feet wide shall be provided for every three, double-loaded aisles or every 200 feet of parking area width. Walkway crossings shall be raised a minimum three inches above drive surfaces;

- d. Walkways shall conform to the Americans with Disabilities Act (ADA);



Parking Lot Walkway

- e. Deciduous, street-rated trees, as required by the Shoreline Engineering Development Manual, shall be provided every 30 feet on average in grated tree pits if the walkway is eight feet wide or in planting beds if walkway is greater than eight feet wide. Pedestrian-scaled lighting shall be provided per subsection (H)(1)(b) of this section.

F. Public Places.

1. Public places are required for the commercial portions of development at a rate of 4 square feet of public space per 20 square feet of net commercial floor area up to a maximum of 5,000 square feet. This requirement may be divided into public places with a minimum 400 square feet each.
2. Public places may be covered but not enclosed unless by subsection (F)(3) of this section.
3. Buildings shall border at least one side of the public place.
4. Eighty percent of the area shall provide surfaces for people to stand or sit.
5. No lineal dimension is less than six feet.
6. The following design elements are also 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) of this section);
 - d. Seating and landscaping with solar access at least a portion of the day; and
 - e. Not located adjacent to dumpsters or loading areas.
 - f. Public art, planters, fountains, interactive public amenities, hanging baskets, irrigation, decorative light fixtures, decorative paving and walkway treatments, and other items that provide a pleasant pedestrian experience along Arterial Streets.



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 of open space per dwelling unit, whichever is greater;
 - b. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum lineal dimension of six feet. This standard applies to all open spaces including parks, playgrounds, rooftop decks and ground-floor courtyards; and may also be used to meet 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 obstruct access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to service areas without full screening; and

- d. Open space shall provide seating that has solar access at least a portion of the day.



Multifamily Open Spaces

H. Outdoor Lighting.

1. All publicly accessible areas on private property shall be illuminated as follows:
 - a. Minimum of one-half footcandle and maximum 25-foot pole height for vehicle areas;
 - b. One to two footcandles and maximum 15-foot pole height for pedestrian areas; and
 - c. Maximum of four footcandles for building entries with the fixtures placed below second floor.
2. All private fixtures shall be shielded to prevent direct light from entering neighboring property.
3. **Prohibited Lighting.** The following types of lighting are prohibited:
 - a. Mercury vapor luminaries.
 - b. Outdoor floodlighting by floodlight projection above the horizontal plane.
 - c. Search lights, laser source lights, or any similar high intensity light.
 - d. Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

Exemptions:

1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by Chapter [20.50](#) SMC, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights or strobes).
5. Sports and field lighting.
6. Lighting triggered by an automatic emergency or security alarm system.

DO THIS



External Shield

DON'T DO THIS



**Unshielded
PAR Floodlights**



**Unshielded Wallpacks
& Unshielded or
Poorly-shielded Wall
Mount Fixtures**

I. Service Areas.

1. All developments shall provide a designated location for trash, composting, 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 a hauling truck to project into public rights-of-way.

d. Refuse bins shall not be visible from the street;



Trash/Recycling Closure with Consistent Use of Materials and Landscape Screening

J. Utility and Mechanical Equipment.

1. Equipment shall be located and designed to minimize its 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

2. All exterior mechanical equipment, with the exception of solar collectors or wind power generating 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 strictly as a means of screening is not permitted. (Ord. 663 § 1 (Exh. 1), 2013; Ord. 654 § 1 (Exh. 1), 2013).

20.50.250 Building design.

A. Purpose.

1. Emphasize quality building articulation, detailing, and durable materials.
2. Reduce the apparent scale of buildings and add visual interest for the pedestrian experience.
3. Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses.

B. Building Articulation.

1. Commercial buildings fronting streets other than state routes shall include one of the two articulation features set forth in subsections (B)(2)(a) and (b) of this section ~~no more than every 40 lineal feet~~ facing a street, parking lot, or public place. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations. Building facades less than 60 feet wide are exempt from this standard.



Building Facade Articulation

2. Commercial buildings fronting streets that are state routes 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

facades less than 100 feet wide are exempt from this standard. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations.

- a. For the height of the building, each facade shall be offset at least two feet in depth and four feet in width, if combined with a change in siding materials. Otherwise, the facade offset shall be at least 10 feet deep and 15 feet wide.
- b. Vertical piers at the ends of each facade section that project at least two inches from the facade and extend from the ground to the roofline.

3. Multifamily buildings or residential portions of a commercial building shall provide the following articulation features at least every 35 feet of facade facing a street, park, public place, or open space. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations:

- a. Vertical building modulation 18 inches deep and four feet wide, if combined with a change in color or building material. Otherwise, the minimum depth of modulation is 10 feet and the minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and
- b. Distinctive ground or first floor facade, consistent articulation of middle floors, and a distinctive roofline or articulate on 35-foot intervals.



Multifamily Building Articulation

Multifamily Building Articulation

4. Rooflines shall be modulated at least every 120 feet by emphasizing dormers, chimneys, stepped roofs, gables, or prominent cornices or walls. Rooftop appurtenances may be considered a modulation. Modulation shall consist of a roofline elevation change of at least four feet every 50 feet of roofline.
5. Every 150 feet in building length along the street front shall have a minimum 30-foot-wide section that is offset by at least 20 feet through all floors.



Facade Widths Using a Combination of Facade Modulation, Articulation, and Window Design

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



Window Trim Design

7. Weather protection of at least three feet deep by four feet wide is required over each secondary entry.



Covered Secondary Public Access

8. Materials.

- a. Metal siding shall have visible corner moldings or 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, nonreflective surface.



Masonry or Concrete Near the Ground and Proper Trimming Around Windows and Corners

- b. Concrete blocks of a singular style, texture, or color shall not comprise more than 50 percent of a facade facing a street or public space.



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



d. The following exterior materials are prohibited:

- i. Chain-link fencing that is not screened from public view. No razor or barbed material shall be allowed;
- ii. Corrugated, fiberglass sheet products; and
- iii. Plywood siding. (Ord. 654 § 1 (Exh. 1), 2013).

Subchapter 5.

Tree Conservation, Land Clearing and Site Grading Standards

20.50.310 Exemptions from permit.

A. **Complete Exemptions.** The following activities are exempt from the provisions of this subchapter and do not require a permit:

1. Emergency situation on private property involving danger to life or property or substantial fire hazards.

- a. Statement of Purpose. Retention of significant trees and vegetation is necessary in order to utilize natural systems to control surface water runoff, reduce erosion and associated water quality impacts, reduce the risk of floods and landslides, maintain fish and wildlife habitat and preserve the City's natural, wooded character. Nevertheless, when certain trees become unstable or damaged, they may constitute a hazard requiring cutting in whole or part. Therefore, it is the purpose of this section to provide a reasonable and effective mechanism to minimize the risk to human health and property while preventing needless loss of healthy, significant trees and vegetation, especially in critical areas and their buffers.
 - b. For purposes of this section, "Director" means the Director of the Department and his or her designee.
 - c. In addition to other exemptions of SMC 20.50.290 through 20.50.370, a request for the cutting of any tree that is an active and imminent hazard such as tree limbs or trunks that are demonstrably cracked, leaning toward overhead utility lines or structures, or are uprooted by flooding, heavy winds or storm events. After the tree removal, the City will need photographic proof or other documentation and the appropriate application approval, if any. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.
2. Removal of trees and/or ground cover by the City and/or utility provider in situations involving immediate danger to life or property, substantial fire hazards, or interruption of services provided by a utility. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.
 3. Installation and regular maintenance of public utilities, under direction of the Director, except substation construction and installation or construction of utilities in parks or environmentally sensitive areas.
 4. Cemetery graves involving less than 50 cubic yards of excavation, and related fill per each cemetery plot.
 5. Removal of trees from property zoned NB, CB, MB and TC-1, 2 and 3, and MUR-85' unless within a critical area of critical area buffer.

6. Within City-owned property, removal of noxious weeds or invasive vegetation as identified by the King County Noxious Weed Control Board in a wetland buffer, stream buffer or the area within a three-foot radius of a tree on a steep slope is allowed when:

- a. Undertaken with hand labor, including hand-held mechanical tools, unless the King County Noxious Weed Control Board otherwise prescribes the use of riding mowers, light mechanical cultivating equipment, herbicides or biological control methods; and
- b. Performed in accordance with SMC 20.80.085, Pesticides, herbicides and fertilizers on City-owned property, and King County best management practices for noxious weed and invasive vegetation; and
- c. The cleared area is revegetated with native vegetation and stabilized against erosion in accordance with the Department of Ecology 2005 Stormwater Management Manual for Western Washington; and
- d. All work is performed above the ordinary high water mark and above the top of a stream bank; and
- e. No more than 3,000 square feet of soil may be exposed at any one time.

B. Partial Exemptions. With the exception of the general requirements listed in SMC 20.50.300, the following are exempt from the provisions of this subchapter, provided the development activity does not occur in a critical area or critical area buffer. For those exemptions that refer to size or number, the thresholds are cumulative during a 36-month period for any given parcel:

- 1. The removal of up to a maximum of six significant trees (excluding trees greater than 30 inches DBH per tree) in accordance with Table 20.50.310(B)(1) (see Chapter 20.20 SMC, Definitions).

Table 20.50.310(B)(1) – Exempt Trees

Lot size in square feet	Number of trees
Up to 7,200	3
7,201 to 14,400	4
14,401 to 21,780	5

Table 20.50.310(B)(1) – Exempt Trees

Lot size in square feet	Number of trees
21,781 and above	6

2. The removal of any tree greater than 30 inches DBH, or exceeding the numbers of trees specified in the table above, shall require a clearing and grading permit (SMC 20.50.320 through 20.50.370).

3. Landscape maintenance and alterations on any property that involves the clearing of less than 3,000 square feet, or less than 1,500 square feet if located in a special drainage area, provided the tree removal threshold listed above is not exceeded. (Ord. 695 § 1 (Exh. A), 2014; Ord. 640 § 1 (Exh. A), 2012; Ord. 581 § 1 (Exh. 1), 2010; Ord. 560 § 4 (Exh. A), 2009; Ord. 531 § 1 (Exh. 1), 2009; Ord. 434 § 1, 2006; Ord. 398 § 1, 2006; Ord. 238 Ch. V § 5(C), 2000).

Subchapter 6.

Parking, Access and Circulation

20.50.390 Minimum off-street parking requirements – Standards.

A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit. <u>1.0 per dwelling unit in the MUR Zones for single-family attached/townhouse dwellings.</u>
Apartment:	Ten percent of required spaces in multifamily and residential portions of mixed use development must be equipped with electric vehicle infrastructure for units where an individual garage is not provided. ¹

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Studio units:	.75 per dwelling unit
One-bedroom units:	.75 per dwelling unit
Two-bedroom plus units:	1.5 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit

20.50.400 Reductions to minimum parking requirements.

A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:

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 demands.
3. High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking.
4. Conduit for future electric vehicle charging spaces, per National Electrical Code, equivalent to the number of required disabled parking spaces.
5. High-capacity transit service available within a one-half mile radius.

6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.

7. Concurrence with King County Right Size Parking data, census tract data, and other parking demand study results.

8. The applicant uses permeable pavement on at least 20 percent of the area of the parking lot.

B. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.

C. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.

D. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development. (Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

E. A parking reduction of 25 percent will be approved by the Director for multi-family development within ¼ mile of the light rail station. These parking reductions may not be combined with parking reductions identified in Subsection A and D above.

F. Parking reductions for affordable housing may not be combined with parking reductions identified in Subsection A above.

20.50.410 Parking design standards.

A. All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface or pervious concrete or pavers. Any surface used for vehicle parking or storage must have direct and unobstructed driveway access.

B. All vehicle parking and storage for multifamily and commercial uses must be on a paved surface, pervious concrete or pavers. All vehicle parking ~~in the MUZ zone~~ shall be located on the same parcel or same development area that parking is required to serve. Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director.

C. Parking for residential units must be included in the rental or sale price of the unit. Parking spaces cannot be rented, leased, sold, or otherwise be separate from the rental or sales price of a residential unit.

D. ~~C.~~ On property occupied by a single-family detached residence or duplex, the total number of vehicles wholly or partially parked or stored outside of a building or carport shall not exceed six, excluding a maximum combination of any two boats, recreational vehicles, or trailers. This section shall not be interpreted to allow the storage of junk vehicles as covered in SMC 20.30.750.

E. ~~D.~~ Off-street parking areas shall not be located more than 500 feet from the building they are required to serve. Where the off-street parking areas do not abut the buildings they serve, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

1. For all single detached dwellings, the parking spaces shall be located on the same lot they are required to serve;
2. For all other residential dwellings, at least a portion of parking areas shall be located within 100 feet from the building(s) they are required to serve; and
3. For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;
4. No more than 50 percent of the required minimum number of parking stalls may be compact spaces.

Exception 20.50.410(D)(1): In commercial zones, the Director may allow required parking to be supplied in a shared parking facility that is located more than 500 feet from the building it is designed to serve if adequate pedestrian access is provided and the applicant submits evidence of a long-term, shared parking agreement.

20.50.540 Sign design.

A. Sight Distance. No sign shall be located or designed to interfere with visibility required by the City of Shoreline for the safe movement of pedestrians, bicycles, and vehicles.

B. Private Signs on City Right-of-Way. No private signs shall be located partially or completely in a public right-of-way unless a right-of-way permit has been approved consistent with Chapter 12.15 SMC and is allowed under SMC 20.50.540 through 20.50.610.

C. Sign Copy Area. Calculation of sign area shall use rectangular areas that enclose each portion of the signage such as words, logos, graphics, and symbols other than nonilluminated background. Sign areas for signs that project out from a building or are perpendicular to street frontage are measured on one side even though both sides can have copy.

D. Building Addresses. Building addresses should be installed on all buildings consistent with SMC [20.70.250](#)(C) and will not be counted as sign copy area.

E. Materials and Design. All signs, except temporary signs, must be constructed of durable, maintainable materials. Signs that are made of materials that deteriorate quickly or that feature impermanent construction are not permitted for permanent signage. For example, plywood or plastic sheets without a sign face overlay or without a frame to protect exposed edges are not permitted for permanent signage.

F. Illumination. Where illumination is permitted per Table 20.50.540(G) the following standards must be met:

1. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.
2. Opaque cabinet signs where light only shines through copy openings.
3. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.
4. Neon signs.
5. All external light sources illuminating signs shall be less than six feet from the sign and shielded to prevent direct lighting from entering adjacent property.



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

G. Table 20.50.540(G) – Sign Dimensions.

A property may use a combination of the four types of signs listed below.

	All Residential (R) Zones, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , NB, CB and TC-3 (1)	MB, TC-1 and TC-2
MONUMENT Signs:			
Maximum Area Per Sign Face	4 sq. ft. (home occupation, day care, adult family home, bed and breakfast) 25 sq. ft. (nonresidential use, residential subdivision or multifamily development) 32 sq. ft. (schools and parks)	50 sq. ft.	100 sq. ft.
Maximum Height	42 inches	6 feet	12 feet
Maximum Number Permitted	1 per street frontage	1 per street frontage	1 per street frontage
		Two per street frontage if the frontage is greater than 250 ft. and each sign is minimally 150 ft. apart from other signs on same property.	
Illumination	Permitted	Permitted	
BUILDING-MOUNTED SIGNS:			

	All Residential (R) Zones, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Maximum Sign Area	Same as for monument signs	25 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.	50 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.
Maximum Height	Not to extend above the building parapet, soffit, or eave line of the roof. If perpendicular to building then 9-foot clearance above walkway.		
Number Permitted	1 per street frontage	1 per business per facade facing street frontage or parking lot.	
Illumination	Permitted	Permitted	Permitted
UNDER-AWNING SIGNS			
Maximum Sign Area	6 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	12 sq. ft.	
Minimum Clearance from Grade	9 feet		
Maximum Height (ft.)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended		

	All Residential (R) Zones, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Number Permitted	1 per business	1 per business per facade facing street frontage or parking lot.	
Illumination	Prohibited	Permitted	
DRIVEWAY ENTRANCE/EXIT:			
Maximum Sign Area	4 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	8 sq. ft.	
Maximum Height	42 inches	48 inches	
Number Permitted	1 per driveway		
Illumination	Permitted	Permitted	

Exceptions to Table 20.50.540(G):

(1) The monument sign standards for MB, TC-1, and TC-2 apply on properties zoned NB, CB, and TC-3 where the parcel has frontage on a State Route, including SR 99, 104, 522, and 523.

(2) Sign mounted on fence or retaining wall may be substituted for building-mounted or monument signs so long as it meets the standards for that sign type and does not increase the total amount of allowable signage for the property.

H. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area in zones MUR-45', MUR-85', NB, CB, MB, TC-1, TC-2, and TC-3. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

I. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but allowed only in the MUR-45', MUR-85', NB, CB, MB, and TC-1, TC-2, and TC-3 zones subject to the following standards:

1. Maximum one sign per business;
2. Must be directly in front of the business with the business' name and may be located on the City right-of-way where the property on which the business is located has street frontage;
3. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;
4. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;
5. Maximum two feet wide and three feet tall, not to exceed six square feet in area;
6. No lighting of signs is permitted;
7. All signs shall be removed from display when the business closes each day; and
8. A-frame/sandwich board signs are not considered structures.

J. Other Residential Signs. One sign maximum for home occupations, day cares, adult family homes and bed and breakfasts which are located in residential (R) zones, MUR-35' or TC-4 not exceeding four square feet in area is exempt from permit. It may be mounted on the residence, fence or freestanding on the property, but must be located on the subject property and not on the City right-of-way or adjacent parcels. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(B), 2000).

20.50.550 Prohibited signs.

A. Spinning devices; flashing lights; searchlights, electronic changing messages or reader board signs.

Exception 20.50.550(A)(1): Traditional barber pole signs allowed only in MUR-45', MUR-85', NB, CB, MB and TC-1 and 3 zones.

Exception 20.50.550(A)(2): Electronic changing message or reader boards are permitted in CB and MB zones if they do not have moving messages or messages that change or animate at intervals less than 20 seconds, which will be considered blinking or flashing and are not allowed.

B. Portable signs, except A-frame signs as allowed by SMC [20.50.540\(l\)](#).

C. Outdoor off-premises advertising signs (billboards).

D. Signs mounted on the roof.

E. Pole signs.

F. Backlit awnings used as signs.

G. Pennants; swooper flags; feather flags; pole banners; inflatables; and signs mounted on vehicles. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 631 § 1 (Exh. 1), 2012; Ord. 560 § 4 (Exh. A), 2009; Ord. 369 § 1, 2005; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(C), 2000).

20.50.560 Monument signs.

A. A solid-appearing base is required under at least 75 percent of sign width from the ground to the base of the sign or the sign itself may start at grade.

B. Monument signs must be double-sided if the back is visible from the street.

C. Use materials and architectural design elements that are consistent with the architecture of the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-1), 2000).

20.50.570 Building-mounted signs.

A. Building signs shall not cover building trim or ornamentation.

B. Projecting, awning, canopy, and marquee signs (above awnings) shall clear sidewalk by nine feet and not project beyond the awning extension or eight feet, whichever is less. These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-2), 2000).

20.50.580 Under-awning signs.

These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-3), 2000).

20.50.590 Nonconforming signs.

A. Nonconforming signs shall not be altered in size, shape, height, location, or structural components without being brought to compliance with the requirements of this Code. Repair and maintenance are allowable, but may require a sign permit if structural components require repair or replacement.

B. Outdoor advertising signs (billboards) now in existence are declared nonconforming and may remain subject to the following restrictions:

1. Shall not be increased in size or elevation, nor shall be relocated to another location.
2. Shall be kept in good repair and maintained.
3. Any outdoor advertising sign not meeting these restrictions shall be removed within 30 days of the date when an order by the City to remove such sign is given. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(E), 2000).

20.50.600 Temporary signs.

A. General Requirements. Certain temporary signs not exempted by SMC [20.50.610](#) shall be allowable under the conditions listed below. All signs shall be nonilluminated. Any of the signs or objects included in this section is illegal if they are not securely attached, create a traffic hazard, or are not maintained in good condition. No temporary signs shall be posted or placed upon public property unless explicitly allowed or approved by the City through the applicable right-of-way permit. Except as otherwise described under this section, no permit is necessary for allowed temporary signs.

B. Temporary On-Premises Business Signs. Temporary banners are permitted in zones [MUR45](#), [MUR 85](#), NB, CB, MB, TC-1, TC-2, and TC-3 to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

1. Be limited to not more than one sign per business;
2. Be limited to 32 square feet in area;
3. Not be displayed for a period to exceed a total of 60 calendar days effective from the date of installation and not more than four such 60-day periods are allowed in any 12-month period; and
4. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

C. Construction Signs. Banner or rigid signs (such as plywood or plastic) identifying the architects, engineers, contractors or other individuals or firms involved with the construction of a building or announcing purpose for which the building is intended. Total signage area for both new construction and remodeling shall be a maximum of 32 square feet. Signs shall be installed only upon City approval of the development permit, new construction or tenant improvement permit and shall be removed within seven days of final inspection or expiration of the building permit.

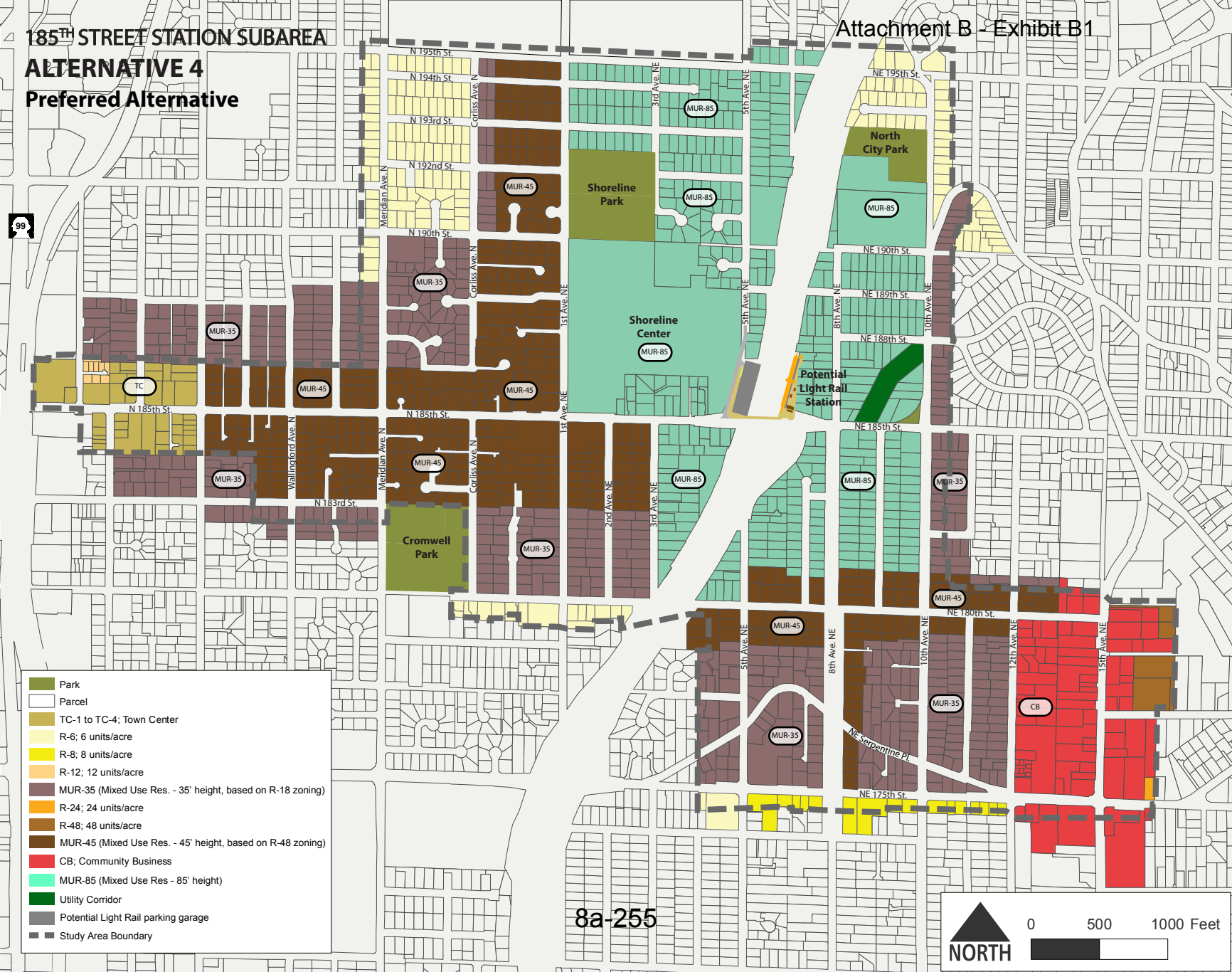
D. Temporary signs in commercial zones not allowed under this section and which are not explicitly prohibited may be considered for approval under a temporary use permit under SMC [20.30.295](#) or as part of administrative design review for a comprehensive signage plan for the site. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(F), 2000).

185TH STREET STATION SUBAREA

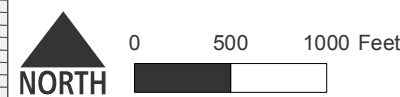
ALTERNATIVE 4

Preferred Alternative

Attachment B - Exhibit B1



- Park
- Parcel
- TC-1 to TC-4; Town Center
- R-6; 6 units/acre
- R-8; 8 units/acre
- R-12; 12 units/acre
- MUR-35 (Mixed Use Res. - 35' height, based on R-18 zoning)
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-45 (Mixed Use Res. - 45' height, based on R-48 zoning)
- CB; Community Business
- MUR-85 (Mixed Use Res - 85' height)
- Utility Corridor
- Potential Light Rail parking garage
- Study Area Boundary



185TH STREET STATION SUBAREA

ALTERNATIVE 4

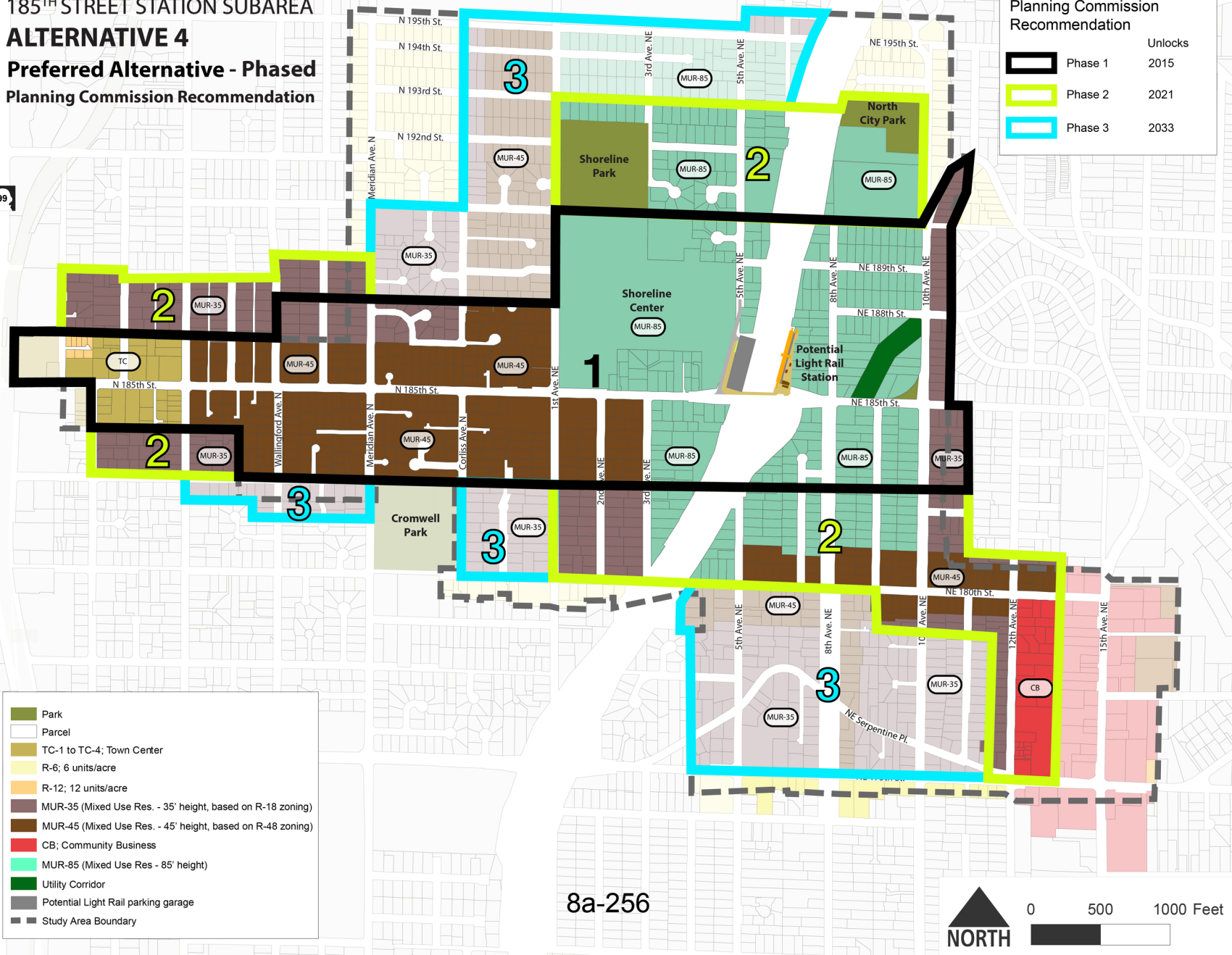
Preferred Alternative - Phased Planning Commission Recommendation

Attachment B - Exhibit B2

Planning Commission Recommendation

	Unlocks
 Phase 1	2015
 Phase 2	2021
 Phase 3	2033

99

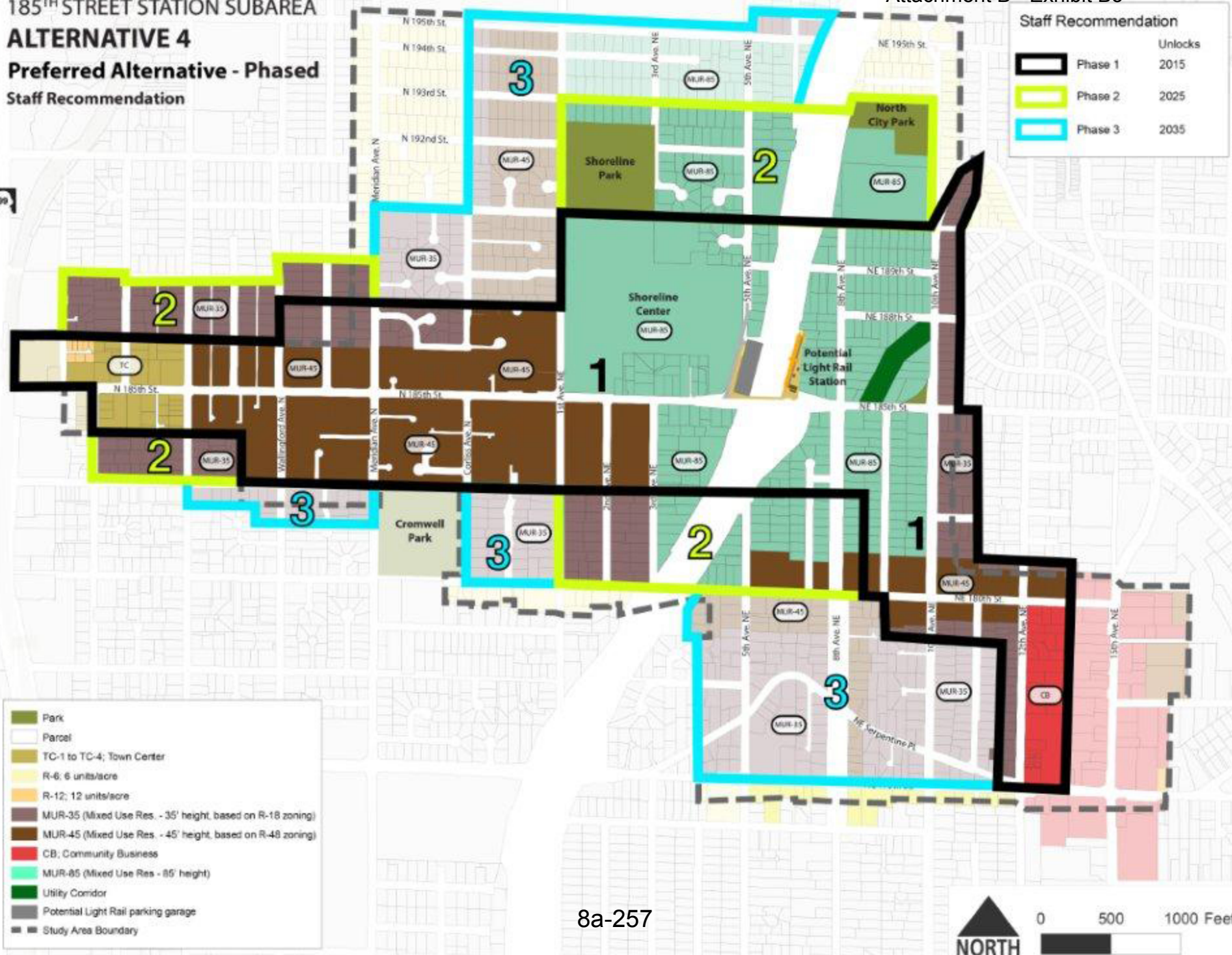


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185TH STREET STATION SUBAREA
ALTERNATIVE 4
Preferred Alternative - Phased
Staff Recommendation



ORDINANCE NO. 707**AN ORDINANCE OF THE CITY OF SHORELINE DESIGNATING A PLANNED ACTION FOR THE 185th STREET STATION SUBAREA PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC), Title 20, to implement the Comprehensive Plan; and

WHEREAS, under the State Environmental Policy Act (SEPA), RCW 43.21C and its implementing regulations, the City may provide for the integration of environmental review with land use planning and project review so as to streamline the development process through the designation of a Planned Action in conjunction with the adoption of a subarea plan; and

WHEREAS, designation of a Planned Action may be for a geographic area that is less extensive than the City's jurisdictional boundaries and serves to expedite the permitting process for subsequent, implementing projects whose impacts have been previously addressed in an Environmental Impact Statement (EIS), and thereby encourages desired growth and economic development; and

WHEREAS, the City prepared the 185th Street Station Subarea Plan after an extensive public participation and review process for preparation of the Subarea Plan, its implementing development regulations, and the establishment of a Planned Action, including open houses, community meetings, study sessions, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City conducted a thorough environmental review of the development anticipated within the 185th Street Station Subarea Plan area, and on June 3, 2014, issued a Draft Environmental Impact Statement (DEIS), that considered the impacts of the anticipated development within the Subarea Plan, provided for mitigations measures, and other conditions to ensure that future development will not create adverse environmental impacts associated with the Planned Action; and

WHEREAS, after allowing for public comment on the DEIS, on November 26, 2014, the City issued the 185th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) which responded to public comment and identifies the impacts and mitigation measures associated with the 185th Street Station Subarea Planned Action; and

WHEREAS, the Planning Commission, after required public notice, on January 15, 2015, held a public hearing on the 185th Street Station Subarea Planned Action, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session on the 185th Street Station Subarea Plan, the implementing regulations, including changes to the City's Land Use and Official Zoning Maps, and the Planned Action, on February 9, 2015, reviewed and accepted the Planning Commission's recommendation and the entire public record; and

WHEREAS, the City Council has determined that the 185th Street Station Subarea is appropriate for designation as a Planned Action and designating this Subarea as such will achieve efficiency in the permitting process thereby encouraging economic growth and development while promoting environmental quality;

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

Section 1. Findings. The 185th Street Station Subarea Planned Action meets the criteria for a planned action as set forth in WAC 197-11-164 for the following reasons:

- A. The City of Shoreline is planning under the Growth Management Act (GMA), RCW 36.70A, and has adopted a Comprehensive Plan and development regulations to implement that Plan.
- B. A subarea plan has been prepared and is concurrently being adopted by the City Council under the provisions of the GMA for the 185th Street Station Subarea. This subarea is located within the City of Shoreline's Urban Growth Area but is limited to a specific geographical area that is less extensive than the City's boundaries.
- C. Concurrent with this Ordinance, with the adoption of Ordinance No. 702 the City is amending its Comprehensive Plan to include the 185th Street Station Subarea Plan and, with the adoption of Ordinance No. 706 is amending the Unified Development Code, SMC Title 20, to implement development regulations specific to this subarea plan.
- D. The designation of the 185th Street Subarea Planned Action is consistent with the goals and policies of the City's Comprehensive Plan.
- E. The City of Shoreline has prepared the 185th Street Station Subarea Draft Environmental Impact Statement (DEIS) and the 185th Street Station Subarea Final Environmental Impact Statement (FEIS), collectively the Planned Action EIS, which identify and adequately addresses the environmental impacts of development in the Planned Action area.

- F. The mitigation measures identified in the Planned Action EIS, attached hereto as **Exhibit A**, together with the City's existing development regulations and concurrently enacted development regulations set forth in Ordinance No. 706, specifically those regulations set forth in SMC Title 20 related to the 185th Street Station Subarea attached hereto as **Exhibit B**, will adequately mitigate significant impacts from development within the Planned Action area.
- G. The 185th Street Subarea Plan and the Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action and emphasize a transit-oriented development consisting of a mix of residential, retail/commercial, office, and public uses..
- H. Future development projects that are determined to be consistent with the Planned Action will protect the environment while benefiting the public and enhancing economic development within the City.
- I. The City has provided for meaningful opportunities for public involvement and review of the 185th Street Station Subarea Plan and the Planned Action EIS process, has considered all comments received, and, as appropriate, has modified the proposed action or mitigation measures in response to comments.
- J. The Planned Action does not include Essential Public Facilities, as defined in RCW 36.70A.200. These types of facilities are excluded from the Planned Action as designated herein and are not eligible for review or permitting as a Planned Action.
- 1. The City, with adoption of this Planned Action, will update the Capital Improvement Program (CIP) to include improvements for the 185th Street/ 10th Avenue NE/ NE 180th Street Corridor.

Section 2. Planned Action Area Designation. The Planned Action Area is hereby defined as that area set forth in the 185th Street Station Subarea Plan, as shown on **Exhibit C** attached hereto.

Section 3. Procedures and Criteria for Evaluating and Determining Projects as Planned Actions.

- A. **Environmental Document.** A Planned Action project determination for a site-specific project application shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in **Exhibit A** of this Ordinance are based upon the findings of the Planned Action EIS and shall, along with the City's Unified Development Code, SMC Title 20, provide the framework the City will use to apply

appropriate conditions on qualifying Planned Action projects with the Planned Action Area.

- B. Planned Action Project Designation.** Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Section 3(C) of this Ordinance and the mitigation measures contained in Exhibit A of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Section 3(C) of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

C. Planned Action Qualifications.

The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: A land use can qualify as a Planned Action Project land use when:

- i. it is within the Planned Action Area as shown in Exhibit C of this Ordinance;
- ii. it is within one or more of the land use categories studied in the EIS: residential, retail/commercial, office, public use; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(b) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: roads designed for the planned action, stormwater, utilities, parks, trails, and similar facilities developed consistent with the Planned Action EIS mitigation measures, City and special district design standards, critical area regulations, and the Shoreline Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

NOTE: Table detailing thresholds being produced; Table will be based on FEIS Table 3.2-13 Estimated 20-year and Build-Out Population, Household, and Employment Projections; FEIS Table 3.2-14 Project Net Increases. See FEIS, at Pages 3-90 – 3-91.

(b) Shifting development amounts between land uses in identified in Subsection 3(C)(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit B of this Ordinance.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds.

NOTE: Table detailing thresholds being produced; Table will be based on FEIS Table 3.3-4 Percentage of Trips by Mode; FEIS Table 3.3-6 Average Daily Traffic Volumes and PM Peak Period Congestion for the Full Build-out of Alternative 4 – Preferred Alternatives. See FEIS, at Pages 3-125, 3-130.

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets. Applicants shall be required to provide documentation that the project meets concurrency standards.

(c) Access and Circulation. All Planned Action Projects shall meet access standards established in SMC 20.60.150 Adequate Access.

(d) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Shoreline Municipal Code.

iii. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

D. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:

(a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;

(b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 3(C) of this Ordinance;

(c) the project is within the Planned Action thresholds and other criteria of Subsection 3(C) of this Ordinance;

(d) the project is consistent with the Shoreline Comprehensive Plan including the policies of the 185th Street Station Subarea Plan and the Shoreline Municipal Code;

(e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit A of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;

(g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

(2) The City shall base its decision to qualify a project as a Planned Action Project on review of a standard SEPA Environmental Checklist form, unless the City later elects to develop a specialized form for this Planned Action, and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

E. Effect of Planned Action Designation.

(1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3(C) and 3(D) and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

F. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

(1) Development applications shall meet all applicable requirements of the Shoreline Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.

(2) Applications for Planned Action Projects shall:

(a) be made on forms provided by the City;

(b) include a SEPA Environmental Checklist;

(c) include a conceptual site plan pursuant to SMC 20.30.315 Site Development Permit; and

(d) meet all applicable requirements of the Shoreline Municipal Code and this Ordinance.

(3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.

(4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in SMC Chapter 20.30 Procedures and Administration, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant

SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

(6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(7) A Determination of Consistency or Inconsistency is a Type A land use decision and may be appealed pursuant to the procedures established in Chapter 20.30 SMC. An appeal of a Determination of Consistency shall be consolidation with any pre-decision or appeal hearing on the underlying project application.

Section 4. Mitigation Measures for the 185th Street Station Subarea Planned Action.

Any proposed project within the Planned Action Area must be consistent with the City's Unified Development Code, Title 20, specifically those provisions expressly related to the 185th Street Station Subarea Plan, and the mitigation measures set forth in Exhibit A, attached hereto.

Section 5. Monitoring and Review of Planned Action.

- A. The City shall monitor the progress of development in the 185th Street Station Planned Action area to ensure that it is consistent with the assumptions of this Ordinance, the Subarea Plan, and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the 185th Street Station Subarea.
- B. The Planned Action shall be reviewed by the SEPA Responsible Official no later than ten (10) years from the effective date of this ordinance and every ten (10) years thereafter. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and the effectiveness of required mitigation measures. Based upon this review, the City may propose amendments to this Planned Action or may supplement or review the Planned Action EIS.

Section 6. 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 7. Effective Date of Publication. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five (5) days after publication.

PASSED BY THE CITY COUNCIL ON FEBRUARY 23, 2015.

Shari Winstead
Mayor

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____

Effective Date: _____

ATTACHMENT C, EXHIBIT A

185TH STREET STATION SUBAREA PLAN PLANNED ACTION MITIGATION MEASURES

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that may have adverse impacts upon the environment.

In order to meet SEPA requirements, the City of Shoreline issued the Draft 185th Street Station Subarea Planned Action Environmental Impact Statement on June 9, 2014, and the Final Environmental Impact Statement on November 20, 2014. The Draft Environmental Impact Statement and the Final Environmental Impact Statement are referenced collectively herein as the “EIS.” The EIS has identified probable significant impacts that would occur with the future development of the Planned Action area, together with a number of potential measures to mitigate those significant impacts.

The purpose of this Mitigation Document is to establish specific mitigation measures for qualified Planned Action development proposals, based upon significant impacts identified in the EIS. The mitigation measures would apply to future development proposals that are consistent with the Planned Action development envelope reviewed in the EIS and that are located within the Planned Action area (see Exhibit A).

USE OF TERMS

As several similar terms are used in this Mitigation Document, the following phrases or words are defined briefly:

SEPA Terms

The discussion of mitigation measures may refer to the word’s action, planned action, or proposal, and for reference these terms are identified below.

- “Action” means projects or programs financed, licensed, regulated, conducted or approved by an Agency. “Project actions” involve decisions on a specific project such as a construction or management activity for a defined geographic area. “Non-project” actions involve decisions about policies, plans or programs. (see WAC 197-11-704)
- “Planned Action” refers to types of project actions that are designated by ordinance for a specific geographic area and addressed in an EIS, including any Addendum, in conjunction with a comprehensive plan or subarea plan, a fully contained community, a master planned resort, a master planned development or phased project. (see WAC 197-11-164)
- “Proposal” means a proposed action that may be an action and regulatory decision of an agency, or any action proposed by applicants. (see WAC 197-11-784)

Other Terms

The Planned Action area may be referred to as the 185th Street Station Subarea Planned Action area, project site, or project area in this document.

General Interpretation

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure is mandatory in order to qualify a project as a Planned Action. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action and/or to reduce transportation mitigation impact fees.

Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

DEVELOPMENT PROPOSED UNDER THE PLANNED ACTION

The proposal reviewed in the EIS included designation of the 185th Street Station Subarea as a Planned Action area for the purposes of State Environmental Policy Act (SEPA) compliance, pursuant to RCW 43.21C.440 and WAC 197-11-164, and adoption of amendments to the Development Code addressing form-based zoning, parking standards and design standards, and the development projects that implement the Planned Action. The Planned Action designation would encourage the creation of walkable, Transit Oriented Communities, and with a mix of housing opportunities, employment, retail and other community amenities. Under this Planned Action, redevelopment in the period through 2035 would add between 502 and 928 new jobs and between 1,140 to 2,190 new housing units in the Planned Action area. The Planned Action area is shown in Exhibit A.

MITIGATION

Based on the EIS, which is incorporated by reference, this Mitigation Document summarizes significant adverse environmental impacts that are anticipated to occur in conjunction with the development of planned action projects in the next 20 years. Mitigation measures, identified in the EIS, are reiterated here for inclusion in conjunction with proposed projects to mitigate related impacts and to qualify as Planned Action projects.

Consistency review under the Planned Action, site plan review, and other permit approvals will be required for specific development actions under the Proposed Action pursuant to WAC 197-11-172. Additional project conditions may be imposed on planned action projects based upon the analysis of the Planned Action in relationship to other City, state or federal requirements or review criteria.

Any applicant for a project within the Planned Action area may propose alternative mitigation measures, if appropriate and/or as a result of changed circumstances, in order to allow equivalent substitute mitigation for identified impacts. Such modifications would be evaluated by the City SEPA Official prior to any project approvals by the City.

As permitted by WAC 197-11-660, it is recognized that there may be some adverse impacts that are unavoidable because reasonable or feasible mitigation cannot be achieved for the Planned Action.

The combination of regulations applicable to each element of the environment and mitigation measures identified in the EIS and documented in this Mitigation Document that are applied to any planned action proposal will adequately mitigate all significant environmental impacts associated with Planned Action proposals.

Mitigation measures are provided below for each element of the environment analyzed in the EIS.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The EIS identifies a summary of impacts and mitigation measures for land use, population/housing/employment, multi-modal transportation, public services, and utilities. Please refer to the Draft and Final EIS for complete text associated with each element of the environment. The following is a summary of impacts and the mitigation measures applicable to impacts on each element of the environment.

Land Use Mitigation Measures

Summary of Impacts

The preferred alternative would result in the greatest extent of change, covering the most geographic area. Current land use patterns would be altered from predominantly single family to mixed use, multi-family, and attached single family, along with some neighborhood supporting retail and employment uses (less than under Alternative 3; more than under Alternative 2). The preferred alternative would preserve some areas of single family in the subarea, but less than under Alternative 3 and 2.

Intensity of land use including density, building height, and mass of urban form would be greater under the preferred alternative than under Alternatives 3 and 2. Potential impacts to land use compatibility between new and existing land uses would require mitigation.

Applicable Regulations and Commitments

Development under the Planned Action will be required to comply with the Development Code regulations identified in SMC 20.50. Applicable standards include dimensional standards, uses, site design standards, building design standards, and landscaping. Redevelopment that complies with these guidelines would, in many cases, represent an improvement over existing land use compatibility.

Mitigation Measures

Change will occur incremental over many decades. Proactive planning and capital investments will support the implementation of the adopted Station Subarea Plan over time. The City will update the Shoreline Municipal Code Title 20, the Development Code, to encourage best design practices and design features that enhance the neighborhood and provide a suitable transition between uses. Potential implementation of phased zoning may provide more focus and predictability for the first stages of change.

Population, Housing and Employment

Summary of Impacts

The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives. In the first 20-years, population is projected to grow between 2,916 people and 5,399 people.

At full build-out, more capacity for affordable housing and housing choices would be present over the long term in the preferred alternative.

The preferred alternative provides fewer employment opportunities than under Alternative 3, but still provides significant capacity for employment growth to help meet City's targets and balance the jobs-to-housing ratio

Applicable Regulations and Commitments

Development under the Planned Action will be required to comply with the Development Code regulations identified in SMC 20.50. Applicable standards include the use table in SMC 20.40.160 which identifies which uses are allowed in the MUR Zones.

Mitigation Measures

Population is expected to grow incrementally over many decades. Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan will occur over time. The City will update the Shoreline Municipal Code Development Code standards to encourage a greater level of affordable housing, housing choices, and expand uses allowed in the Station Subarea. The potential implementation of phased zoning will be explored to provide more focus and predictability for initial decades of growth.

Transportation Mitigation Measures

Summary of Impacts

By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station.

The most heavily traveled routes for traffic would be N-NE 185th Street, Meridian Avenue N, and NE 175th Street from Meridian to Interstate 5; volumes on N-NE 185th Street may reach 20,000 vehicles per day (compared to current daily volumes of 9,700).

At Build-Out: 23,554 new households and 15,340 new employees would generate additional trips (to the total of 20,111 peak PM trips).

Applicable Regulations and Commitments

Development will comply with the City's development standards with regards to street improvements in the City's Municipal Code and Engineering Standards.

Mitigation Measures

By 2035 or earlier:

- Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects
- N-NE 185th Street: two-way left-turn lane
- Meridian Ave N: two-way left-turn lane
- N 185th St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket
- Expanded turn pocket lengths for Meridian Ave N and 175th St intersection
- Intersection improvements at 15th Avenue NE and NE 175th St Intersection

By 2035:

- Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185th Street, Meridian Avenue N, and other key corridors
- Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures
- Develop specific N-NE 185th corridor plan to prepare for redevelopment
- Continue to monitor traffic volumes on N-NE 185th Street on a bi-annual basis to identify changes in congestion patterns
- Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street
- Expand signal coordination and other intelligent transportation systems (ITS) strategies
- Consistent with the TMP, reconfigure the N 185th Street/Meridian Avenue N intersection
- Provide protected/permitted phasing for NB and SB left-turn movements at N 185th Street and Meridian Avenue N

- Signalization of the intersections along N-NE 185th Street at 5th Avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023
- As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE
- Consistent with the TMP, reconfigure the N 175th Street/Meridian Avenue N intersection
- NE 175th Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation
- Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street
- Consistent with the TMP, reconstruct 5th/7th Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175th Street NE to NE 185th Street and 5th Avenue NE from NE 185th Street to NE 195th Street
- Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns
- Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes
- Consistent w/ TMP, install sidewalks on both sides of 10th Avenue NE from NE 175th St to NE 195th St
- Consistent with the TMP, install sidewalks on both sides of NE 180th Street from 15th to 10th Ave NE
- Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station
- Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood
- Work with Sound Transit on the N-NE 185th Street bridge improvements with a focus on multi-modal access and safety

Parking management strategies:

- Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers
- Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use
- Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking
- Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply

- If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply

Traffic calming:

- Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program

Transit service improvements:

- As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185th Street corridor to ensure transit vehicles can operate efficiently through the study area.
- Strategies the city may employ include construction of signal priority systems, queue jumps and bus bulbs.
- Target potential chokepoints along N-NE 185th Street for these improvements, such as Meridian Avenue N and/or 5th Avenue NE.
- Evaluate the potential signalization of NE 185th Street and 7th Avenue NE to allow for efficient access of busses into and out of the light rail station.

Pedestrian & Bicycle Facilities (In addition to above):

- Evaluate potential improvements on N-NE 185th from the Interurban Trail to the station including cycle tracks
- Coordinate with Sound Transit on bike facilities at the station
- Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects
- Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station
- See Perkins Way recommendation above
- Install bike lanes on 10th Avenue NE
- Consider opportunity to implement bike sharing program and additional bike storage near station

To Serve Build-Out Growth:

- Additional through-lanes along N/NE 185th Street from 10th Avenue NE to Aurora Avenue N
- Additional right-turn pockets for the eastbound and westbound approaches along N 185th Street at the intersection with Meridian Avenue N

- Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175th Street and N 205th Street with a right-turn pocket on the northbound approach to N 185th Street
- Dual left-turn pockets for the southbound approach at 1st Avenue NE and NE 185th Street
- Right-turn pocket for the westbound approach at 5th Avenue NE and NE 185th Street
- Two-way left-turn lane along 5th Avenue NE between NE 175th Street and NE 185th Street
- Dual left-turn pocket for eastbound approach at 15th Avenue NE and NE 175th Street
- Northbound right-turn lane at N 175th Street and Meridian Avenue N
- Signalization of the following intersections:
 - NE 185th Street and 5th Avenue NE
 - NE 185th Street and 7th Avenue NE
 - NE 185th Street and 10th Avenue NE
- Signalization or roundabout conversion of the following intersection:
 - NE 180th Street and 10th Avenue NE
- To Serve Build-Out, Cont'd:
 - Widening of the 5th Avenue NE and NE 175th Street intersection to facilitate bus turns from EB NE 175th St to NB 5th Avenue NE. Only smaller buses can make the turn today
 - NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation

Other Mitigation Measures:

- Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program
- Continue to support transit service mitigation measures as needed
- Implement programs such as bike sharing and car sharing programs working with service providers
- Continue to require and implement pedestrian and bicycle facilities and improvements

Public Services Mitigation Measures

Summary of Impacts

Schools:

By 2035:

723-893 elementary students

223-276 middle school students

522-646 high school students

At Build-Out:

7,891 elementary students

2,439 middle school students

5,703 high school students

Parks, recreation, and open space

By 2035:

Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park

At Build-Out:

Would generate demand for nine to ten new neighborhood parks and possibly other facilities to be monitored and evaluated over time

Police

By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space

At Build-Out

Up to 41 new commissioned officers, as well as more equipment, vehicles and facilities/space

Fire and emergency services

By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase)

At Build-Out:

Increase to an additional 4,859 to 6,089 annual calls

Solid waste

By 2035: 3,418 to 6,327 more people; 32,813 to 60,739 additional pounds of waste management per week

At Build-Out: 62,477 more people; 599,779 additional pounds of waste management per week

City/municipal services

By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees

At Build-Out: 48,585 more people would require 122 FTE City employees

Museum, library, postal, and human services

By 2035: 5.3 percent to 9.9 percent increase in demand for services

At Build-Out: 88.7 percent increase in demand for services; a new library or satellite library may be needed

Mitigation Measures

- Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades

- Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities
- Consider the need for potential increases in fees for services to address growth
- In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.)

Utilities Mitigation Measures

Summary of Impacts

Water

5,120,637 total gallons per day

Compared to 669,180 current usage

Wastewater

661% increase in demand for service compared to current service level

Surface Water

37% increase in surface water/303.10 cfs

Electricity

699% increase in demand for electricity; undergrounding

Natural Gas

Major increase in demand

Communications

Major increase in demand

Mitigation Measures

Water

By 2035:

- Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning
- Evaluate/verify long-term storage and facilities needs
- Upgrade 8,610 linear feet (LF) of 12" water mains, valves, and hydrants in the North City Water District
- Upgrade 3,030 LF of 12" water mains and 1,480 of 8" water mains, as well as valves and hydrants in the Seattle Public Utilities (SPU) system

To Serve Build-Out:

- Upgrade 36,969 LF of 12" and 317 LF 8" mains, as well as valves & hydrants in the North City Water District

- Upgrade 30,515 LF of 12” and 5,485 LF of 8” mains, as well as valves and hydrants in the SPU system

Wastewater

By 2035:

- Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning
- Upgrade 9,450 LF of 18” or larger mains, and 648 LF of 12” to 15” mains; upsize lift station #15

To Serve Build-Out:

- As the service provider, the City would need to upgrade 30,777 LF of 18” or larger and 26,584 LF of 12” to 15” mains and other facilities
- Upsize Lift Stations # 8, 14, and 15
- Implement already planned improvements including comprehensive plan items and update plans

Surface water

By 2035:

- Upgrade 2,617 LF of 24” pipe, 20,422 of 18” pipe, and 4,257 of 12” pipe
- Upsize MC03 pump station
- Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by DOE
- Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment

To Serve Build-Out

- Upgrade 4,317 LF of 24” pipe, 35,673 of 18” pipe, and 11,302 of 12” pipe
- Upsize MC03 & Serpentine pump stations
- Continue to encourage greater levels of LID and green stormwater infrastructure than Required by Code

Electricity, Natural Gas, and Communications

To Serve 2035 and Build-Out Growth:

- Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades
- Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities
- Consider the need for potential increases in fees for services to address growth
- Explore district energy options and incentivize green building

- Behavioral changes may offset some demand for services

Advisory Note

The Planned Action EIS did not list all potential applicable code requirements, but identified the key code requirements that would act to mitigate identified environmental impacts. It is assumed that all applicable federal, state, and local regulations will be applied.

185th Street Light Rail Station Development Regulations

Chapter 20.10 General Provisions

20.10.020 Purpose.

It is the purpose of this Code to:

- Promote the public health, safety, and general welfare;
- Guide the development of the City consistent with the Comprehensive Plan;
- Carry out the goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Encourage high standards of development;
- Prevent the overcrowding of land;
- Provide adequate light and air;
- Provide for planned areas of Transit Oriented Communities around light rail stations and along other high-capacity transit corridors. ~~Avoid excessive concentration of population;~~
- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between man and his environment;
- Promote efforts which will prevent or eliminate damage to the environment and biosphere;
- Protect the functions and values of ecological systems and natural resources important to the public; and
- Encourage attractive, quality construction to enhance City beautification. (Ord. 324 § 1, 2003; Ord. 238 Ch. I § 2, 2000).

Chapter 20.20 Definitions

20.20.010 A definitions.

Affordable Housing

Housing reserved for occupancy to households whose annual income does not exceed a given percent of the King County median income, adjusted for household size, and has housing expenses no greater than thirty percent (30%) of the same percentage of median income. For the purposes of Title 20, the percent of King County median income that is affordable is specified in SMC 20.40.235.

20.20.012 B definitions

Built Green™

Built Green™ is a residential green building program of the Master Builders Association developed in partnership with King and Snohomish Counties. The program provides builders, developers and consumers with easy-to-understand rating systems that quantify environmentally preferable building practices for the remodeling or construction of homes, multi-family units, and community developments. Based on the green building scores received, a home is classified as a three-, four- or five-star Built Green™ project.

20.20.016 D definitions.

Development Agreement

Development Agreement means a contract between the City and an applicant having ownership or control of property, or a public agency which provides an essential public facility. The purpose of the Development Agreement is to set forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of real property within the City for the duration specified in the agreement and consistent with the applicable goals and policies in the Comprehensive Plan.

Dwelling, Live/Work

Live-work unit means a structure or portion of a structure: (1) that combines a commercial activity that is allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household; (2) where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed; and (3) where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

20.20.024 H definitions.

Housing Expenses, Ownership Housing

Includes mortgage and mortgage insurance, property taxes, property insurances and homeowner's dues.

Housing Expenses, Rental Housing

Includes rent, parking and appropriate utility allowance.

Household Income

Includes all income that would be included as income for federal income tax purposes (e.g. wages, interest income) from all household members over the age of eighteen (18) that reside in the dwelling unit for more than three (3) months of the year.

20.20.032 L definitions

Leadership in Energy and Environmental Design (LEED): The LEED Green Building Rating System™ is a consensus-based national standard for developing high-performance, sustainable buildings. The U.S. Green Building Council (USGBC) offers this rating system, which certifies projects as LEED Certified, Silver, Gold, or Platinum based on the number of points achieved. LEED rating systems are available for new construction, existing buildings, homes, schools, healthcare facilities, tenant improvements, and neighborhood developments.

Light Rail Transit Facility: means a structure, rail track, equipment, maintenance base or other improvement of a light rail transit system, including but not limited to ventilation structures, traction power substations, light rail transit stations parking garages, park-and-ride lots, and transit station access facilities.

Light Rail Transit System: means a public rail transit line that provides high-capacity, regional transit service owned or operated by a regional transit authority authorized under Chapter 81.112 RCW.

20.20.034 M definitions.

Median Income: The median income for King County as most recently determined by the Secretary of Housing and Urban Development (HUD) under Section 8(f)(3) of the United States Housing Act of 1937, as amended.

Microapartments: Microapartments are defined as a structure that contains single room living spaces with a maximum floor area of 350 square feet. These spaces contain a private bedroom and may have private bathrooms and kitchenettes (microwaves, sink, and small refrigerator). Full scale kitchens are not included in the single room living spaces. These single room living spaces share a common full scale kitchen (stove, oven, full sized or multiple refrigeration/freezers); and may share other common areas such as bathroom and shower/bath facilities; recreation/eating space.

20.20.048 T definitions

Transfer of Development Rights

The transfer of development rights program is to provide a voluntary, incentive-based process for permanently preserving rural resource and Urban Separator lands that provide a public benefit. The TDR provisions are intended to supplement land use regulations, resource protection efforts and open space acquisition programs and to encourage increased residential development density, especially inside cities, where it can best be accommodated with the least impacts on the natural environment and public services.

Chapter 20.30

Procedures and Administration

20.30.070 Legislative decisions.

These decisions are legislative, nonproject decisions made by the City Council under its authority to establish policies and regulations regarding future private and public developments, and management of public lands.

Table 20.30.070 – Summary of Legislative Decisions

Decision	Review Authority, Public Hearing	Decision Making Authority (in accordance with State law)	Section
1. Amendments and Review of the Comprehensive Plan	PC ⁽¹⁾	City Council	20.30.340
2. Amendments to the Development Code	PC ⁽¹⁾	City Council	20.30.350
<u>3. Development Agreements</u>	<u>PC⁽¹⁾</u>	<u>City Council</u>	<u>20.30.355</u>

⁽¹⁾ PC = Planning Commission

Legislative decisions include a hearing and recommendation by the Planning Commission and action by the City Council.

The City Council shall take legislative action on the proposal in accordance with State law.

There is no administrative appeal of legislative actions of the City Council but such actions may be appealed together with any SEPA threshold determination according to State law. (Ord. 581 § 1 (Exh. 1), 2010; Ord. 406 § 1, 2006; Ord. 339 § 5, 2003; Ord. 238 Ch. III § 3(d), 2000).

20.30.355 Development Agreement (Type L).

A. Purpose: To define the development of property in order to implement framework goals to achieve the City's adopted vision as stated in the Comprehensive Plan. A Development Agreement is permitted in all zones and may modify development standards contained in SMC 20.50. A Development Agreement in the MUR-85' zone may be approved to allow increase development potential above the zoning requirements in SMC 20.50.

B. Development Agreement Contents (General): A Development Agreement shall set forth the development standards and other provisions that shall apply to govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement (RCW 36.70B.170). Each Development Agreement approved by the City Council shall contain the development standards applicable to the subject real property. For the purposes of this section, "development standards" includes, but is not limited to:

1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;
2. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;
3. Mitigation measures, development conditions, and other requirements under Chapter 43.21C RCW;
4. Design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features;
5. Affordable Housing Units.
6. Parks and open space preservation;
7. Phasing of development;

8. Review procedures and standards for implementing decisions;

9. A build-out or vesting period for applicable standards;

10. Any other appropriate development requirement or procedure;

11. Preservation of significant trees; and

12. Connecting, establishing, and improving non-motorized access.

C. Decision Criteria. A Development Agreement (General Development Agreement and Development Agreements in order to increase height above 85 feet) may be granted by the City only if the applicant demonstrates that:

1. The project is consistent with goals and policies of the Comprehensive Plan. If the project is located within a Subarea Plan, then the project shall be consistent with the goals and policies of the Subarea Plan.

2. The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design.

3. There is either sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

4. There is either sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

5. The Development Agreement proposal contains architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic

management and multimodal transportation improvements and other features that minimize conflicts and create transitions between the proposal site and property zoned R-4, R-6, R-8 or MUR-35'.

D. Development Agreement Contents for Property Zoned MUR-85' in order to increase height above 85 feet: Each Development Agreement approved by the City Council for property zoned MUR-85' for increased development potential above the provision of the MUR-85' Zone shall contain the following:

1. Twenty percent (20%) of the housing units constructed onsite shall be affordable to those earning less than sixty percent (60%) of the median income for King County adjusted for household size. The units shall remain affordable for a period of no less than 50 years. The number of affordable housing units may be decreased to ten percent (10%) if the level of affordability is increased to fifty percent (50%) of the median income for King County adjusted for household size. A fee in lieu of constructing the units may be paid upon authorization of the City's affordable housing program instead of constructing affordable housing units onsite. The fee will be specified in SMC Title 3.

2. Entire development is built to LEED Platinum standards.

3. Structured parking for at least ninety percent (90%) of the required parking spaces for a development. Structured parking includes underground parking, under-building parking and above-ground parking garage. Unstructured parking shall be located interior to the site.

4. An agreement to purchase Transfer of Development Rights (TDR) credits at a rate of \$5,000 per unit up to a maximum of 50 TDRs per development agreement as authorized by the City Council and not to exceed Shoreline's allocation of TDR credits.

5. Applicant shall dedicate park space sufficient to accommodate each projected resident, to be determined by a formula to be established by rule in consultation with the Parks Board. Dedicated space must be open and accessible to the public from a public street.

6. Development Agreements in MUR-85' shall include at least two (2) of the following components and may not be combined:

a. Entire site uses combined heat and power infrastructure or district energy as defined by....

b. Commercial space of at least 40,000 square feet.

c. 30 percent (30%) of the ground floor area for neighborhood amenities that may include; areas open and accessible for the community, office space for non-profit organizations, an eating or drinking establishment, or other space that may be used for community functions.

d. Two percent (2%) of the building construction valuation shall be paid by the property owner/developer to the City to fund public parks, open space, art, or other recreational opportunities open and accessible to the public within the station subarea as defined in the City's Parks, Recreation, and Open Space Plan.

e. Provide additional off-site frontage improvements (as required by the Engineering Development Manual) that connect a proposed development to amenities near the subject project. Amenities may include transit stops, light rail station, commercial uses, etc.

f. Providing street-to-street dedicated public access. Examples include an alley, pedestrian/bicycle path, or other nonmotorized vehicle trail.

E. Development Agreement Approval Procedures: The City Council may approve Development Agreements through the following procedure:

1. A Development Agreement application incorporating the elements stated in subsection B of this section may be submitted by a property owner with any additional related information as determined by the Director. After staff review and SEPA compliance, the Planning Commission shall conduct a public hearing on the application. The Planning Commission shall then make a recommendation to the City Council ~~review the application~~ pursuant to the criteria set forth in SMC 20.30.355(D) and the applicable goals and policies of the Comprehensive Plan. The City Council shall approve, approve with additional conditions, or deny the Development Agreement. The City Council shall approve the Development Agreement by ordinance or resolution:

2. Recorded Development Agreement: Upon City Council approval of a Development Agreement under the procedure set forth in subsection E of this section, the property owner shall execute and record the Development Agreement with the King County Recorder's Office to run with the land and bind and govern development of the property.

Chapter 20.40 Zoning and Use Provisions

20.40.010 Purpose.

The City is divided into zones established in this Code for the following purpose:

A. To provide for the geographic distribution of land uses into zones those reflect the goals and policies of the Comprehensive Plan.

B. To maintain a stability in land use designation with similar characteristics and level of activity through the provisions of harmonious groupings of zones together.

C. To provide and efficient and compatible relationship of land uses and zones. (Ord. 238 Ch. IV § 1(A), 2000).

D. To facilitate the redevelopment of the light rail station subareas in a manner that encourages a mix of housing, employment and other uses that support the light rail stations.

20.40.020 Zones and map designations.

B. 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) <u>Mixed-Use Residential 35', 45', and 85' (Numerical designator relating to height in feet)</u>
NONRESIDENTIAL	
Neighborhood Business	NB
Community Business	CB
Mixed Business	MB
Campus	CCZ, FCZ, PHZ, SCZ ¹

Town Center District	TC-1, TC-2, TC-3, TC-4
Planned Area	PA

20.40.046 Mixed-use residential (MUR) zones.

A. The purpose of the mixed-use residential (MUR) zones (MUR-35', MUR-45', and MUR-85') is to provide for a mix of predominantly multi-family development ranging in height from 35 feet to 85 feet in appropriate locations with other non-residential uses that are compatible and complementary.

B. Specific mixed-use residential zones have been established to provide for attached single-family residential, low-rise, mid-rise and high-rise multi-family residential. The mixed use residential zones also provide for commercial uses, retail, and other compatible uses within the light-rail station subareas.

C. Affordable housing is required in the MUR-45' and MUR-85' zone. Refer to SMC 20.40.235 for Affordable Housing Light Rail Station Subarea requirements.

D. 4-Star Built Green construction is required in the MUR Zones.

E. All development within the MUR-85' zone that seeks additional height and alternative development standards shall be governed by a Development Agreement as provided in SMC 20.30.355.

20.40.050 Special districts.

A. **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 3: Aldercrest (PA 3).** Any development in PA 3 must comply with the standards specified in Chapter 20.93 SMC. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 8, 2011; Ord. 598 § 5, 2011; Ord. 507 § 4, 2008; Ord. 492 § 4, 2008; Ord. 338 § 3, 2003; Ord. 281 § 5, 2001; Ord. 238 Ch. IV § 1(E), 2000).

B. **185th Street Light Rail Station Subarea Plan.** The 185th Street Light Rail Station Subarea Plan establishes three zoning phases. Phase 1 zoning is delineated and shown on the City's official zoning map. Phase 2 and 3 zoning is shown by an overlay. Property within the Phase 2 overlay will be automatically rezoned 10 years after

adoption of Ordinance 702 (March 1, 2025). Phase 3 will be automatically rezoned 10 years after Phase 2 (March 1, 2035).

Table 20.40.160 Station Area Uses

<u>NAICS #</u>	<u>SPECIFIC LAND USE</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'</u>
<u>Residential</u>				
	<u>Accessory Dwelling Unit</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Affordable Housing</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Apartment</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Bed and Breakfasts</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Boarding House</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Duplex, Townhouse, Rowhouse</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Home Occupation</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Hotel/Motel</u>			<u>P</u>
	<u>Live/Work</u>	<u>P-i</u>	<u>P</u>	<u>P</u>
	<u>Microhousing</u>			

	<u>Single-Family Attached</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Single-Family Detached</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Tent City</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
<u>Commercial</u>				
<u>NAICS #</u>	<u>SPECIFIC LAND USE</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'</u>
	<u>Book and Video Stores/Rental</u> <u>(excludes Adult Use Facilities)</u>	<u>P (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P (Adjacent to</u> <u>Arterial</u> <u>Street)</u>	<u>P</u>
	<u>Collective Garden</u>			
	<u>Houses of Worship</u>	<u>C</u>	<u>C</u>	<u>P</u>
	<u>Daycare I Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Daycare II Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Eating and Drinking</u> <u>Establishments (Excluding</u> <u>Gambling Uses)</u>	<u>P-i</u> <u>(Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i</u>

	<u>General Retail Trade/Services</u>	<u>P-i</u> <u>(Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i</u>
	<u>Individual Transportation and</u> <u>Taxi</u>			<u>P -A</u>
	<u>Kennel or Cattery</u>			<u>C -A</u>
	<u>Mini-Storage</u>		<u>C -A</u>	<u>C -A</u>
	<u>Professional Office</u>	<u>P-i</u> <u>(Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P</u>
	<u>Research, Development and</u> <u>Testing</u>			
	<u>Veterinary Clinics and Hospitals</u>			<u>P-i</u>
	<u>Wireless Telecommunication</u> <u>Facility</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
<u>Education, Entertainment, Culture, and Recreation</u>				
	<u>Amusement Arcade</u>		<u>P -A</u>	<u>P -A</u>

	<u>Bowling Center</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>College and University</u>			<u>P</u>
	<u>Conference Center</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Elementary School, Middle/Junior High School</u>	<u>C</u>	<u>C</u>	<u>P</u>
	<u>Library</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Museum</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Outdoor Performance Center</u>		<u>P -A</u>	<u>P -A</u>
	<u>Parks and Trails</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Performing Arts Companies/Theater (excludes Adult Use Facilities)</u>		<u>P -A</u>	<u>P -A</u>
	<u>School District Support Facility</u>		<u>C</u>	<u>C</u>

	<u>Secondary or High School</u>	<u>C</u>	<u>C</u>	<u>P</u>
	<u>Specialized Instruction School</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Sports/Social Club</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Vocational School</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
<u>Government</u>				
	<u>Fire Facility</u>		<u>C-i</u>	<u>C-i</u>
	<u>Police Facility</u>		<u>C-i</u>	<u>C-i</u>
	<u>Public Agency Office/Yard or Public Utility Office/Yard</u>	<u>S</u>	<u>S</u>	<u>S</u>
	<u>Utility Facility</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Health</u>				
	<u>Hospital</u>	<u>C</u>	<u>C</u>	<u>C</u>
	<u>Medical Lab</u>	<u>C</u>	<u>C</u>	<u>C</u>

	<u>Medical Office/Outpatient Clinic</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Nursing and Personal Care Facilities</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
<u>Other</u>				
	<u>Animals, Small, Keeping and Raising</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Light Rail Transit System/Facility</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Transit Park and Ride Lot</u>		<u>S</u>	<u>P</u>
	<u>Unlisted Uses</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>

P = Permitted Use**C = Conditional Use****S = Special Use****-i = Indexed Supplemental Criteria****A= Accessory = 30 percent of the gross floor area of a building or the first level of a multi-level building.**

20.40.235 Affordable housing, Light Rail Station Subareas.

A. The purpose of this index criterion is to implement the goals and policies adopted in the Comprehensive Plan to provide housing opportunities for all economic groups in the City's Light Rail Station Subareas. It is also the purpose of this criterion to:

1. Ensure a portion of the housing provided in the City is affordable housing;
2. Create an affordable housing program that may be used with other local housing incentives authorized by the City Council, such as a multifamily tax exemption program, and other public and private resources to promote affordable housing;
3. Use increased development capacity created by the Mixed Use Residential zones to develop voluntary and mandatory programs for affordable housing.

B. Affordable housing is voluntary in MUR-35' and mandatory in the MUR-45' and MUR-85' Zone. The following provisions shall apply to all affordable housing units required by, or allowed through, any provisions of the Shoreline Municipal Code:

1. The City provides various incentives and other public resources to promote affordable housing. Specific regulations providing for affordable housing are described below:

	<u>MUR- 85'+</u>	<u>MUR -85'</u>	<u>MUR- 45'</u>	<u>MUR -35'</u>
<u>Mandatory Participation</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>
<u>Incentives</u>	<u>Height may be increased above 85 ft.; may be eligible for 12 year Property Tax Exemption (PTE) upon authorization by City Council & no density limits.</u>	<u>May be eligible for 12 year Property Tax Exemption (PTE) upon authorization by City Council; & entitlement of 85 ft. height & no density limits.</u>	<u>May be eligible for 12 year Property Tax Exemption (PTE) & permit fee reduction upon authorization by City Council; entitlement of 45 ft. height & no density limits.</u>	<u>May be eligible for 12 year Property Tax Exemption (PTE) & permit fee reduction upon authorization by City Council & no density limits.</u>
<u>Studio, 1 bedroom</u>	<u>20% of rental units shall be-affordable to households making 60% or less of the median income for King County adjusted for household size; or</u> <u>10% of rental units shall be affordable to households making 50% or less of the median income for</u>	<u>20% of rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or</u> <u>10% of rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.</u>		

	<u>King County adjusted for household size.</u>	
2+ bedrooms	<u>20% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or</u> <u>10% of the rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.</u>	<u>20% of the rental units shall be affordable to households making 80% or less of the median income for King County adjusted for household size; or</u> <u>10% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size.</u>

2. Payment in lieu of constructing mandatory units is available. See SMC 20.40.235(E)(1)

3. **Catalyst Program:** The first 300 multi-family units constructed for rent or sale in any MUR zone may be eligible for an eight (8) year Property Tax Exemption with no affordability requirement in exchange for the purchase of Transfer of Development Right (TDR) credits at a rate of one TDR credit for every four (4) units constructed upon authorization of this program by City Council.

C. Mixed Use Residential Zone Affordable housing requirements. The following provisions shall apply to all affordable housing units required by, or created through any incentive, established in the Shoreline Municipal Code unless otherwise specifically exempted or addressed by the applicable code section for specific affordable housing programs or by the provisions of an approved development agreement:

1. Duration: Affordable housing units shall remain affordable for a minimum of fifty (50) years from the date of initial occupancy. At the discretion of the Director a shorter affordability time period, not to be less than thirty (30) years, may be approved for ownership affordable housing units in order to meet federal financial underwriting guidelines at such time as the City creates an affordable ownership program.

2. Designation of Affordable Housing Units: The Director shall review and approve the location and unit mix of the affordable housing units, consistent with the following standards, prior to the issuance of any building permit:

a. Location: The location of the affordable housing units shall be approved by the City, with the intent that the units are generally mixed with all other market rate housing in the development.

b. Size (Bedroom): The affordable housing units shall consist of a range of the number of bedrooms that are comparable to the market rate housing units in the overall development.

c. Size (Square Footage): Affordable housing units shall be the same size as market rate housing units with the same number of bedrooms unless approved by the Director. The Director may approve smaller units when: (a) the size of the affordable housing is at least ninety (90) percent of the size of the market rate housing in the project with the same number of bedrooms; and (b) the affordable units are not less than five hundred (500) square feet for a studio unit, six hundred (600) square feet for a one (1) bedroom unit, eight hundred (800) square feet for a two (2) bedroom unit and one thousand (1,000) square feet for a two (2+) bedroom plus unit.

3. Timing/Phasing: The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the market rate housing units in the development unless a phasing plan is developed pursuant to SMC 20.40.235(D) or the requirements of this section are met through SMC 20.40.235(E).

4. Development Standards:

a. Off-Street Parking: Off-street parking shall be provided for the affordable housing units consistent with SMC 20.50.390.

b. Recreation Space: The recreation/open space requirements for housing units affordable to families making 60% or less of Adjusted Median Income for King County shall be calculated at fifty (50) percent of the rate required for market housing in SMC 20.50.240(G).

5. Depending on the level of affordability, units provided by a not for profit entity may be eligible for transportation impact fee waivers as provided in SMC 12.40.070(G).

6. In the event of a fractional affordable housing unit, payment in lieu in accordance with SMC 20.40.235(E)(1) is allowed for the fractional unit.

D. Affordable housing agreement. An affordable housing agreement shall be recorded with the King County Recorder's Office prior to the issuance of a building permit for any development providing affordable housing pursuant to the requirements or incentives of the Shoreline Municipal Code.

1. The recorded agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.

2. The agreement shall be in a form approved by the Director and the City Attorney and shall address price restrictions, tenant qualifications, affordability duration, phasing of construction, monitoring of affordability and any other topics related to the provision of the affordable housing units.

3. The agreement may, at the sole discretion of the City, establish a monitoring fee for the affordable units. The fee shall cover the costs incurred by the City to review and process documents to maintain compliance with income and affordability restrictions of the agreement.

4. The City may, at its sole discretion, agrees to subordinate any affordable housing regulatory agreement for the purpose of enabling the owner to obtain financing for development of the property.

E. Alternative compliance. The City's priority is for residential and mixed use developments to provide the affordable housing on site. The Director, at his/her discretion, may approve a request for satisfying all or part of a project's on-site affordable housing with alternative compliance methods proposed by the applicant. Any request for alternative compliance shall be submitted at the time of building permit application and must be approved prior to issuance of any building permit. Any alternative compliance must achieve a result equal to or better than providing affordable housing on site.

1. Payment in Lieu of constructing mandatory affordable units – Payments in lieu of constructing mandatory affordable housing units is subject to the following requirements:

a. The in lieu fee is set forth in SMC 3.01 Fee Schedule. Fees shall be determined at the time the complete application for a building permit is submitted using the fee then in effect.

b. The fee shall be due and payable prior to issuance of any certificate of occupancy for the project.

c. The City shall establish a Housing Program Trust Fund and all collected payments shall be deposited in that fund.

2. Any request for alternative compliance shall demonstrate all of the following:

a. Include a written application specifying:

i. The location, type and amount of affordable housing; and

ii. The schedule for construction and occupancy.

b. If an off-site location is proposed, the application shall document that the proposed location:

- i. Is within a 1 mile radius of the project or the proposed location is equal to or better than providing the housing on site or in the same neighborhood;
- ii. Is in close proximity to commercial uses, transit and/or employment opportunities.
- c. Document that the off-site units will be the same type and tenure as if the units were provided on site.
- d. Include a written agreement, signed by the applicant, to record a covenant on the housing sending and housing receiving sites prior to the issuance of any construction permit for the housing sending site. The covenant shall describe the construction schedule for the off-site affordable housing and provide sufficient security from the applicant to compensate the City in the event the applicant fails to provide the affordable housing per the covenant and the Shoreline Municipal Code. The applicant may request release of the covenant on the housing sending site once a certificate of occupancy has been issued for the affordable housing on the housing receiving site.

20.40.245 Apartment

Apartments are allowed in the MUR zones. Microapartments are not allowed in the MUR zones.

20.40.350 Eating and drinking establishments.

Eating and drinking establishments are permitted in residential zones R-4 through R-48 and TC-4 by approval of a conditional use permit. These establishments are permitted in NB, CB, MB and TC-1, 2 and 3 zones and the MUR zones, provided gambling uses as defined in this Code are not permitted. Outside entertainment is not allowed past 10:00 p.m. in the MUR Zones. Outside entertainment means activities that create a potential noise disturbance to adjacent neighbors. Outside entertainment is subject to the City's nuisance regulations in SMC Chapter 9. If live entertainment is provided in the MUR Zones, the establishment must provide sound attenuation to buffer sound to adjacent residential uses. Sound attenuation is not required for outside entertainment.

20.40.374 General Retail Trade/Services

These general retail trade/services are prohibited in the MUR Zones:

- A. Adult use facilities
- B. Smoke Shop (A businesses that sells drug paraphernalia and smoking products)

C. Marijuana sales

D. Firearm sales

E. Pawnshops

20.40.436 Live/Work

Live/work units may be located in the MUR-35' zone however, only if the project site is located on an Arterial Street.

20.40.506 Single-family detached dwellings.

A. Single-family detached dwellings are permitted in the MUR-35', MUR-45', and MUR-85' zones subject to the R-6 development standards in SMC 20.50.020

B. Single-family detached dwellings are permitted in the MUR-85' Zone until 2023 or when the light rail station begins operation, whichever is later. After 2023 or when the light rail station begins operation, single-family detached dwellings will become a non-permitted use and will be classified as a nonconforming use subject to the provisions of SMC 20.30.280.

20.40.440 Light Rail Transit System/Facility

A Light Rail Transit System/Facility shall be approved through a Development Agreement as specified in SMC 20.30.355.

20.40.570 Unlisted use.

A. Recognizing that there may be uses not specifically listed in this title, either because of advancing technology or any other reason, the Director may permit or condition such use upon review of an application for Code interpretation for an unlisted use (SMC [20.30.040](#), Type A Action) and by considering the following factors:

1. The physical characteristics of the unlisted use and its supporting structures, including but not limited to scale, traffic, hours of operation, and other impacts, and
2. Whether the unlisted use complements or is compatible in intensity and appearance with the other uses permitted in the zone in which it is to be located.

B. A record shall be kept of all unlisted use interpretations made by the Director; such decisions shall be used for future administration purposes. (Ord. 238 Ch. IV § 3(B), 2000).

Chapter 20.50

General Development Standards

20.50.010 Purpose.

The purpose of this subchapter is to establish basic dimensional standards for development at a range of densities consistent with public health and safety and the adopted Comprehensive Plan.

The basic standards for development shall be implemented in conjunction with all applicable Code provisions. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 1(A), 2000).

20.50.020 Dimensional requirements.

Table 20.50.020(2) – Densities and Dimensions in Mixed-Use Residential Zones.

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

<u>STANDARDS</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'(10)</u>
<u>Base Density:</u> <u>Dwelling</u> <u>Units/Acre</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Min. Density</u>			<u>48 du/ac</u>
<u>Min. Lot Width</u> <u>(2)</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Min. Lot Area</u> <u>(2)</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Min. Front Yard</u> <u>Setback (2) (3)</u> <u>See 20.50.021</u>	<u>0 if located on</u> <u>an Arterial</u> <u>Street</u> <u>10ft on non-</u> <u>arterial street</u>	<u>15ft if located on</u> <u>185th Street</u> <u>0 if located on an</u> <u>Arterial Street</u> <u>10ft on non-</u>	<u>15ft if located on</u> <u>185th Street</u> <u>0 if located on</u> <u>an Arterial Street</u> <u>10ft on non-</u>

		<u>arterial street</u>	<u>arterial street</u>
<u>Min. Rear Yard Setback (2) (4) (5) See 20.50.021</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Min. Side Yard Setback (2) (4) (5) See 20.50.021</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Base Height (9)</u>	<u>35ft</u>	<u>45ft</u>	<u>85ft(11)(12)</u>
<u>Max. Building Coverage (2) (6)</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
<u>Max. Hardscape (2) (6)</u>	<u>85%</u>	<u>90%</u>	<u>90%</u>

Exceptions to Table 20.50.020(1) and Table 20.50.020(2):

(1) Repealed by Ord. 462.

(2) These standards may be modified to allow zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.

(3) For single-family detached development exceptions to front yard setback requirements, please see SMC [20.50.070](#).

(4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC [20.50.080](#).

(5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC [20.50.130](#).

(6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.

(7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up.

(8) For development on R-48 lots abutting R-12, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.

(9) Base height for high schools in all zoning districts except R-4 is 50 feet. Base height may be exceeded by gymnasiums to 55 feet and by theater fly spaces to 72 feet.

(10) Dimensional standards in the MUR-85' zone may be modified with an approved Development Agreement.

(11) The maximum allowable height in the MUR-85' zone is 140 ft. with an approved Development Agreement.

(12) All building facades in the MUR-85' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-85' Zone may be setback 10 feet at ground level instead of providing a step-back at 45 feet.

20.50.021 Transition areas.

Development in commercial zones: NB, CB, MB and TC-1, 2 and 3, and MUR-85' abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements:

A. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.

B. Type I landscaping (SMC [20.50.460](#)), significant tree preservation, and a solid, eight-foot, property line fence shall be required for transition area setbacks abutting R-4, R-6, or R-8 zones. Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC [20.50.370](#). The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping and required significant trees. Utility easements parallel to the required landscape area shall not encroach into the landscape area. Type II landscaping shall be required for transition area setbacks abutting rights-of-way directly across from R-4, R-6 or R-8 zones. Required tree species shall be selected to grow a minimum height of 50 feet.

C. All vehicular access to proposed development in nonresidential zones shall be from arterial classified streets, unless determined by the Director to be technically not feasible or in conflict with state law addressing access to state highways. All developments in commercial zones shall conduct a transportation impact analysis per the Engineering Development Manual. Developments that create additional traffic that is projected to use non-arterial streets may be required to install appropriate traffic-calming measures. These additional measures will be identified and approved by the City's Traffic Engineer. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 10, 2011; Ord. 560 § 1 (Exh. A), 2009).

Subchapter 3.

Multifamily and Single-Family Attached Residential Design

20.50.120 Purpose.

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA3, and R-8 through R-48 and the MUR-35' zone when located on a non-arterial Street as follows:

- A. To encourage development of attractive residential areas that is compatible when considered within the context of the surrounding area.
- B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.
- C. To meet the recreation needs of project residents by providing open spaces within the project site.
- D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.
- E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.
- F. To promote pedestrian accessibility within and to the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

20.50.125 Thresholds – Required site improvements.

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA3, and R-8 through R-48 zones and the MUR-35' zone when located on a non-arterial Street. Site improvement standards of signs, parking, lighting and landscaping shall be required:

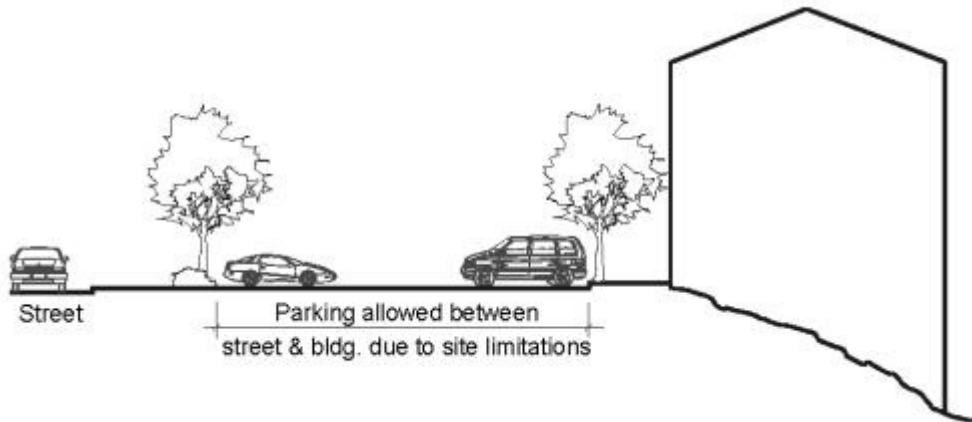
- A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or
- B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 581 § 1 (Exh. 1), 2010; Ord. 515 § 1, 2008; Ord. 299 § 1, 2002).

20.50.140 Parking – Access and location – Standards.

- A. Provide access to parking areas from alleys where possible.

B. For individual garage or carport units, at least 20 linear feet of driveway shall be provided between any garage, carport entrance and the property line abutting the street, measured along the centerline of the driveway.

C. Above ground parking shall be located behind or to the side of buildings. Parking between the street property line and the building shall be allowed only when authorized by the Director due to physical limitations



of the site.

Figure 20.50.140(C): Example of parking location between the building and the street, which is necessary due to the steep slope.

D. Avoid parking layouts that dominate a development. Coordinate siting of parking areas, pedestrian connections and open space to promote easily accessible, centrally located open space. Parking lots and access drives shall be lined on both sides with 5-foot wide walks and/or landscaping in addition to frontage and landscaping standards.

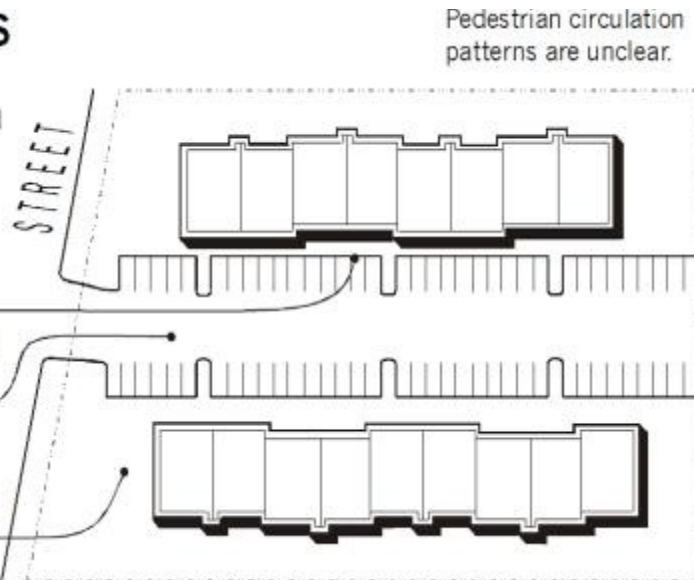
DON'T DO THIS

Building is disconnected from parking, public sidewalk and adjacent sites.

No buffer zone for pedestrians between front doors and parking.

Parking is the dominant feature.

No pedestrian entrance to the building.

**DO THIS**

Building is integrated and connected with parking, public sidewalk and adjacent sites.

An attractive pedestrian courtyard is the dominant feature.

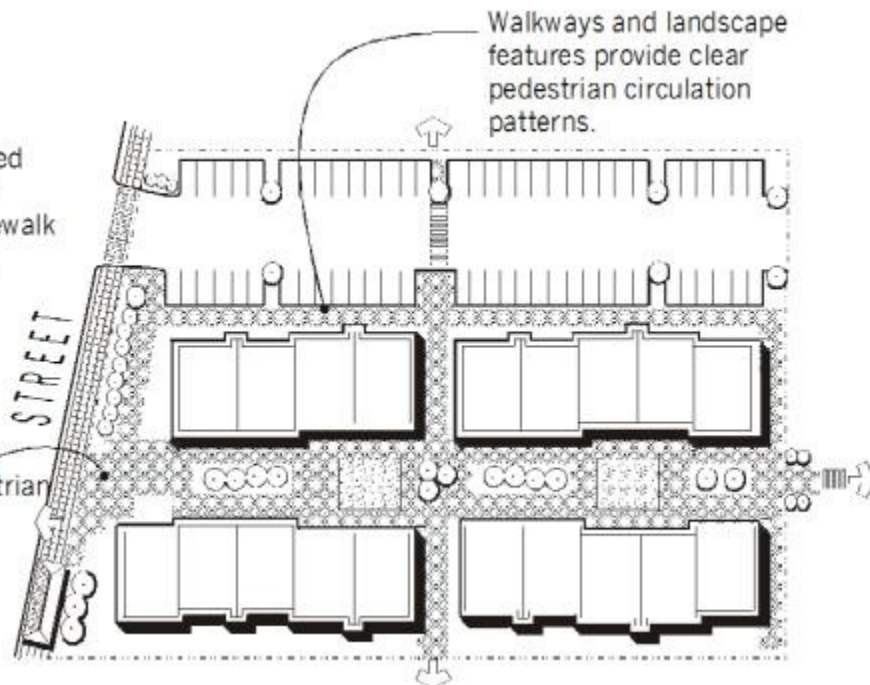


Figure 20.50.140(D): Avoid parking that dominates the site. Encourage parking located behind or on the side of buildings and common open space between buildings.

E. Break large parking areas into smaller ones to reduce their visual impact and provide easier access for pedestrians. Limit individual parking areas to no more than 30 parking spaces.

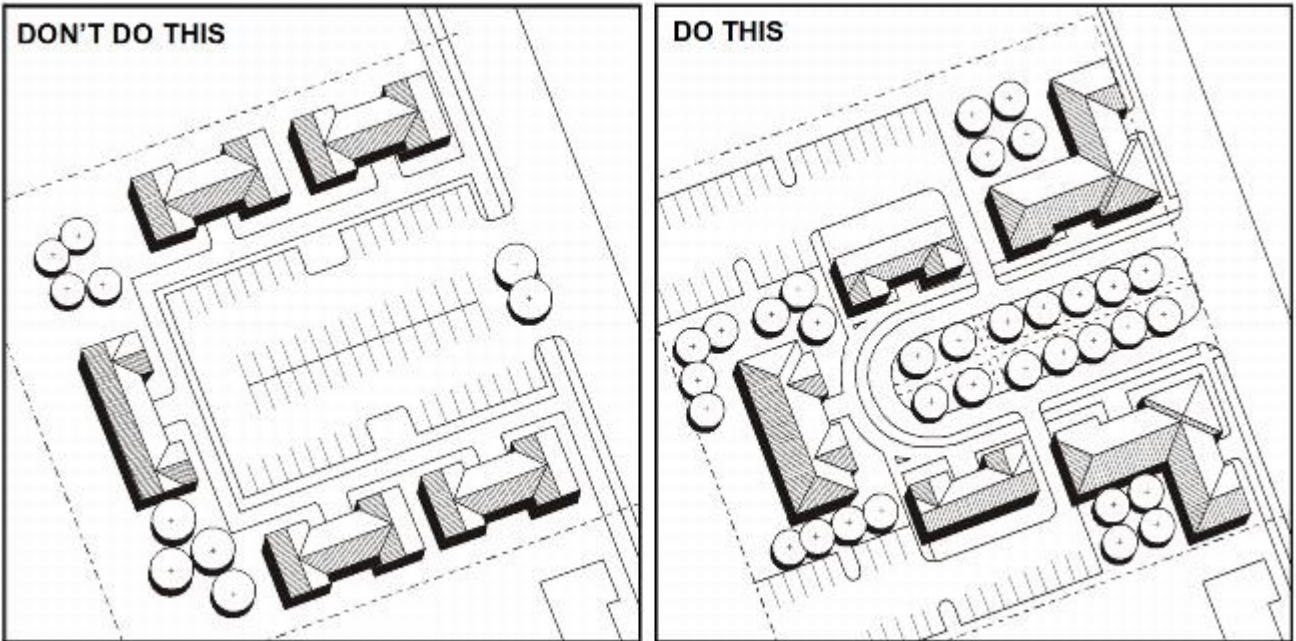


Figure 20.50.140(E): Examples of breaking up parking and siting it behind buildings. Such development creates an attractive open space and avoids the impact of a large central parking lot.

Exception to 20.50.140(E): Surface parking areas larger than 30 parking stalls may be allowed if they are separated from the street by a minimum 30 foot wide landscaped buffer, and the applicant can demonstrate

that a consolidated parking area produces a superior site plan.

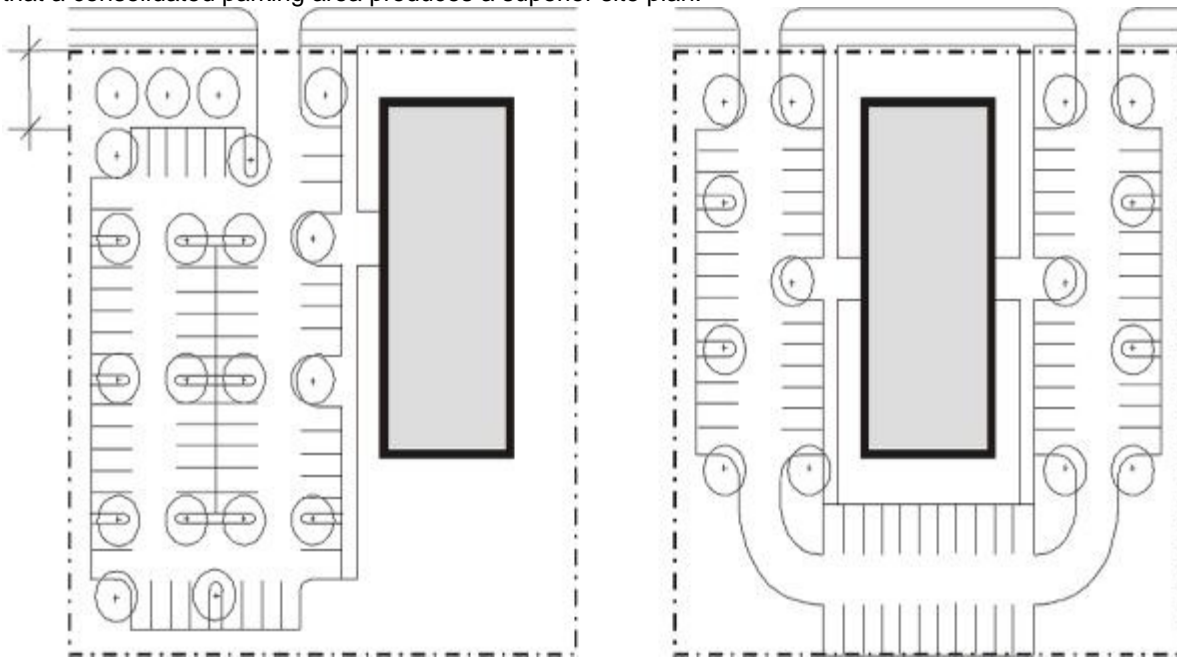


Figure Exception to 20.50.140(E): A consolidated parking scheme (left) with more than 30 spaces may be permitted if it is buffered from the street and produces improvements from a separated parking scheme (right), such as a better open space layout, fewer curb cuts, etc.

F. Minimize the impact of individual garage entrances where they face the street by limiting the curb cut width and visually separating the garage entrance from the street with landscaped areas. Emphasize pedestrian entrances in order to minimize the garage entrances.

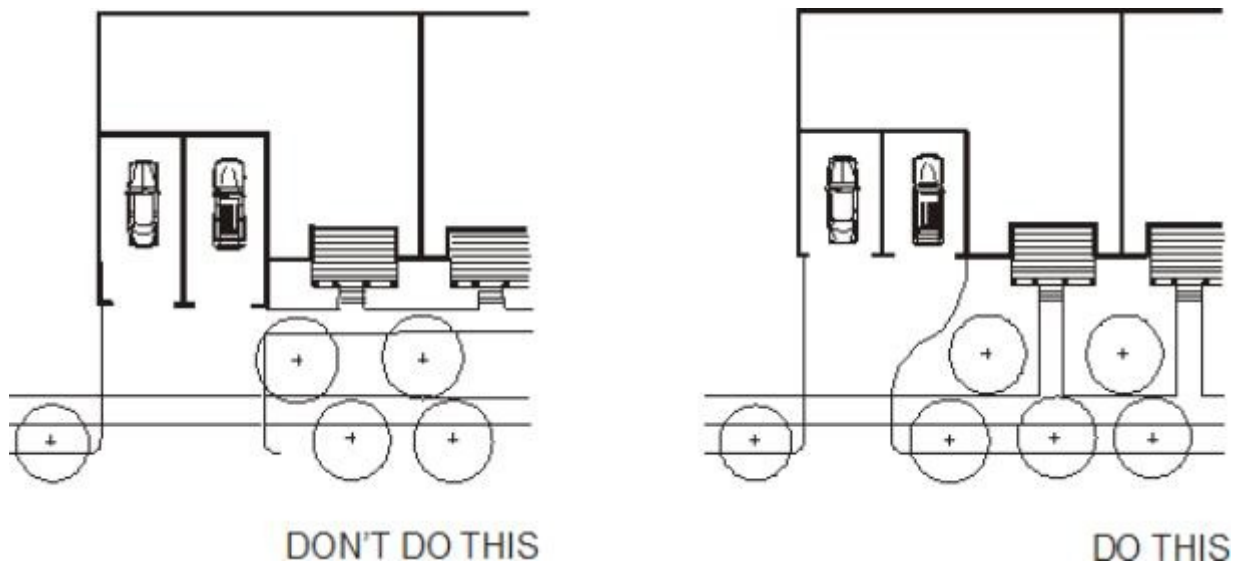


Figure 20.50.140(F), (G): Example of limiting the impact of garage entrances by building them flush with the facade, reducing their width, providing landscaping, and pedestrian access.

G. Garages or carports either detached from or attached to the main structure shall not protrude beyond the front building facade. (Ord. 299 § 1, 2002; Ord. 238 Ch. V § 3(B-2), 2000).

Subchapter 4.

Commercial Zone Design

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for the MUR-35' zone when not on a non-arterial Street, MUR-45', and MUR-85' and all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3). Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter [20.50](#) SMC. In the event of a conflict, the standards of this subchapter will prevail. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.230 Threshold – Required site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3 and the MUR-35' zone when not located on a non-arterial Street, MUR-45', and MUR-85'. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.240 Site design.

A. Purpose.

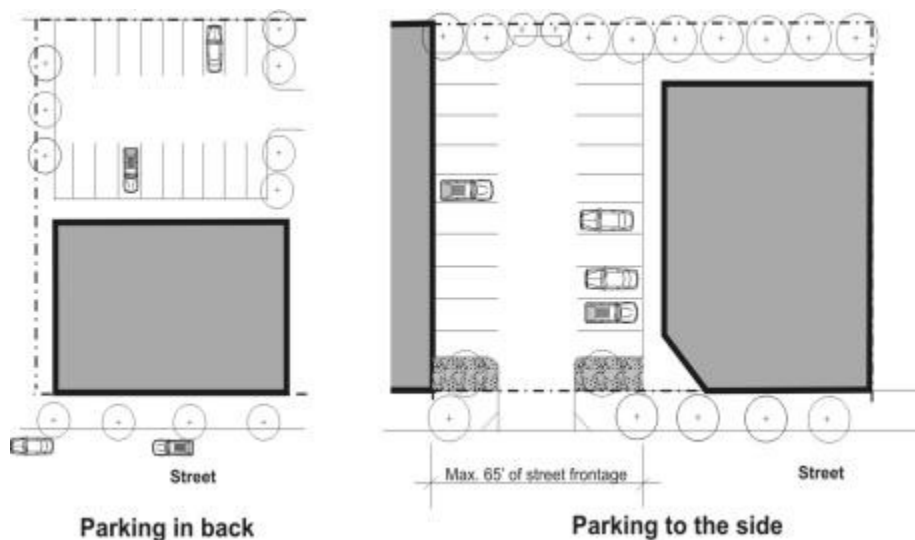
1. Promote and enhance public walking and gathering with attractive and connected development.
2. Promote distinctive design features at high visibility street corners.
3. Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.
4. 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. Overlapping Standards. Site design standards for on-site landscaping, sidewalks, walkways, public access easements, public places, and open space may be overlapped if their separate, minimum dimensions and functions are not diminished.

C. Site Frontage.

1. Development abutting NB, CB, MB, TC-1, 2 and 3 and the MUR-35' zone when not located on a non-arterial Street, MUR-45', and MUR-85' shall meet the following standards:
 - a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places, landscaping, vehicle display areas are included or future right-of-way widening or a utility easement is required between the right-of-way and the building;
 - b. All building facades in the MUR-85' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45' feet in height.
 - c. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces may be used for any permitted land use. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;
 - d. Minimum window area shall be 50 percent of the ground floor façade for each front façade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

- e. A building's primary entry shall be located on a street frontage and recessed to prevent door swings over sidewalks, or an entry to an interior plaza or courtyard from which building entries are accessible;
- f. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the building or parking structure facades where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;
- g. Streets with on-street parking shall have sidewalks to back of the curb and street trees in pits under grates or at least a two-foot wide walkway between the back of curb and an amenity strip if space is available. Streets without on-street parking shall have landscaped amenity strips with street trees; and
- h. Surface parking along street frontages in commercial zones shall not occupy more than 65 lineal feet of the site frontage. Parking lots shall not be located at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front facade. See SMC [20.50.470](#) for parking lot landscape standards.



Parking Lot Locations Along Streets

- i. New development on 185th Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the Administrative Design Review process.

j. Garages and/or parking areas for new development on 185th Street shall be rear-loaded.

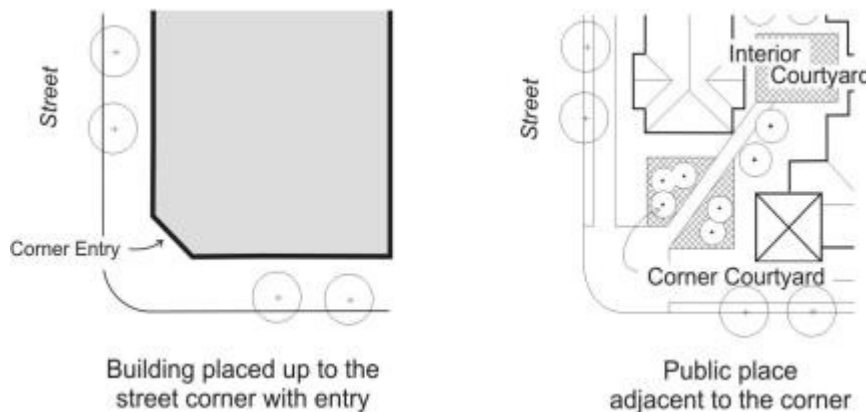
2. Rights-of-Way Lighting.

- a. Pedestrian lighting standards shall meet the standards for Aurora Avenue pedestrian lighting standards and must be positioned 15 feet above sidewalks.
- b. Street light standards shall be a maximum 25-foot height and spaced to meet City illumination requirements.

D. Corner Sites.

1. All building and parking structures located on street corners (except in MUR-35') shall include at least one of the following 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 subsection (D)(2) of this section;
- b. Provide a public place at the corner leading directly to building entries;
- c. Install 20 feet of depth of Type II landscaping for the entire length of the required building frontage;
- d. Include a separate, pedestrian structure on the corner that provides weather protection or site entry. The structure may be used for signage.



Street Corner Sites

2. Corner buildings and parking structures using the option in subsection (D)(1)(a) of this section shall provide at least one of the elements listed below to 40 lineal feet of both sides from the corner:

- a. Twenty-foot beveled building corner with entry and 60 percent of the first floor in non-reflective glass (included within the 80 lineal feet of corner treatment).
- b. Distinctive facade (i.e., awnings, materials, offsets) and roofline designs beyond the minimum standards identified in SMC [20.50.250](#).
- c. Balconies for residential units on all floors above the ground floor.



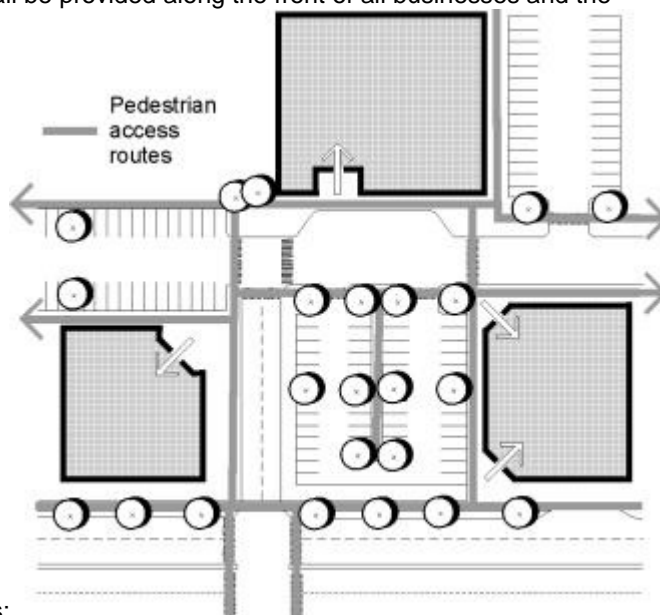
Building Corners

E. Internal Site Walkways.

1. Developments shall include internal walkways or pathways that connect building entries, public places, and parking areas with other nonmotorized facilities including adjacent sidewalks and Interurban Trail where adjacent; (except in the MUR-35' zone).

- a. All development shall provide clear and illuminated pathways between the main building entrance and a public sidewalk. Pathways shall be separated from motor vehicles or raised six-inches and be at least eight feet wide;

- b. Continuous pedestrian walkways shall be provided along the front of all businesses and the



entries of multiple commercial buildings;

Well-connected Walkways

- c. Raised walkways at least eight feet wide shall be provided for every three, double-loaded aisles or every 200 feet of parking area width. Walkway crossings shall be raised a minimum three inches above drive surfaces;

- d. Walkways shall conform to the Americans with Disabilities Act (ADA);



Parking Lot Walkway

- e. Deciduous, street-rated trees, as required by the Shoreline Engineering Development Manual, shall be provided every 30 feet on average in grated tree pits if the walkway is eight feet wide or in planting beds if walkway is greater than eight feet wide. Pedestrian-scaled lighting shall be provided per subsection (H)(1)(b) of this section.

F. Public Places.

1. Public places are required for the commercial portions of development at a rate of 4 square feet of public space per 20 square feet of net commercial floor area up to a maximum of 5,000 square feet. This requirement may be divided into public places with a minimum 400 square feet each.
2. Public places may be covered but not enclosed unless by subsection (F)(3) of this section.
3. Buildings shall border at least one side of the public place.
4. Eighty percent of the area shall provide surfaces for people to stand or sit.
5. No lineal dimension is less than six feet.
6. The following design elements are also 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) of this section);
 - d. Seating and landscaping with solar access at least a portion of the day; and
 - e. Not located adjacent to dumpsters or loading areas.
 - f. Public art, planters, fountains, interactive public amenities, hanging baskets, irrigation, decorative light fixtures, decorative paving and walkway treatments, and other items that provide a pleasant pedestrian experience along Arterial Streets.



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 of open space per dwelling unit, whichever is greater;
 - b. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum lineal dimension of six feet. This standard applies to all open spaces including parks, playgrounds, rooftop decks and ground-floor courtyards; and may also be used to meet 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 obstruct access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to service areas without full screening; and

- d. Open space shall provide seating that has solar access at least a portion of the day.



Multifamily Open Spaces

H. Outdoor Lighting.

1. All publicly accessible areas on private property shall be illuminated as follows:
 - a. Minimum of one-half footcandle and maximum 25-foot pole height for vehicle areas;
 - b. One to two footcandles and maximum 15-foot pole height for pedestrian areas; and
 - c. Maximum of four footcandles for building entries with the fixtures placed below second floor.
2. All private fixtures shall be shielded to prevent direct light from entering neighboring property.
3. **Prohibited Lighting.** The following types of lighting are prohibited:
 - a. Mercury vapor luminaries.
 - b. Outdoor floodlighting by floodlight projection above the horizontal plane.
 - c. Search lights, laser source lights, or any similar high intensity light.
 - d. Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

Exemptions:

1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by Chapter [20.50](#) SMC, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights or strobes).
5. Sports and field lighting.
6. Lighting triggered by an automatic emergency or security alarm system.

DO THIS



External Shield

DON'T DO THIS



**Unshielded
PAR Floodlights**



**Unshielded Wallpacks
& Unshielded or
Poorly-shielded Wall
Mount Fixtures**

I. Service Areas.

1. All developments shall provide a designated location for trash, composting, 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 a hauling truck to project into public rights-of-way.

d. Refuse bins shall not be visible from the street;



Trash/Recycling Closure with Consistent Use of Materials and Landscape Screening

J. Utility and Mechanical Equipment.

1. Equipment shall be located and designed to minimize its 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

2. All exterior mechanical equipment, with the exception of solar collectors or wind power generating 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 strictly as a means of screening is not permitted. (Ord. 663 § 1 (Exh. 1), 2013; Ord. 654 § 1 (Exh. 1), 2013).

20.50.250 Building design.

A. Purpose.

1. Emphasize quality building articulation, detailing, and durable materials.
2. Reduce the apparent scale of buildings and add visual interest for the pedestrian experience.
3. Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses.

B. Building Articulation.

1. Commercial buildings fronting streets other than state routes shall include one of the two articulation features set forth in subsections (B)(2)(a) and (b) of this section ~~no more than every 40 lineal feet~~ facing a street, parking lot, or public place. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations. Building facades less than 60 feet wide are exempt from this standard.



Building Facade Articulation

2. Commercial buildings fronting streets that are state routes 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

facades less than 100 feet wide are exempt from this standard. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations.

- a. For the height of the building, each facade shall be offset at least two feet in depth and four feet in width, if combined with a change in siding materials. Otherwise, the facade offset shall be at least 10 feet deep and 15 feet wide.
- b. Vertical piers at the ends of each facade section that project at least two inches from the facade and extend from the ground to the roofline.

3. Multifamily buildings or residential portions of a commercial building shall provide the following articulation features at least every 35 feet of facade facing a street, park, public place, or open space. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations:

- a. Vertical building modulation 18 inches deep and four feet wide, if combined with a change in color or building material. Otherwise, the minimum depth of modulation is 10 feet and the minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and
- b. Distinctive ground or first floor facade, consistent articulation of middle floors, and a distinctive roofline or articulate on 35-foot intervals.



Multifamily Building Articulation



Multifamily Building Articulation

4. Rooflines shall be modulated at least every 120 feet by emphasizing dormers, chimneys, stepped roofs, gables, or prominent cornices or walls. Rooftop appurtenances may be considered a modulation. Modulation shall consist of a roofline elevation change of at least four feet every 50 feet of roofline.
5. Every 150 feet in building length along the street front shall have a minimum 30-foot-wide section that is offset by at least 20 feet through all floors.



Facade Widths Using a Combination of Facade Modulation, Articulation, and Window Design

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



Window Trim Design

7. Weather protection of at least three feet deep by four feet wide is required over each secondary entry.



Covered Secondary Public Access

8. Materials.

- a. Metal siding shall have visible corner moldings or 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, nonreflective surface.



Masonry or Concrete Near the Ground and Proper Trimming Around Windows and Corners

- b. Concrete blocks of a singular style, texture, or color shall not comprise more than 50 percent of a facade facing a street or public space.



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



d. The following exterior materials are prohibited:

- i. Chain-link fencing that is not screened from public view. No razor or barbed material shall be allowed;
- ii. Corrugated, fiberglass sheet products; and
- iii. Plywood siding. (Ord. 654 § 1 (Exh. 1), 2013).

Subchapter 5.

Tree Conservation, Land Clearing and Site Grading Standards

20.50.310 Exemptions from permit.

A. **Complete Exemptions.** The following activities are exempt from the provisions of this subchapter and do not require a permit:

1. Emergency situation on private property involving danger to life or property or substantial fire hazards.

- a. Statement of Purpose. Retention of significant trees and vegetation is necessary in order to utilize natural systems to control surface water runoff, reduce erosion and associated water quality impacts, reduce the risk of floods and landslides, maintain fish and wildlife habitat and preserve the City's natural, wooded character. Nevertheless, when certain trees become unstable or damaged, they may constitute a hazard requiring cutting in whole or part. Therefore, it is the purpose of this section to provide a reasonable and effective mechanism to minimize the risk to human health and property while preventing needless loss of healthy, significant trees and vegetation, especially in critical areas and their buffers.
 - b. For purposes of this section, "Director" means the Director of the Department and his or her designee.
 - c. In addition to other exemptions of SMC 20.50.290 through 20.50.370, a request for the cutting of any tree that is an active and imminent hazard such as tree limbs or trunks that are demonstrably cracked, leaning toward overhead utility lines or structures, or are uprooted by flooding, heavy winds or storm events. After the tree removal, the City will need photographic proof or other documentation and the appropriate application approval, if any. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.
2. Removal of trees and/or ground cover by the City and/or utility provider in situations involving immediate danger to life or property, substantial fire hazards, or interruption of services provided by a utility. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.
 3. Installation and regular maintenance of public utilities, under direction of the Director, except substation construction and installation or construction of utilities in parks or environmentally sensitive areas.
 4. Cemetery graves involving less than 50 cubic yards of excavation, and related fill per each cemetery plot.
 5. Removal of trees from property zoned NB, CB, MB and TC-1, 2 and 3, and MUR-85' unless within a critical area of critical area buffer.

6. Within City-owned property, removal of noxious weeds or invasive vegetation as identified by the King County Noxious Weed Control Board in a wetland buffer, stream buffer or the area within a three-foot radius of a tree on a steep slope is allowed when:

- a. Undertaken with hand labor, including hand-held mechanical tools, unless the King County Noxious Weed Control Board otherwise prescribes the use of riding mowers, light mechanical cultivating equipment, herbicides or biological control methods; and
- b. Performed in accordance with SMC 20.80.085, Pesticides, herbicides and fertilizers on City-owned property, and King County best management practices for noxious weed and invasive vegetation; and
- c. The cleared area is revegetated with native vegetation and stabilized against erosion in accordance with the Department of Ecology 2005 Stormwater Management Manual for Western Washington; and
- d. All work is performed above the ordinary high water mark and above the top of a stream bank; and
- e. No more than 3,000 square feet of soil may be exposed at any one time.

B. Partial Exemptions. With the exception of the general requirements listed in SMC 20.50.300, the following are exempt from the provisions of this subchapter, provided the development activity does not occur in a critical area or critical area buffer. For those exemptions that refer to size or number, the thresholds are cumulative during a 36-month period for any given parcel:

- 1. The removal of up to a maximum of six significant trees (excluding trees greater than 30 inches DBH per tree) in accordance with Table 20.50.310(B)(1) (see Chapter 20.20 SMC, Definitions).

Table 20.50.310(B)(1) – Exempt Trees

Lot size in square feet	Number of trees
Up to 7,200	3
7,201 to 14,400	4
14,401 to 21,780	5

Table 20.50.310(B)(1) – Exempt Trees

Lot size in square feet	Number of trees
21,781 and above	6
<p>2. The removal of any tree greater than 30 inches DBH, or exceeding the numbers of trees specified in the table above, shall require a clearing and grading permit (SMC <u>20.50.320</u> through <u>20.50.370</u>).</p> <p>3. Landscape maintenance and alterations on any property that involves the clearing of less than 3,000 square feet, or less than 1,500 square feet if located in a special drainage area, provided the tree removal threshold listed above is not exceeded. (Ord. 695 § 1 (Exh. A), 2014; Ord. 640 § 1 (Exh. A), 2012; Ord. 581 § 1 (Exh. 1), 2010; Ord. 560 § 4 (Exh. A), 2009; Ord. 531 § 1 (Exh. 1), 2009; Ord. 434 § 1, 2006; Ord. 398 § 1, 2006; Ord. 238 Ch. V § 5(C), 2000).</p>	

Subchapter 6.

Parking, Access and Circulation

20.50.390 Minimum off-street parking requirements – Standards.

A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit. <u>1.0 per dwelling unit in the MUR Zones for single-family attached/townhouse dwellings.</u>
Apartment:	Ten percent of required spaces in multifamily and residential portions of mixed use development must be equipped with electric vehicle infrastructure for units where an individual garage is not provided. ¹

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Studio units:	.75 per dwelling unit
One-bedroom units:	.75 per dwelling unit
Two-bedroom plus units:	1.5 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit

20.50.400 Reductions to minimum parking requirements.

A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:

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 demands.
3. High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking.
4. Conduit for future electric vehicle charging spaces, per National Electrical Code, equivalent to the number of required disabled parking spaces.
5. High-capacity transit service available within a one-half mile radius.

6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.

7. Concurrence with King County Right Size Parking data, census tract data, and other parking demand study results.

8. The applicant uses permeable pavement on at least 20 percent of the area of the parking lot.

B. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.

C. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.

D. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development. (Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

E. A parking reduction of 25 percent will be approved by the Director for multi-family development within ¼ mile of the light rail station. These parking reductions may not be combined with parking reductions identified in Subsection A and D above.

F. Parking reductions for affordable housing may not be combined with parking reductions identified in Subsection A above.

20.50.410 Parking design standards.

A. All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface or pervious concrete or pavers. Any surface used for vehicle parking or storage must have direct and unobstructed driveway access.

B. All vehicle parking and storage for multifamily and commercial uses must be on a paved surface, pervious concrete or pavers. All vehicle parking ~~in the MUZ zone~~ shall be located on the same parcel or same development area that parking is required to serve. Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director.

C. Parking for residential units must be included in the rental or sale price of the unit. Parking spaces cannot be rented, leased, sold, or otherwise be separate from the rental or sales price of a residential unit.

D. ~~C.~~ On property occupied by a single-family detached residence or duplex, the total number of vehicles wholly or partially parked or stored outside of a building or carport shall not exceed six, excluding a maximum combination of any two boats, recreational vehicles, or trailers. This section shall not be interpreted to allow the storage of junk vehicles as covered in SMC 20.30.750.

E. ~~D.~~ Off-street parking areas shall not be located more than 500 feet from the building they are required to serve. Where the off-street parking areas do not abut the buildings they serve, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

1. For all single detached dwellings, the parking spaces shall be located on the same lot they are required to serve;
2. For all other residential dwellings, at least a portion of parking areas shall be located within 100 feet from the building(s) they are required to serve; and
3. For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;
4. No more than 50 percent of the required minimum number of parking stalls may be compact spaces.

Exception 20.50.410(D)(1): In commercial zones, the Director may allow required parking to be supplied in a shared parking facility that is located more than 500 feet from the building it is designed to serve if adequate pedestrian access is provided and the applicant submits evidence of a long-term, shared parking agreement.

20.50.540 Sign design.

A. Sight Distance. No sign shall be located or designed to interfere with visibility required by the City of Shoreline for the safe movement of pedestrians, bicycles, and vehicles.

B. Private Signs on City Right-of-Way. No private signs shall be located partially or completely in a public right-of-way unless a right-of-way permit has been approved consistent with Chapter 12.15 SMC and is allowed under SMC 20.50.540 through 20.50.610.

C. Sign Copy Area. Calculation of sign area shall use rectangular areas that enclose each portion of the signage such as words, logos, graphics, and symbols other than nonilluminated background. Sign areas for signs that project out from a building or are perpendicular to street frontage are measured on one side even though both sides can have copy.

D. Building Addresses. Building addresses should be installed on all buildings consistent with SMC [20.70.250](#)(C) and will not be counted as sign copy area.

E. Materials and Design. All signs, except temporary signs, must be constructed of durable, maintainable materials. Signs that are made of materials that deteriorate quickly or that feature impermanent construction are not permitted for permanent signage. For example, plywood or plastic sheets without a sign face overlay or without a frame to protect exposed edges are not permitted for permanent signage.

F. Illumination. Where illumination is permitted per Table 20.50.540(G) the following standards must be met:

1. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.
2. Opaque cabinet signs where light only shines through copy openings.
3. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.
4. Neon signs.
5. All external light sources illuminating signs shall be less than six feet from the sign and shielded to prevent direct lighting from entering adjacent property.



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

G. Table 20.50.540(G) – Sign Dimensions.

A property may use a combination of the four types of signs listed below.

	All Residential (R) Zones, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , NB, CB and TC-3 (1)	MB, TC-1 and TC-2
MONUMENT Signs:			
Maximum Area Per Sign Face	4 sq. ft. (home occupation, day care, adult family home, bed and breakfast) 25 sq. ft. (nonresidential use, residential subdivision or multifamily development) 32 sq. ft. (schools and parks)	50 sq. ft.	100 sq. ft.
Maximum Height	42 inches	6 feet	12 feet
Maximum Number Permitted	1 per street frontage	1 per street frontage	1 per street frontage
		Two per street frontage if the frontage is greater than 250 ft. and each sign is minimally 150 ft. apart from other signs on same property.	
Illumination	Permitted	Permitted	
BUILDING-MOUNTED SIGNS:			

	All Residential (R) Zones, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Maximum Sign Area	Same as for monument signs	25 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.	50 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.
Maximum Height	Not to extend above the building parapet, soffit, or eave line of the roof. If perpendicular to building then 9-foot clearance above walkway.		
Number Permitted	1 per street frontage	1 per business per facade facing street frontage or parking lot.	
Illumination	Permitted	Permitted	Permitted
UNDER-AWNING SIGNS			
Maximum Sign Area	6 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	12 sq. ft.	
Minimum Clearance from Grade	9 feet		
Maximum Height (ft.)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended		

	All Residential (R) Zones, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Number Permitted	1 per business	1 per business per facade facing street frontage or parking lot.	
Illumination	Prohibited	Permitted	
DRIVEWAY ENTRANCE/EXIT:			
Maximum Sign Area	4 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	8 sq. ft.	
Maximum Height	42 inches	48 inches	
Number Permitted	1 per driveway		
Illumination	Permitted	Permitted	

Exceptions to Table 20.50.540(G):

(1) The monument sign standards for MB, TC-1, and TC-2 apply on properties zoned NB, CB, and TC-3 where the parcel has frontage on a State Route, including SR 99, 104, 522, and 523.

(2) Sign mounted on fence or retaining wall may be substituted for building-mounted or monument signs so long as it meets the standards for that sign type and does not increase the total amount of allowable signage for the property.

H. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area in zones MUR-45', MUR-85', NB, CB, MB, TC-1, TC-2, and TC-3. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

I. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but allowed only in the MUR-45', MUR-85', NB, CB, MB, and TC-1, TC-2, and TC-3 zones subject to the following standards:

1. Maximum one sign per business;
2. Must be directly in front of the business with the business' name and may be located on the City right-of-way where the property on which the business is located has street frontage;
3. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;
4. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;
5. Maximum two feet wide and three feet tall, not to exceed six square feet in area;
6. No lighting of signs is permitted;
7. All signs shall be removed from display when the business closes each day; and
8. A-frame/sandwich board signs are not considered structures.

J. Other Residential Signs. One sign maximum for home occupations, day cares, adult family homes and bed and breakfasts which are located in residential (R) zones, MUR-35' or TC-4 not exceeding four square feet in area is exempt from permit. It may be mounted on the residence, fence or freestanding on the property, but must be located on the subject property and not on the City right-of-way or adjacent parcels. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(B), 2000).

20.50.550 Prohibited signs.

A. Spinning devices; flashing lights; searchlights, electronic changing messages or reader board signs.

Exception 20.50.550(A)(1): Traditional barber pole signs allowed only in MUR-45', MUR-85', NB, CB, MB and TC-1 and 3 zones.

Exception 20.50.550(A)(2): Electronic changing message or reader boards are permitted in CB and MB zones if they do not have moving messages or messages that change or animate at intervals less than 20 seconds, which will be considered blinking or flashing and are not allowed.

B. Portable signs, except A-frame signs as allowed by SMC [20.50.540\(l\)](#).

C. Outdoor off-premises advertising signs (billboards).

D. Signs mounted on the roof.

E. Pole signs.

F. Backlit awnings used as signs.

G. Pennants; swooper flags; feather flags; pole banners; inflatables; and signs mounted on vehicles. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 631 § 1 (Exh. 1), 2012; Ord. 560 § 4 (Exh. A), 2009; Ord. 369 § 1, 2005; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(C), 2000).

20.50.560 Monument signs.

A. A solid-appearing base is required under at least 75 percent of sign width from the ground to the base of the sign or the sign itself may start at grade.

B. Monument signs must be double-sided if the back is visible from the street.

C. Use materials and architectural design elements that are consistent with the architecture of the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-1), 2000).

20.50.570 Building-mounted signs.

A. Building signs shall not cover building trim or ornamentation.

B. Projecting, awning, canopy, and marquee signs (above awnings) shall clear sidewalk by nine feet and not project beyond the awning extension or eight feet, whichever is less. These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-2), 2000).

20.50.580 Under-awning signs.

These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-3), 2000).

20.50.590 Nonconforming signs.

A. Nonconforming signs shall not be altered in size, shape, height, location, or structural components without being brought to compliance with the requirements of this Code. Repair and maintenance are allowable, but may require a sign permit if structural components require repair or replacement.

B. Outdoor advertising signs (billboards) now in existence are declared nonconforming and may remain subject to the following restrictions:

1. Shall not be increased in size or elevation, nor shall be relocated to another location.
2. Shall be kept in good repair and maintained.
3. Any outdoor advertising sign not meeting these restrictions shall be removed within 30 days of the date when an order by the City to remove such sign is given. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(E), 2000).

20.50.600 Temporary signs.

A. General Requirements. Certain temporary signs not exempted by SMC [20.50.610](#) shall be allowable under the conditions listed below. All signs shall be nonilluminated. Any of the signs or objects included in this section is illegal if they are not securely attached, create a traffic hazard, or are not maintained in good condition. No temporary signs shall be posted or placed upon public property unless explicitly allowed or approved by the City through the applicable right-of-way permit. Except as otherwise described under this section, no permit is necessary for allowed temporary signs.

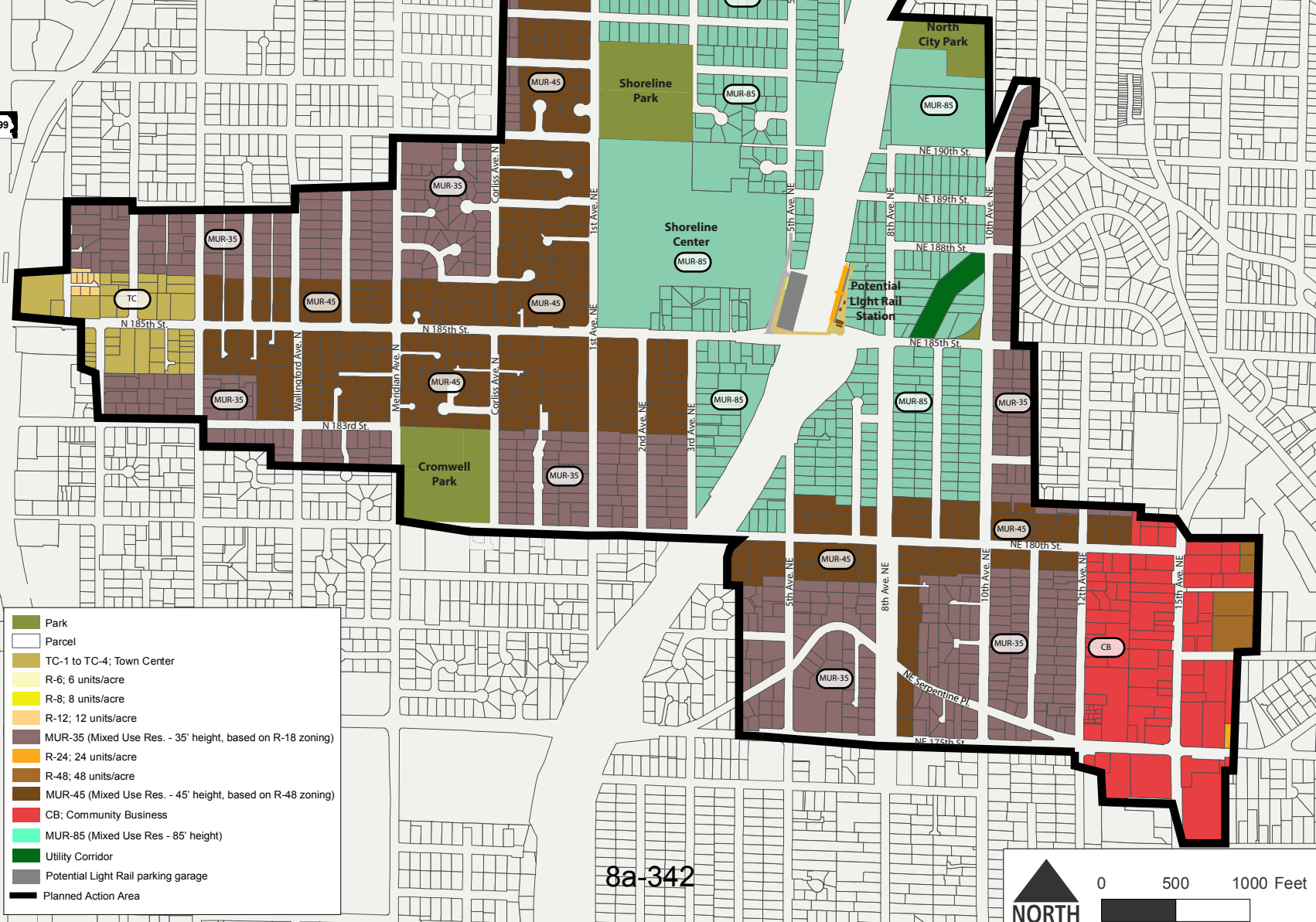
B. Temporary On-Premises Business Signs. Temporary banners are permitted in zones [MUR45](#), [MUR 85](#), NB, CB, MB, TC-1, TC-2, and TC-3 to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

1. Be limited to not more than one sign per business;
2. Be limited to 32 square feet in area;
3. Not be displayed for a period to exceed a total of 60 calendar days effective from the date of installation and not more than four such 60-day periods are allowed in any 12-month period; and
4. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

C. Construction Signs. Banner or rigid signs (such as plywood or plastic) identifying the architects, engineers, contractors or other individuals or firms involved with the construction of a building or announcing purpose for which the building is intended. Total signage area for both new construction and remodeling shall be a maximum of 32 square feet. Signs shall be installed only upon City approval of the development permit, new construction or tenant improvement permit and shall be removed within seven days of final inspection or expiration of the building permit.

D. Temporary signs in commercial zones not allowed under this section and which are not explicitly prohibited may be considered for approval under a temporary use permit under SMC [20.30.295](#) or as part of administrative design review for a comprehensive signage plan for the site. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(F), 2000).

Attachment C - Exhibit C



ATTACHMENT D DRAFT SUBAREA PLAN POLICIES

The following policies are proposed for the 185th Street Station Subarea Plan (185SSSP). Some were included in the draft published in December 2014; some are amendments by the Planning Commission or staff, recommended before or after the January 15, 2015 public hearing. The 185SSSP will be incorporated into the City of Shoreline Comprehensive Plan upon Council adoption of Ordinance No. 702.

POLICIES INCLUDED IN DECEMBER DRAFT SUBAREA PLAN PRIOR TO JANUARY 2015 PUBLIC HEARING

Land Use

The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA1 designation is intended to encourage high density residential, building heights in excess of 6-stories, reduced parking standards, public amenities, and commercial and office uses that support transit stations, neighborhood-serving businesses, employment, and other amenities desired by residents of the light rail station subareas. The zoning designation that is appropriate for this Land Use designation is MUR-85'.

The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA2 designation is intended to provide a transition between the SA1 and SA3 designations, and encourage the development of higher density residential along arterials in the subarea, establish neighborhood commercial uses, reduce parking standards, increase housing choice, and transition to lower density homes. The zoning designation that is appropriate for this Land Use designation is MUR-45'.

The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA3 designation is intended to provide a transition between the SA2 designation and single family zoning, and encourages the development of medium density residential uses, some neighborhood commercial uses, and increased housing choice. The zoning designation that is appropriate for this Land Use designation is MUR-35'.

Promote adaptive reuse of historic structures.

Consider adoption of a fee-simple administrative subdivision process.

Promote more environmentally-friendly building practices. Options for doing so may include:

- Adoption of International Green Construction Code
- Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).

- Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program. Petal Recognition could include achievement of at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials and all of the following:
 - Reduce total energy usage by 25 percent over comparable building type and/or Shoreline Energy Code
 - Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by the appropriate utility or other baseline approved by the Planning and Community Development Director
 - Capture and use at least 50 percent of storm water on site

Transportation

Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities, such as sidewalks and bicycle paths, as well as improvements that support improved transit speed and reliability.

Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.

Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station and North City for all travel modes. Create a corridor plan that:

- Includes generous bicycle and pedestrian facilities. Minimize conflicts between transit, vehicles and bicycles by designing bicycle facilities behind the curb.
- Identifies needed infrastructure to improve transit speed and reliability, such as queue jumps and transit signal priority
- Includes intersection and roadway improvements needed to maintain the City's adopted transportation level of service
- Results in a "boulevard" style street with tree canopy and amenity zones
- Explores opportunities for undergrounding of overhead utilities

Encourage redevelopment that occurs along the 185th Street/10th Avenue NE/NE 180th Street corridor to provide site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians and transit.

Incorporate recommendations of the 185th Street/10th Avenue NE/NE 180th Street corridor plan into the City's six year Capital Improvement Plan (CIP).

Pursue opportunities and develop a strategy to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea including federal, state and

local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).

Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding and spillover parking. Implement appropriate mitigation measures as needed such as traffic calming, police enforcement or Residential Parking Zones.

Ensure that developments provide frontage improvements. In areas where the future design/cross section has not been confirmed, require fee-in-lieu-of payments that will fund future City improvements. Once the cross sections have been confirmed, require frontage improvements.

Community Design

Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.

Develop and facilitate a community design process to create and enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.

Monitor visual impacts of mixed-uses with regard to nuisance or compatibility with surrounding development. Implement mitigations, such as modifications to signage and design regulations, as necessary.

Economic Development

Promote redevelopment of properties along the 185th Street/10th Avenue NE/NE 180th Street corridor to create a mixed use, neighborhood-oriented business district that connects Town Center and North City. Strategies may include promoting conversion of single family homes to business uses, and expanding opportunities for home based businesses.

Identify priority nodes along 185th Street in which to target incentives for redevelopment that encourage catalyst projects and initial growth along this corridor.

Consider incentive program for new buildings to incorporate Combined Heat and Power systems and other innovative energy saving solutions.

Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.

Utilities

Apply recommendations from 145th Street Station Subarea Plan regarding District Energy and Combined Heat and Power to 185th Street Station Subarea.

Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.

Coordinate with utility providers to identify and implement upgrades to existing underground utilities to support increased densities. Coordinate this work with projects included in the City's Capital Improvement Plan as well as in conjunction with right-of-way work performed by private development.

Develop a strategy for undergrounding overhead utilities.

Parks, Recreation, and Open Space

Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.

Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.

Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

Natural Environment

Encourage preservation of stands of trees, and significant native trees, especially around the perimeter of a site.

Examine opportunities to use "Green Network" throughout the 145th Street Station Subarea as receiving sites for replacement trees that can't be accommodated on redeveloped parcels in the 185th Street Station Subarea.

Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.

Housing

Develop the systems necessary to implement and administer the City's new affordable housing program.

Investigate financing and property aggregation tools to facilitate creation of affordable housing.

Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those included in draft Development Code regulations for the subarea plan.

ADDITIONAL POLICIES RECOMMENDED BY STAFF

Prior to the Public Hearing (included in Commission recommendation, but not published in draft Subarea Plan)

Housing

Analyze methods to maintain some affordable single family housing in addition to multi-family units as part of the City's affordable housing program.

Utilities-Hydrology

Prepare information regarding how proposed redevelopment in the 185th Street Station Area will be managed in relation to known hydrological conditions.

Based on actual redevelopment and studies prepared for development within the Station Subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.

Following the Public Hearing

Community Design

During the transition of the Subarea from low density residential development to mixed-use residential development, monitor the condition of structures and sites to ensure property is maintained in accordance with the City's Property Maintenance Code. Consider increasing resources for code enforcement in the subarea if through monitoring it is confirmed that compliance with the City's Property Maintenance Code are increasing.

Land Use

More planning will be necessary to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.

ADDITIONAL POLICIES RECOMMENDED BY THE PLANNING COMMISSION

Utilities

Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by DOE.

Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment.

Housing

Develop a fee schedule in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing to incorporate ongoing maintenance and operation costs.

Transportation (these are staff recommendations to revise Commission recommendation- see discussion in February 9 Council staff report)

Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station, and North City for all travel modes. Create a corridor plan that:

- Includes analysis of all arterials and streets in the subarea to determine appropriate cross-sections for each classification, including sidewalks, amenity zones, and non-motorized facilities where appropriate.

Amend the Engineering Development Manual to reflect cross-sections for all classifications of arterials and streets in the subarea.

Undertake additional analysis of potential impacts to NE 188th Street and Perkins Way and identify mitigations to calm traffic that will use these roads to access the station from the east, and provide additional safety features.

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

January 15, 2015
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
Vice Chair Craft
Commissioner Malek
Commissioner Maul
Commissioner Montero
Commissioner Mork
Commissioner Moss

Staff Present

Rachael Markle, Director, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Planning Manager, Planning and Community Development
Miranda Redinger, Senior Planner, Planning and Community Development
Julie Ainsworth Taylor, Assistant City Attorney
Lisa Basher, Planning Commission Clerk

CALL TO ORDER

Planning Commission Chair, Keith Scully, called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Scully, Vice Chair Craft and Commissioners Maul, Montero, Moss and Strandberg. Commissioner Malek arrived at 7:03 p.m.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of December 18, 2014 were adopted as corrected.

GENERAL PUBLIC COMMENT

No one in the audience indicated a desire to address the Commission during this portion of the meeting.

PUBLIC HEARING: 185TH STREET STATION SUBAREA PLAN (185SSSP)

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

Staff Presentation

Ms. Redinger provided a broad overview of the process to date, which included a large community meeting for both the 145th and 185th Street Station Subarea Plans on May 22, 2013 and several visioning events. Public comments from these events are available on the City's website.

Ms. Redinger advised that design workshops were held on November 5 and 6, 2013. At that time, the community indicated support for smart growth and transit-oriented development and stronger east-west connections. Making 185th Street a main corridor connecting Aurora Avenue N, Town Center and North City was a theme of discussion, and there was a desire for complete streets, pedestrian/bicycle connections, and public art. There was also a focus on supporting existing commercial uses, including retail uses that serve the neighborhoods. The community indicated a strong interest in what could happen with the Shoreline Center, but emphasized the importance of retaining the existing uses, particularly the sports fields. Shared parking solutions were encouraged, as well as emphasizing Shoreline's assets as a great place to live with excellent schools and parks. The plan should focus on residential development and providing a variety of housing choices. Affordability and quality of design were particularly important. The public also indicated a desire to enhance neighborhood identity and public amenities.

Ms. Redinger explained that, using the ideas put forward during the design workshops, the consultants created a series of sketch-up models and zoning maps, which were presented to the community on February 20, 2014. The Draft Environmental Impact Statement (DEIS) was published in June, and a community meeting was held on June 3, 2014. The DEIS analyzed three potential zoning scenarios (no action, some growth, and most growth). The purpose of the DEIS was to analyze the impacts on systems such as transportation, utilities and schools and identify mitigation to accommodate future growth over time.

Ms. Redinger advised that both the DEIS and the Final Environmental Impact Statement (FEIS) considered how development would occur over a 20-year period, as well as full build out for each of the potential zoning scenarios. Each scenario had a different build-out timeframe, but all were based on a growth rate of between 1.5% to 2.5%. She explained that the plans analyzed in the DEIS and FEIS identified a new zoning concept of Mixed Use Residential (MUR):

- The **MUR-35' Zone** is intended to be the same height limit as existing single-family residential development would allow additional housing choices. It also allows existing single-family homes along arterials to be converted to business or office uses.
- The **MUR-45' Zone** is used as a transition between the MUR-85' zone and MUR-35' zone, and is intended to create more neighborhood-serving business space.
- The **MUR-85' Zone** is based on factors the City Council considered when choosing zoning alternatives, including the City's long-range vision and regional and local policies related to focusing transit-oriented development near stations. The Commission has discussed the idea of potentially

allowing development of up to 140 feet in the MUR-85'+ zone with a development agreement process. This highest intensity use would apply to the properties closest to the station.

Ms. Redinger advised that the Environmental Impact Statement (EIS) process started with a scoping workshops in February of 2014, and the Planning Commission conducted a public hearing on the DEIS on July 10, 2014. The City Council selected the preferred alternative to be studied in the FEIS on August 25, 2014, the consultants moved forward with additional study of the preferred alternative, as well as the potential to phase the adoption of zoning for that alternative. The FEIS was published in November of 2014.

Ms. Redinger reviewed that the Planning Commission discussed Development Code Regulations related to the subarea plan at seven meetings between August and December, 2014. The draft 185SSSP was published in December of 2014 and discussed by the Planning Commission on December 4th. The subarea plan contains the Comprehensive Plan designations, policies and implementation strategies, and the Planned Action Ordinance (PAO) contains the zoning map, mitigation measures, and development regulations. She referred to Ordinance 702, which is currently before the Commission for review, and said the Planning Commission's recommendation regarding Ordinance 702 will be discussed by the City Council in February.

Ms. Redinger reviewed that, since the Commission's last meeting, the subarea plan was updated to include the Comprehensive Plan Map and definitions for the new land-use categories. She explained that, typically, the land-use categories describe a range of potentially appropriate zoning. However, each of the land-use designations in the 185SSSP will be tied directly to a zoning designation. That means it will not be possible for property owners to request up zones. She reviewed the land-use designations as follows:

- **Station Area 1 (SA1)** encourages transit-oriented development in close proximity to future light rail stations. The designation is intended to encourage high-density residential, building heights in excess of six stories, reduced parking standards, public amenities, commercial and office uses that support transit stations, neighborhood serving businesses, employment and other amenities desired by residents of the light rail station subareas. The zoning designation appropriate for this land-use designation is MUR-85'.
- **Station Area 2 (SA2)** is meant to be a transition between the SA1 and SA3 land-use designations, and is intended to provide many of the same transitions and housing choices. The zoning designation appropriate for this land-use designation is MUR-45'.
- **Station Area 3 (SA3)** is intended to provide a transition between the SA2 and single-family zoning. The appropriate zoning designation for this land-use designation is MUR-35'.

Ms. Redinger recalled that some Commissioners have suggested that additional language be added to the implementation strategies (Chapter 7), which identifies implementation action items from 2015 to 2018, from 2018 to 2023, and 2023 and beyond. She acknowledged that there are a number of important steps that still need to be fully worked out. For example:

- **Parks.** The subarea plan identifies the need for a number of new parks, but it does not identify specific locations. The City has been reluctant to identify locations on the map that would imply

imminent domain because it does not intend to utilize this option. The plan makes it clear that many acres within the subarea would be needed for additional park space, but the details would need to be worked out by the Parks Board and the Parks Department when the Parks, Recreation and Open Space Master Plan is updated in 2017. Possibilities include implementation of an impact fee or a dedication program.

- **185th Street Corridor Study.** This study still needs to be programmed into the City's budget. While a cross section has been created, it is not an engineering level drawing. The FEIS identifies some mitigation, but more detailed information is needed to better understand the amenity zone, sidewalks, bike lanes, side streets, etc.
- **Streetscape.** Should there be standards for such items as benches, planters, and public art?
- **Sound Transit Station and Parking Design.** Sound Transit will have its own process for designing the station and parking garage, and the City will participate and share the comments it has received from the community.
- **Green Building.** Policies have already been included in the subarea plan related to green building. However, it has been suggested that additional policies might be appropriate, such as adding a specific stormwater incentive as an implementation strategy.
- **Affordable Housing.** The plan already includes several progressive incentives, regulations and mandates related to housing affordability that support policies in the Comprehensive Plan. While there is significant community support for this concept, the City needs to develop a program to further the goal. Concepts include a housing trust fund and fee-in-lieu program.

Mr. Szafran reviewed the minor Development Code revisions that have been made since the Commission's last review based on feedback from the City Council, Planning Commission and public:

- **Definition Section.** Definitions were added for the terms Built Green, LEED and Transfer of Development Rights (TDR).
- **Section 20.50.400(E).** This language was amended to clarify that the automatic 25% parking reduction within ¼ mile of the station cannot be combined with parking reductions in other sections of the code.
- **Section 20.20.032.** The definition for "light rail transit system" was modified by eliminating the reference to at grade or above grade.
- **Section 20.20.034.** The definition of "microapartments" was amended to eliminate the minimum size. The building code limits how small the units can be. Although a definition for microapartments is included in the subarea plan, the use would still be prohibited in all MUR zones.
- **Section 20.30.355(5)(C).** A minimum area was added to define a neighborhood amenity. As proposed, at least 30% of the floor area must be open and accessible for the community.

Mr. Szafran advised that, in addition to the amendments outlined above, the Planning Commission also discussed the following potential amendments:

- Prohibiting convenience/drug stores in the MUR-35' and MUR-45' zones.
- Changing the catalyst program for affordable housing to a tiered program.
- Adjusting the phasing boundaries.
- Including a mandatory requirement for affordable housing in the MUR-35' and MUR-45' zones.

- Requiring LEED Platinum for development agreements in the MUR-85'+ zone.
- Requiring 4-Star Built Green or LEED Gold as mandatory in the MUR zones.
- Prohibiting research and development uses in the MUR zones.
- Requiring development agreements in the MUR-85'+ zone to pick three rather than two options.
- Requiring setbacks in all MUR-85' zones.
- Allowing parking reductions for affordable housing at 60% Average Median Income (AMI).

Mr. Szafran said staff is recommending approval of Ordinance 702, which would adopt the subarea plan, including the minor code and plan revisions as presented.

Public Testimony

Chair Scully summarized that the public hearing represents the end of a long process (nearly 2 years) for the Planning Commission. The purpose of the hearing is to accept public comment and formulate a recommendation to the City Council, who will make the final decision.

George Whiteside, Shoreline, pointed out that turning right or left from 12th Avenue NE onto NE 188th Street is quite difficult. It is a fairly narrow street, with people parking on both sides. He also noted that there are no streets for several blocks on 15th Avenue NE when heading north from NE 188th Street. Most people use Perkins Way or NE 188th Street to travel east. On numerous occasions, he has watched people come over the hill on the wrong side of the street and the situation will only get worse when people from Lake Forest Park and other locations use NE 188th Street to access the transit station. He suggested that a three-way stop sign at NE 188th Street and 12th Avenue NE would provide a simple solution.

Mr. Whiteside noted there is no sidewalk on the west side of 15th Avenue NE, and there is no crosswalk to get to the sidewalk on the east side. He also noted that 15th Avenue NE is a steep hill, and he is concerned about the safety of children who need to cross the street to get to school. He acknowledged that the topography of the street makes it difficult to add a sidewalk on the west side, but there should be safe access to the sidewalk on the east side. This will be even more important as traffic is added.

Mr. Whiteside expressed concern that, although parking is required for condominium development, parking is a problem on the streets because owners charge tenants to park in the off-street spaces. He expressed his belief that future projects should require parking for tenants, as well as additional parking for guests. He does not think public transit will address all of the parking needs in the subarea.

Wendy DiPeso, Shoreline, said it is imperative that the City and Planning Commission have all the information they need to make necessary adjustments to the current proposal. She and one other community member previously met with Rachael Markle and referenced property in the proposed rezone area that already has significant surface water issues. It is important to note that the City has not conducted a hydrology study of the area, and it does not have a staff hydrologist. Therefore, the Planning Commission and City Council will be basing their decisions on the best use of the properties within the rezone with incomplete knowledge of existing wetlands and watercourses or what effect the new hardscape will have on diverting the existing water courses. She noted that there is a significant overlap if the proposed rezone is overlaid with the map of citizen flooding complaints. The current plan

of requiring individual developers to pay for hydrology studies that cover the entire rezone area would be inappropriate and ineffective in determining impacts.

Ms. DiPeso said that, as residents more familiar with the details of the area than the Planning Commission or City Council, she and her neighbors agree that at least 1/3 of the properties within the proposed rezone will be expensive or impossible to redevelop into high-density housing. Without a hydrology study, there is no way to understand the consequences of redevelopment so that a well-informed decision can be made. She suggested that an alternative would be to rezone the north side of NE 185th Street near the station and the conference center; and with the aid of a hydrology study, identify properties unsuitable for high-density development and keep them zoned single-family. The City could create a fund for purchasing a few properties each year within these areas for turning into the open space that will be needed to deal with the surface water runoff from future redevelopment in adjacent areas. This would accomplish several things:

- Prevent the neighborhood from becoming fractured by spot redevelopment and increased flooding risk in other areas. Developers will purchase the higher lands for redevelopment, which will impact properties downstream.
- Reduce the cost of purchasing land for open space, as it will still be zoned single-family.
- Allow the City the flexibility to respond to advances in communication and transportation technology around the station. A phased approach to rezoning in smaller increments would allow the City to learn from each phase, implement improvements, and prevent the estimated 37% increase in surface water runoff that comes with the current proposal.

Ms. DiPeso closed her remarks by noting that anything south of NE 185th Street is part of what used to be a lake. While it was partially filled in, there is a huge drop from NE 185th Street, making the properties nearby expensive to redevelop. The properties north of NE 185th Street, where residential uses already exist, would be a good place for MUR-85'. Once this small area is redeveloped, future changes could be planned out.

Dan Jacoby, Shoreline, said his comments would focus on two fairly obvious problems with the current preferred alternative. First, the proposed MUR-85' zone extends all the way to NE 195th Street, from 1st Avenue NE to 10th Avenue NE. He noted that many of the lots in this area, especially the northern section, would require people to drive out of the parking garage onto a narrow street and turn onto another narrow street to eventually reach NE 185th Street, which isn't all that wide. He expressed his belief that the traffic problems associated with the proposed plan are insane. From his experience, the proposed zoning would never been allowed in New York City, which has the most extensive mass transit in the country. He predicted the proposed plan would result in serious troubles.

Second, Mr. Jacoby expressed concern that once the properties in the proposed MUR-45' zone along the south side of NE 185th Street from Ashworth Avenue to 3rd Avenue NE are developed to the maximum height, a solid shadow would be created that could extend to the north side of the street, as well. The preferred alternative would darken the neighborhood and clog its streets, and he felt the City could do better. He urged the Commission to take more time to review the problems and perhaps scale down the proposal.

Elizabeth Whiteside, Shoreline, expressed concern that the greatest amount of work done for the study was for the properties on the west side of 10th Avenue NE. Although this is where most of the people will be located, it is important to keep in mind that many people will access the transit station via 15th Avenue, and there is no easy way to get them over to the station. She asked the Commissioners to visit NE 188th Street and observe how fast traffic comes up and over the hill. Secondly, she expressed concern that parking would spill out onto the streets, as is evidenced by recent development. She summarized that she would like the City to do more work on the east side of 10th Avenue NE.

Dan Dale, Shoreline, said he was present to share the following points on behalf of the 185th Street Citizen's Committee (185SCC):

- The 185SCC generally supports phased zoning because it would result in focused development in and around the station and extending onto 185th Street.
- The City should consider offering property tax exemptions in targeted areas throughout the City, particularly in the station areas. As redevelopment occurs over time, the program could be altered so the City receives more from developers.
- The potential for additional height beyond 85 feet in the MUR-85'+ zone is of significant concern to the 185SCC and many people they have spoken with. The 185SCC recommends that opportunities for additional height over 85 feet should be limited to just the properties around the Shoreline Center. They also recommend that the City require something from developers in the MUR-85' zone to achieve a height greater than 45 feet. The land may be more sought after in the future, and the City may be able to get developers to pay for needed infrastructure and amenities.
- A full 185th Street Corridor Study needs to be completed, and money should be set aside in the City's 2016 budget for this purpose. Much of the plan's success depends on people being able to get to the station.
- More than one park is needed in the subarea, and the 185SCC urges the City to partner with Seattle City Light to protect and improve the corridor green space rather than allowing it to be used for surface parking to serve future development. Rotary Park should also be protected, as it is a valuable green space with a lot of potential.

Merissa Reed, Shoreline, said the 185SCC's discussion has centered on a desire to create an urban village that has personality rather than just a sleeper community for Seattle; and walkability will play a significant role in the subarea's success. There must be good connections between the businesses in North City, Town Center and the station subareas. She noted that many people have raised concerns about parking in the subarea. Overflow parking from apartment buildings can be problematic because the streets are narrow. She urged the City to include parking regulations to address this issue. Lastly, she said she supports a requirement for underground utilities within the subarea.

Mr. Dale reminded the members of the audience that there is still a lot to be decided. He encouraged them to remain engaged in the process, come to the meetings and share their comments and concerns.

Lindsay Fromme, Seattle, said she was present to represent Forterra, a non-profit, regional organization dedicated to conserving great landscapes and creating great communities. She advised that, currently, Forterra is part of a consulting team conducting a feasibility study for potential City participation in the Landscape, Conservation and Local Infrastructure Program (LCLIP), which would

give the City access to new financing to invest in improvements that support redevelopment while simultaneously protecting farm and forest land. Having conducted similar studies for eight other cities, Forterra brings a depth of experience, expert analysis and objectivity to this project. She clarified that although the 185SSSP is one of four districts in the City included in the study, the analytical element of the study is distinctly separate from the rezone process.

Ms. Fromme explained that Forterra's work is driven by the Cascade Agenda, which is a 100-year vision and action plan that promotes the protection of resource landscapes and the building of attractive, prosperous communities. The City of Shoreline adopted a resolution in 2007 to become a Cascade Agenda City, which recognizes the alignment of interests in creating a vibrant city that grows gracefully, enhancing its citizens' quality of life. She emphasized that growth is coming to the region and to Shoreline, and Forterra is highly supportive of the City's efforts to anticipate the changes that lie ahead. They support the proposed subarea plan that supports businesses, encourages a walkable community with access to transit, and offers a range of housing choices, all of which will further Shoreline's goals for sustainable growth. The careful thought and community input given to the subarea plan will strengthen the character of the City while encouraging growth where and how it is desired.

John Behrens, Shoreline, said he lives in the middle of the subarea and is concerned that potential zoning changes are being considered for the 185SSSP without complete information. He reminded the Commission that in an out-of-court settlement, the City agreed to allow the development of Arrabella II (formerly part of the North City zone) to be included in its yet to be defined 185th Street zone. This assumes the formation of an agreed-to zoning level that was done in executive session by the City Council without any public process and would seem to obligate the creation of certain zoning standards. The Commission and the citizens of Shoreline have the right to a transparent public process, and he hoped the Commission would carefully review the agreement.

Secondly, Mr. Behrens submitted detailed aerial photographs done in 1936, which he obtained from the Shoreline Historical Society. The photographs show the original drainage and historic waterways in the area. Skilled analysis of these photographs may demonstrate original water courses that still exist. Some, if not all, of this water is still moving through the area either in piped courses or at ground level. Any attempt to develop many of these lots will prove extremely expensive, if not impossible, leading to numerous orphaned properties spread amongst the neighborhood causing a great potential for blight and decay. He asked the Commission to weigh this information carefully when deciding the eventual land use designations. He reminded the Commission that King County created the stormwater retention area in Cromwell Park to address some of the existing stormwater issues. Ignoring this important issue places the entire area at potential environmental risk and seriously impacts the developmental capacity of many of the lots in the subarea.

Mr. Behrens advised that, several weeks ago, Rachael Markle and his neighbor, Wendy DiPeso, walked through the neighborhood to identify areas of standing water, some of which never dry up. The site on the corner of NE 183rd Street and Ashworth where a cottage home development was built several years ago had to have the foundations filled with gravel because there was water in the cellars after construction. From his observation and experience in this area, he said it is important to focus on properties that are economically feasible to develop and exclude areas that have limited capacity. It is premature to determine land use without considering drainage and stormwater issues. The FEIS

identifies a 37% increase in stormwater runoff, and a comprehensive study is needed to find capacity for this major increase. Starting with what currently exists is only logical.

Kevin Osborn, Shoreline, Vice President, North Urban Human Services Alliance (NUHSA), applauded the Planning Commission and City staff for recognizing community needs and writing regulations for the 185SSSP that will generate housing that is affordable for low and moderate-income households. He said he strongly supports requiring the provision of affordable housing in the subarea and urged the Commission to support the Housing Development Consortium's (HDC) technical comments that will be provided. He said he wants his community to be a place where people of all incomes can thrive, and the upzone is a chance for the City to honor its commitments to the entire community in creating an equitable future. The proposed plan sets the stage for this vision.

Peter Watters, Shoreline, expressed concern that the City's vision for the future does not include the current residents. The early meetings, where formative ideas came through, were not readily advertised or were misadvertised. It was not clear that the proposed plan would completely transform the neighborhoods. Rather than a sign on NE 185th Street where there is no foot traffic and car traffic zips by, the City should provide information about what they are really proposing in more prominent locations. While he understands the subarea plan is intended to be visionary, it does not represent the vision he wants for his neighborhood. He concluded by questioning the need to rush the plan forward.

Janet Way, Shoreline, said she was present to represent the Shoreline Preservation Society, a non-profit group that advocates for the environment and stuff worth saving in Shoreline. She referred to a letter she submitted to the Commission prior to the meeting and reiterated that there is a probable likelihood of significant, adverse and severe impacts to the environment if the proposed plan is approved. She voiced concern that the process has been flawed, and the society is particularly concerned that staff is still proposing ideas on the last day of the hearing. She noted that Goal CP2 on Page 7 of the Comprehensive Plan states that the City should "consider the interests of the entire community and the goals and policies of this plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interest and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project." She commented that many have expressed concern that the height and scale of development in the subarea would have a significant impact on surrounding neighborhoods.

Ms. Way also voiced concern about potential surface water impacts associated with the proposed subarea plan. She referred to two watershed maps, which she submitted earlier. One map is of McAleer Creek, which runs north into Lake Forest Park and is a salmon stream. The other map is of Thornton Creek, which is the largest watershed in Seattle and Shoreline and a salmon stream, as well. She noted that the maps correspond with the concerns shared earlier by Mr. Behren's about existing surface water problems. Many of the properties in the subarea were former wetlands, and there are still remnants of these sensitive areas. She referred to the summary of impacts associated with the subarea plan (Page RG-31 of the Review Guide), which indicates that at full build out there will be a 37% increase in surface water, a 661% increase in the demand for wastewater services, a 699% increase in the demand for electricity and the total gallons of water needed per day will increase from the current 669,000 to 5,120,637.

Ms. Way encouraged the Commissioners to read her letter and consider her comments and concerns. She concluded her remarks by urging the Commission to take its time. They should ask questions and delay making a decision, if necessary, if more information is required. It is more important to get the plan right and to make a decision that the community supports than to rush into a decision because of an artificial deadline imposed by a time clock. She expressed her belief that the proposal is still not fully formed or explained properly and should be remanded back to staff for more work.

Pamela Kinnard, Lake Forest Park, said she lived in Shoreline for 12 years and works for the Shoreline School District as the homeless education liaison. She said that, currently, there are 261 homeless families within the district. Over 200 of those families are doubled up with other families because they cannot afford housing. This is a significant number and does not include families without school age children. She was glad to discover that the City of Shoreline has placed affordable housing as a priority on the corridor, and she urged them to continue. The community should be home to all economic levels of people. When families are doubled up, they have found that children do not have space to study and progress. They fall behind, creating another generation of problems. Having an affordable place to live is very important.

Bill Galanti, Shoreline, said he lives on 10th Avenue NE, outside of the proposed subarea. He acknowledged that his property would not be as impacted as those within the subarea. He voiced concern that the existing streets would not handle the traffic associated with the increased densities proposed in the plan even if the station is never developed. People coming to the station will use the existing narrow streets, including 10th Avenue NE to avoid 15th Avenue NE where the number of lanes was reduced from two each direction to one each direction, with a center turn lane. He questioned the City's plan for addressing these significant traffic increases that will impact not only properties in the subarea, but neighborhoods outside of the subarea. He voiced concern about the proposed 85-foot height limit in the MUR-85' zone. While it would allow developers to recognize a greater profit, it would have a significant impact on surrounding neighborhoods.

Will Sigman, Shoreline, said he owns property on 1st Avenue NE and is in favor of a non-phased zoning approach. While he acknowledged concerns about the potential for spot development, developers will likely put everything they can into the core area. He suggested they "rip the band aid off and get it over with" to remove the uncertainty and allow the City to continue on with the rest of the studies.

Michelle Wagner, Shoreline, agreed with Mr. Sigman and reiterated Chair Scully's earlier observation that this has been a two-year process. Having served on the Planning Commission, she recognized that no matter how much opportunity the public has to comment, there will always be people who come in at the very end of the process and say they had no idea what the City was proposing. She emphasized the need for the City to stick with the tenets that have already been set; the Comprehensive Housing Strategy, Comprehensive Plan, and subarea goals all support having density that reduces traffic congestion for the region. The plan contemplates and supports having affordable housing, green spaces, walkability, bicycle access, and safety for all citizens.

Ms. Wagner expressed her opinion that the plan does not need to contemplate exactly what is going to happen and how long it will take. While people have argued that the City cannot predict what is going

to happen in 70 or 100 years, she knows that her children, who are 7 and 9, will be in college by the time the light rail station is fully functional and taller buildings are constructed in the area. The children they are concerned about will be voting adults, making decisions about where they want to live. She referred to studies incorporated into the Comprehensive Housing Strategy, which indicate that the environment is changing, and people are not wanting single-family homes with single-pane, aluminum windows any more. Instead, they want environmental-friendly structures. New development is required to comply with more stringent environmental regulations, including detention ponds that solve problems with runoff. The proposed plan would encourage the kind of development that would improve the environment within the subarea.

Ginny Scantlebury, Shoreline, asked that the Commission consider the historical and on-going usage of the Shoreline Center and surrounding properties. Many people in the City attended Shoreline High School and have great memories; and for the past 50 years, the building has been used as a meeting place for various groups, including the Senior Center, Shoreline Rotary Club, Shoreline Chamber of Commerce, and political groups. She observed that City Hall could not begin to accommodate all of these groups, and she questioned where they would go if the facility is no longer available. She also noted that numerous outdoor activities occur in the area, including year-round tennis, soccer, lacrosse, baseball, ultimate Frisbee, and people walking and running. She questioned where these activities could take place if the property is redeveloped. She also questioned what would happen to the swimming pool, the Spartan Gym, and the stadium. She summarized that these are all busy centers of activity that should be considered when making a recommendation on the proposed plan. She cautioned against rushing into a decision when the light rail station is not going to be built in the near future.

Amy Gore, Seattle, Sustainable Communities Director, Futurewise, said Futurewise is a statewide organization dedicated to creating livable communities, protecting working farmlands, forests and waterways, and ensuring a better quality of life for present and future generations. She expressed her belief that the proposed subarea plan, with its land uses and regulations, will create a walkable, mixed-use village with increased housing choice and affordability, increased bicycle and pedestrian infrastructure, neighborhood amenities, and expanded commercial space for neighborhood services. She said Futurewise supports:

- The proposed densities, which are appropriate for the long-term vision of the area and will support transit, as well as accommodate a significant share of the City's future growth.
- The proposed height bonuses in the MUR-85'+ zone, which would require additional affordable housing, higher green standards, and more public amenities like parks, open space, and landscaping.
- The proposed affordable housing requirements that will maintain housing affordability in the neighborhood and keep Shoreline affordable for current and future City families.
- The improvements to bicycle and pedestrian infrastructure, which will allow residents throughout Shoreline to access the transit station without driving.
- The attention paid to environmental sustainability through low-impact development standards, green infrastructure requirements and the option of district energy.

Ms. Gore said Futurewise has three recommendations that will support the achievement of the vision:

- The construction of new single-family housing is not compatible with the long-term vision of the transit station area. Futurewise supports the removal of single-family, detached housing as a permitted land use in the MUR-85' zone in 2020 as proposed. They also recommend a similar approach in the MUR-45' and MUR-35' zones.
- Futurewise recommends adding minimum densities for development, particularly in the MUR-85' zone. In addition, a minimum floor area ratio (FAR) of 3 is appropriate for the Station area.
- Futurewise encourages including owner-occupied units in the affordable housing requirements. While they believe single-family, detached homes are not an appropriate land use in close proximity to the station, affordable town homes, duplexes, and/or multi-family units would increase homeownership opportunities in the station area.

Ms. Gore concluded her comments by stating that, with the proposed changes, Futurewise fully supports adoption of the proposed subarea plan, which sets forth a strong vision of a vibrant, affordable and environmentally sustainable transit village. Futurewise believes the proposed plan will benefit the neighborhood, the City and the region and urges the Commission to recommend its adoption.

Kayla Schott-Bresler, Seattle, Policy Manager, Housing Development Consortium (HDC) of Seattle King County, said the HDC is a non-profit advocacy organization whose vision is that all people in our cities and county should have the opportunity to have a safe, healthy place to call home. She said the HDC broadly supports the subarea plan, in particular the great work done by the staff and Commission related to affordable housing provisions that will help future development be part of the affordable housing solution. She noted that she submitted a letter with a more detailed set of technical comments prior to the meeting. She summarized that the HDC strongly supports mandatory affordable housing in the MUR-45' and MUR-85' zones. However, they are not ready to draw a hard line on the MUR-35' zone and feel that more due diligence is needed.

Julie Houff, Lake Forest Park, said she currently lives near the border of Shoreline. She said she is shocked by the kind of development that is being proposed, and she asked the Commission to exercise caution and patience. The light rail station is exciting and will serve residents located near the freeway, but it will not serve the residents in her neighborhood. She cautioned against rushing forward, particularly when it comes to environmental impacts such as wetlands. She recalled the Aegis development proposal that came forward a few years ago and created a lot of community concern. Citizens lost trust in the government, and trust is very important. The subarea plan is a significant change, and it could go very well if the Commission exercises caution and patience and pays very careful attention to details. She encouraged them to work with the people who know the area, including where the wetlands are located and what the impacts will be.

Laurie Olsen, Shoreline, said she is a homeowner in the subarea and is proud of the Commission's hard work. They are trying to be visionaries and plan for the density that is coming. Although the City will continue to grow in population and need, incomes are not rising. The work the Commission is doing is remarkable, and she frequently boasts about where she lives and why. She emphasized the importance of including affordable housing requirements in the subarea plan. She acknowledged that change is hard, but additional people are coming to Shoreline, and the City needs to provide affordable housing opportunities.

Yoshiko Saheki, Shoreline, expressed her belief that the minimum size for parks in the subarea should be more flexible. There can be cases where a smaller park would be appropriate. She understands the City's concern about being able to care for a lot of little parks. However, given the size of the subarea, parks smaller than one acre would be an appropriate fit. She specifically referenced property in the 145th Street Light Rail Station Subarea where Thornton Creek is daylighted, which is less than one acre in size. She said she would love this property to be converted into a public park.

Ms. Saheki said that because the proposed light rail station parking structure will be so large, design will be very important so it does not dominate the neighborhood. At the same time, she believes that parking structures are notorious for attracting crime. She is hopeful the Commission will consider design standards that will minimize potential problems. Lastly, Ms. Saheki referred to Page 72 of the Staff Report and noted that the minimum required parking space for studio and one-bedroom apartments is .75 per unit. She expressed her belief that until the subareas are fully built out with grocery stores, movie theaters, restaurants and other services, people are going to own vehicles. She encouraged the Commission to require at least one parking space per unit.

Tom Jamieson, Shoreline, expressed disappointment with the number of people in attendance at the hearing. There are more than 53,000 people in the City of Shoreline, all of whom could be impacted by the proposed subarea plans. The number of parties on record for the 185SSSP is just 18. He expressed his belief that the public hearing is invalid because the public was not been given proper notice. The description of the proposal provided in the notice of public hearing sites a non-existent statute (RCW 43.21.031), and a person reading the notice might question why he/she should be involved. RCW 43.21(C).031, which is the intended statute, states that an "Environmental Impact Statement shall be prepared on proposals for legislation and other major actions having a probable significant adverse environmental impact." While most people present at the hearing understand the significant impacts, many people did not bother to come because they did not get adequate notice of the meeting and were unaware of the significant impacts.

Brian Derdowski, Issaquah, said he was present to speak on behalf of Public Interest Associates, Sensible Growth Alliance, and Shoreline Preservation Society. He noted that the proposal would do five very major things:

- Adopt a subarea plan, which represents one of the largest upzones in the history of the City.
- Adopt the City's first major Planned Action Ordinance (PAO), which would exempt all future implementing projects from SEPA and the public notice and hearing process it entails.
- Adopt the first major use of form-based zoning.
- Set the stage for future negotiations with Sound Transit for station planning.
- Authorize development agreements, which have enormous implications.

Mr. Derdowski commented that any one of the five major tasks listed above would require a very extensive process. He believes in planning commissions, which are the voice of the people. However, he believes that very few rise to the level of the expectations of the public. For example:

- The Commission's duty is to do more than conduct a hearing. They must conduct a comprehensive, detailed, open record. They need to create ways to facilitate and empower the citizenry.

- The Commission's job is to do much more than simply advise the Council. They need to provide a comprehensive road map of options to empower the City Council.
- The Commission must do more than amend the proposal. They need to provide a range of potential amendments that should at least be considered based on public testimony.

Mr. Derdowski observed that the current proposal may be a 10 to 100 year vision, but it is not a plan. What really matters is what happens in the first 5 to 10 years. The early actions will set the stage. The Commission may empower a 100-year vision, but they will get the first 10 years of whatever loopholes are created by the plan. There are unintended consequences when form-based zoning and PAO's are adopted.

Mr. Derdowski commented that communities do a very poor job of designing stations, and he just completed a major appeal of a massive upzone and station complex in Bellevue. The appeal was comprehensive and resulted in an effective settlement, and the public interest will be better served because of it. He is also involved in a potential appeal of the station in North Seattle, and the appellants have very significant issues. He summarized that Shoreline, with its limited financial resources, history, demography, and place in the regional economy, is not proposing the subarea plan by itself. There are other major upzones and projects. The question should be, what is the City's economic niche? The goal is for the subarea plan to be a success.

Mr. Derdowski shared an example of the Philadelphia Station in Newark, New Jersey, which is one of the major light rail stations in the country. The entire commercial strip is owned by small businesses. Although people can live in side-by-side houses with backyards and fruit trees, the densities support the rail station and the long-term viability of the neighborhood is dependent upon predictability for the residents. Their predictability is far more important than predictability for developers who are trying to make a quick buck. Mr. Derdowski submitted four documents for the Commission's information.

Diane Pottinger, District Manager, North City Water District, said the district is generally located between Interstate 5, Lake Washington, City of Seattle, and the Snohomish County line. The district serves 8,100 connections in the Cities of Shoreline and Lake Forest Park. She said she was present to address the district's major concerns related to the aggressive growth alternatives proposed in the 185SSSP. As a utility provider for the eastern half of the subarea, they have not yet identified the capital projects that will be needed to meet the increased demand, nor will they until they complete their pump station design, which is in the process of going out to bid now and will be constructed later this year. This will enable them to calibrate the hydraulic model and identify what capital improvements will need to be. The improvements will be designed to meet the district and State Department of Health standards for water systems.

Ms. Pottinger commented that in the Revised Code of Washington (RCW), the Growth Management Act (GMA) philosophy is that growth pays for growth. The North City Water District does this by requiring developers to pay connection charges to cover their share of the existing system. Developers must also pay for the cost of the improvements necessary for their development. The residents present at the hearing have already paid to install the existing water system and the improvements that have been made to the system to date. The GMA also identifies that infrastructure shall be adequate at the time the

development is ready for occupancy. The North City Water District and the developers have always done this.

Ms. Pottinger explained that once the district's capital projects have been done to the City's new designs, it will be up to developers to determine how to pay for the upgrades to the water system. The district currently has in place three different options:

- A Developer Extension Agreement where developers are responsible to pay entirely for the upgrade.
- A Latecomer Agreement where developers can pay for the water system and have up to 15 years to collect revenue from additional projects that will connect to the system.
- A Utility Local Improvement District (LID) would allow a group of property owners to work together, form a petition and agree to pay for the cost of upgrading their systems to serve their property.

Ms. Pottinger said she appreciates the Planning Commission recognizing there will be costs to the utilities to upgrade their systems to meet the proposed development requirements. The utility upgrades will have to happen first in the area.

Dia Dryer, Shoreline, said she lives near the proposed 145th Street Light Rail Station. She expressed concern about the staggering processes for the 145th and 185th Street Station Subarea Plans (SSSP). She is particularly concerned that people living near the 145th Street station do not clearly understand that the decisions made related to the 185SSSP will set the tone for the 145SSSP. Ms. Dryer said she is strongly opposed to minimum density zoning in the MUR-35' and MUR-45' zones. As for affordable housing, Ms. Dryer said she scrimped and saved for 10 years before she was able to purchase her home, and she puts all of her money into her home and yard and lives within her means to make her home affordable to her. She comes from two families who have never moved, and she purchased her home planning to live in it her entire life. She commented that people go to Ballard because it has a great mix, with no minimum density and a mixture of old and new homes. They do not go for the monolithic affordable housing; they go for the bars, restaurants, people walking their dogs, etc.

David Higgins, Shoreline, said he lives on NE 180th Street and it appears that his property will be zoned MUR-45'. He recognized that not only will the light rail station be beneficial to the majority of the region, it is also inevitable. Knowing that the zoning is inevitable, he shared his perspective as a homeowner who will be asked to sell. He commended the City Council and Planning Commission for caring about the impact to the area and attempting to mitigate the social damage that is potential with high density. However, he is asking for mitigation for the homeowners who are being asked to leave. If the City offers a property tax incentive to developers, how come no one has talked about a property tax exemption for existing residential property owners? It has been suggested by a Council Member that only 1% of the houses in Shoreline would be raised, which means a majority of people will stay. If it is only 1% of the property tax base, he would like to petition the Council for a property tax exemption in the year he is forced to move out. He asked the Commission to please consider mitigation for those who are being asked to move.

Lisa Norton, Shoreline, said she lives on 12th Avenue NE, near NE 175th Street. Although she is concerned that her neighborhood is being rezoned for commercial uses, she wants to focus her

comments on what has already happened there, particularly the Polaris development. While the City has been helpful in attempting to correct the problems, there have been challenges associated with parking, trash, and increased crime that were not fully considered before the development occurred. She is concerned that, without careful foresight, the proposed zoning will create even more problems as more development occurs on the site. While she understands the need for increased density, she hopes that careful consideration is given to how to best protect the current residents. In particular, she asked that they consider parking, parks, and landscape buffers.

Melissa Lattimore, Shoreline, said she lives between Ashworth Avenue and N 183rd Street. As per the proposed plan, her property would be zoned MUR-35', with MUR-45' zoning on the other side of her driveway. She purchased her small home 20 years ago and was planning to retire there. While she acknowledged that the subarea plan will be great for the future of the City and that the rezone is likely to occur, she asked that the City provide more information to the current property owners. For example, how long can they realistically expect to remain in their homes, and how will their property taxes change? She suggested that not enough thought has gone into what happens to the current residents who will find it difficult to relocate when redevelopment occurs.

Bill Hickey, Shoreline, said he lives on NE 188th Street near 12th Avenue NE. He said it is unrealistic to think that NE 188th Street will not become a primary access route to the station. Not having stop signs at the intersection of 12th Avenue NE and NE 188th Street shows a total disregard for the safety of citizens who live on the street. He asked that the Commission take this safety issue into account. Mr. Hickey said he is generally supportive of the plan. However, he would not support development that is similar to the hideous Polaris project. He strongly encouraged better taste in architecture.

Marna Hague, Shoreline, expressed concern that most Shoreline residents are so optimistic and positive about the upcoming light rail in 2023 that they have not worried or bothered to understand or learn how they may be impacted by the future changes. She expressed concern that residents along the 185th Street Corridor are unaware that the zoning for their properties will more than likely be changed to allow 35, 45 and even 85-foot development. She does not believe they realize that Sound Transit has plans to construct a 500-car parking garage for the light rail station that will open in 2023. She expressed her belief that the parking garage will be filled and obsolete the day it opens. As a result, the overflow parking will fill the local neighborhood, and the new parking regulations, restrictions and mitigations outlined in the plan will be implemented. The quiet neighborhood will be greatly impacted and many of the homeowners will wish they had understood the impacts ahead of time.

Ms. Hague said she does not believe the homeowners on and near the 185th Street Corridor are aware that after 2020, single-family homes will not be allowed to be built. Many people have purchased their homes with plans to retire there, and the proposed plan would significantly limit their ability to remodel. She also does not believe the property owners understand that the Shoreline Center property, which is now owned by the Shoreline School District, would be rezoned to allow 7-story buildings. While she understands that State law requires the City to have plans in place to support future population and density requirements, the City's first priority should be to negotiate with Sound Transit to build a parking garage that is sufficient to meet the needs of the station.

Chris Ebert, Shoreline, said he lives on 12th Avenue NE and just recently learned of the proposed plan that would change the zoning of his property to commercial. While he has gotten used to having the Polaris project across from him, he does not like that cars park on the street rather than in the on-site parking garage. He encouraged the Commission to carefully consider the parking issues that will arise as a result of increased development and require sufficient on-site parking to avoid spill over parking into the neighborhoods. He also expressed concern about how his neighborhood might be impacted by potential night-time activities associated with commercial uses. Lastly, he voiced concern that trash collection on commercial sites often occurs during the early morning hours, creating a noise impact for the existing neighborhood.

Jan Stewart, Shoreline, advised that she submitted written comments prior to the meeting. She specifically asked that the subarea plan include requirements for more park and open space. She also expressed concern that the proposed plan does not adequately address the best interest of those who currently live in the neighborhoods within the subarea. Lastly, she asked the Commission to honor the request made by numerous speakers that the Planning Commission take more time to review and discuss the plan before forwarding a recommendation to the City Council.

John Behrens, Shoreline, recalled a panel discussion where a residential mortgage specialist asked how the proposed rezones would impact a residential property owner's ability to sell his/her property for continued residential use. Although the City has indicated that existing residential homes would be allowed to continue as non-conforming uses, there is no guarantee that banks will consider the properties to be residential. He expressed concern that banks may be unwilling to approve mortgages for the existing residential uses to continue on property that is zoned for commercial. That means that a property owner's only option would be to sell the property to a commercial developer. He emphasized that before recommending approval of the subarea plan, the Commission owes it to the current residential property owners to address this issue.

Commissioner Deliberation and Decision

Chair Scully thanked those in attendance for their comments. He noted that the Commission has been taking comments related to the subarea plan for a long time, and many parts of the document have been changed as a result. The Commission does take public comments seriously and does its best to incorporate the feedback.

VICE CHAIR CRAFT MOVED TO RECOMMEND ADOPTION OF ORDINANCE NO. 702, WHICH INCLUDES THE 185TH STREET STATION SUBAREA PLAN (185SSSP), THE PLANNED ACTION BOUNDARIES AND MITIGATION MEASURES, AND AMENDMENTS TO THE CITY'S ZONING MAP, THE SHORELINE MUNICIPAL CODE (TITLE 20), AND THE DEVELOPMENT CODE AS REVISED BY STAFF DURING TONIGHT'S PRESENTATION. COMMISSIONER MONTERO SECONDED THE MOTION.

The Commission reviewed all elements of the proposal page-by-page and made changes to the main motion, as follows:

(Note: Commissioners and Members of the public were invited to forward grammatical errors to staff.)

- **Planned Action Ordinance No. 702 (Attachment A)**

The Commission did not have any comments or questions or propose any changes to this document.

- **Preferred Alternative Map Delineating Planned Action Boundaries (Exhibit A)**

The Commission did not have any comments or questions or propose any changes to this map.

- **Final Environmental Impact Statement (FEIS) Mitigation Measures Recommended for both 20-Year and Build-Out Time Frames for Preferred Alternative (Exhibit B)**

Commissioner Mork referred to the Surface Water Mitigation (Page 18) and questioned why “encouraging and implementing low impact development” and “exploring a sub-basin regional approach to stormwater management” are not policy statements rather than mitigation measures.

Ms. Redinger answered that these two items were included in the FEIS as mitigations. However, as currently written, it would also be appropriate to include them as policies in the Subarea Plan.

COMMISSIONER MORK MOVED THAT THE 3RD AND 4TH BULLETS UNDER “SURFACE WATER” (PAGE 18 OF EXHIBIT B) ALSO BE INCLUDED AS POLICIES IN THE 185SSSP. COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

- **Preferred Alternative Comprehensive Plan Land Use Map Designations (Exhibit C)**

COMMISSIONER CRAFT MOVED THAT THE ZONING IDENTIFIED ON THE MAP (EXHIBIT C) BE IMPLEMENTED IN THE FOLLOWING THREE (NOT TWO) PHASES:

- **PHASE 1 (2015 THROUGH 2019) – BOUNDARIES FOR PHASE 1 WOULD BE DOWN NE 190TH STREET TO 1ST AVENUE NE, ACROSS 1ST AVENUE NE TO N 186TH STREET, DOWN N 186TH STREET TO WALLINGFORD, ACROSS WALLINGFORD TO N 183RD STREET, UP N 183RD STREET TO 10TH AVENUE NE, AND ACROSS 10TH AVENUE NE BACK TO NE 190TH STREET.**
- **PHASE 2 (2020 THROUGH STATION COMPLETION) – BOUNDARIES FOR PHASE 2 WOULD BE CONSISTENT WITH THE CURRENTLY PROPOSED PHASE 1 BOUNDARIES.**
- **PHASE 3 (POST STATION CONSTRUCTION) – BOUNDARIES FOR PHASE 3 WOULD BE CONSISTENT WITH THE CURRENTLY PROPOSED PHASE 2 BOUNDARIES.**

COMMISSIONER MAUL SECONDED THE MOTION.

Vice Chair Craft said he has listened carefully to public comment regarding the need to be careful and clearly understand the ramifications of the decision. As a Planning Commissioner, he would like to see development focused first in the area directly around the light rail station. Using a phased approach would enhance development opportunities along the 185th Street Corridor and around the proposed light-

rail station where redevelopment is most appropriate. He said the intended goal is to focus development at the station area and along the 185th Street Corridor first, and then move outward; but the phasing currently proposed would have the opposite effect. Creating a phase that attaches more specifically to the corridor would enhance the opportunity for development in that area. He acknowledged that the City cannot control what happens within the zones in the future, and unintended consequences can result. A three-phased approach would allow the City a period of time to address any unintended consequences that come up during Phase 1.

Commissioner Mork asked if Vice Chair Craft is concerned that a three-phased approach would make it more difficult for developers to aggregate properties. Vice Chair Craft said he does not anticipate that aggregation would be more difficult given that he is not proposing any zoning changes. Rather, he felt a three-phased approach would result in more concentrated development along the 185th Street Corridor and the station before moving outward.

Commissioner Moss clarified that, as per Vice Chair Craft's proposed motion, the current zoning would remain in place until the applicable phase commences. Basically, those areas that are currently zoned R-6 would remain as they are currently zoned until the later phases. Vice Chair Craft agreed.

Commissioner Montero noted that Vice Chair Craft's proposal would force development to occur along the 185th Street Corridor and near the station first and discourage development in areas outside of the Phase 1 boundaries. Vice Chair Craft acknowledged that is partially true. While there would be different zoning opportunities within the initial phase, development during Phase 1 would focus on the corridor and station area. This would afford the City an opportunity to review the results of the plan in a way that would perhaps mitigate some of the public's concern. It would also provide an opportunity for the 185th Street Corridor to be the primary focus of development. He summarized his belief that a three-phased approach would create a rational timeline for developers to plan without limiting the opportunities that might occur with regard to the overall plan.

Chair Scully voiced support for Vice Chair Craft's proposal. The Commission has discussed their desire to create a dense urban core around the light rail station. However, because the proposed MUR-85'+ zone is quite large, the City runs the risk of having big swaths of single family residential development, with apartments here and there and never getting the density of businesses that are needed to create a non-auto-dependent zone. If the area around the light rail station is developed first, a future City Council and Planning Commission would have an opportunity to adjust the plan for the remaining phases, as appropriate if development does not occur as anticipated. He emphasized that the City can always change zoning, but it cannot tear down structures that are already built. As a Planning Commission, they must draw on the experience of other cities, staff's expertise, and their own diverse experiences. If it turns out that more improvements are needed as a result of one or two developments, the City would have time to address the issue before allowing additional development to take place in the outlying areas.

Commissioner Maul questioned if excluding a portion of the 185th Street Corridor from Phase 1 would limit the City's ability to improve the entire roadway at the same time. Chair Scully explained that funding comes from development, and the less development that occurs, the less funding will be available. Concurrency is supposed to take into account the entire roadway, with the caveat that if the

City cannot afford the roadway improvements, they may have to wait. He reminded the Commission that the intent built into the plan is that new development, and not the existing tax base, would pay for infrastructure improvements.

Commissioner Malek shared Commissioner Maul's concern that the proposed phasing could limit funding options for corridor improvements. He said safety will also be a concern if traffic increases before roadway improvements can be done. Vice Chair Craft commented that including the MUR-35' zones in the initial phase would not generate revenue as quickly as it would increase traffic. Focusing development as he proposed would allow the City to focus on more prompt improvements to 185th Street rather than some of the surrounding areas.

Mr. Szafran explained that the phased approach proposed by Vice Chair Craft would not limit the City's ability to improve the entire 185th Street Corridor. The Planned Action EIS looked at the full impacts through the 20-year time frame. The same mitigation measures would be applicable if the size of the rezone is reduced. Ms. Ainsworth Taylor further explained that with adoption of the transportation impact fee program, all fees citywide would be funneled for certain identified projects. If the entire length of the 185th Street Corridor is one of the identified projects, impact fees collected throughout the City could be applied to the project regardless of whether it is in the subarea or not.

COMMISSIONER MOSS MOVED TO AMEND THE MOTION TO EXTEND THE WESTERN BOUNDARY OF PHASE 1 ALL THE WAY THROUGH TOWN CENTER TO AURORA AVENUE NORTH. COMMISSIONER MAUL SECONDED THE MOTION TO AMEND.

Commissioner Moss commented that as development moves east from Aurora Avenue North, it will be difficult for anyone to development supportive services on these MUR-35' properties unless they are included as part of Phase I zoning.

THE MOTION TO AMEND WAS UNANIMOUSLY APPROVED.

THE MAIN MOTION, AS AMENDED, WAS APPROVED BY A VOTE OF 6-1, WITH COMMISSIONER MONTERO VOTING IN OPPOSITION.

- Preferred Alternative Zoning Map (Exhibit D)

CHAIR SCULLY MOVED THAT THE PHASING CHANGES PUT FORWARD BY VICE CHAIR CRAFT IN THE PREVIOUS MOTION BE APPLIED TO ATTACHMENT D (ZONING MAP) RATHER THAN ATTACHMENT C (LAND USE MAP). COMMISSIONER MOSS SECONDED THE MOTION, WHICH WAS APPROVED BY A VOTE OF 5-2, WITH COMMISSIONERS MONTERO AND MALEK VOTING IN OPPOSITION.

- Draft Development Code Regulations for the 185th Street Station Subarea Plan (Exhibit E)

Chapter 20.20 -- Definitions

Mr. Szafran reminded the Board that staff is proposing that definitions be added for the terms “Built Green,” “LEED” and “Transfer of Development Rights” (TDR). In addition, staff is recommending that the reference to “at grade or above grade” be eliminated from the definition for “Light Rail Transit System.” Lastly, the definition for “Microapartments” would be amended to eliminate the minimum size requirement. He reviewed the specific language for each of the proposed amendments.

Chapter 20.30.355 – Development Agreements

Commissioner Moss referred to SMC 20.30.355(A) and asked if development agreements would be permitted in all zones. Mr. Szafran answered affirmatively. He emphasized that the contents of this section is divided into categories: standards for general development agreements that apply throughout the City and standards for development agreements that apply for extra height in the MUR-85’+ zone.” Chair Scully clarified that the MUR-85’ zone is the only zone where development agreements can allow a developer to expand beyond the height limit.

Commissioner Mork referenced SMC 20.30.355(D)(2), which would require the entire development to be built to LEED Gold standards in order to achieve a height greater than 85 feet. She pointed out this requirement would be no greater than what is already required for all development in the MUR-85 zone.

COMMISSIONER MORK MOVED THAT SMC 20.30.355(D)(2) BE CHANGED TO READ, “THE ENTIRE DEVELOPMENT IS BUILT TO LEED PLATINUM STANDARDS.” VICE CHAIR CRAFT SECONDED THE MOTION.

Commissioner Mork expressed her belief that a development agreement should have a more stringent requirement than the basic height limit. If a developer is allowed increased height, he/she should be required to give something back to the community via improved environmental standards.

THE MOTION CARRIED UNANIMOUSLY.

Commissioner Moss referenced SMC 20.30.355(D)(1) and expressed concern that the upfront fee-in-lieu requirement does not have enough teeth to really promote affordable housing. It offers a fairly easy option for developers to pay a one-time fee rather than provide affordable housing.

COMMISSIONER MOSS MOVED THAT THE 4TH SENTENCE IN SMC 20.30.355(D)(1) BE CHANGED TO READ, “A FEE IN LIEU OF CONSTRUCTING THE UNITS MAY BE PAID UPON AUTHORIZATION OF THE CITY’S AFFORDABLE HOUSING PROGRAM TO INCLUDE CONSTRUCTION AND ONGOING OPERATING COSTS AS MAY BE DETERMINED IN SMC TITLE 3. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Moss voiced concern that offering developers a one-time, upfront buy out to avoid doing affordable housing could create an imbalanced situation. In general, affordable housing is supposed to be built to a standard of 50 years. She would somehow like the fee-in-lieu option to capture the ongoing operating costs and not just the initial cost.

Vice Chair Craft said he can appreciate Commissioner Moss' concern but suggested it could be better addressed in SMC Title 3 rather than in SMC 20.30.355. Chair Scully concurred and suggested that the Commission needs to have a serious, robust, multi-hearing discussion on SMC Title 3 to adequately address affordable housing issues.

Director Markle suggested that a better way to address Commissioner Moss' concern is to add a policy in the "Housing" section of the subarea plan that the fee-in-lieu be commensurate with the actual cost to develop a market rate unit, and that operating costs be included as part of the equation.

THE MOTION FAILED UNANIMOUSLY.

CHAIR SCULLY MOVED THAT THE FIRST SENTENCE IN SMC 20.30.355(D)(5)(g) BE MODIFIED TO READ, "APPLICANT SHALL DEDICATE PARK SPACE SUFFICIENT TO ACCOMMODATE EACH PROJECTED RESIDENT TO BE DETERMINED BY A FORMULA TO BE ESTABLISHED BY RULE IN CONSULTATION WITH THE PARKS BOARD." HE FURTHER MOVED THAT SMC 20.30.355(D)(5)(g) SHOULD BECOME 20.30.355(D)(5) AND THAT THE REMAINING LANGUAGE IN SMC 20.30.355(D)(5) SHOULD BECOME SMC 20.30.355(D)(6). VICE CHAIR CRAFT SECONDED THE MOTION.

Chair Scully said the recommended change was brought forward by Council Member Salomon who is concerned that parks be a mandatory part of a development agreement. The City Attorney previously expressed concern about the verbiage because you cannot have a mandatory requirement without tying it to a specific impact. The proposed language would make park space mandatory for development over 85 feet. It would also require the City to determine what impact a new development would have on parks.

THE MOTION CARRIED UNANIMOUSLY.

Commissioner Mork referred to SMC 20.30.355(D)(6) and asked if requiring LEED Platinum standard would require a developer to do a green roof or some other kind of stormwater abatement. Mr. Szafran said surface water would definitely be part of the LEED Platinum equation. Commissioner Mork said she originally intended to add "going beyond the stormwater rules" as one of the options for additional height. This change would not be necessary, given that it would already be a requirement of LEED Platinum.

COMMISSIONER MOSS MOVED THAT SMC 20.30.355(D)(6)(b) BE AMENDED TO ADD THE WORDS "BUILD AND OCCUPY" AT THE BEGINNING OF THE SENTENCE. COMMISSIONER MORK SECONDED THE MOTION.

Commissioner Moss noted that, as currently written, the language would require that at least 40,000 square feet of the ground floor be built to commercial standards, but it does not require that the space be occupied by commercial uses. If they are going to allow a greater height, she said it would be appropriate to mandate that the ground floor be used as commercial space.

Commissioner Maul expressed concern about how this requirement would be enforced. There are numerous examples throughout Puget Sound of commercial space that is built but is never occupied. Mr. Szafran said the thought was that a developer would not built 40,000 square feet of commercial space if it could not be occupied. Vice Chair Craft summarized that 40,000 is a significant amount of space and would provide teeth for the requirement.

THE MOTION FAILED UNANIMOUSLY.

Chapter 20.40 – Zoning and Use Provisions

Commissioner Maul expressed his belief that if microhousing makes sense anywhere, it is in the MUR-85' zone, where the City is trying to encourage transit-oriented development. Microhousing is another form of affordable housing. While he can understand why it would not be desirable in a lot of areas in the City, he felt it would be a mistake to prohibit the use near the community college and light rail stations.

COMMISSIONER MAUL MOVED THAT TABLE 20.40.160 (STATION AREA USES) BE AMENDED TO ADD MICROHOUSING AS A PERMITTED USE IN THE MUR-85 ZONE.

Commissioner Maul disclosed that has worked on microhousing developments, and is currently working on a project on Aurora Avenue North.

COMMISSIONER MALEK SECONDED THE MOTION.

Commissioner Moss asked if the proposal is for microhousing to be a permitted use or a conditional use in the MUR-85' zone. She noted that, as a conditional use, a project would be required to meet specific criteria. Commissioner Maul noted said he is proposing that the use be allowed outright in the MUR-85' zone. He noted that the proposed definition for “microhousing” is quite clear, and requiring additional conditions would be unnecessary. He further noted that there is also a definition for “efficiency units” in the Building Code, which is very close to the proposed definition for “microhousing.”

Commissioner Mork said parking is one of the most significant concerns associated with microhousing. Commissioner Maul explained that a number of microhousing projects in Seattle have been constructed with no parking, and parking has spilled out into the residential neighborhoods. However, it is conceivable that someone without a car would be interested in renting a small unit located within walking distance of the light rail station. Microhousing that is not located near mass transit has caused major headaches related to parking, but this would not likely be the case for development in the MUR-85' zone.

Chair Scully said he does not have a strong opinion about microhousing. It is a type of affordable housing. However, if they want to allow it, it must be done right after careful study to avoid problems in the future. He noted that, if determined appropriate, the Development Code could be amended at a later date to allow microhousing in MUR-85.

Vice Chair Craft commented that microhousing may be a useful housing type in the future. However, he would like to address microhousing on a citywide scale rather than making it specific to the 185SSSP.

THE MOTION FAILED 2-5, WITH COMMISSIONERS MALEK AND MAUL VOTING IN FAVOR AND CHAIR SCULLY, VICE CHAIR CRAFT, AND COMMISSIONERS MONTERO, MALEK AND MORK VOTING IN OPPOSITION.

CHAIR SCULLY MOVED THAT TABLE 20.40.160 BE AMENDED BY DELETING THE “i” FROM EACH COLUMN PERTAINING TO “SINGLE-FAMILY ATTACHED.” VICE CHAIR CRAFT SECONDED THE MOTION.

Chair Scully expressed his belief that the five-year phase out provision is a “solution in search of a problem.” He does not see how prohibiting new single-family homes is really necessary. The provision simply puts in place an artificial constraint without realistically slowing down the course of development. Secondly, he pointed out that the City does not have sufficient information to rebut public comments regarding the existing water table in the subarea. Some of the properties in the subarea are low-lying and will not be attractive to developers. It is probable they will remain single family for quite a period of time if not indefinitely. While some could eventually become parks, he does not want to place restrictions on property owners that would prevent them from altering their existing homes.

Director Markle pointed out that the “i” in the MUR-35’ and MUR-45’ columns means that single-family detached dwellings are permitted in the MUR-35’ and MUR-45’ zones subject to the R-6 development standards in SMC 20.53.

THE MOTION FAILED UNANIMOUSLY.

CHAIR SCULLY MOVED TO AMEND TABLE 20.40.160 BY DELETING THE “i” IN THE MUR-85’ COLUMN. THIS WOULD REMOVE THE 5-YEAR PHASE OUT PROVISION AND ADOPT THE R-6 STANDARDS THAT ARE CURRENTLY IN PLACE. VICE CHAIR CRAFT SECONDED THE MOTION.

Commissioner Mork recalled a previous discussion about the concern that a lot of large, expensive single-family homes could be constructed near the station on properties that are envisioned for multi-family development. Ms. Redinger advised that this has been a significant concern near the Bellevue station. Commissioner Maul noted that the problem in Bellevue was associated with people building large homes on what continued to be single-family lots. This is different from the proposed subarea plan, which would create a high-rise zone near the station.

Commissioner Moss recalled that the Commission previously discussed having a minimum density requirement for the MUR zones. Ms. Redinger pointed out that if the Commission agrees to allow single-family uses consistent with the R-6 standards, the minimum density would be four units per acre.

THE MOTION PASSED 5-2, WITH COMMISSIONERS MALEK AND MOSS VOTING IN OPPOSITION.

VICE CHAIR CRAFT MOVED THAT TABLE 20.40.160 BE MODIFIED BY ADDING “CONVENIENCE STORE” AS A NEW LINE ITEM AND THAT THE USE BE PROHIBITED IN THE MUR-35’ AND MUR-45’ ZONES BUT ALLOWED IN THE MUR-85’ ZONE. CHAIR SCULLY SECONDED THE MOTION.

Vice Chair Craft recalled that a number people have raised concern that, with the new potential for commercial zoning, the opportunity for things like convenience stores or other retail stores that sell liquor and tobacco could become a blight on the kind of neighborhood they are trying to create. These uses could attract an element that would detract from the neighborhood. While he is not against convenience store uses, per say, the types of services they provide the community would be unwelcome in the area and would be better served in more commercially zoned areas.

Commissioner Montero reminded the Commission that the goal is to encourage transit-oriented development and discourage cars. Therefore, residents of the area will need a place to purchase milk and other grocery items. Vice Chair Craft said he would not be opposed to allowing small grocery stores in the MUR-35’ and MUR-45’ zones, but convenience type stores would not work well.

Commissioner Mork questioned how the City could regulate this particular type of use. Vice Chair Craft suggested the Commission rely on staff to come up with a definition to address the Commission’s intent. The idea is that the MUR-35’ and MUR-45’ zones are more residential in nature, with smaller buildings than those allowed in the MUR-85’ zone. While convenience stores would be compatible with larger developments that have aesthetic requirements, they would not be appropriate as stand-alone stores with outside parking areas, etc. Mr. Cohen reminded the Commission that development in the MUR zones would be required to meet the commercial design standards. For example, requirements for parking, lighting, etc. may help address concerns related to convenience store uses. Vice Chair Craft did not agree that the commercial design standards would adequately address the concerns.

Commissioner Malek said he is also concerned about allowing the sale of marijuana and pornographic items in the MUR-35’ and MUR-45’ zones. He asked if it is possible to specifically restrict these uses. Mr. Szafran noted that, as currently proposed, these uses would be specifically prohibited. Commissioner Malek noted that they are prohibited as separate retail stores, but can the City restrict convenience stores from vending these items? Chair Scully said that, as currently written, adult use facilities, smoke shops, marijuana sales, firearm sales, and pawn shops are defined uses that are all prohibited in the MUR zones. It is not possible for a property owner to get around the provision by selling the prohibited products via another type of use.

THE MOTION FAILED BY A VOTE OF 6-1, WITH VICE CHAIR CRAFT VOTING IN FAVOR..

Commissioner Maul referenced the letter the Commission received from Kelly Ryder, Housing Development Consortium (HDC), which offered a more detailed matrix of affordable options.

COMMISSIONER MAUL MOVED THAT THE COMMISSION ADOPT THE AFFORDABILITY LEVELS IDENTIFIED IN THE MATRIX SUBMITTED BY KELLY

RYDER FROM THE HOUSING DEVELOPMENT CONSORTIUM INTO THE TABLE IN SMC 20.40.235(B)(1) AS FOLLOWS:

Zone	Affordability Level
MUR-85'+ with Development Agreement	<ul style="list-style-type: none"> • Studio and one-bedroom units – 20% of the units shall be affordable at 60% AMI or 10% of the units at 50% AMI • Two-bedroom units – 20% of the units shall be affordable at 70% AMI or 10% of the units at 60% AMI
MUR-85'	<ul style="list-style-type: none"> • Studio and one-bedroom units – 20% of the units shall be affordable at 70% AMI or 10% of the units at 60% AMI • Two-bedroom units – 20% of the units shall be affordable at 80% AMI or 10% of the units at 70% AMI
MUR-45'	<ul style="list-style-type: none"> • Studio and one-bedroom units – 20% of the units shall be affordable at 70% AMI or 10% of the units at 60% AMI • Two-bedroom units – 20% of the units shall be affordable at 80% AMI or 10% of the units at 70% AMI
MUR-35'	<ul style="list-style-type: none"> • Studio and one-bedroom units – 20% of the units shall be affordable at 70% AMI or 10% of the units at 60% AMI • Two-bedroom units – 20% of the units shall be affordable at 80% AMI or 10% of the units at 70% AMI

COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

Commissioner Moss referenced SMC 20.40.436 and noted that, as currently proposed, live/work units would only be allowed on arterial streets in the MUR-35' zone. She questioned how live-work units would be different than home-based businesses. Ms. Redinger answered that the current definition for "home-based business" allows 25% of a unit to be used for business purposes, and about 50% of a live/work unit would presumably be used for business purposes. Mr. Szafran added that home-based businesses have more restrictions on who can live in the units, the types of businesses allowed, the number of deliveries allowed, etc.

VICE CHAIR CRAFT MOVED THAT THE TABLE IN SMC 20.40.235(B)(1) BE AMENDED TO MAKE AFFORDABLE HOUSING VOLUNTARY IN THE MUR-45' ZONE. COMMISSIONER MORK SECONDED THE MOTION.

Vice Chair Craft expressed concern that the percentage of affordable housing that would be required in the MUR-45 zone could be onerous from a development standpoint. Because there is not enough time for additional research, he felt it would be appropriate to make affordable housing voluntary in the MUR-45' zone. He does not believe that creating a mandatory affordable component in the MUR-45' zone would allow the City to generate the kind of development desired for the zone. The requirement could create problems from a financing standpoint. There are fewer units in these types of development, and the proforma or revenue required for financing is a much narrower margin.

Chair Scully said he supports a mandatory affordable housing requirement for the MUR-45' zone. He was also ready to propose a mandatory requirement in the MUR-35 zone until representatives from the HDC indicated they are still on the fence about whether or not the change would be appropriate. He reminded the Commission that developers would have the option of paying a fee-in-lieu rather than providing affordable units as part of a project. If affordable housing is not mandatory, redevelopment will price out not only low-income households, but middle-income households, as well. He recognized that it is easier to finance high-end development because there is more profit to be made. The only way the City will obtain choices for a diversity of income levels is to mandate it. If that slows down development, so be it.

Commissioner Moss noted that the affordability mandate would only apply to rental units. For-sale condominiums or townhomes would not be held to the mandate. She agreed with Chair Scully that the affordability requirements need to have some teeth. They must ensure that people of all incomes can live in the subarea. Commissioner Montero also agreed that affordable housing should be a mandate in the MUR-45' and MUR-85' zones.

Commissioner Malek asked if Vice Chair Craft believes there are other mechanisms available to help with affordability and that a mandate could ultimately slow down development in the MUR-45 zone. Vice Chair Craft said that is one of his thoughts. They may not get the additional housing because developers will not want to provide the affordable component. He explained that he raised the proposed amendment for discussion purposes. While he agreed the City needs more affordable housing, he is concerned about the limitations a mandatory requirement could create.

THE MOTION FAILED BY A VOTE OF 6-1, WITH VICE CHAIR CRAFT VOTING IN FAVOR.

Chapter 20.50 – General Development Standards

Chair Scully reminded the Commissioners that the standards contained in this section are consistent with the Commercial Design Standards that were recently adopted.

Commissioner Montero asked if the proposed standards would address the concerns that were raised about cars parking on neighborhood streets because developments are charging their tenants for on-site parking. Director Markle said it has not been determined if the City has the legal ability to tie the parking space to the rent. The issue will be studied in the near future from a citywide standpoint. However, allowing a reduction in the parking requirement is discretionary and the City can attach

specific conditions. Mr. Szafran added that, as per the current code, when a plan comes in, a developer must show parking for the units, but does not have to specifically address cost.

CHAIR SCULLY MOVED THAT SMC 20.50.140 BE MODIFIED TO ADD A SECTION H REQUIRING THAT ALL MANDATORY PARKING SPACES BE INCLUDED IN EITHER THE PURCHASE PRICE OR THE MONTHLY RENTAL RATE. COMMISSIONER MONTERO SECONDED THE MOTION.

Chair Scully said he would welcome more input about why this type of requirement would or would not be legal. Commissioner Maul questioned how this requirement would be applied to projects that offer multiple types of parking. Ms. Ainsworth-Taylor acknowledged that she is still researching the issue. What they have learned so far, particularly with affordable units, is that the rent that is available for affordability can only be the physical rent of the room itself. Accessories like parking spaces cannot be included within the rent. For example, if the Polaris development added the cost of parking into the rent, the units would not qualify under the AMI standards. They are also battling the differences in parking and size of units. They live in a capitalistic society that says if you have certain amenities, you can charge for those amenities that other people may not want. Tenants can pick and choose and control the amount of rent they pay for the unit. If you are paying for parking and you don't have a car, you are now paying for something you will not use.

Mr. Cohen suggested that if the Commission supports the additional language proposed by Chair Scully it would be more appropriately located in SMC 20.50.390(E), which talks about parking ratios.

THE MOTION FAILED UNANIMOUSLY.

CHAIR SCULLY MOVED TO AMEND SMC 20.50.390 TO INCLUDE A REQUIREMENT IN THE SECTION STAFF DESIGNATES AS APPROPRIATE TO READ, "ANY PARKING SPACE PROVIDED FOR A UNIT BE TIED TO EITHER THE PURCHASE PRICE OR THE RENT OF THE UNIT. COMMISSIONER MONTERO SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

Commissioner Montero referred to SMC 20.50.021 and recalled the Commission's earlier discussion that transitional standards must be met when development faces an arterial. Mr. Szafran noted that SMC 20.50.240(C)(1)(b) requires that all building and parking structure facades in the MUR-85' zone directly across the street from the MUR-35' and MUR-45' zones be stepped back a minimum of 10 feet for that portion of the structure above 45 feet in height.

COMMISSIONER MONTERO MOVED THAT SMC 20.50.240(C)(1)(b) BE AMENDED TO READ, "ALL BUILDING AND PARKING STRUCTURE FACADES IN THE MUR-85' ZONE DIRECTLY ACROSS THE STREET FROM THE MUR-35' AND MUR-45' ZONES OR FRONTING ON AN ARTERIAL, SHALL BE STEPPED BACK A MINIMUM OF 10 FEET FOR THAT PORTION OF THE STRUCTURE ABOVE 45 FEET IN HEIGHT." COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

The Commission had a brief discussion about whether or not “research and development” uses should be allowed within the subarea. Mr. Szafran suggested that these uses are more suited to Aurora Avenue North and other non-residential areas. Ms. Redinger said that, as per the current definition for “research and development,” the use type can be quite industrial, and there is currently no option for “light research and development.” The Commission agreed not to add “research and development” as an allowed use in the MUR zones.

- **185th Street Station Subarea Plan (185SSSP)**

Ms. Redinger reminded the Commission that they approved a motion that would include the mitigation related to stormwater incentives into the policy section of the subarea plan. Commissioner Moss also suggested an additional housing policy recommending that the fee-in-lieu schedule include maintenance. The Commission reviewed the subarea plan chapter-by-chapter.

Chapter 5 – Long Term Vision for Station Subarea

Commissioner Maul noted that the zoning map on Page 5-17 needs to be updated as per the Commission’s previous action to amend the Preferred Alternative Zoning Map (Exhibit D) to incorporate a three-phased zoning approach. Ms. Redinger agreed that this map would be amended accordingly, as would certain other pertinent sections of the PAO and subarea plan.

COMMISSIONER MOSS MOVED THAT AN ADDITIONAL HOUSING POLICY BE ADDED ON PAGE 5-35 OF THE SUBAREA PLAN TO READ, “DEVELOP A FEE SCHEDULE IN TITLE 3 TO SET THE FEE-IN-LIEU VALUE TO INCORPORATE ONGOING MAINTENANCE AND OPERATION COSTS.” COMMISSIONER MORK SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

Chapter 7 – Incremental Implementation Strategy

Commissioner Mork said she is concerned about getting the corridor study completed and the engineering manual updated as soon as possible. Ms. Redinger said the corridor study has already been identified in the Transportation Master Plan. However, the Commission could recommend that both the corridor study and the engineering manual update be included in the 2016 budget.

COMMISSIONER MORK MOVED TO ADD TO THE TRANSPORTATION SYSTEM IMPROVEMENT NEEDS SECTION A SENTENCE THAT READS, “FUND AN UPDATE TO THE ENGINEERING MANUAL AND A TRANSPORTATION CORRIDOR STUDY IN 2016 TO INCLUDE THE ENTIRETY OF 185TH STREET, 15TH AVENUE NE, AND ALL OTHER IDENTIFIED ROADWAYS THAT COULD BE IMPACTED. VICE CHAIR CRAFT SECONDED THE MOTION.

Commissioner Montero asked if the Transportation Master Plan (TMP) includes any plans for a corridor study of 185th Street. Ms. Redinger said the TMP does identify a study for the corridor. She explained that Perkins Way, 188th Avenue NE and other outlying streets were not specifically studied in the City’s EIS because they will be addressed as part of Sound Transit’s EIS process. Impacts related to the light

rail station will include commuters and how they get to the station. The results of the City's EIS was focused specifically on the impacts the station would have on land use, and the zoning changes near the station will not necessarily impact 188th Street NE, Perkins Way, etc.

Chair Scully observed that the City does not control the purse strings on Sound Transit's work. The motion on the floor would convey to the City Council that the Planning Commission shares the citizens' concerns and wants the City to study traffic as much as possible. It will be up to the City Council to determine the parameters of the study. While the Commission's recommendation may be more than the City Council is willing to fund, they are sending a message that they care about traffic and believe it is an issue that should be studied further. The City Council can work out the details.

Commissioner Malek asked if the corridor study would preempt the City's ability to require developers to fund traffic studies to identify additional impacts associated with increased density. Ms. Redinger explained that the point of the PAO is that the City has done the modeling and much of the traffic study and identified the mitigations that would be required. Until the City completes the corridor study to identify specific mitigation and tie it to development, developers would be required to pay a traffic impact fee or make improvements based on what the City has already analyzed.

THE MOTION CARRIED UNANIMOUSLY.

THE MAIN MOTION TO RECOMMEND ADOPTION OF ORDINANCE NO. 702 WAS UNANIMOUSLY APPROVED, AS SUBSEQUENTLY AMENDED.

DIRECTOR'S REPORT

Director Markle did not have any additional items to report to the Commission.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports or announcements from Commissioners.

AGENDA FOR NEXT MEETING

Commissioner Moss advised that the January 29th agenda includes a public hearing for the Aurora Square Community Renewal Area, and the Commission's February 5th agenda includes a presentation of and public hearing for the 145th Street Station Subarea Plan DEIS.

The Light Rail Subcommittee discussed the process at length and agreed they would like to staff to present the DEIS to the Planning Commission on January 29th. This would provide the Commission with ample opportunity to identify issues that need further information prior to the public hearing. The remainder of the Commission concurred.

ADJOURNMENT

The meeting was adjourned at 11:10 p.m.

Keith Scully
Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

TIME STAMP
January 15, 2015

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

APPROVAL OF MINUTES:

GENERAL PUBLIC COMMENT: 1:45

PUBLIC HEARING: 185TH STREET LIGHT RAIL STATION SUBAREA PLAN

Staff Presentation: 2:35

Public Testimony: 26:57

Planning Commission Deliberation and Action: 2:05:04

DIRECTOR'S REPORT: 4:04:04

UNFINISHED BUSINESS

NEW BUSINESS

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS:

AGENDA FOR NEXT MEETING:

ADJOURNMENT:

Public Comment on the 185th Street Station Subarea Plan:

I would like to add some additional comments to the Light Rail rezoning that is being proposed for the Ridgecrest neighborhood and surrounding area.

I understand that change will come but it should not be done with a sledge hammer. This is how it feels to those of us who live in the effected areas. Such blanket proposals fail to take into account the nuances that make for healthy growth and healthy neighborhoods. As proposed there is no room for either environmental concerns nor for accommodating the single family homes that would be attractive to some who might want to live close to light rail and good schools.

While I would like the status quo to be maintained as is, I do understand this won't likely be an option. I believe the city should therefore consider altering the rezone plan to take into account environmentally sensitive corridors that include single family residences that would enhance the overall neighborhood mix and plan and allow more variety to the housing options in the rezone area.

Single family homes as are currently zoned should remain in place along two environmentally sensitive corridors, these are areas where there have been patterns of flooding. I have lived in the area since 1981 at both ends of the proposed rezone and am familiar with the issues regarding the areas I am proposing stay "as is".

Single family homes as currently zoned should remain in two environmentally sensitive corridor areas:

Between 8th and 12th from 145th to 155th and between 10th and 12th from 155th to 175th

It is important to preserve some single family homes in the light rail rezone area, to do otherwise is to not consider that not everyone who wants to live in the area wants to live in a condo, townhouse, apartment or such. A better choice would be to make a far more nuanced mix of choices available that would also take into account the fact there are areas where denser development is inappropriate.

Thank you,

Cathy Aldrich

Dear Miranda,

I appreciate all the hard work on the zoning changes for the area around the proposed light rail station at NE 185th ST and 5th AV NE. Unfortunately I missed your Oct 9th Planning Session

I strongly disagree with the area designated MUR-85. Given the current character of area, putting 8 story condos or apartments next to single family residences is too big a transition in the neighborhood. Although I do not care for MUR-35 or MUR-45, 3-4 story complexes make much more sense in the area given the infrastructure of roads, fire, power, water, sewer, businesses, and other services. It also makes for a more gradual transition to higher density rather than a jarring move to high rise structures.

If nothing else, I propose limiting the MUR-85 to 3 blocks around the light rail station. That way the highest density is adjacent to NE 185th ST and the light rail station itself.

Thanks,

Scott Anderson
Shoreline Resident

Could you please give me one good reason why putting in a rail station requires my property to be rezoned so that I have 4-story apartment buildings built next to my property? I live at 2332 N 186th in a quiet cul-de-sac.

This rezone will impact my property values and is certainly not necessary for you to build your rail station. As far as I'm concerned, the City of Shoreline needs to explain in letter form to all property owners whose property values have been impacted by this rezoning why it is so important to turn our neighborhood into apartment city. I also expect that my taxes will be sufficiently lowered. Now I just need to get my house sold before my neighborhood becomes a war zone.

Hopefully we will be able to vote out all of our city council people in the next several elections. They don't deserve our support.

Karen Anderson
Shoreline Resident
(for the moment)

In the rush to create new forms of housing the city council seems to have lost sight of the value of the 1500 single family parcels that are being considered for conversion in the 185th st corridor. Where are these middle class working families supposed to go in the New Shoreline? Can families truly live in the structures you are contemplating?

Telling people to shh at council meetings is not going to quiet the slow growing outrage amongst the people of my neighborhood. We will work together to replace council members who are more concerned with politics than the people they represent. Continuing to alienate the people of Shoreline neighborhood by neighborhood is not the way to get reelected.

People are watching.

John Behrens

Hi Miranda.

Thank you for the information about the meeting, and explanation for absence of minutes and video. I understand. If the handouts are posted on the website, I will look there for them. I hope they are posted - I really wish I could attend but am not able to. I am asking my neighbor friends if they or someone is going.

I really look forward to light rail services coming to Shoreline, and I think the City is doing a great job in preparing for the future and for the changes that can and will take place as a result. I am a home/property owner in the areas identified to be rezoned; I support the proposed rezones. My hope is that future development eventually spurs more retail and cafes in our neighborhoods. In my opinion, Shoreline sorely lacks variety and abundance of cafes and local restaurants.

Thanks again,

Maaren

Dear Shoreline Planning Commissioners and City Councilors,

As you consider development regulations for the 185th Street Light Rail Station Area, I am asking you to support strong affordable housing policies that require development to contribute to meeting Shoreline's affordable housing needs. The policies proposed by staff are a critical step toward building an equitable Shoreline.

I want Shoreline to be a place where people of all incomes can afford to live near their jobs, public transit, and the many other important amenities light rail areas will offer. However, new development, growth, and the coming light rail will make Shoreline more expensive. I fear low-income people will struggle even more to find affordable housing. The proposed housing policies offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers.

In my work with homeless individuals in King County, I have multiple clients that want to live in Shoreline because that is where they used to live, or they have family, or their doctors are there, but even with the rental support the program I work for provides, it is still almost impossible to find affordable housing for these folks in Shoreline.

I urge you to act now to preserve and create affordability in Shoreline. Thank you for your time and attention to this important issue. Working together, we can make sure that Shoreline retains its character as a welcome and inclusive city for all.

Theresa Curry
Kenmore Resident

Comments on the FEIS for 185th Street Station:

When the City Council and Planning Commission first decided to expand the size of the area to be studied, the action was justified by the need to understand the impact of the proposed station over a wide area. How else to understand where traffic would be coming from, and the natural land systems that would be impacted? At the time, we wondered why they did not expand the study area to include as far north as 205th and East to 15th in North City and West to Aurora Avenue, potentially looking at how traffic from Point Wells would be directed to the station along 185th.

Sometime during the process, the "study" area was redefined as a "rezone" area. So instead of just looking at impacts and where traffic would be coming from, the outcome of the "study" meant rezoning a much larger geographic area than originally proposed by City Staff.

This raises additional concerns and increases the impact to the area significantly. Please include all of the following in the record of comment on the 185th St Station Area EIS.

Will the market support the preferred option?

Option 4, deemed the "preferred option," calls for 7-story buildings, not just at the station, but as far north as N and NE 195th street and as far south as NE 180th Street. Yet on page RG-9 of the review guide says, "It should be noted that this density is unlikely to be supported by current market forces, and as such, it may be some time before this type would be developed in the subarea."

It is suggested on page RG-7 of the Review Guide that full build-out would take place over 80 to 125 years as the market is able to support that density of development.

A projection of how land use patterns will develop over a period as long as 80 to 125 years is not credible. There are far too many variables—population shifts from in- and out-migration, economic changes from the local to global scales, unforeseen and unforeseeable developments in technology, consumer lifestyle preferences, and in transportation choices, and numerous environmental factors—to warrant even speculative guesses as to how land use in the study area will change over the coming century.

Even if such a projection proves to be accurate—which no one can say with any certainty at this point—why does the City Council plan to rezone in February 2015? If you are going to take a sensible, phased, predictable approach to rezoning, then we would suggest starting with rezoning according to Alternative 2, and in 20 to 30 years, after the station is in operation, revisit the whether rezoning additional properties is warranted.

As redevelopment occurs and the City and residents are able to observe the effects of that redevelopment such as traffic and surface water runoff, the City would be better positioned to learn from the experience and apply those lessons to further redevelopment potential with a greater chance of achieving a positive outcome.

Employment

We have a jobs deficit, in that Shoreline exports commuters to jobs all over Puget Sound. According to page RG12, Alternative 3 “Provides most capacity for employment opportunities than other action alternatives and would help meet City’s employment growth targets and balance the jobs-to-housing ratio ..due to potential bonus height and density at the Shoreline Center site rather than spread throughout all MUR-85’ zoning.” Given the persistence of economic weakness, and the possibility that the U.S. employment market is experiencing “secular stagnation” (see The Economist, November 22, 2014 edition, Finance and Economics section), the city should lean toward the alternative that offers the best chance of encouraging jobs growth in the city.

Affordable Housing

There is no reason that we can’t have both more jobs and more low-income housing brought into the area. There is every reason to avoid concentrating low-income housing within the study area. Stable neighborhoods are ones that have a balanced mix of high, middle and low-income housing. Concentrating low-income housing in one area increases the likelihood of higher crime, reductions in property values, and greater difficulty for those living in an area of concentrated low-income housing to escape poverty.

Market rate housing is not the same as affordable housing. To increase the availability of housing low-income households can afford, developers will have to be required to include a certain number of low-income and affordable units ,with “affordable” defined according to Shoreline income levels not those of Seattle or Bellevue.

Property Taxes

If the Council does the rezone in February 2015 as proposed, there is a risk of taxing people out of their homes. We understand that zoning alone does not determine the tax rate and that properties are supposed to be taxed according to current use. There is some evidence, however, that such an assurance is not a guarantee. There are parking lots in Shoreline that, after being rezoned R150,

experienced tripling of their tax rates even though the land is still being used only for parking. What credible assurances can the city offer that households in stable, single-family neighborhoods to be rezoned for much higher density will not experience sharply increased property taxes that would inflict economic harm on families and force distress sales of their homes?

Traffic

Proposed Alternative 4 includes 2 lanes of traffic plus a center left turn lane for N and NE 185th Street. Would this truly be adequate for handling 20,000-plus cars daily, which is more than double current traffic flow? To accommodate much higher traffic volumes, the City would need to build more lanes of traffic in addition to the proposed intersection turn lanes. The construction of traffic lanes along N and NE 185th between Aurora and 7th Avenue needs to take place while the Transit station and parking garage are being built, while there is ongoing construction disruption anyway. Add the capacity you know the street will need during station construction, in order to avoid repeated disruption later.

Meridian Ave N – on Page RG-18 it suggests increasing capacity by providing two lanes of traffic plus a center left turn lane. We question whether that will be adequate given the anticipated increase in number of vehicles. During morning and evening commute times currently, the difficulty of turning onto Meridian from intersecting residential streets can be acute, increasing the possibility of collisions when drivers tire of waiting for a break between long lines of cars on Meridian. Imposing higher traffic volumes on Meridian as a result of higher density likely will necessitate installation of many more traffic signals on Meridian.

Bike Infrastructure

The proposed addition of bike lanes throughout the area, particularly those that are separated from auto traffic will help to make the area more livable. Part of the bike parking at the station needs to include enclosed bike lockers, provided by Sound Transit or third-party vendors. Currently, bikes on open bike racks are frequently stolen and/or vandalized, discouraging use.

Surface Water Runoff

In response to our expressed concerns at a recent Echo Lake neighborhood meeting about increased stormwater runoff resulting from altered hydrology caused by higher-density development, we were told by Miranda Redinger that developers are required to follow regulations preventing any stormwater from leaving the properties they develop.

According to page RG-31 of the Review guide, under alternative 4 there is an expected 37 percent increase in surface water runoff at full build-out. That is assuming the regulations are enforced fully and consistently in all cases. It further assumes under other sections of the guide requirement of Low Impact Development standards higher than those required by the Department of Ecology. So in a “perfect world,” expect a 37 percent increase in surface water runoff.

So what can we expect in the “real” world? What if regulations are not fully and consistently enforced on all developments all the time? What if the LID technology does not work as anticipated? What would a 37 percent increase in surface water runoff going do to those properties that already have standing water on their property every time it rains?

Orphaned Properties

There are quite a few properties within the study area that have steep slopes, high water tables and or wetlands that will not be developed. If surrounded by 3-, 4-, or 7-story buildings, many of them will become repositories for flood water and orphaned. Vacant lots mean a decrease in property values,

increased reluctance by developers to site structures nearby and increased chances of nuisance activities and crime on abandoned properties.

It would not be difficult to identify the lots that have a high potential of becoming orphaned with the help of local residents and a willingness of city planners to take a few walks with those local residents. The City needs to identify those individual properties now, before any rezone decisions are made.

The FEIS needs to address what will be done with these properties. It is possible that several properties lie adjacent to each other and could be converted to the 9 or 10 parks that will be needed by the increased population. Any plans would need to include increasing the capacity of the land to accommodate the increased surface water by incorporating planned streambeds, wetlands and ponds.

Where will the revenue come from to purchase the properties, remove the structures and complete the landscaping? What kind of market value can the current property owners expect and what kind of time line can they count on?

Wildlife

The presence of wildlife increases the quality of life in Shoreline. In our backyard, we have observed pileated woodpeckers, hawks and bald eagles in addition to the more common downy woodpeckers, flickers, ground feeders like juncos, a wide variety of finches and hummingbirds. In low-lying areas within the study area, salamanders have been found. We are concerned that higher density development would drive away wildlife that thrive in neighborhoods with many trees and diverse backyard habitats. A more uniform habitat characteristic of higher density would likely drive away many of these species, reducing diversity and leaving niches largely to human-habituated wildlife such as crows and raccoons. This change would reduce the attractiveness and desirability of the Echo Lake neighborhood.

Cost of City infrastructure

Alternative 4 includes a considerable increase in the size of the city payroll vs. the other alternatives. We believe citizens are more interested in increasing employment in the city overall, than in increasing the size of the city payroll and the higher fees and taxes that would be needed to support a larger city staff.

Conclusion

The sweeping extent of the rezone the city is considering raises many serious issues. We do not understand why the city seems to be in a rush to impose a sweeping zoning change on neighborhoods all at once that would likely disrupt the lives of thousands of citizens who enjoy living in stable, pleasant neighborhoods. A better approach would be to phase in the zone change over a longer period of time, with a smaller footprint, as detailed in Alternative 2. A zone change that is less rushed and taking place over a smaller area would allow for incorporation of lessons learned from actual experience and give people living in the affected neighborhoods more time to adjust.

Jim and Wendy DiPeso - Shoreline Residents

In reference to the above letter (no name submitted: jebwa52@aol.com)

I believe you have very completely covered the majority of my concerns. I would add sending this message directly to the city council with an indication that you will be voting based on their actions in

the next city council elections.

Thanks for spending your time trying to stop the destruction of our neighborhood.

Sent via the HTC Vivid™, an AT&T 4G LTE smartphone

Hello,

My name is Matthew Gemmill, and I am a North King County Subarea resident. I'm writing to express my support for the updated zoning regarding the Sound Transit N 185th St Link Rail Station.

Part of the Subarea plan includes upzoning the surrounding residential area to MUR- 85, and I feel that this upzoning should continue unimpeded. Shoreline isn't deserving of a Link rail station if they're not going to allow more people to live near it. R6 zoning isn't nearly dense enough, and the Shoreline Center (while lovely) isn't significant enough for it's own station.

Please include these comments to the Shoreline City Council when they meet on this issue on January 15th.

Thank you kindly,

M. Gemmill
North King

Dear Shoreline Planning Commissioners and City Councilors,

I live in Shoreline and now provide a home for my sister as well. She moved here from another state and hoped to live near family, but has not been able to find an affordable apartment to do so. As a single person who always had her own place, she is frustrated by this area's housing situation. As you consider development regulations for the 185th Street Light Rail Station Area, I am asking you to support strong affordable housing policies that require development to contribute to meeting Shoreline's affordable housing needs. The policies proposed by staff are a critical step toward building an equitable Shoreline.

I want Shoreline to be a place where people of all incomes can afford to live near their jobs, public transit, and the many other important amenities light rail areas will offer. However, new development, growth, and the coming light rail will make Shoreline more expensive. I fear low-income people such as my sister will struggle even more to find affordable housing. The proposed housing policies offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers.

I urge you to act now to preserve and create affordability in Shoreline. Thank you for your time and attention to this important issue. Working together, we can make sure that Shoreline retains its character as a welcome and inclusive city for all.

Anne Guthrie
Shoreline Resident

Dear Shoreline Planning Commissioners and City Councilors,

As a resident of Shoreline I want to ensure that future development adjacent to the light rail stations is inclusive of affordable housing options. It is important that Shoreline remains a city where residents of diverse incomes, cultural roots and in all areas of life..from young families, senior citizens, and young adults just staring out on their life's path..all find a welcome home in the Shoreline of the future.

As you consider development regulations for the 185th Street Light Rail Station Area, I am asking you to support strong affordable housing policies that require development to contribute to meeting Shoreline's affordable housing needs. The policies proposed by staff are a critical step toward building an equitable Shoreline.

The proposed housing policies offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers.

I urge you to act now to preserve and create affordability in Shoreline. Thank you for your time and attention to this important issue. Working together, we can make sure that Shoreline retains its character as a welcome and inclusive city for all.

Barbara Guthrie
Shoreline Resident

To whom it may concern:

I am writing to comment on the 185th St FEIS. For the most part I am excited about the future of the neighborhood. I am sure that many of the comments submitted about this project are negative or anxious, but I look forward to the day when I can walk down my street to the station and ride to work, shopping, sports, and more.

But I do have concerns to share, and many of these are based on the fact that my daughter will be turning 14 the year the station opens. I want to make sure that the safety of pedestrians is a priority within the subarea, and many of the items in the review guide show that there has been a lot of thought put into this subject. Yet the cover of the review guide shows a conceptual drawing of 185th and 8th Ave, an intersection has been left left out of the outlined changes... I feel that this intersection in particular is dangerous and will only become more so with the increased traffic. I ask that this intersection receive more attention. There is also a lot of potential with the entire length of 8th Ave between 175th and 185th, as there is a very wide easement/right-of-way that could be developed into sidewalks and bike paths, creating a pedestrian boulevard that will pull foot and bike traffic off of the more congested 10th Ave, which I understand will be heavy with auto and bus traffic.

I would also ask that the idea of phasing in the zoning changes be disregarded. As a resident of the subarea outside of the Phase 1 boundary, I don't want to be left out of the improvements to streets, utilities, and other infrastructure. I feel that the Phase 1 model only restricts the ability to improve the entire subarea when it really needs it.

Thank you for your time and consideration.

David Hughes
Shoreline Resident

Hello:

I had hoped to attend the 11/20/14 Planning Commission Meeting tonight and read the following but

unfortunately my family, work and life commitments cannot be arranged for this to happen. Hopefully I will be able to attend the next applicable City Council meeting to read a similar version during the Public Comment period. I am hoping my thoughts will still be considered and be part of the record. Thank you.

My husband and I bought a home in Shoreline a little over a year ago. It took 8 long months to find the perfect place to raise a family. This was much longer than we had planned and so our son was born while we were still living in a one bedroom condo in Seattle. His nursery was our dining room. Trust me, living in a three bedroom single family home is much nicer than having a family in a small unit albeit in a high density building with surrounding amenities. I am sure many other millennials will come to a similar conclusion once they have recovered from the tough economy and can financially start thinking about having a family too. Thank goodness for Shoreline's current affordable housing that enabled us to buy.

Anyway, when we bought I knew light rail would be going in approximately 0.7 miles from my home which is just off 185thth Street. I tried to do my research and read the market assessment and other materials online. I would like to read some examples from the market assessment which said:

"Retail should be limited to a small amount of convenience oriented retail serving residents and transit riders and located at the transit station. The station area lacks existing retail uses, with the nearest neighborhood retail area located just over one-half mile away on 15th Avenue NE, and the City's primary commercial corridor on Aurora Avenue North a mile away. However, the station area is too far from either of these areas, or Interstate-5 access, to benefit from existing retail activity, making it unlikely that a significant number of retailers could be attracted. Convenience-oriented retail (e.g. coffee shop/café, sundries, personal services, etc.) located at the station, or within a direct sight line between the station and any parking structure, would maximize access to transit riders and immediate area residents and have the greatest potential."

and

"New transit stations often spur new development in their immediate vicinities when there is market support for new types of denser, mixed-use transit-oriented development, as well as supporting city actions such as rezoning to accommodate market demand. These effects are generally limited to a 1/2-mile radius around stations, or the "station area", that represents the outer limit of how far most persons are willing to walk between a residence and a station."

also looked at the no change, some growth and most growth maps. Based on the available data I came to a conclusion that I believe most reasonable people would have. I knew that there would be some zoning changes close to the station but since people do not generally walk a distance more than 1/2 miles to use public transit that the changes would be compactly located around the station (similar to the 145th compact communities map) and that it would be mostly residential zoning changes since the area doesn't have freeway access and has other challenges that would not attract commercial interests. I expected an area similar to Columbia City with row homes, town homes and cottage homes and maybe a few larger apartment or condo buildings next to the station.

I have no idea how this same data could be used to create the extreme preferred alternative zoning map that is currently being studied. This map has significant zoning changes to approximately a 1 mile radius from the station. I am clueless what the basis or factual research was used when designing the preferred alternative.

I have tried to read everything I could and listen to the meetings regarding the 185thth Street light rail station. I have read several times in the available materials that since one person suggested something an area was upzoned. I have never seen the opposite that since 1 person didn't like something that the zoning was decreased (and let's face it much more than 1 person has shown opposition).

I want to know why and with what logic this preferred alternative map was created. I object and want it scaled back to something reasonable and based on actual data and research and with the community's desire and feedback.

Also, on a side note, I noticed on the draft development regulations that attachment C under Chapter 20.10 the statement "avoid excessive concentration of population" was struck out. I do not feel this should be deleted. It seems like a valid and important regulation. No one wants to live in a slum.

Furthermore, I do not think developers should get property tax exemptions as incentives. They need to pay their fair share for the needed improvements to streets, schools, parks, utilities, police, etc. that are a result of their projects. They will develop when they can make a ton of money and that should be incentive enough.

Thank you.

Sarah Jaynes

Concerned Citizen and Registered Voter of the City of Shoreline

Dear Shoreline Planning Commissioners and City Councilors,

Greetings from Ronald United Methodist Church.

As you consider development regulations for the 185th Street Light Rail Station Area, we are asking you to support strong affordable housing policies that require development to contribute to meeting Shoreline's affordable housing needs. The policies proposed by staff are a critical step toward building an equitable Shoreline.

We have mentioned in the past the RUMC member who is a disabled veteran living on a fixed income. She wanted very much to remain in Shoreline when her health declined and she needed a ground floor apartment. Unfortunately, she and her case manager were unable to find anything suitable here and she has had to move to Auburn, farther from the VA and her support network.

The faith community of Ronald wants Shoreline to be a place where people of all incomes can afford to live near their jobs, public transit, and the many other important amenities light rail areas will offer. However, new development, growth, and the coming light rail will make Shoreline more expensive. We fear low-income people will struggle even more to find affordable housing. The proposed housing policies offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers.

We urge you to act now to preserve and create affordability in Shoreline. Thank you for your time and attention to this important issue. Working together, we can make sure that Shoreline retains its character as a welcome and inclusive city for all.

Phyllis - Johnson Ronald United Methodist Church

shoreline, WA 98133

Dear Shoreline Planning Commissioners and City Councilors,

As someone who works with the homeless population of Shoreline on a daily basis, I urge you to support affordable housing in our community. So many families are being priced out and there must be a balance brought to this situation.

As you consider development regulations for the 185th Street Light Rail Station Area, I am asking you to support strong affordable housing policies that require development to contribute to meeting Shoreline's affordable housing needs. The policies proposed by staff are a critical step toward building an equitable Shoreline.

I want Shoreline to be a place where people of all incomes can afford to live near their jobs, public transit, and the many other important amenities light rail areas will offer. However, new development, growth, and the coming light rail will make Shoreline more expensive. I fear low-income people will struggle even more to find affordable housing. The proposed housing policies offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers.

I urge you to act now to preserve and create affordability in Shoreline. Thank you for your time and attention to this important issue. Working together, we can make sure that Shoreline retains its character as a welcome and inclusive city for all.

Pamela Kinnaird
Shoreline Resident

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I want Shoreline to be a place where people of all incomes can afford to live near their jobs, public transit, and the many other important amenities light rail areas will offer. However, new development, growth, and the coming light rail will make Shoreline more expensive. I fear low-income people will struggle even more to find affordable housing. The proposed housing policies offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers.

I urge you to act now to preserve and create affordability in Shoreline. Thank you for your time and attention to this important issue. Working together, we can make sure that Shoreline retains its character as a welcome and inclusive city for all.

We see each week at the doorsteps of Ronald United Methodist church many who struggle to find affordable housing in Shoreline. We have so appreciated all the efforts and accomplishments so far by the Shoreline Planning Commission and the City Council to bring affordable housing into our community. The

situation has only gotten worse as people still struggle to find work and to find homes which they can afford to rent let alone to buy. We have a wonderful and accessible community. Let's make it one where people of all income levels will be able to live.

Thank you,
Pastor Paula Rae McCutcheon

Dear Shoreline Planning Commissioners and City Councilors,

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I want Shoreline to be a place where people of all incomes can afford to live near their jobs, public transit, and the many other important amenities light rail areas will offer. However, new development, growth, and the coming light rail will make Shoreline more expensive. I fear low-income people will struggle even more to find affordable housing. The proposed housing policies offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers.

I urge you to act now to preserve and create affordability in Shoreline. Thank you for your time and attention to this important issue. Working together, we can make sure that Shoreline retains its character as a welcome and inclusive city for all.

Kevin Osborn
Shoreline Resident

Dear Shoreline Planning Commissioners and City Councilors,

I am an architect who has lived in Shoreline (North City to be precise) for the past 15 years and has worked on projects in the city, such as restoration of the Shoreline Historical Museum (before it went back to the school). My main professional focus is on community-oriented projects including affordable housing. I did not write the following, but agree with it whole-heartedly, because I've seen how the inclusion of affordable housing really does benefit the community it is built in.

As you consider development regulations for the 185th Street Light Rail Station Area, I am asking you to support strong affordable housing policies that require development to contribute to meeting Shoreline's affordable housing needs. The policies proposed by staff are a critical step toward building an equitable Shoreline.

I want Shoreline to be a place where people of all incomes can afford to live near their jobs, public transit, and the many other important amenities light rail areas will offer. However, new development, growth, and the coming light rail will make Shoreline more expensive. I fear low-income people will struggle even more to find affordable housing. The proposed housing policies

offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers.

I urge you to act now to preserve and create affordability in Shoreline. Thank you for your time and attention to this important issue. Working together, we can make sure that Shoreline retains its character as a welcome and inclusive city for all.

Christopher Palms
Shoreline Resident

I am shocked at the amount of space that is potentially being devoted to 85' buildings. It seems the business interests are using the light rail as an excuse to ram through massive development. Why is the town going along with this? The builders, developers, and real estate people will reap enormous profits while the public pays the costs in terms of increased taxes and congestion.

Patricia Panitz

Liz Poitras, Shoreline resident

Comment on the 185th Street Station Subarea Plan:

I have read much of the documents pertaining to the 185th St. Station Subarea Plan and the proposed zoning and development regulations and did not notice anything related to solar access. Are there any plans for identifying and managing solar access in the station area?

What if a developer builds a nice 3-story apartment building in an MUR-45 zone? He decides to go "green" and puts solar panels on the roof. Good. Two years later another developer wants to build a 6 story apartment building across the street in an MUR-85 zone. His building will block solar access to the first building for part of the day, depriving the 1st developer of some of the free power that was expected. How does the city plan on handling this type of problem?

And then the third developer plans an 85' building (or taller) in the same MUR-85 zone next to the second building. He will block even more of the solar access to the first building and possibly block some solar access to the second building if that building had solar panels.

Solar panels are expensive and those installing them project how many years before the panels will have paid for themselves. There have already been lawsuits in other parts of the country due to diminished solar access in cities that have no rules governing this aspect of development.

As you consider development regulations for the 185th Street Light Rail Station, I ask that you:

1. Support strong affordable housing policies that require development contribute to meeting Shoreline's affordable housing needs;

2. Support the policies proposed by staff, which are a critical step toward building an equitable and inclusionary Shoreline and

3. Support that Shoreline be a place where people of all incomes can afford to live near their jobs with access to public transit.

I have been a resident of Shoreline for over 50 years. I served on the first Planning Commission. This is an opportunity to make a statement for the future that we are a community that cares.

Sis Polin

Hi Miranda and happy new year!

Here are my thoughts on the FEIS-

First and foremost, thanks to the city for all the hard work they have put into coming up with a comprehensive plan. As closely as I have followed this conversation, I still am not sure I understand what the city's vision is for the area. In my field (education), we practice backward design-where we envision/describe/identify outcomes and then plan backwards to achieve them- Ideally, I would like to see a passive energy/net zero urban village with plenty of green space and walkability that promotes community living and an investment in being "Shoreline", rather than just a place for Seattle people to sleep. We have an opportunity to attract developers who can build this kind of community- and need to make sure that the groundwork we are laying sets the stage for the kind of neighborhood we hope for. As I have been involved in this process, it seems clear that the planning commission as well as the council is learning as they go- while this is understandable, I want to be confident that despite mostly living West of 1-5 they are doing due diligence to be sure what develops is a place where we still want to live. Its always a little awkward when there is the perception that the few of means are making decisions for the working class Shorelinians on the East side.

In terms of the FEIS:

Yes to phased zoning. I just don't think that there is any other way to try to channel the growth and avoid sprawl. I hope for an urban village to be developed, and although I feel for those on the border, they could just as easily have been left out entirely, as we have all agreed the scope of the rezone is much bigger than we anticipated. Height limits: I also think that 85 should be the cap with developer agreements being possible only in the Shoreline center area or the densest part of the subarea around the lightrail with required setbacks to blend more seamlessly into the area.

As much as possible the new buildings should use Solar power.

If at all possible, underground the powerlines. This may seem like too much of an expense at this point- but in the long term, totally worth it. Any possibility of federal funding? The area under where the lines are currently should remain green.

I think single family use should NOT continue to be permitted in the subarea. Highest and best use. Single family designations could result in a lack of affordable housing and seems to be incongruent with the purpose of the rezone (to get more people out of their cars and using mass transit), if a single family house is taking up or blocking the potential for a much larger structure that houses many families, it seems that should take priority.

Additionally- The more greenspace the better. NO concrete jungle. Yes to more parks.

The city still has not addressed my neighborhood's concerns about the 188th st. cut-through and traffic mitigations. We have brought this up at multiple meetings and this is one of the major concerns of those of us that live on the top of motorcycle hill.

Lastly, I think that the city needs to continue to look at more ways to improve the walkability of the area, and as I have said before- I would like to see a "motorcycle" hill climb up 185th that connects to the existing footpath (which needs to be developed) to tie North City to the Subarea. I know there are concerns about accessibility, but is it not possible to have the accessible path go around, via 180th and have the hill climb be just that?

Thanks!

Merissa Reed

December 15, 2014

To: Shoreline Planning Commission and Shoreline City Council

As a long-time resident of the City of Shoreline, I have watched as the city has developed as a more and more desirable place to live. Now that light rail will be coming to the city, that desirability factor will be increasing. I am especially concerned that issues of affordable housing be kept at the forefront during the planning stages for the 185th St. Light Rail Station Area. Although having more expensive housing will be a positive thing for the community, it is also imperative that those with fewer financial resources not be priced out of the market. This is particularly important since much of the land that will be developed currently has housing that is at the lower end of the spectrum. It should be replaced with at least an equitable amount of affordable housing after the station is completed. The policies proposed by staff are a critical step toward building an equitable Shoreline.

The proposed housing policies offer Shoreline an opportunity to meet the needs of its residents and workforce efficiently in partnership with developers. The strength of a community is built on having a diverse population of people who are able to live and work in that community. Please do not price working class people out of the market for affordable housing in the process of building the Light Rail Station. Shoreline needs to be a city where many diverse groups of people can live side by side and learn from one another.

Using inclusionary zoning, you can act now to preserve and create affordability in Shoreline. I appreciate the efforts that the Planning Commission and the Council are making to ensure that our city retains its character as a welcome and inclusive community for the many categories of families and individuals who would like to live here.

Karen Thielke
Shoreline Resident

Steven:

In order for the Light Rail system to be worth building, people will have to use it.
In order for people to use it, convenient free parking must be provided.

As a northern terminus, we should expect a lot of users, not only from Shoreline, but also Snohomish County.

That will require a HUGE parking facility, with a lot of traffic.

185th is currently a good East West arterial that is not clogged with traffic to and from the I5 freeway. The city should try to impede through traffic as little as possible, in addition to accommodating traffic to the station and surrounding shops.

This will require additional traffic lanes, with dedicated right and left hand turn lanes, as well as through lanes, since we would expect development north and south of 185th and east and west of I5.

Thank you for the diligence that you apply to your work,

John Tucker
Shoreline Resident

My name is Peter Watters,

I recently moved to Shoreline -18805 wallingford ave N. My wife and I love the single family neighborhood that has evolved over half a century. It is a friendly diverse neighborhood. I recently saw the rezoning plans for the development of the light rail station and was appalled to see the drastic changes envisaged no doubt by people with agendas and monetary interests that live elsewhere. Concentrating density in one of the last unblighted areas in Shoreline where there are middle class single family homes is not progress. Creating a retail corridor on 185 will only further undermine the struggling existing retail real-estate- look around Central Market and Haggen - the median strip on Aurora that used to have small business but now only has grass to mow and you will understand my extreme skepticism on Shoreline's city planning competence.

Thank you

Dear Council and Planning Commission:

I would like to call your attention to this article from The Weekly in reference to the upcoming rezones being proposed for Light Rail Stations.

Please include this article into the record of comment on the 185th St Station Area EIS and 145th St upcoming Draft EIS.

Please note that the Beacon Hill and Columbia City Station Areas have been under development or completed in the last 10 years or more. I am concerned that this area described of "orphaned properties" remaining undeveloped or abandoned is a possibility in our Light Rail Rezone future.

I'm sure you will insist that this wouldn't happen here. Maybe not, but I have not seen any convincing evidence of why it should be any different.

My neighborhood near the 145th St Station Area is not "blighted" as Aurora was termed before that project began. It is a very nice neighborhood, with diversity and thousands of proud homeowners or renters who care about it.

Also, a subject that is mentioned in the article is a wetland associated with the vacant lot pictured. The wetland and steep slope is blamed for the City's inability to get a developer to take it on. And a "variance" is suggested so

that the bothersome wetland is dispensed with.

As you know, Paramount Park is the largest wetland in Shoreline and the surrounding properties may have high water tables too. Needless to say, I believe this issue is not something to be dismissed lightly.

And, I am certain that those of us who live here do not want orphaned properties left abandoned or vacant waiting for developers or Sound Transit to build Transit Oriented Developments.

Thank you for your time and attention.

Sincerely,

Janet Way
Shoreline Preservation Society

<http://www.seattleweekly.com/home/955334-129/where-development-is-not-happening-in>

Where Development Is Not Happening in Seattle and Why

Despite hyper-development in much of Seattle—and the intentions of city leaders— land is still begging for a buyer on the South End.
By Nina Shapiro Tue., Nov 18 2014 at 05:13PM

One bright day last week, people making their way to the Columbia City light-rail station might have noticed a “For Sale” sign on a vacant, litter-strewn parcel of land that climbs up Beacon Hill from Martin Luther King Way South. Or they might not have. The sign had been knocked to the ground, with the placard bearing the real-estate agent’s name unhinged from the post.

Photo by Nina Shapiro

Passersby might have overlooked the sign for another reason too: It’s been there before, and to no avail. That piece of property has been vacant at least since 2009, when light rail started running in Seattle’s South End.

What’s more, this is not the only such parcel around there. The station is surrounded by seemingly unwanted land, much of it fenced off, waiting to be developed.

For much of the city, this would be an odd sight. In neighborhoods like Ballard and Capitol Hill, developers are maximizing construction on every inch of land they can find. So fast and fierce is the development that some residents say they scarcely recognize their neighborhoods anymore.

The contrast with the unused land around the Columbia City station is even more striking because it’s precisely this corridor that was supposed to see an economic boom when light rail came in. In fact, that’s why city leaders decided to start light-rail development in the South End first. “The hope was that if you got light rail in, everything would follow,” says longtime

Columbia City booster and former Deputy Mayor Darryl Smith. “That’s not always the case.” Sometimes, he adds, it takes a pioneering project to get things going.

That may be happening now—finally—but the vacant properties serve as a glaring reminder that underdevelopment still exists in many parts of the Rainier Valley, the most economically and racially diverse area of town.

Listing agent Scott Goodrich of Remax explains that the litter-strewn property that’s long gone begging for a buyer has some unique problems. Part of the 18,000-square-foot parcel is wetlands, and the city requires that part of it be kept as a buffer to those wetlands. The rest of it lies on a steep slope. Between that and the city restrictions, Goodrich bemoans, “it’s virtually unbuildable.”

He says the city has indicated it would be willing to consider a variance on its restrictions to allow for development. But the four or five potential buyers who initially expressed interest decided such a variance wasn’t worth the time, effort, and application fee. You have to wonder, though, whether a developer wouldn’t have decided differently were the property in, say, red-hot Ballard, especially given that its price is just \$149,000.

The nearby fenced-in area is even more puzzling. That’s because all 39,000 square feet of it—including a little sliver across a side street on the west side of the station and a much larger section on the east side—belongs to Sound Transit, an agency committed to fostering economic development along the tracks it has laid down.

Those parcels, Smith recounts, “have been a bone of contention for a long time.” Vacant land makes a neighborhood seem unwanted and unwatched, and local residents worry that the property might be a magnet for crime. “In my time in the mayor’s office, myself and a colleague at DPD [the city Department of Planning and Development] began the process of reaching out to Sound Transit,” Smith says. “Our feeling was that they should start either marketing the properties or doing something with it.” Instead, he says, the agency was “sitting around waiting.”

What was it waiting for? The recession to end, for one thing. “I think you’re familiar with the real-estate market in the valley,” says Sound Transit spokesperson Bruce Gray. “It’s just now starting to come around.”

Sound Transit is dedicated to using its property for public benefit. So say Gray, Transit-Oriented Development manager Sarah Lovell, and Brooke Belman, who oversees the disposition of the agency’s surplus property, all of them speaking on a conference call with Seattle Weekly. But the agency is also determined to achieve “fair market value” for its properties.

That goal was reviewed a year ago by the Sound Transit board, chaired by King County Executive Dow Constantine. Belman says the board felt “very strongly that property purchased with transit dollars” should be used to generate revenue that can be plowed back into transit.

“Fair market value, I think, is not the way to go,” counters newly re-elected

state Speaker of the House Frank Chopp. Hammered on the issue of affordable housing by challenger Jess Spear, he told the Weekly during the campaign that he had been “pushing” Sound Transit “very hard” to sell its land cheaply or even donate it to the cause.

Belman and Lovell say they haven’t heard of this proposal, and Chopp clarifies that talks are just beginning. But he says he’s already helped achieve one such deal on Capitol Hill, where Sound Transit recently issued an Request for Proposals that would create affordable housing around its soon-to-be completed station there.

That deal is actually quite complicated, and involves recouping lost value on that discounted parcel with revenue gained from adjacent Sound Transit properties, Lovell and Belman explain. It’s also in an already hyper-developed neighborhood, not the Rainier Valley.

Still, they stress that things are happening on the South End. In Mount Baker, Sound Transit knocked \$600,000 off the price of land adjacent to its station there, partly to account for poor soil and slope conditions and partly to encourage an affordable live/work complex that was built by the nonprofit Artspace. The four-story, 57-unit complex opened in October and pitches itself as “jump-starting an urban village.”

Meanwhile, nonprofit Mercy Housing Northwest is slated to build an affordable-housing complex around the Othello station, which will also house the organization’s headquarters.

As for the land around the Columbia City station, Lovell says Sound Transit is engaged in “predevelopment work,” which includes figuring out “what the neighborhood wants as well as what the neighborhood can support.” That process takes about 18 months, she says, and will result in the land going on the market probably sometime next year.

Sound Transit is not a pioneer in this area. Already an incubator of charming small businesses, Columbia City has become a magnet for bigger development over the past couple of years. A stylish apartment complex called Green House, boasting granite countertops and a rooftop garden, opened in late 2012 just off the business district’s main drag. A few blocks north, on the site of a once-derelict little strip mall that Smith says used to draw laughs when he and others proposed it as a site for development, Security Properties is building a complex the order of which Columbia City has not yet seen. Due to open next summer, it will hold 193 apartments above what will be one of PCC’s biggest stores, complete with a smoothie bar and space for cooking classes.

Even on the western edge of Columbia City, which includes the light-rail station but an otherwise neglected stretch of Martin Luther King Way, a massive new development is on the way. The Arizona-based Wolff Company has just broken ground on six acres it bought from Zion Preparatory Academy. A six-building, 244-unit apartment complex will go in there, featuring “high-end interior finishes and outdoor amenity spaces,” according to Chris Rossman, the company’s vice-president for development.

Wolff tends to build in Seattle’s hottest neighborhoods, including South Lake

Union and Capitol Hill, and its pick of Columbia City was well-considered, according to Rossman. "We've been keeping a close eye on the neighborhood," he says. He calls the area "evolving," adding that he expects Wolff's own project to serve as a "catalyst."

Rob Mohn, a smaller-scale Columbia City developer who runs an extended-stay hotel, says he thinks so too. In fact, despite trying to drum up more development in the area for years, he worries about it. "There's a fine line between trying to get something happening and too much happening," he says.

The valley has always been conflicted about development. On the one hand, residents want more amenities and are resentful about being overlooked by the city, developers, and many Seattleites in general. "Look," Smith says, "a lot of people in Seattle have never been south of Jackson Street . . . I think there's still a little racism out there."

On the other hand, Smith, Mohn and others worry about gentrification and the effect of rising rents on beloved small businesses. "My hope is that there will be a homegrown type of redevelopment," Smith says.

That conversation has gone on even while "For Sale" signs have hung for years on the same properties. Is this time different? One indication will be whether Goodrich's listing ever gets sold.

In the meantime, the Weekly's inquiries last week about whether the city's restrictions on the lot might be too stringent, as Goodrich suggested, prompted DPD to reach out to the agent, according to department spokesperson Bryan Stevens. He says the city offered help in "activating the space with different uses or activities" until a buyer comes along. No word yet on what those might be.

nshapiro@seattleweekly.com

Dear Jessica,

Please add the following article to the record on the 185th and 145th Rezone EIS. And provide this article (below) to the City Council and Planning Commission.

We believe that incessant warnings by "experts and planners" stated to promote the highest density alternatives for Rezone, are at best an exaggeration. While there may be a need and desire for some new development and some change will happen, the constant cry of "population growth" as if it is an emergency is not a realistic threat.

Indeed care and planning should be taken to avoid rash decisions which will cause more harm than good to our community.

Thank you.

Janet Way
Shoreline Preservation Society

The baby bust: U.S. births at record low

Thursday, December 4, 2014 - 14:00

- [Story](#)

In terms of things to worry about, the U.S. economy already has its share of concerns. Well, add one more to that list: not enough babies.

The U.S. fertility rate is at an all-time low and doesn't show signs of rebounding any time soon. In fact, women have never had so few children in the history of the U.S. The tipping point is contained within the term "replacement level fertility" — demographer-speak for the number necessary to replace you and your partner. That would be two babies.

And for the longest time that rate was sitting comfortably at about 2.1.

"That's kind of the magic number, and over the past several years we've actually dipped below that 2.1. We're now at around 1.9 births per woman," says Mark Mather, a demographer at the [Population Reference Bureau](#).

Many young people might still be feeling the pinch of the Great Recession and have just stopped having children, Mather says.

Another factor holding down birth rates could be the simple fact that many more women are primary bread-winners, and are unwilling to pay the opportunity cost of dropping out to have children. "As more and more women are entering the workforce, we'd expect fertility rates to stay at pretty low levels, and I don't see any signs of that slowing down in the future," Mather says.

An aging work force, a drop-off in consumer spending that spans from Onesies to college tuition — these just a few negative economic impacts of the baby bust.

But how much should we really worry?

"I don't think it's an economic disaster, but it does create challenges," says David Lam, an Economist at the [University of Michigan Population Studies Center](#). The theory, says Lam, is that as economic conditions improve, people will start having more babies. But even if we don't, many other wealthy economies are doing just fine.

"You know, Germany is doing quite well right now economically, relatively speaking, with a lower fertility rate than we have," he says.

And if economic incentives to get in a family don't come about, [immigration](#) is a button policymakers might consider pushing to help drive the recovery.

Anonymous:

I fully support the rezone proposals... We have a long way to go to make Shoreline a place deserving of good public transit. Looking forward to a 185th street station and a walkable neighborhood in and around it.



MEMORANDUM

TO: Mayor Winstead and City Councilmembers

FROM: Jessica Simulcik Smith, City Clerk

DATE: December 9, 2014

RE: Documents received at 12/08/14 Council Meeting

CC: Debbie Tarry, City Manager
John Norris, Assistant City Manager

Attached hereto are documents received from the public at the December 8, 2014 City Council Business Meeting.

- 1) Written comments regarding mixing residential and commercial activity submitted by Tom Poitras.

CITY COUNCIL MEETING 12-8-14
RIDGECREST

TOM AND LIZ POITRAS

ISSUES AND POSSIBLE SOLUTIONS TO CONSIDER WHEN MIXING RESIDENTIAL
AND COMMERCIAL ACTIVITY IN CLOSE PROXIMITY.

It is my desire to maximize the quality of life for the future residents of Shoreline's station areas, and equally important, the future quality of life for the current residents of those areas. There appears to be a problem looming on arterials inside station subareas. That is, if they are up zoned to MUR 35 or MUR 45, arterials will be subject to commercial development with little or no restrictions on the type of businesses or the impacts they may have on the neighborhood. Those areas are now almost exclusively single family residential and enjoy the protections of a residential zone, which requires standards to keep the neighborhood looking good and also prohibiting nuisance activities. We have been told that transition from single family residential will be slow and could take decades. Although Home Occupation businesses are allowed now, they are highly regulated and restricted by code so the residential character and quality of life in the area is maintained. When the residential areas are rezoned MUR 35 or 45, there doesn't seem to be any code to similarly protect the residents from full blown businesses. Those businesses will be more likely to negatively impact the neighborhood than the smaller Home Occupations, both for current homeowners and future apartment and condo dwellers. The attached Home Occupation zoning regulations for Shoreline, Pasadena, and Monterey demonstrate how they try to protect neighborhoods. The stated purposes of those documents is usually to protect surrounding areas from adverse impacts generated by business activities. Those goals should also apply to businesses allowed after a MUR 35 or 45 rezone because those areas may remain single or multifamily residential for decades. Of course, the methods for achieving those goals will have to change. If these areas are moving toward Multifamily Residential mixed with some commercial, rules can be devised that facilitate keeping the area an attractive place to live. For example, some businesses should not be allowed because of their nature.

Using the same criterion for what types of businesses are acceptable in a Commercial zone does not seem appropriate in a MUR 35 or MUR 45 zone. Many Commercial zone business types would degrade a residential area. For that reason, I believe all businesses mixed with residential, on an arterial, should need a Conditional Use permit to guarantee its appropriateness in that setting. In addition, on the attached pages I have included some concerns and solutions that other cities have addressed in their code. It is not suggested that these methods are the only way to solve this very important problem, but they would be helpful in lieu of better solutions. I hope you will give it serious consideration. Thank you.

ISSUES AND POSSIBLE SOLUTIONS TO CONSIDER WHEN MIXING RESIDENTIAL AND COMMERCIAL ACTIVITY IN CLOSE PROXIMITY.

The expected clientele of a business should also be considered because it is a residential area and the clientele may not be appropriate if children are nearby. Businesses that have a high potential of being a nuisance should not be allowed. If these nuisances can be reduced via mitigations, these mitigations should be enforceable and there should be realistic expectations that they'll work.

I have suggested to the Planning Commission that Home Conversions to businesses should be more regulated than they currently are in Shoreline to insure they are attractive, are good neighbors, and meet the same standards required of new construction. That should be done. See Home Conversions below in the table of Pasadena Code.

Since in the MUR-35 and MUR 45 zones we are allowing retail and residences to mix in the same block on arterials, we need to be aware of what might not mix well and restrict that. The designation in the zoning code of "General Retail Trade/Services" is a very broad category. There may be some retail trade/services that may not be appropriate and should outright not be allowed and there may be others that could be allowed but should not be close to sensitive areas.

Some items to be considered in identifying these two groups are:

- excessive noise normally generated by the type of business
- excessive traffic
- excessive odors
- hours normally open
- adult only activities
- sexually-oriented activities
- outdoor activities
- lighting (glare or light trespassing)
- excessive parking requirements
- potential for increased crime

Some restrictions that should be required on businesses in MUR-35 are:

- no outside display or storage of merchandise or supplies
- restrictions on hours for acceptable truck loading, unloading and trash pick-up
- specific locations for dumpsters
- specific locations for on-site parking for customers
- no outdoor preparation of food or beverages
- no outdoor storage for customer pickup

These restrictions might naturally preclude some businesses from locating in the area.

For these reasons, I would suggest that the MUR-35 zones not allow:

- sexually-oriented businesses
- drive-thru businesses
- firearm sales

Also, I would suggest that the following businesses have restrictions:

- taverns and restaurants
- liquor stores
- dry cleaning processing (as opposed to receive and delivery)
- pawnshops
- medical marijuana sales
- tobacco sales
- massage establishments
- tattoo parlors
- any other sales or services restricted to adults only
- live/work situations

Restrictions should aim to make it *tolerable* to live near the business, to protect children, and to protect property values.

There can be many ways to restrict such businesses. Probably the easiest is by location. For example, some businesses would not be allowed if they abut existing residential. Some would not be allowed within so many feet of residential even if the residential is not on the arterial. Some would not be allowed within so many feet of a school, park, playground, daycare or any other area designated for children.

In some cases the restrictions should apply to all businesses in the zone such as hours of operation, noise levels, lighting, etc.

An example of a city that has such restrictions is Pasadena and their code is located at ww2.cityofpasadena.net/zoning/P-5.html#17.50.110.

The following table points to the sections of the Pasadena code where they handle some of these situations.

Massage Establishments	17.50.155 - Massage Establishments
Tobacco Sales	17.50.330 - Tobacco Retail Sales
restrictions on hours for acceptable truck loading, unloading and trash pick-up	17.40.170 - Truck Trip Limitations
Hours normally open	17.40.070 - Limited Hours of Operation
Liquor stores	17.40.070 - Limited Hours of Operation 17.50.160 - Mixed-Use Projects
Home Conversions	17.50.040 - Alcohol Sales
	17.50.070 - Conversion of a Residential Structure to a Commercial Use

pawnshops	17.50.200 - <u>Personal Services</u> - Restricted and Pawnshops
lighting	17.50.160 - <u>Mixed-Use Projects</u>
Live/work units	17.50.370 - <u>Work/Live Units</u>
Tattoo parlors	17.50.200 - <u>Personal Services</u> - Restricted and Pawnshops

20.40.400 Home occupation.

Intent/Purpose: The City of Shoreline recognizes the desire and/or need of some citizens to use their residence for business activities. The City also recognizes the need to protect the surrounding areas from adverse impacts generated by these business activities.

Residents of a dwelling unit may conduct one or more home occupations as an accessory use(s), provided:

- A. The total area devoted to all home occupation(s) shall not exceed 25 percent of the floor area of the dwelling unit. Areas with garages and storage buildings shall not be considered in these calculations, but may be used for storage of goods associated with the home occupation.
- B. In residential zones, all the activities of the home occupation(s) (including storage of goods associated with the home occupation) shall be conducted indoors, except for those related to growing or storing of plants used by the home occupation(s).
- C. No more than two nonresident FTEs working on site shall be employed by the home occupation(s).
- D. The following activities shall be prohibited in residential zones:
 - 1. Automobile, truck and heavy equipment repair;
 - 2. Auto body work or painting;
 - 3. Parking and storage of heavy equipment; and
 - 4. On-site metals and scrap recycling.
- E. In addition to required parking for the dwelling unit, on-site parking shall be provided as follows:
 - 1. One stall for each nonresident FTE employed by the home occupation(s); and
 - 2. One stall for patrons when services are rendered on site.
- F. Sales shall be by appointment or limited to:
 - 1. Mail order sales; and
 - 2. Telephone or electronic sales with off-site delivery.

G. Services to patrons shall be arranged by appointment or provided off site.

H. The home occupation(s) may use or store a vehicle for pickup of materials used by the home occupation(s) or the distribution of products from the site, provided:

1. No more than two such vehicles shall be allowed;
2. Such vehicles shall not exceed gross weight of 14,000 pounds, a height of nine feet and a length of 22 feet.

I. The home occupation(s) shall not use electrical or mechanical equipment that results in:

1. A change to the fire rating of the structure(s) used for the home occupation(s), unless appropriate changes are made under a valid building permit; or
2. Visual or audible interference in radio or television receivers, or electronic equipment located off premises; or
3. Fluctuations in line voltage off premises; or
4. Emissions such as dust, odor, fumes, bright lighting or noises greater than what is typically found in a neighborhood setting.

J. One sign not exceeding four square feet may be installed without a sign permit. It may be mounted on the house, fence or freestanding on the property (monument style). Any additional signage is subject to permit under Chapter 20.50 SMC.

K. All home occupations must obtain a business license, consistent with Chapter 5.05 SMC.

Note: Daycares, community residential facilities, animal keeping, bed and breakfasts, and boarding houses are regulated elsewhere in the Code. (Ord. 631 § 1 (Exh. 1), 2012; Ord. 581 § 1 (Exh. 1), 2010; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. IV § 3(B), 2000).

38-26 Supplemental Regulations Applicable in R Districts

G. Home Occupations.

1. Purpose. A home occupation is a business activity conducted in a residential unit that is clearly subordinate and secondary to the primary residential use of the unit. The purpose of the home occupation provision is to allow for minor business activities in residences in such a manner as to be compatible with their neighborhood.
2. Procedure. The procedure for processing of home occupations shall include:
 - a. Application by the property owner or agent of the owner to the Department of Plans and Public Works on a form prescribed for that purpose by the City of Monterey that includes submittal requirements developed, maintained, and adopted by the Department of Plans and Public Works and made available to the public at City Hall.
 - b. Payment of a filing fee as established by resolution of the City Council.
 - c. Review by the Department of Plans and Public Works to determine if the application is complete and appropriate. If deemed incomplete, the Department of Plans and Public Works shall notify the applicant what additional information is required.
 - d. A decision by the Department of Plans and Public Works to approve, approve with conditions, or deny the application within 14 days of the application being deemed complete.
 - e. The Department of Plans and Public Works will mail notice to adjacent property owners and tenants indicating the action taken and providing 10 days from the date the notice was mailed for filing an appeal of the decision.
 - f. The decision may be appealed to the Planning Commission. The notice of appeal shall be in writing and shall be filed in the Department of Plans and Public Works on forms provided by the City.
3. Restrictions. The following restrictions shall apply to the conduct of any home occupation unless specific modifications are made at the time approval is granted. Such modifications shall be made only on the basis of unusual or special circumstances associated with the intended use.
 - a. No person other than a resident of the dwelling unit shall be engaged or employed in the home occupation and the number of residents employed in the home occupation shall not exceed two.
 - b. A home occupation shall not create significant additional vehicular or pedestrian traffic to the residence.

- c. No sign for the home occupation shall be displayed on the house or property.
- d. No advertisement shall be placed in any media (newspaper, magazine, telephone directory, radio, television) containing the address of the property.
- e. There shall be no visible storage or display of materials or products.
- f. There shall be no exterior evidence of the conduct of a home occupation. A home occupation shall be conducted only within the dwelling unit or any accessory structure. Home occupations shall not be permitted out of doors on the property.
- g. The conduct of any home occupation shall not reduce or render unusable areas provided for the required off-street parking for the residents nor prevent the number of cars intended to be parked in the garage from being parked.
- h. There shall be no process used in the home occupation which is hazardous to public health, safety, or welfare. No toxic, explosive, radioactive, or other restrictive materials not normally used in a single-family dwelling shall be used or stored on the site.
- i. There shall be no significant increase in use of utilities such as water, sewer, gas, and electricity beyond that normal to the use of the property for residential purposes.
- j. If at any time the home occupation becomes a nuisance to the neighborhood or the City of Monterey, the permit shall be reopened for review and possible revocation pursuant to Section 38-219.
- k. The property owner must agree in writing to all proposed uses, if the applicant is a renter and not a property owner. **(Ord. 3429 § 3, 2009)**

17.50.110 - Home Occupations

A. **Purpose.**

1. The purpose of this Section is to allow for a home occupation business from a residential use while ensuring that the home occupation does not detract from nor is incompatible with the surrounding residential uses.
2. The uses are intended to be clearly incidental to a residential use.

B. **Permit requirement.** A Home Occupation Permit shall be required before the establishment of a home occupation use. After receiving an application, a permit shall be issued by the Director upon the determination that the proposed home occupation use complies with this Section.

C. **Permit is nontransferable.** A Home Occupation Permit shall not be transferable.

D. **Property owner's authorization required.** For rental property, the property owner's written authorization for the proposed use shall be obtained and submitted with the application for a Home Occupation Permit.

E. **Business License required.**

1. Upon approval of the Home Occupation Permit, a Business License shall be obtained.
2. If a Business License is not renewed, the Home Occupation Permit shall become void.

F. **Location and size.** A home occupation use shall be conducted entirely within a structure and shall occupy no more than 500 square feet of floor area. The maximum floor area shall include on-site storage areas, and any portion of the home occupation that is located within an accessory structure.

G. **Limitation on activities.**

1. There shall be no items other than products crafted on the premises. Items manufactured off-site may be sold through mail order or through the internet as long as the home occupation use (including storage area) does not exceed 500 square feet of floor area. The floor area maximum can be exceeded if the storage area is located off-site.
2. Guns and ammunition shall not be sold as part of a Home Occupation Permit except that a home occupation for a gunsmith or firearms collector licensed by the Bureau of Alcohol, Tobacco, and Firearms as a gunsmith or firearm collector is allowed.

H. **Employees, volunteers or independent contractors.** Only a resident of the dwelling unit shall be employed in the operation of home occupation use. No volunteers, interns or independent contractors shall be part of a home occupation permit.

I. **Commercial vehicles.**

1. Not more than one truck, equivalent in size to a truck marketed by the major vehicle manufacturer's as a 350 or 3500 series, incidental to a home occupation use shall be kept on the site.
2. The truck shall not exceed a height of seven feet nor larger than that able to easily fit within the universal stall dimension of eight and one-half feet wide by 18 feet long.
3. The number of off-street parking spaces accessory to a dwelling unit housing a home occupation shall not be reduced to less than that required in compliance with Chapter 17.46 (Parking and Loading).

J. **Client/customer visits.** A home occupation use shall not allow any clients or customers without prior appointments. Client/customer appointments are limited to the hours of 7 A.M. to 10 P.M., Monday through Friday.

K. **Changes to dwelling or premises prohibited.**

1. There shall be no alteration to the residential character of the premises as a result of the home occupation use.
 2. The existence of a home occupation use shall not be apparent beyond the boundaries of the subject site.
- L. **Outdoor uses.** No outdoor storage or display of equipment, appliances, materials, or supplies shall be allowed.
- M. **Signs and advertising.** On-site signs advertising a home occupation use shall not be allowed. Paper and electronic advertisements are allowed (including business cards) as long as they do not include the address of the home occupation permit.
- N. **Additional standards.** A home occupation use shall be in compliance with Section 17.40.090 (Performance Standards), Chapter 9.36 (Noise Restrictions) and Chapter 8.80 (Handling and Disclosure of Hazardous Materials).
- O. **Revocation.** The Zoning Administrator may revoke a Home Occupation Permit that is not in compliance with these regulations as provided by Section 17.78.090 (Permit Revocation or Modification) after 15 days' written notice, unless the home occupation is altered to comply with these standards.

January 15, 2015

Mr. Keith Scully
Shoreline Planning Commission Chair

**Re: Comments on the proposed Shoreline 185th Street Station Subarea Plan and
Planned Action Ordinance**

Dear Chair Scully,

Thank you for the opportunity to comment on the proposed Shoreline 185th Light Rail Station Area Plan and Planned Action Ordinance.

Cascade Bicycle Club (Cascade), on behalf of our 16,000 members, wants to thank the city of Shoreline for its leadership and planning to envision compact, walkable and bikeable communities around the future Sound Transit Light Rail Station. This type of planning will create more transportation choices for your residents and increase access to healthy transportation options along with providing a mix of housing types that are affordable to a wide-range of people.

Sixty percent of people in our region would like to bicycle more often, but don't because of safety concerns. Cascade is working toward helping this "interested, but concerned" category of riders feel more comfortable riding their bicycles, and we need to make sure we are providing options for them to access the 185th Street Station.

We encourage you to prioritize the expansion of the bicycle and pedestrian network to ensure that comfortable, convenient and safe access exists for those walking and riding a bicycle to/from transit, local shops and homes. The creation of safe facilities on Perkin's Way will allow those accessing the station from the north east to have a much more comfortable experience as well.

To make it all work, the Station Area needs minimum densities that support transit. The combination of housing, shops, transit and bicycle and pedestrian access create vibrant, livable communities.

Thank you for your consideration and please do not hesitate to contact me with questions.

Sincerely,

Jeff Aken
Advocacy Director
Cascade Bicycle Club

Improving lives through bicycling

January 15, 2015

Subject: Public Comments on the North 185th Street Station Subarea Plan

Dear Planning Commissioners,

I am requesting that I be considered a party of record with standing regarding the N 185th Street Station Subarea Plan.

REPRESENTATION

I want to thank you for working to consider the input from the citizens of Shoreline. I know it is your charter, but none-the-less, it is something which too easily seems to get lost. I don't know of anyone who is opposed to the transit station. However, I have not yet heard a single person who feels even a little bit okay about what is happening with the planning for the transit station. It seems the total focus is on growth at nearly any cost without any consideration for those of us who are here now; many of us since long before Shoreline was City. Please remember to represent those who have lived here for years, are living here now, and are the reasons why Shoreline is currently a livable city. We want our voices to be heard in regard to how we grow to accommodate the transit station.

BUILDING SCALE

I have recently found myself visiting Lake City Way in the blocks just north of N 125th and trying to envision what N 185th in Shoreline would look and feel like with buildings so tall. Bearing in mind that Lake City Way is a four lane road with parking on either side and a wide median planted with trees in the middle of the road. These few blocks diminish the human scale beyond belief. Even with the planned setbacks, I am troubled when I try to imagine how it will feel to walk down N185th which is only a two lane road, without parking lanes, no median and no median trees. Please do more to consider the human scale if we are to continue to think of Shoreline as continuing to be a city of livable neighborhoods; something the City of Shoreline prides itself in.

20.10.020 It is the purpose of this Code to: . .

- Provide adequate light and air;
- Encourage productive and enjoyable harmony between man and his environment;

REZONE SIZE & PHASING

The size of the rezone area is enormous. While I recognize it might be necessary to consider the vastness of possible expansion, doing so all at once will not accomplish the goal of Transit

Oriented Development (TOD). It would be much better to initially rezone only the MU85 area which immediately encircles the transit station. Only after this area is nearly built out, rezone the concentric circle of MU45 and continue on as needed. This will assure the area nearest the station is developed first with the largest population available to support station use quickly while protecting the integrity of existing neighborhoods for as long as possible, until there is a need to impact them directly. If the entire area is rezoned for immediate development now, it will result in a higgledy-piggledy pattern of out-sized buildings here and there among smaller ones resulting in the maximization of negative effects on existing neighborhoods. Please consider rezoning only the inner-circle of development first, followed by outward expansion only when the need is proven.

SURFACE WATER

I am very concerned that in a city with long standing surface water issues, in an area which includes the headwaters of Thornton Creek, that this plan indicates that after every planned surface water treatment is in place, and assuming they work perfectly as planned, that a 37 percent increase in surface water is acceptable. It is not. By building the densest units to house the greatest numbers per square foot of building footprint the impacts to surface water could be minimized in the short term. However, I feel that if no solution is found to maintain or diminish current surface water below current norms the FEIS is inadequate and the plan should be abandoned.

20.10.020 It is the purpose of this Code to: . .

- Protect the functions and values of ecological systems and natural resources important to the public;
- Promote efforts which will prevent or eliminate damage to the environment and biosphere;

CANOPY AND HABITAT

One thing that would certainly help to mitigate both the livability and the surface water issues is trees. Big, native, diverse stands of evergreen trees on both public and private lands. The City of Shoreline continues to need a serious tree code to protect our assets. It needs to address the quantity and quality of canopy including, total leaf-surface area, and diversity of trees on private lands (typically 85 percent of the canopy). Other cities including Lake Forest Park do this. Shoreline can too. These speak to important issues including rainfall interception, air quality, carbon sequestration, crime prevention and more. These are all elements of the quality of life.

Additionally, the map should include habitat corridors to accommodate wildlife. Did you know there is direct relationship between the size of habitat friendly land and the number of species the land can support? Or that it requires a ten-fold increase in the amount of land to double the number of species? If we want to keep any wildlife in Shoreline at all, we need to have planned habitat corridors that provide continuous routes for wildlife to travel. Now is the time to plan these corridors, or we will find ourselves building wildlife bridges in the future.

20.10.020 It is the purpose of this Code to:

- Protect the functions and values of ecological systems and natural resources important to the public
- Promote efforts which will prevent or eliminate damage to the environment and biosphere;

PUT PARKS ON THE MAPS

While there is mention of the need to provide Parks to accommodate the anticipated population increase, there seem to be no plans as to where they will be. This is a plan for them to not be. Shoreline already has large areas which are short on park space. As things stand today, a very few neighborhoods have the vast majority of park acreage and taxpayer expenditures. A more equitable distribution of park lands must be defined. What are the plans to acquire space? With what money? The acreage per neighborhood should, at the very least, needs to be planned and placed somewhere on the map, as a representation of the distribution of future parks. Without this the Transit FEIS is simply incomplete. The words and pictures need to match.

Additionally, with more people living without any private green space, the ratio of square park footage per person will need to increase. The existing FEIS is incomplete without these calculations and the park distribution represented on the map.

20.10.020 It is the purpose of this Code to: . .

- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between man and his environment;

WHAT ABOUT THE LAST MILE

What is the City doing to address “the last mile”? As you probably know, this is something that Issaquah is struggling with right now. See “The Park And Ride Dilemma: Bus Riders Still Rely On Cars” at <http://kuow.org/post/park-and-ride-dilemma-bus-riders-still-rely-cars> Shoreline has a

chance to learn from their mistakes. What the plans for a Shoreline shuttle bus? A City operated bike-share system?

20.10.020 It is the purpose of this Code to: . .

- Provide regulations and standards that lessen congestion on the streets;

MITIGATIONS

What are the plans for positive mitigations to off-set the negative impact of TOD? Are there plans for replacing the Spartan Center? The pool? The Senior Center? Providing a “destination-type” performance center and free public meeting rooms for community groups to meet and participate in community activities without the city staff hanging around.

20.10.020 It is the purpose of this Code to: . .

- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs

STATION CAPACITY

I have to wonder if the proposed rezone area is built-out as planned and the buildings fully occupied; would it generate greater demand for the station than it could provide. How many trains, and passengers can be added?

Sincerely,

Boni Biery

Subject: Rezones for light rail ...
Auto forwarded by a Rule

I live in the area for one of the “proposed” rezones. I am sure the citizens that live in the 185th area feel the same way.

Much of this is being done very quickly and with a very broad brush. Many of the local citizens who own homes they have lived in for many years feel like the city is a steamroller out of control. This is NOT why Shoreline became a city in the first place, we became a city so that we would not be annexed to Seattle and subject to being steamrolled by the Seattle City Council.

I think the Shoreline City Council needs to be reminded of some of the whys, and neighborhoods and schools, sans developers’ interests only, was a part of the why.

Change happens, I realize this. With light rail change will happen but it should not be as hidden as all this feels to the citizens who inhabit the neighborhoods impacted by the Council's decisions.

There are many sensitive environmental areas especially in the 145th rezone, these areas are also very desirable positives for the neighborhood, lower Paramount Park in particular, but the whole drainage corridor from 8th Ave NE to 12th Ave NE and from 145th to 175th would sustain major trauma and impact by the proposed densities.

There is also a main power transmission corridor along 8th Ave. NE that is not quite compatible with the proposed heights and densities. Little seems to have been done to address the MAJOR impacts the proposed rezone would have on this area.

Many of the citizens in the proposed area have lived there for years and are or have looked forward to retiring in the homes they have owned and many will be on fixed incomes, having worked hard to pay for their homes so that the CAN enjoy them.

Nor has there been any attempt to accommodate those who might like to reside in a single family home. There are still many families who are interested not in density, but in being close to things like good schools, light rail, stores AND live in a single family home such as currently exists.

The City is forgetting its citizens, this is how it feels. This is not how a citizen should feel, this is not how one would hope a council that is supposed to represent the citizens, would act. If the city and the planners can only tell it's citizens "We HAVE to do this" then the impression is that someone besides the citizen is more important to the City. No one "has" to do anything and yes, change happens, but it should not come at the expense of the citizens that elect the officials.

Cathy Aldrich
Shoreline WA

Subject: Comments regarding 185th St FEIS

To whom it may concern:

I am writing to comment on the 185th St FEIS. For the most part I am excited about the future of the neighborhood. I am sure that many of the comments submitted about this project are negative or anxious, but I look forward to the day when I can walk down my street to the station and ride to work, shopping, sports, and more.

But I do have concerns to share, and many of these are based on the fact that my daughter will be turning 14 the year the station opens. I want to make sure that the safety of pedestrians is a

priority within the subarea, and many of the items in the review guide show that there has been a lot of thought put into this subject. Yet the cover of the review guide shows a conceptual drawing of 185th and 8th Ave, an intersection has been left left out of the outlined changes... I feel that this intersection in particular is dangerous and will only become more so with the increased traffic. I ask that this intersection receive more attention. There is also a lot of potential with the entire length of 8th Ave between 175th and 185th, as there is a very wide easement/right-of-way that could be developed into sidewalks and bike paths, creating a pedestrian boulevard that will pull foot and bike traffic off of the more congested 10th Ave, which I understand will be heavy with auto and bus traffic.

I would also ask that the idea of phasing in the zoning changes be disregarded. As a resident of the subarea outside of the Phase 1 boundary, I don't want to be left out of the improvements to streets, utilities, and other infrastructure. I feel that the Phase 1 model only restricts the ability to improve the entire subarea when it really needs it.

Thank you for your time and consideration.

David Hughes

Boni Biery has succinctly captured my sentiments regarding the North 185th Street Station Subarea Plan in a recent document she sent to the planning commission, a copy of which is attached here. Please give her observations and suggestions the additional weight of my concurrence.

Also, will you please honor my request to be a party of record with standing.

Thank you,

Dianne M. Hansen

January 15, 2015

Comments on North 185th Street Station Subarea Plan

To City of Shoreline Planning Commission:

I have happily lived within the Shoreline Community for 23 years. I am not opposed to change, or growth, or trains, or well-planned development. I am, however, very much opposed to the massive rezone area proposed in its current form with such intense density right now. The train

and station are years away, and the city's expectation is that full build out of this enormous rezone area will take many decades. From the City website: The City will set the stage for how the neighborhood may transition over time. Market forces and homeowner decision making about how and when to redevelop or sell properties will determine the pace and degree of transformation.

Evidently all of the single family homeowners currently in the large MUR-85 section won't have decades, rather a mere five years to come to a decision. From the development code: Single-Family detached dwellings are a permitted use in the MUR-85' zone until January 1, 2020. After January 1, 2020, single-family detached dwellings shall become a non-conforming. use subject to the provisions in SMC 20.30 Subchapter 5. Nonconforming Uses. This appears to be a tactic, a disincentive, for the current homeowners who live in the MUR-85 zone to stay in their single-family homes. In other words, they will be forced out.

I believe leaving development planning to market forces is reckless and a recipe for the destruction of well-loved neighborhoods. This is not a plan; it's a gift to developers. It is clear that this plan has nothing to do with benefitting current residents and homeowners. If their interests were being considered the area immediately around the proposed station would be developed first, followed by the larger area predictably and incrementally as needed over time. With this huge area rezoned now, development will be haphazard - quite the opposite of a plan – increasing the likelihood of instability in currently stable neighborhoods, and for blighted areas that don't currently exist.

Parks and open space should also be included in the zoning map, particularly since the need is already established; without park space shown, the map is not complete. Also, if I understand it correctly, park spaces will also be up to developers (not the city) to create with certain projects, yet won't necessarily be a requirement. This makes no sense to me. If we know park space will be needed, then we should set it aside now and show it on the map. That is the only way the Community will be assured we will have adequate parks and open spaces. It seems to me this might be accomplished, at least partially, by simply retaining the current zoning in certain sections, especially in known sensitive areas where building is not feasible.

Again, this is not a plan; and any benefit to those who live in the area is hard to find. I ask that you not rush your decision to send this on to the city council in order to keep the arbitrary schedule that has been set. Please be sure you are carefully considering and representing the interests of those who live in these Shoreline neighborhoods now.

Thank you for serving the community and for considering my comments.

Sincerely,

Jan Stewart

Subject: Rezoning

Dear Mr. Szafran,

I am a long time resident of Shoreline. I have lived in my home for the last 41 years. I raised my children here and now my grand children are being raised here. I am in the 1/4 mile of the station. I have attended many meetings and thought it was wonderful the city wanted our input into the process. At an early meeting I attended we were shown three options, no growth, some growth and most growth. Now all of a sudden it is massive growth. At one of the meetings we sat down with drawings and markers, were asked how would we like to see Shoreline grow and to mark on the drawing what we would like to see. No one, I repeat no one drew anything like what the city is proposing today. This massive rezoning for something we are being told is 100 years down the road does not make sense. Nor does giving concessions to builders at the expense of the tax payers.

I do not understand why you want to mow down a wonderful single family community with trees and put in massive buildings. The city acts like it is taking our input and sharing our vision with theirs but this is not happening. We the citizens have been bypassed on all aspect of this process. We have no say. Most of my neighbors have no clue. One told me he went to city hall and was told no building out side of the station and parking garage will not happen for 20 years. Some think it won't happen at all. So when I read there has been extensive notification of the people living in the area from 10th to Aurora on 185th. I know this is not true. The billboard on the bridge is also misleading.

So I request you reconsider this massive rezoning and think about it some more.

Judy Nordaker

Judy

Subject: 185th St. Station Light Rail Subarea Plan
Auto forwarded by a Rule

Dear Shoreline Planning Commission,

Please find my comments below regarding the 185th Street Station Subarea Plan and Planned Action Ordinance.

Shoreline is a great place to live. Enumerable surveys conducted by the city validate this fact. With the coming of lightrail and transit orientated development (TOD) adjacent to the stations, how do we ensure future surveys will still attest to the great livability of the Shoreline of tomorrow? How do we retain our great schools, parks, trails and make sure our transportation infrastructure keeps up with future demand and allow safe passage for bicyclists and pedestrians? Will we feel as safe in our homes as we do now? How will the landscape look 30 years from now? Will tall conifers still grace the horizon? Will wildlife have corridors to safely pass through the cityscape? The lightrail and associated TOD offers a great opportunity to create not only a variety of housing options for aging baby boomers and urban-oriented Millennials, but in addition ensuring affordable housing is part of the mix. We just need to make sure we retain the assets that make Shoreline a great place to live.

- **Zoning:** I don't have a problem with the new zoning (MUR35, MUR 45 and MUR 85) nor the areas designated for re-zoning. However, the MUR85 becomes problematic when, through the use of developer agreements, what was a maximum of 85 feet high changes to a potential of 140 feet high. Quite a change! As noted in the Review Guide, "this density (MUR85) is unlikely to be supported by current market forces, and it may be some time before this building type would be developed in the subarea". It seems to make more sense to have the zoning at MUR65, with a maximum of 100 feet with a developer agreement. Perhaps this is more likely to be developed. I like the idea of leveraging developer agreements to achieve public space, green space and other community assets. It also seems in the current bustling economy of Seattle and surrounding urban areas that Shoreline offers great potential for development. Don't sell us short. Let's do what we can to make sure developers help pay for the amenities needed to ensure Shoreline remains a great place for current as well as future residents.
- **Bicycle and Pedestrian Transportation network:** The Inter-Urban trail provides a North-South bike connector on the West side of the 185th St Light Rail Station Subarea. Soon an East-West connector will be completed along N. 195th St. Bike lanes and sidewalks along 10th Ave Ne will provide a N-S route on the East side of the Subarea. What is sorely lacking is an East-West corridor on the South end of the Subarea. Even though funding would be prohibitive, a pedestrian-bicycle overpass over I-5 along NE 180th St would be ideal. This would allow a connector trail accessing Cromwell Park and the Interurban trail to the West. To the east, this trail would connect to 10th Ave or continuing East, to North City. Potential would be presented to eventually connect to Perkins Way and the Burke-Gilman trail. As a former year-round bicycle commuter (before I retired last February) I can tell you that bicyclists prefer trails over roads. Building bike lanes along N. 185th, N. 175th, or Meridian Ave, especially with the projected increase in traffic, would not create a very enjoyable ride. Throwing Metro buses into the mix would increase the angst. Intersections would increase the potential for accidents. The safest solution is to completely separate the automobile traffic from

bicycle traffic by creating parallel but separate routes (N. 185th vs N. 180th, Aurora vs Interurban Trail, N. 200th vs N. 195th, 15th Ave NE vs 10th Ave or 8th Ave NE). A great potential for a new pedestrian route (and also bicyclists) could follow the Seattle City Light ROW along 8th Ave NE. This wide street would make a great green street, with park-like landscaping, rain gardens and safe pathway for foot and bike traffic. Another great public pathway could be the creation of a public stairway up the steep incline of NE 185th St as it climbs up to North City from 10th Ave NE. What a fun and interesting public walkway this could be!

- Parks: Per the Review Guide for the FEIS, by 2035 the projected population growth under Alternative 4 would generate demand for one new neighborhood park. At build-out, demand would merit the creation of nine to ten new neighborhood parks. NOW is the time to figure out where the parks should be, research potential sites, and figure out the funding mechanism. Ensure that Rotary Park is preserved and enhance, and look at other potential pocket park sites. We will need additional areas for children to play, public gathering places, and safe connector routes. More apartments dwellers will place demand on more community garden space. One great potential spot could be the Seattle City Light ROW that runs between 10th Ave NE and NE 185th St. However, perhaps growing vegies under power lines would be problematic. Instead, maybe a pea patch could be created along 8th Ave NE. When I was in Seattle recently, I saw a multi-story apartment building that was landscaped with a resident pea-patch. What a great idea! A huge concern for me is the loss of trees that will incur with the building of the light rail along I-5, as well as the station site. This doesn't even begin to fathom the loss of trees as land is redeveloped at a higher density. Even though their is written in the development code tree preservation language, there will be huge net loss of trees. Even if the city planted a tree for every one lost, there is only so much public land. There is a great potential for the city to partner with existing non-profits in the city, such as Diggin' Shoreline and the Kruckeberg Botanic Garden Foundation, to educate residents on the importance of gardening with Native Plants, on creating Backyard Wildlife Habitats, and the importance of trees as our green infrastructure-filtering our groundwater, offering us shade in the summer, providing oxygen and absorbing carbon, mitigating air and noise pollution. If 10% of our private landscapes were converted to ones that reflected sustainable gardening practices such as using native vegetation, eliminating use of pesticides and excessive watering, while creating habitat for pollinators, birds and other wildlife..we would mitigate the loss of habitat due to the construction of the lightrail and the associated TOD.

We all have a responsibility to make sure the Shoreline of tomorrow is every bit as great as the Shoreline of today.

Regards,

Barbara Guthrie

Hello,

My name is Kerri Bradford. I want to let you know my perspective on the 185th st station and the proposed rezoning. First, a little background: My grandparents moved to Shoreline in the 1940's. My parents and extended family all lived in Shoreline and went to Shoreline Public Schools. My brother and I lived in Shoreline with our parents and attended Shoreline Public Schools. My husband and I met at North City Elementary, a Shoreline Public School. We live in Shoreline, and our children are fourth generation Shoreline residents and they attend Shoreline Public Schools. Needless to say, we love Shoreline and have watched it grow over the years. In talking with neighbors who have chosen to live in Shoreline, the appeal is the proximity to Seattle without BEING Seattle. I think most of us Shoreline residents are not here SIMPLY because it's less expensive (and it's debatable if it is less expensive.) Most of us are here for the community aspect and we love the SUBURBAN atmosphere. I fear the "PREFERRED" rezoning map will affect the essence of Shoreline. We are not competing with Seattle. We don't want to be like Seattle. We are our own city with our own communities. We want to be like Shoreline. What's so terrible about that?

I can go into all the ways that for practical purposes rezoning half of Shoreline is a horrible idea from the prospective of the environment, crime, and overpopulation, etc. These are things I'm sure others will cover. Frankly, I can't remember if I voted for Light Rail, but I probably did. Light Rail is a good idea. I'm sure when I voted for it, if I did, I didn't imagine in my wildest dreams that I would be voting in A COMPLETE OVERHAUL OF MY TOWN. If the "PREFERRED" draft of rezoning is voted in, SHORELINE WILL CEASE TO BE THE TOWN MY PARENTS GREW UP IN, I GREW UP IN, AND MY CHILDREN ARE GROWING UP IN. It will be Seattle junior. None of us want that.

In short, I want Light Rail. Shoreline residents supportive of that. Very few of us want to have Shoreline change in such a drastic way EVER, not now, not twenty years from now, etc. So, Planning Commission and Shoreline City Council, PLEASE, give us Light Rail, that's what we asked for in 1996. Please retain the "feel" of Shoreline and choose to rezone only the areas near the Light Rail station.

The "Preferred" rezoning map draft is not preferred at all by Shoreline's residents.

Thank you for reading my statement.

Kerri Bradford

Subject: RE: Comments for 1/15/15 planning commission meeting

Auto forwarded by a Rule

Please include my comments with the other comments for the EIS for the 185th street station. I would like to be a party of record. I have also attached it as a word document. The formatting is better that way. Please let me know if you need anything else. Thank you

My husband and I bought a home in Shoreline a little over a year ago. It took 8 long months to find the perfect place to raise a family. This was much longer than we had planned which resulted in our son being born while we were still living in a one bedroom condo in Seattle. His nursery was our dining room. Trust me, living in a three bedroom single family home is much nicer than having a family in a small unit albeit in a high density building with surrounding amenities. I am sure many other millennials will come to a similar conclusion once they have recovered from the tough economy and can financially start thinking about having a family too. Thank goodness for Shoreline's current affordable housing that enabled us to buy.

Anyway, when we found the house I knew light rail would be going in approximately 0.7 miles away. I tried to do my research and discovered there were 3 options being considered, "No change", "some growth" and "most growth". These options were the ones studied in the DEIS. I figured these alternatives were zoning changes I could live with so we bought the house. Honestly, I figured that like most things the two extremes would be studied but the final plan would be similar to the moderate "some growth" alternative.

Imagine my surprise when somehow the preferred alternative chosen was nothing like the 3 options originally presented and the density allowed was probably quadrupled, if not more, in the station subarea. Additionally, the residential only zoning was changed to mixed use residential. Where are business customers going to park? I can't imagine 185th street will somehow become wide enough for 3-4 traffic lanes, 7 foot sidewalks, bike lanes and street parking but someone apparently thinks it will be big enough so commercial is allowed everywhere the zoning changes are occurring, including converted homes with parking for only one car.

What confuses me most is that there is very little supporting documentation on why this was done. The public comments in places like the visioning workshop, DEIS, council and planning commission meetings, etc. do not support this kind of up zoning, except maybe a very small minority.

I have tried to read everything I could and listen to the meetings regarding the 185th Street light rail station. I have read several times in the available materials that since one person suggested something an area was upzoned. I have never seen the opposite happen for the 185th Street Station Subarea, where 1 person didn't like something so the zoning was decreased (and let's face it more than 1 person has shown opposition). Incidentally, I think I have met this one person. She owns a decent amount of land and is concerned about selling for top dollar and not the betterment of Shoreline. I met her when I went to learn more at the 185th St Station's Citizen committee meeting this month. I was one of four citizens and two planners. What does that say when only four people show up to such an important meeting? January is the month that the planning commission is making their final decision. To me it means people don't care, don't know or don't feel their voice makes a difference. Sure seems like something isn't working in this process of getting the public informed and involved.

Could someone please explain why the preferred alternative was chosen to be studied for the EIS instead of one of the alternatives proposed and studied from the DEIS?

Also, I don't understand why zoning is being considered over half mile away from the station since most, if not all, transit experts say that is where development should be concentrated for transit orientated development. I have seen where the idea was probably formed though, at the visioning workshop a "signature boulevard" was discussed. I would encourage you to reconsider changing the zoning up to a mile away from the station. It seems counterproductive to try and establish transit orientated development farther then people will walk. Phased zoning should be concentrated around the station then slowly expanded when the need arises. I feel the phased zoning should be much more concentrated then the current proposal and focus on the critical half mile area away from the station.

Another suggestion I would like to make is please review the market assessment done regarding the 185th station subarea. Some memorable excerpts were,

“Retail should be limited to a small amount of convenience oriented retail serving residents and transit riders and located at the transit station. The station area lacks existing retail uses, with the nearest neighborhood retail area located just over one-half mile away on

15th Avenue NE, and the City’s primary commercial corridor on Aurora Avenue North a mile away.

However, the station area is too far from either of these areas, or Interstate-5 access, to benefit from

existing retail activity, making it unlikely that a significant number of retailers could be attracted.

Convenience-oriented retail (e.g. coffee shop/café, sundries, personal services, etc.) located at the

station, or within a direct sight line between the station and any parking structure, would maximize

access to transit riders and immediate area residents and have the greatest potential.”

and

“New transit stations often spur new development in their immediate vicinities when there is market

support for new types of denser, mixed-use transit-oriented development, as well as supporting city

actions such as rezoning to accommodate market demand. These effects are generally limited to a

½-mile radius around stations, or the “station area”, that represents the outer limit of how far most

persons are willing to walk between a residence and a station.”

Does that sound like a good description of the preferred alternative?

Why can’t Shoreline become an area similar to Columbia City with row homes, town homes and cottage homes and maybe a few larger apartment or condo buildings next to the station? That seems much more in line with the single family neighborhood that already exists.

Finally, I am concerned that the station area rezonings are not taking a holistic view. It appears planning is being done in Shoreline in a piecemeal approach. A 1000 units to be added in Aurora Village, 3000 with Point Wells and thousands more around 185th and 145th. The impacts are not being looked at as a conglomerate but as individual cases. What happens when all these projects get a green light and development starts? Shoreline is not that big. What is

going to happen with schools, utilities, infrastructure, etc when growth gets out of control and they can't keep up? I grew up in Issaquah so I have some idea. The classrooms will get overcrowded and many classes will be moved to overflow trailers. The traffic will get horrendous and it could take you an hour to get a couple miles sometimes. Growth wasn't controlled and the citizens and the city suffered. I saw recently that Ballard's urban village residential growth already exceeds the 2024 growth target by 317% including issued permits. With the units already built the growth target has been exceeded by 206%. What if the numbers you are using to plan are as off as they are for the planners in Ballard? Ballard isn't the exception either. Many Seattle neighborhood growth projections are off. What if your 125 year plan is actually a 30 year plan? How is Shoreline going to maintain a similar quality of life and services to its citizens?

When changing the zoning I support a moderate concentrated approach around the ½ mile radius from the station. More like the “some growth” scenario from the DEIS.

Thank you.

Sarah Jaynes

Concerned Citizen and Registered Voter of the City of Shoreline



January 14, 2015

Mr. Keith Scully
Shoreline Planning Commissioner Chair
Planning Commission
Shoreline City Hall
17500 Midvale Avenue N
Shoreline, WA 98133

Re: Comments on the proposed Shoreline 185th Street Station Subarea Plan and Planned Action Ordinance

Dear Chair Scully,

Thank you for the opportunity to comment on the proposed Shoreline 185th Light Rail Station Area Plan and Planned Action Ordinance. Futurewise works throughout Washington State to create livable communities, protect our working farmlands, forests, and waterways, and ensure a better quality of life for present and future generations. We work with communities to implement effective land use planning and policies that prevent waste and stop sprawl, provide efficient transportation choices, create affordable housing and strong local businesses, and ensure healthy natural systems. We have members throughout Washington State including many members in the City of Shoreline.

We very much appreciate the hard work by the City of Shoreline staff, the City's Planning Commission, City Council and residents to create a transformative plan for the 185th Station Area. This plan is a bold step toward a new vision for the neighborhood which will have long-term benefits for the neighborhood, the City of Shoreline and the entire Puget Sound region.

We are very pleased to see Shoreline propose transit-supportive densities within the station area. Moving to a form-based code with allowed heights ranging from 35 to 85 feet will enable the City of Shoreline to accommodate housing and employment growth in the City while minimizing negative impacts on existing neighborhoods and the natural environment. We urge the City to adopt the proposed zoning and land use classifications and boundaries.

We fully support the strong affordable housing program outlined in the proposed Development Regulations. By requiring housing affordable to a mix of households and incomes, the City of Shoreline is preserving housing affordability, an outcome repeatedly requested by Shoreline residents, and ensuring that the City and region grow equitably and fairly. Additionally, by providing affordable housing close to transit, the City is enabling low-income families to not only reduce their housing costs, but also transportation costs, two of the largest housing costs for all families significantly increasing the financial stability of low-income families and their access to opportunity.

Below are a few recommendations that we feel will improve the Shoreline 185th Station Area Plan and hope that you will consider:

Single Family Detached Land Uses – The transition from single family land uses to transit-supportive multifamily and commercial uses will likely occur over many decades. During this time, discouraging the construction of new detached single family homes, particularly in those areas with closest proximity to the station should be the policy of the City. The current proposal addresses this in two ways: first, by eliminating single family as a permitted land use in MUR-85 zones after 2020 and, second, by requiring that new single family units in MUR-35 and MUR-45 adhere to the existing, lower-density R-6 zoning classification.

We urge the City to consider additional measures to prohibit the construction of new single-family detached units within the station area where multi-family units are planned and zoned. We recommend removing single family detached as a permitted use in MUR-35 and MUR-45 zones, thus, creating new investment that is better in accordance with the City's vision of the area as set forth in this plan. Furthermore, we feel that the existing municipal code relating to non-conforming uses gives existing owners of single family detached dwellings the ability to repair and even expand (up to 10%) existing homes with conditional permits.

Minimum Density – In addition to limiting the construction of new single family homes in the station area, we also encourage the City to include minimum density requirements in the MUR-85 zone. For example, this could include a provision which requires new development to achieve a minimum FAR of 3 within the MUR-85 zone.

Housing Affordability – We support including owner-occupied housing in the station area's affordability program. However, as stated above, we believe single family housing is inconsistent with the long-term vision of the area. Instead, affordable home-ownership opportunities can be achieved in different product types including townhomes, multiplexes and condominiums. Placing long-term affordability requirements on single family homes may impede the ability for future property assemblage and redevelopment into higher density, transit-supportive housing.

Again, thank you for the time and energy that you have spent working to ensure the Shoreline 185th neighborhood can fulfill the full potential of transit-oriented communities. The proposed plan will support the transformation of the station area to a vibrant mixed-use neighborhood that is pedestrian-friendly, mixed-income and environmentally responsible. We urge you to recommend its approval and adoption to City Council and appreciate your consideration of our comments.

Sincerely,



Amy Gore
Sustainable Communities Director



HOUSING
DEVELOPMENT
consortium

January 15, 2015

Shoreline Planning Commission
Shoreline City Hall
17500 Midvale Avenue North
Shoreline, WA 98133

RE: Comments on the proposed Shoreline 185th Street Station Subarea Plan and
Planned Action Ordinance

Dear Planning Commissioners,

On behalf of the Housing Development Consortium of Seattle-King County (HDC),
thank you for this opportunity to comment on the proposed affordable housing
provisions in your 185th Street Subarea Plan.

HDC is a nonprofit membership organization which represents more than 100
private businesses, nonprofit organizations, and public partners who are working
to develop affordable housing and provide housing-related services in King
County. HDC's members are dedicated to the vision that *all people should be
able to live in a safe, healthy, and affordable home in a community of
opportunity*. In other words, we believe all people, regardless of income, deserve
the opportunity to thrive in a safe neighborhood with good jobs, quality schools,
and strong access to transit.

We applaud Shoreline for its work toward achieving this vision. The City's recent
exemption of affordable housing from transportation impact fees, for instance,
will make it easier to provide safe, healthy, affordable homes in Shoreline. We also
thank the City for its support of the Ronald Commons project and for its strong
partnership with the affordable housing community.

With the development of the light rail station subarea plans, the City has before it
an ideal opportunity to explore what other strategies are necessary to create an
affordable community for all of Shoreline's residents. This is the City's chance to
honor and implement the commitments it has made in the Comprehensive Plan
and Housing Strategy Plan. By maximizing tools that leverage the power of the
private market to create affordable homes, Shoreline can help ensure its growth
benefits people across the income spectrum.

HDC's Affordable Housing Members:
Low-income Housing Organizations
Community Development
Corporations
Special Needs Housing
Organizations
Public Housing Authorities
Community Action Agencies
Workforce Housing Organizations
Public Development Authorities
Government Agencies and
Commissions
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Development Specialists
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206.682.9541 Fax 206.623.4669 www.housingconsortium.org

Light rail will increase the demand for housing in Shoreline, and without proper planning, could make housing more difficult for low income people to afford. **In order to retain affordability and prevent displacement in the station areas, we urge the City to implement a strong incentive zoning program that requires development to meaningfully contribute to affordability.** To that end, as you finalize development regulations, we would like to share the below technical comments with you to help guide your work.

❖ **Creating a Mandatory Program**

HDC strongly supports a station area plan that requires development to contribute to solving affordable housing needs. We urge the Planning Commission to approve the proposal to create a mandatory program in the MUR 85+, MUR 85, and MUR 45 zones. HDC would also support extending this mandatory requirement to the MUR 35 zone.

❖ **Set-Aside & Income Targeting**

When establishing incentive zoning programs, cities face a tradeoff between serving lower-income households and the number of households a program is able to assist. The higher the number of homes required to be set aside as affordable housing, the less affordable those units can be. This balance helps ensure a program is not too onerous for developers.

Staff has suggested allowing developers to make this choice for themselves in the MUR 85+ zone by allowing them to develop homes affordable at either 60% or 50% Area Median Income. In order to be consistent throughout the zones, HDC suggests creating parallel choices in the MUR 85, MUR 45, and MUR 35 zones. This will allow the City to achieve a deeper level of affordability while providing flexibility for developers. We also think the Commission should consider softening the requirement for two bedroom homes in the 85+ zone to maintain consistency with the other zones. HDC suggests the following affordability levels and set-asides:

<i>Bedrooms</i>	MUR 85+	MUR 85	MUR 45	MUR 35
<i>Studio, 1</i>	20% of homes at 60% AMI or 10% of homes at 50% AMI	20% of homes at 70% AMI or 10% of homes at 60% AMI	20% of homes at 70% AMI or 10% of homes at 60% AMI	20% of homes at 70% AMI or 10% of homes at 60% AMI
<i>2+</i>	20% of homes at 70% AMI or 10% of homes at 60% AMI	20% of homes at 80% AMI or 10% of homes at 70% AMI	20% of homes at 80% AMI or 10% of homes at 70% AMI	20% of homes at 80% AMI or 10% of homes at 70% AMI

**HDC modifications in blue*

We have modeled these suggestions to be consistent with the affordability ratios set up by staff in the MUR 85+ zone.

Based on our work with the City in the past, we understand Council has an interest in creating affordable housing for lower income households—those earning less than 60% AMI. Many developers in Shoreline may elect the option to pay a fee in-lieu of building affordable homes on-site. This money, deposited into the City's Housing Trust Fund, will be a tool to serve those

households making between 0 and 60% of Area Median Income, or approximately \$52,920 for a family of four.

❖ **Catalyst Program & TDR**

HDC supports the City's efforts to preserve open space and fund infrastructure needs in the station area through a TDR program. However, we encourage the City to balance these needs with the need for affordable housing in the area and proceed with caution in exempting any homes from the affordability requirement.

❖ **Homeownership**

HDC recognizes that the City is still trying to understand how homeownership could be supported through the incentive zoning program. We encourage you to take the necessary time to adequately explore and implement regulations for an affordability requirement for homeownership. However, we believe this should not be a barrier to including homeownership in the station area plan. Affordable homeownership regulations are especially important in the MUR-45 and MUR-35 zones where there will be townhome and multiplex development. The City should ensure that these projects are eligible to pay a fee-in-lieu which may allow the City to more quickly implement a homeownership program.

❖ **Density**

Shoreline's station areas will be rich with opportunity—transit, services, jobs, and other amenities that are important for creating thriving communities. In order to ensure that the large public investment made in the station area benefits as many of Shoreline's residents as possible, HDC supports tools that promote density in the station area. Limiting density in the station area may reduce opportunities for affordable housing.

It is critical that those most in need of access to transit are able to live in the station area. By planning for affordability and density in tandem within the station area, the City will support families of limited incomes, increase ridership of light rail, and create a strong customer base for businesses in the area.

We encourage the City to adopt and implement strong affordable housing regulations in line with the above recommendations as part of the station area plan. We greatly appreciate the intense thought and hard work that has gone into creating this plan. We thank the City of Shoreline staff, the City's Planning Commission, and Shoreline residents for their engagement in and dedication to this process. **This plan represents a strong and equitable vision for a thriving Shoreline.**

We at HDC look forward to working with the Commission, staff, and Council as this process moves forward and are happy to be contacted with any questions.

Thank you for your consideration, and for all you are doing to help create, safe, healthy, affordable homes in Shoreline.

Kind Regards,



Kayla Schott-Bresler
Policy Manager



Kelly Rider
Policy Director



c/o Janet Way
940 NE 147th St
Shoreline, WA 98155

January 15, 2015

Shoreline Planning Commission
c/o Steve Szafran
17500 Midvale Ave N
Shoreline, WA 98155

Subject: Comment for SEPA on FEIS and Subarea Planned Action Ordinance for 185th Light Rail Station Rezone

Dear Planning Commissioners and Mr Szafran:

Thank you for the opportunity to comment on the SEPA for the Planned Action Ordinance and the FEIS for the proposed 185th St Station Area. Please make the Shoreline Preservation Society a party of record status with legal standing in this matter.

The Shoreline Preservation Society is a grassroots, WA non-profit organization that works to preserve the environment and heritage of the Shoreline area through education and outreach, and advocates for good public policies to attain those goals. It has a board made up of individuals who are residents of Shoreline and nearby communities.

We incorporate by reference all materials and comments submitted to date on this Rezone and EIS and any materials produced by staff for Council or Planning Commission, which could be related. Included in these records should be all photos, maps, PowerPoint presentations, videos, meeting records and public comments received in writing or oral testimony. Also, all Sound Transit documents and FEIS are also incorporated by reference.

We believe there is a probable likelihood of significant adverse and severe impacts to our environment if the proposed project is approved, both in Shoreline and to surrounding communities. The analysis in the EIS is underestimating the impacts and the information provide to the public is incomplete and inadequate.

Flawed Process

The proposed rezone and legislative action is unnecessarily rushed and confusing to this community and should be delayed. There have been so many processes with the two Rezones running concurrently, that the public is necessarily very confused about what is

going on. The Rezones are proposed to provide density for a project that will not be completed for at least 10 years and the changes in density are projected into the future for 125 years. No one alive today has any realistic idea of what our area will be like in 125 years, or what technologies will become dominant by then. Therefore it is a folly to base this planning on projections out that far.

Even with the stated “public processes” thousands of residents have not been fully or adequately informed of what is proposed, or what their rights are. The process is needlessly confusing and difficult for citizens to access. City websites are confusing, even to experienced activists.

And just today we have found out there is a “council rule” has prohibited the public from submitting power point presentations to the Planning Commission Hearings. It is outrageous that the staff can use power points to tell their story, but the public at a “PUBLIC HEARING” is prohibited from submitting a power point to illustrate important concerns. This is wrong and very undemocratic. We object strenuously to this rule.

The Shoreline Comprehensive plan states (pg 7) in CP2:

“Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.”

Clearly this massive plan does not comply with this goal. Neither the “entire city” nor the “neighborhoods most affected” interests are respected here, with the massive impacts anticipated.

• Height, Bulk and Scale

Shoreline’s North City, Meridian Park, Echo Lake and surrounding neighborhoods are almost entirely “single-family” neighborhoods. The proposed Light Rail Station and massive rezones would bring unprecedented and unwelcome changes as planned in the Preferred Alternative studied in the FEIS and Planned Action Ordinance.

The City’s proposed Planned Action Ordinance is massive and a huge overreach, which is putting our entire community at risk. The proposed Preferred Alternative with its options to go even bigger than 85’ with 140’ Heights in a General Development Agreement, is an overwhelming height that would enshadow and block sunlight and tower over the existing neighborhoods. This would not “blend well with established neighborhood character” as called for in Vision 2029 of the Shoreline Comprehensive Plan (pg.3). Nor would this be in compliance with the “city’s natural beautiful setting with abundant trees” (pg 3 Vision 2029). The scale called for of 85 – 140’ is not in

keeping with the “*healthy community*” called for in the vision and displaces thousands residents who now live in existing affordable dwellings.

The Shoreline Comprehensive Plan’s Framework Goal FG10 states (pg. 5):
“*Respect Neighborhood Character and the community in decisions that affect them.*”

And on Framework Goal FG9: “*....development that is compatible with the surrounding area.*”

And on Framework Goal FG2: “*Provide high quality public services, utilities and infrastructure that accommodate anticipate levels of growth, protect public health and safety, and enhance the quality of life.*”

And on Framework Goal FG7: “*Conserve and protect our environment and natural resources, and encourage restoration....*”

And on Framework Goal FG4: “*Provide a variety of gathering places, parks and recreational opportunities for all ages and expand them to be consistent with population changes.*” (Yet this Proposed Alternative only calls for one new park in this Rezone in the next 35 years and the massive upzoning would displace existing recreational areas at Shoreline Center.)

It seems absurd to us that there is a 65’ height limit on Aurora Ave where the commercial district is and where density should be concentrated, and yet you are considering imposing 85’- 140’ height in a residential neighborhood. This is unreasonable and should be scaled down extensively.

This proposed alternative fails on meeting these goals on its face.

• Surface Water Impacts

The plan states an estimated 37% increase in Surface Water runoff in the FEIS. This is completely unacceptable and is not in compliance with the City’s responsibilities for LID (Low Impact Development) standards in our Stormwater Code. The two watersheds most effected would be Thornton Creek and McAleer Creek, both “salmon-bearing streams” which are already over-burdened by stormwater impacts. These increases in stormwater and flooding from more frequent heavy rainstorms anticipated with Climate Change, would not be attenuated by traditional technology. The “regional stormwater” systems called for in the FEIS are non-existing and the increased impervious surfaces would quickly overwhelm the existing drainage systems.

The North City/Meridian Park/Echo Lake neighborhoods were historically laced with wetlands. Many of these areas are buried and there are no plans in the Preferred Alternative to activate these natural systems. Loss of tree canopy, which would occur from the scale of development and density, will also further stress these stormwater impacts and remove one of the most desired elements of our community character. The

original tree canopy included huge stands of Fir, Pine and Cedar, which would naturally attenuate the rains. Wetland soils, which still underlie the area, should be reactivated to absorb the runoff. These are Critical Areas and must be protected. Yet the increased impervious surfaces will overwhelm and destroy this natural system. There is not adequate funding in our budgets to mitigate the increased impervious surfaces with natural drainage systems. How will these proposed plans accommodate this increased runoff? How will we pay for it?

Our current code calls for the following:

“20.10.020 It is the purpose of this Code to: . .

☐ *Protect the functions and values of ecological systems and natural resources important to the public;*

☐ *Promote efforts, which will prevent or eliminate damage to the environment and biosphere; “*

The Preferred Alternative is not going to meet this requirement, and therefore is not tenable and is unacceptable.

• Overwhelming Traffic Impacts

The proposed alternative does not provide adequate resources or plans to accommodate expected traffic increases or parking infrastructures. The huge expense of retrofitting intersections and roads to meet the demand of this plan will overwhelm our already overworked staff and budgets.

There is little assurance that existing transit infrastructure could provide the cross-town access needed to replace the auto traffic so often pointed to in the proposals. There is little to provide alternatives and the bike/pedestrian needs to replace the cars will also cost a great deal, including access to the transit center across the freeway. The sources of funding are vaguely referenced as coming from “fees” charged to existing and new residents in the non-existent high-rise communities.

“Community Renewal Areas” concept that could be imposed by Sound Transit is a very dangerous concept, which could label our existing healthy neighborhoods as “blighted” as developers buy up tracts of land and allow rentals to proliferate and degrade. Then large sections could be acquired by “eminent domain” as described in Sound Transit policies. The “Market Assessment” document calls for such “Community Renewal Areas” as a concept to encourage TOD (Transit Oriented Development).

http://www.atg.wa.gov/uploadedFiles/Home/News/Press_Releases/2010/CR L.pdf

“To the extent the City is able or willing to undertake land assembly, it could increase developer interest in the area. Strategies that the City could consider to enhance development potential and facilitate site assembly could include creation of a Community Renewal Area, if the required blight standard can be met. Minimum or contingent zoning that only provides density for infill TOD-type development once a certain parcel size has

been achieved (e.g. one acre or more) could enhance interested neighbors in working with each other to facilitate site assembly.”

Shoreline citizens overwhelmingly do not support use of “Eminent Domain” to achieve growth and density goals for Transit Station Area rezones. And City planners have repeatedly claimed they will not do this, however it is already happening and called for in the Sound Transit EIS.

• Inadequate Open Space

Shoreline residents care about their parks and move here specifically to partake in their beauty and recreational assets.

The FEIS calls for only “one new park” in the first 35 years of buildout. This is completely inadequate, because Shoreline is already served by an inadequate amount of Open Space for the existing residents. And many parks are under developed or overgrown with invasive weeds. There are many existing parks that do not have Master Plans and have unmet maintenance needs.

The FEIS Review guide states on pg RG-27:

By 2035:

Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park

Shoreline residents love their parks and deserve a much better open space plan. The City should be purchasing these open space parcels NOW, when property values are lower. The FEIS guide estimates at full build out there should be ten new parks. The City’s budget must provide for this property now for public parks and not wait for developers to decide where they should be. A public process should decide this. In addition, many of these open spaces will also be needed to provide stormwater infrastructure. The property should be acquired NOW to ensure these parcels are available to attenuate surface water flows and reduce impacts to our creeks.

The need for these new parks and open spaces is a requirement of the Growth Management Act. It should be a matter that should be brought before the Parks Board as a matter of course and have a public process its own, in order to entirely meet this GMA requirement. Why isn’t the Open Space requirement made a highlight of this proposal?

What will become of the recreational space that citizens enjoy at Shoreline Center? How will that be replaced if the School District sells or leases out its property for a large development that displaces that park/recreational open space? These questions must be answered in a thoughtful manner.

Shoreline should be all about public process and inclusion, instead of a top down process, which limits participation and imposes huge development on the community against its will.

• **Impacts on Schools and Human Services**

Shoreline is well known for its excellent schools and for providing a caring environment for its residents. But the preferred alternative does not provide adequate resources or means to promote new school or social services to meet the needs of expected new residents and their children.

• **Impacts to Infrastructure and Utilities**

In order to implement the “full build-out” called for in this plan the infrastructure for adequate water, wastewater and all other utilities, would be massive and the costs to ratepayers would also be overwhelming. Impacts to the City budget, which as Martin Luther King said should be “moral documents” and provide services to the existing and new residents would be massive. According to your own FEIS “review” booklet, the impacts to our utilities is huge and unsustainable for our budget planning. Ratepayers would be expected to pay for these needs. Instead developers should be expected to pay with Impact Fees and not be given tax breaks with Affordable Housing deals.

The City’s own FEIS Review document makes some pretty shocking estimates of impacts on utilities for the Preferred Alternative 4:

The FEIS Review Guide states regarding utilities on pg.RG-35:

“Consider the need for potential increases in fees for services to address growth “

The FEIS review guide states regarding Surface water utility impacts pg RG 31 states:

“37% increase in surface water/303.10 cfs “

The FEIS review guide states regarding Electricity utility impacts pg RG 31 states:

“699% increase in demand for electricity; under grounding “

The FEIS review guide states regarding Wastewater utility impacts pg RG 31 states:

“661% increase in demand for service compared to current service level “

The FEIS review guide states regarding Water utility impacts pg RG 31 states:

“5,120,637 total gallons per day Compared to 669,180 current usage “

These impacts to our infrastructure are completely unacceptable and unsustainable. A reasonable person might question how this impact will be reducing carbon impacts, climate change or clearly how on earth the humble current or future

residents of Shoreline, seeking “affordable housing” will possibly afford to support these upgrades to infrastructure?

• Impacts to Housing Affordability

People move to Shoreline because of its large supply of modest single-family homes, which are considered “affordable” in comparison with Seattle and other larger cities in the region. And yet this Preferred Alternative will necessarily destroy much of the supply of existing single-family homes. Policies, which attack the character and heart of our community, will backfire and do not meet the expectations of citizens who moved here specifically for the single-family homes that serve their middle class communities.

Affordable Housing requirements should be met by developers, and not by tax-breaks that let them off the hook for other responsibilities such as infrastructure and human service needs.

We question how the “affordable low-income housing” will accommodate families with small children, especially when open space and recreation areas are lost at Shoreline Center?

There are many details that are still unclear. For instance, can a homeowner rebuild or expand his home within one of the 85, 55, 45, or 35 ft zones? And what is a “live/work” space? What if a homeowner wants to convert part of his home to a restaurant? Could they serve alcohol there? What about uses within a commercial space in one of the high-rises? What about parking for the affordable housing spaces? Can you make a rule that an apartment building owner should not force low income residents to pay extra for parking, which would limit street parking in the neighborhoods, which is a flashpoint for neighborhoods?

The Shoreline Preservation Society rejects the proposed Subarea Plan because of the massive negative impact to our environment and community values. The Preferred Alternative fails to meet the goals and policies of our Comprehensive Plan and we strongly urge the Planning Commission to reject this proposal and send it back to staff to further review.

- Negative impacts from Traffic Congestion
- Negative Impacts to existing communities and displacement of residents
- Negative impacts due to uncertain property valuations and uncertainty about future development
- Negative impacts to residents’ due to likely increases in taxes and fees on existing residents.

- Negative impacts to the City's Budgets

- Negative impacts from Stormwater Runoff

The FEIS states quite clearly that an anticipated 37% increase in surface water runoff will result from the Preferred Alternative at full buildout. This is completely unacceptable and violates our Environmental Sustainability Plan.

- Negative Impacts to Neighborhood Character

- Negative Impacts to Public Safety

- Negative Impacts from inadequate of Open Space

- Negative Impacts to Wildlife Habitat

Parks and open space and tree canopy must be preserved, enhanced and increased, not lessened by this proposal. This will ensure that urban wildlife can survive. We have bonafide salmon.

- Negative impacts from construction

- Negative impacts from air pollution and additional carbon pollution from loss of tree canopy, disposal of torn down homes and additional concrete used in construction of Light Rail Stations

- Negative Impacts to Schools and Human Services

- Negative impacts on Historic Elements of the community

There are many historic buildings in the proposed rezone area and there are no plans to document or protect them in this proposal.

- Negative Impacts from likely blight that will result from an overly ambitious proposal that will end up displacing existing residents and leave vacant buildings and lots in our community perhaps for decades.

Shoreline Preservation Society rejects the Subarea and urges the Planning Commission to do the same and send this plan back to the drawing board so that it is reduced in scale. This plan is twice as big as it needs to be to meet the expectations of this community and will impose enormous hardships on existing residents.

We urge the Planning Commission to take its time in making these important decisions. Ask questions and delay making a decision if more information is required. It is more important to get this right and to make a decision that the community truly supports than to rush into one because of an artificial deadline imposed by a timeclock.

Please make a thoughtful decision. We believe this proposal is still not fully formed or explained properly and should be remanded back to staff for more work.

Respectfully Submitted,

Janet Way, President
Shoreline Preservation Society

Mayor
Mary Jane Goss

17425 Ballinger Way NE
Lake Forest Park, WA 98155-5556
Telephone: 206-368-5440
Fax: 206-364-6521
E-mail: cityhall@ci.lake-forest-park.wa.us
www.cityoflfp.com



Councilmembers
Tom French
Jeff R. Johnson
Mark Phillips
E. John Resha III
Catherine Stanford
Hilda Thompson
John A. E. Wright

January 14, 2015

Shoreline Planning Commission
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

Re: Comments on 185th Street Light Rail Station Subarea Plan

Dear Commissioners,

On behalf of the City of Lake Forest Park, I want to let you know that we value the good working relationship between our two cities and that we appreciate the opportunity to have the following concerns considered and added to the record during your public hearing on the 185th Street Light Rail Station Subarea Plan.

Cumulative Traffic Impacts: The City of Lake Forest Park shares a long common border with the City of Shoreline. There are a number of LFP streets that connect drivers on SR 522 with the proposed locations of the 145th Street and 185th Street Light Rail Stations. With the beginning of tolling on SR 520, traffic counts on SR 522 increased by approximately 11%. During the morning commute, traffic is frequently stop-and-go from Kenmore all the way into to 145th. We are concerned that once the stations at 145th and 185th are in service, drivers will try to avoid SR 522 and SR 104 congestion by turning onto LFP streets to get to one of these stations. While we understand how the two subarea plans ended up moving through the review process independently, one of the fundamental purposes of planning under the GMA is to look at the cumulative impacts of land use actions.

While it may also be tempting to say that the responsibility of looking at cumulative impacts of the northern extension of the light rail system lies with regional and state transportation agencies, it is the City of Shoreline that is empowered to determine land use around the stations and to implement multi-modal system improvements within its boundaries. These decisions will have impacts on the surrounding communities including LFP.

- What areas should expect to see increased cut-through traffic associated with this station? What will the increase be and what measures will be undertaken to address the impacts of cut-through traffic moving through neighborhoods between the station and SR 522?

- Is there a need to enhance East-to-West bus transit, pedestrian and bike facilities and park-and-rides to address the traffic impacts to LFP and Shoreline collector and residential streets between the station and SR 522?

Noise and Air Quality Impacts: Noise and air quality impacts will increase if commuters' only option is to drive through LFP and Shoreline streets to get the light rail station.

Water Quality and Habitat Impacts: The City of Lake Forest Park and its citizens have worked for many years to protect and improve the water quality in our two fish-bearing streams. Spawning Chinook, Sockeye and Coho are annually documented in McAleer Creek. Coho have also been observed in Lyon Creek. Cutthroat trout and other species inhabit both streams. While no threatened or endangered species habitat may exist within 185th Street Light Rail Station Subarea, the surface water runoff from the area will most certainly pass through the habitat of threatened species as it moves downstream into our creeks and, subsequently, into Lake Washington. Does the subarea plan adequately address potential surface water impacts and measures to preserve and enhance these stream habitats including controlling rates of flow and reducing water-borne pollutants?

We look forward to working with you on the continuing review of the 145th and 185th Street Light Rail Station Subarea Plans.

Sincerely,

A handwritten signature in purple ink, appearing to read "Stephen Bennett".

Stephen Bennett, AICP
Planning and Building Director

Cc: Mayor
City Council
City Administrator



Master Builders Association
of King and Snohomish Counties
335 116th Avenue SE
Bellevue, Washington 98004
t (425) 451-7920 / f (425) 646-5985
www.masterbuildersinfo.com

January 14, 2015

Planning Commission
City of Shoreline
17500 Midvale Ave. North
Shoreline, WA 98133-4905

RE: 185th Street Station Light Rail Subarea Plan

Dear Commissioners:

On behalf of the nearly 3,000 member companies of the Master Builders Association of King and Snohomish Counties (MBA), I am writing to express support of the proposed 185th light rail station subarea plan scheduled for public hearing before the Planning Commission on January 15, 2015.

By adopting the proposed subarea plan, the City of Shoreline is advancing the goals of the Growth Management Act (GMA) by promoting higher population densities to support neighborhood services such as retail and transit. The GMA requires cities to, "...encourage the availability of affordable housing to all economic segments of the population and promote a variety of residential densities and housing types." "State, regional and local land use plans share the goal of improving transit accessibility and encouraging transit use by concentrating mixed land uses near transit centers."

In addition to the proposed 500 acre rezone in the light rail subarea, the MBA strongly supports the form based regulatory provisions. Form based zoning provides increased flexibility that allows for a mix of compatible uses and styles controlled by bulk and scale requirements. This proposal enables opportunities for micro-housing, fee-simple unit lot subdivisions, townhomes, condominiums, apartments, and mixed-use developments. A major advantage to form based code is it creates a more predictable physical result while eliminating subjectivity often found in design guidelines.

The MBA supports and encourages local actions to promote redevelopment and housing affordability. These include, providing sufficient land zoned for higher densities, revision of development standards and permitting procedures, reviewing codes for redundancies and inconsistencies, and providing opportunities for a range of housing types.

We encourage the Shoreline Planning Commission to consider the valuable effects of redevelopment and adopt the proposed 185th subarea light rail plan. Not only will this proposal create jobs and increase the tax base, but it will improve the quality of life for the citizens of Shoreline. More local tax dollars and

jobs raise the economic tide for the entire community, including the overall standard of living for residents.

Thank you for the opportunity to comment and for your consideration. If you have any questions, please contact me at janderson@mbaks.com or (425) 460-8240.

Sincerely,



Jennifer Anderson
South Snohomish County Manager

Encl.: Goals of the Growth Management Act

Cc: Will Hall, Shoreline City Council
Alicia McIntire, Sr. Transportation Planner
Dan Eernisse, Economic Development Manager

Goals of the Growth Management Act

- 1: Encourage development in urban areas where adequate public facilities exist or can be provided in an efficient manner
- 2: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development
- 3: Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans
- 4: Encourage the availability of affordable housing to all segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock
- 5: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities
- 6: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions
- 7: Application for both state and local government permits should be processed in a timely and fair manner to ensure predictability
- 8: Maintain and enhance natural resource based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- 9: Encourage the retention of open spaces and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- 10: Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- 11: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts
- 12: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards
- 13: Identify and encourage the preservation of lands, sites, and structures that have historical and archaeological significance
- 14: The goals and policies of the shoreline management act as set for in RCW 98.58.020



January 14, 2015

Mr. Keith Scully
Shoreline Planning Commissioner Chair
Planning Commission
Shoreline City Hall
17500 Midvale Avenue N
Shoreline, WA 98133

Re: Comments on the proposed Shoreline 185th Street Station Subarea Plan and
Planned Action Ordinance

Dear Chair Scully,

Thank you for the opportunity to comment on the proposed Shoreline 185th Light Rail
Station Area Plan and Planned Action Ordinance.

We very much appreciate the hard work by the City of Shoreline staff, the City's
Planning Commission, City Council and residents to create a transformative plan for the
185th Station Area. This plan is a bold step toward a new vision for the neighborhood
which will have long-term benefits for the neighborhood, the City of Shoreline and the
entire Puget Sound region.

We are very pleased to see Shoreline propose transit-supportive densities within the
station area. Moving to a form-based code with allowed heights ranging from 35 to 85
feet will enable the City of Shoreline to accommodate housing and employment growth
in the City while minimizing negative impacts on existing neighborhoods and the natural
environment. We urge the City to adopt the proposed zoning and land use classifications
and boundaries.

We fully support the strong affordable housing program outlined in the proposed
Development Regulations. By requiring housing affordable to a mix of households and
incomes, the City of Shoreline is preserving housing affordability, an outcome repeatedly
requested by Shoreline residents, and ensuring that the City and region grow equitably
and fairly. Additionally, by providing affordable housing close to transit, the City is
enabling low-income families to not only reduce their housing costs, but also
transportation costs, two of the largest housing costs for all families significantly
increasing the financial stability of low-income families and their access to opportunity.

Below are a few recommendations that we feel will improve the Shoreline 185th Station
Area Plan and hope that you will consider:

Single Family Detached Land Uses – The transition from single family land uses to
transit-supportive multifamily and commercial uses will likely occur over many decades.



During this time, discouraging the construction of new detached single family homes, particularly in those areas with closest proximity to the station should be the policy of the City. The current proposal addresses this in two ways: first, by eliminating single family as a permitted land use in MUR-85 zones after 2020 and, second, by requiring that new single family units in MUR-35 and MUR-45 adhere to the existing, lower-density R-6 zoning classification.

We urge the City to consider additional measures to prohibit the construction of new single-family detached units within the station area where multi-family units are planned and zoned. We recommend removing single family detached as a permitted use in MUR-35 and MUR-45 zones, thus, creating new investment that is better in accordance with the City's vision of the area as set forth in this plan. Furthermore, we feel that the existing municipal code relating to non-conforming uses gives existing owners of single family detached dwellings the ability to repair and even expand (up to 10%) existing homes with conditional permits.

Minimum Density – In addition to limiting the construction of new single family homes in the station area, we also encourage the City to include minimum density requirements in the MUR-85 zone. For example, this could include a provision which requires new development to achieve a minimum FAR of 3 within the MUR-85 zone.

Housing Affordability – We support including owner-occupied housing in the station area's affordability program. However, as stated above, we believe single family housing is inconsistent with the long-term vision of the area. Instead, affordable home-ownership opportunities can be achieved in different product types including townhomes, multiplexes and condominiums. Placing long-term affordability requirements on single family homes may impede the ability for future property assemblage and redevelopment into higher density, transit-supportive housing.

Again, thank you for the time and energy that you have spent working to ensure the Shoreline 185th neighborhood can fulfill the full potential of transit-oriented communities. The proposed plan will support the transformation of the station area to a vibrant mixed-use neighborhood that is pedestrian-friendly, mixed-income and environmentally responsible. We urge you to recommend its approval and adoption to City Council and appreciate your consideration of our comments.

Sincerely,

A handwritten signature in blue ink that reads "Rob".

Rob Johnson
Executive Director

**Comments Presented to the Planning Commission
City of Shoreline**

Regarding the 185th St. Station Light Rail Subarea Plan Public Hearing

January 15, 2015

Submitted by Brian Derdowski

On behalf of

**Public Interest Associates
and
Shoreline Preservation Society**

See Pg 2

SEPA, Planned Action

What is the purpose of SEPA?

The purpose of the State Environmental Policy Act (SEPA) is to ensure that governmental agencies consider the environmental impacts of a proposal before making a decision. It also requires the responsible official to make a threshold determination as to whether a proposal has a "probable significant, adverse environmental impact" requiring an Environmental Impact Statement (EIS) to be prepared. For more information see our *SEPA* handout.

What is a Planned Action?

In 1995, the SEPA Rules were amended to encourage cities and counties to combine SEPA and Growth Management Act (GMA) processes and analyses. The amendments allow the county to conduct environmental review at the planning stage so that impacts and mitigation can be analyzed system-wide, rather than on a project-by-project basis. Specifically, the legislature authorized a new category of project action in SEPA called a "Planned Action." Designating specific types of projects as Planned Action projects shifts environmental review of a proposal from the time a permit application is made to an earlier phase in the planning process.

Where can I apply for a Planned Action?

Highway 99 Overlay District, Clark County Code (CCC) 40.250.020: Clark County adopted the Highway 99 Sub-Area Plan Final Supplemental Environmental Impact Statement (FSEIS) as a Planned Action document. The FSEIS provided a

framework for encouraging development proposals within the Highway 99 Overlay District and ensures that the environmental impacts of qualifying projects within the Sub-Area have been adequately addressed in the FSEIS and Draft Supplemental Environmental Impact Statement (DSEIS); complying with CCC40.570.020 to streamline and expedite the land use permit process.

What is the Planned Action permitting process?

The Planned Action permitting process reduces the overall cost of construction and building plans for projects in the Highway 99 Sub-Area by saving the cost of a SEPA review. Planned Action projects avoid SEPA review, but are still subject to environmental review and mitigation under the county's critical areas ordinance. The Planned Action – SEPA form must be completed, signed and submitted with the development application.

What qualifies a project as a Planned Action development?

Planned Action development project must satisfy all of the criteria in CCC 40.570.020(F). Projects that can answer yes to the questions below will qualify as a Planned Action. Clark County Community Development will verify the determination during the pre-application conference.

Essential public facilities as defined in Revised Code of Washington (RCW) 36.70A.200 do not qualify as a planned action.



Community Development
1300 Franklin Street, Vancouver, Washington
Phone: (360) 397-2375 Fax: (360) 397-2011
www.clark.wa.gov/development



For an alternate format,
contact the Clark County
ADA Compliance Office.
Phone: (360) 397-2322
Relay: 711 or (800) 833-6384
E-mail: ADA@clark.wa.gov

SEPA, Planned Action

Land Use Review

To be a Planned Action project, you must answer yes to all of the following questions.

Is the project...

- ...located within the Highway 99 Overlay District?
- ...exempt from an archaeological predetermination?
- ...exempt from critical aquifer recharge permitting?
- ...exempt from floodplain permitting?
- ...exempt from geologic hazard permitting?
- ...exempt from habitat permitting?
- ...exempt from wetland permitting?

Upon verifying that the project qualifies as a Planned Action, the applicant indicates information presented during the pre-application conference is not false or misleading.

How long will it take to get an answer?

Pre-Application Conference reports are generally issued within 7 days of the conference.

What happens if my project does not qualify as a Planned Action development?

The applicant would apply through the regular SEPA review process.

Is there an additional fee for this special process?

No. Only those fees associated with the respective permits are required (i.e., site plan review, subdivision review, final construction plan review, etc).

The Planning Commission is Conducting a Public Hearing

The Planning Commission has the authority to:

- **Hold the hearing open to receive additional oral or written testimony, or both.**
- **Ask questions of commenters.**
- **Ask certain commenters to provide additional information for submission to the Commission.**
- **Ask the staff to provide additional information for submission to the Commission.**
- **Ask the staff to prepare amendments for consideration by the Commission.**
- **Question staff and consultants for the record.**

The Planning Commission is the Council's Advisor

Advise the Council on how Planned Actions:

- **Are different than Sub-Area Plans.**
- **Affect SEPA and what that will mean for the City's discretionary authority.**
- **Affect the public's right to know, make input, and receive due process.**
- **Can be modified to protect the public interest and preserve the City's discretionary authority.**

The Planning Commission is the Council's Advisor

Advise the Council on:

- **How the proposed zoning system is different from traditional zoning.**
- **Potential problems with the proposed zoning system such as unanticipated and novel uses that may have negative consequences.**
- **How measuring and mitigating impacts to transportation, parking, utilities, and public services are different than traditional zoning.**
- **How development regulations may need to be revised in order to implement the proposed zoning system since SEPA mitigations on a project basis will not be available.**

The Planning Commission is the Council's Advisor

Advise the Council on:

- **The natural environment and identify areas that should be protected.**
- **The specific environmental impacts that are identified in the EIS.**
- **Which project level environmental impacts are not identified or mitigated.**

The Planning Commission is the Council's Advisor

Advise the Council on:

- **What the public said to you.**
- **Amendments that could be adopted to address the public's comments.**

Selected Substantive Comments

Recommended Action in Italics

1. The proposal states: “The Final Environmental Impact Statement” will be used as a decision-making tool and likely referenced as the basis for many comments, but it is not adopted as a policy or regulatory tool, and therefore not a direct subject of the public hearing.”

This statement raises serious legal issues. The Planned Action proposes specific SEPA mitigations that were based on the FEIS. In order to apply these conditions, the FEIS would have to be adopted as part of the City’s substantive SEPA authority. Moreover, when will the public be afforded its right to comment on the adequacy of the FEIS?

Remand to staff and the city attorney to prepare a written response to the Commission on the SEPA issues raised here.

Selected Substantive Comments, continued

Recommended Action in Italics

2. The project area boundaries have not been supported with findings of fact, and the process and criteria used to define them has not been defined. Parcels with similar characteristics have been inconsistently included or excluded from the planning area.

Remand the proposal to staff to provide additional findings of fact and process/criteria information.

3. There is no documentation in the record regarding the location and characteristics of environmentally sensitive areas such as wetlands, watercourses, steep slopes, and high groundwater tables. This information is necessary in order to plan adequately for stormwater management facilities and protect sensitive areas from intense urban uses.

Remand the proposal to staff to provide mapping and technical reports regarding environmentally sensitive areas.

Selected Substantive Comments, continued

Recommended Action in Italics

4. The proposal states: “As permitted by WAC 197-11-660, it is recognized that there may be some adverse impacts that are unavoidable because reasonable or feasible mitigation cannot be achieved for the Planned Action.”

The proposal should state: “A significant adverse environmental impact that cannot be mitigated may be the basis for additional SEPA review, and shall be considered as a criteria in making a determination that an implementing project is a planned action.”

Add the suggested language to the proposal.

Selected Substantive Comments, continued*Recommended Action in Italics*

5. The proposal states: “The combination of regulations applicable to each element of the environment and mitigation measures identified in the EIS and documented in this Mitigation Document that are applied to any planned action proposal will adequately mitigate all significant environmental impacts associated with Planned Action proposals.”

There are insufficient findings in the record to justify this sweeping statement. The proposal relies on speculative future actions, and totally omits any meaningful review of sensitive areas and traffic conditions. The cursory and inadequate environmental review and the proposed mitigations are speculative and not sufficient to justify eliminating SEPA review of implementing projects.

Remand to staff for a listing of environmental issues that have been evaluated with project level detailed information and analysis. Then add a provision that makes clear which planned action environmental impacts have been adequately reviewed and will not require project level review, and which impacts will require project level impact review.

Selected Substantive Comments, continued

Recommended Action in Italics

6. The proposal to allow applicant's to offer different SEPA mitigations with only review by the SEPA responsible official without public notice and a threshold determination may be unlawful.

Add a provision requiring a public SEPA process for proposed mitigation amendments.

7. The determination of whether an implementing project is a planned action project should be subject to public notice and administrative appeal.

Add a provision to the zoning ordinance that requires public notice and appeal.

8. Consistency review for implementing projects should be subject to public notice and administrative appeal.

Add a provision to the zoning ordinance that requires public notice and appeal.

Selected Substantive Comments, continued

Recommended Action in Italics

9. The proposed code for Development Agreements does not make clear that state law requires Development Agreements to be consistent with all development regulations. Proposed authority to change zoning through the Development Agreement process may not be supported by law.

Add a provision that makes clear that the Development Agreement must be in compliance with the municipal code and other legal requirements, and that in the event of conflict the code and legal requirements will prevail.

10. The proposed zoning code raises the potential for many unintended consequences. For example, medical labs are permitted as a conditional use within residential structures. Another example: Wireless facilities are an outright permitted use throughout the planning area.

Remand to staff for the preparation of additional illustrative examples and before/after analysis.

Selected Substantive Comments, continued*Recommended Action in Italics*

11. The elimination of density and other traditional zoning standards raises the potential for many unintended consequences, and makes identifying specific impacts of implementing projects problematic. A large structure with hundreds of very small units has the same mitigation burden as a similarly sized structure with relatively few units. Clearly the impacts on such services as schools, parks, and parking should be appropriately mitigated on a project by project basis.

Remand to staff for a report that more appropriately considers the potential range of impacts that could be posed by specific implementing projects over time along with mitigation strategies. As an alternative, require implementing projects that fall out of a defined range of "normal" impacts to go through additional SEPA review.

Selected Substantive Comments, continued*Recommended Action in Italics*

12. There is no documentation in the record that the proposal's regional traffic impacts can be accommodated consistent with the City's traffic concurrency policies. Proposed traffic projects are listed at "2035" or "2035 or earlier" with no indication of project timing, funding, or phasing. The proposed mitigations are speculative and not sufficient to justify eliminating SEPA review of implementing projects.

Remand the proposal to staff to provide an evaluation of traffic concurrency that is informed by the most recent traffic counts and capacities and CIP identified and funded projects. As an alternative, require all implementing projects to go through a detailed traffic concurrency analysis and SEPA review of transportation impacts.

Selected Substantive Comments, continued

Recommended Action in Italics

13. There is no documentation in the record that the proposal's regional utility and public service impacts can be accommodated. Examples of proposed mitigations are: "Provide outreach to and coordinate with service providers" and "Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities". The proposed mitigations are speculative and not sufficient to justify eliminating SEPA review of implementing projects.

Remand the proposal to staff to provide an evaluation of public service availability over time to serve the planned action. As an alternative, require all implementing projects to review the availability of public services and authorize SEPA review upon a determination by the SEPA responsible official.

Selected Substantive Comments, continued

Recommended Action in Italics

14. The planned action relies on speculative future actions to mitigate impacts. For example the proposal states: “The City will update the Shoreline Municipal Code Title 20, the Development Code, to encourage best design practices and design features that enhance the neighborhood and provide a suitable transition between uses.” And another example: “Proactive planning and capital investments will support the implementation of the adopted Station Subarea Plan over time.” Yet another example: “As part of the transit service integration plan currently under development”.

Condition the proposed new zoning to take effect only after the completion of specific required actions such as updates to the design code, CIP review, and transit service integration plan.

Selected Substantive Comments, continued

Recommended Action in Italics

15. Some of the proposal's "mitigations" for impacts are ineffectual in the extreme. For example, regarding parking: "If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply". And regarding traffic: "Monitor the need for traffic calming".

Remand to staff for the preparation of more detailed and enforceable conditions.

16. The staff's summary of the city attorney's advice on park mitigation requirements, and the recommended action, is uncreative and far too limited. The objective of ensuring adequate park services can be met with a variety of approaches, all of which would meet nexus tests.

Ask city attorney to propose a range of legal alternatives that would better accomplish the Commission's objectives.

Public Comment Letters Received at the Meeting

Accompanying Aerial Photos too Large to be included here. See Lisa Basher or Miranda Redmond for more information. Attachments: Aerial Photos of Shoreline

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FORTERRA

CREATING GREAT COMMUNITIES
and CONSERVING GREAT LANDS

January 15, 2015

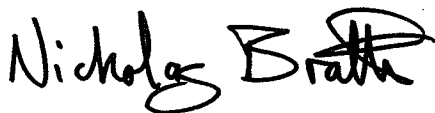
Dear Chairman Scully and Members of the Shoreline Planning Commission,

Thank you for the opportunity to comment on the proposed 185th Street Station Light Rail Subarea Plan. For context, Forterra wants to make clear our current role in the City of Shoreline. We are part of a consultant team conducting a feasibility study for potential city participation in the Landscape Conservation and Local Infrastructure Program. This program would give the city access to new financing to invest in public improvements that support redevelopment while simultaneously protecting farm and forest land. Having conducted similar studies for 8 other cities, Forterra brings a depth of experience, expert analysis, and objectivity to this project. The 185th station area is one of four districts in the city included in the study; the analytical element of the study is distinctly separate from the rezone process.

In that context we offer these comments from our perspective as a mission-driven sustainability organization. Our work is driven by the *Cascade Agenda*, a 100-year vision and action plan that promotes the protection of our resource landscapes and the building of attractive, prosperous communities. In 2007 the City of Shoreline adopted a resolution becoming a *Cascade Agenda* City, recognizing the alignment of interests in creating a vibrant city that grows gracefully, enhancing its citizens' quality of life.

Growth is coming to the region and to Shoreline. Forterra is highly supportive of the city's efforts to anticipate the changes that lie ahead. A subarea plan that supports business, encourages a walkable community with access to transit, and offers a range of housing choices will further Shoreline's goals for sustainable growth. This is a direction cities can take to welcome new residents and jobs in the right places in the right way. The careful thought and community input given to the subarea plan will strengthen the character of the city while encouraging growth where and how it is desired. Forterra applauds Shoreline's inclusive and transformative vision for the 185th Street station area and recognizes the city's leadership in preparing for the future.

Thank you,



Nicholas Bratton
Policy Director, Forterra

Description of 1936 aerial photos - Courtesy of the Shoreline Historical Museum

Number 610 - this is the 1936 aerial block that shows from 145th on the south (bottom) edge, to 155th on the north (near top) edge, and from Meridian near the west edge (just a cow path in this photo - it is not a through street) to 15th Ave. NE on the eastern edge.

Number 790 - this 1936 aerial block shows 185th at the north (top) edge, 175th in the middle, and 167th at the south (bottom) edge (not a through street), Fremont on the west, and 5th (not a through street) on the east.

Number 607 - this 1936 aerial block shows 185th at the north (top) edge, 175th in the middle, and 165th at the south (bottom) edge (not a through street), Meridian on the west (not a through street), and 15th on the east.

Number 606 - this 1936 aerial block shows 195th at the north (top) edge (not a through street), 185th in the middle, 175th at the south (bottom) edge, Wallingford on the west (not a through street), and 15th on the east.

Number 789 - this 1936 aerial block shows 195th at the north (top) edge (not a through street), 185th in the middle, 175th at the south (bottom) edge, Fremont on the west, and 5th on the east.

Public Comment Letters Received at the Meeting

Accompanying Aerial Photos too Large to be included here. See Lisa Basher or Miranda Redmond if you wish to view them.

Myrna Haigh

206 546 1826

1639 N 196th Pl

Shoreline, Wa. 98133

Feedback/Comment on 185th Street Station Planned Action:

My first concern is that most Shoreline area residents are so optimistic and positive about the upcoming light rail in 2023, they have not worried or bothered to understand or learn how they may be impacted by the future changes for the 185th Street Station Planned Action.

I am concerned that residents along the 185th St Corridor are not aware that the zoning for their houses on February 23rd, 2015 will, more than likely be changed to allow 35 feet, 45 feet, and even seven story multi use housing.

I don't think they realize that Sound Transit has plans to build a 500 car parking garage for the light rail station to open in 2023. This planned parking garage for 500 spaces will be filled and obsolete the day it opens. As a result, all of the overflow parking will fill the local neighborhood and new parking regulations and restrictions will be implemented. This quiet little neighborhood will be greatly impacted and many of the home owners will wish they understood the impact ahead of time.

I also do not believe these same home owners in the 185th St Corridor (MUR 85) are aware that in 2020, a single family home will not be allowed to be built and if it is a remodel, the size of the structure may be limited to 10% of the current square footage. I've also heard this rule could be changed so that a single family home may not be allowed sooner than the 2020 date.

I do not think these same home owners know that almost the whole Shoreline Center on 185th and 1st st, which is now owned by the Shoreline School District, will be rezoned to allow seven story buildings. Whether or not the school district will decide to sell, is still a valid question, but it is likely, not too far down the road, it would happen.

I understand, based on government and federal regulations, the City of Shoreline is required to put in place plans to support the future population predictions, but I do not think the first order of priority is to change the zoning requirements. It is my belief the first priority should not be to build in obsolescence with a 500 car parking garage that will be filled from the first day it opens in 2023. That is what good planning is all about.

Wendy DiPeso – Shoreline

Please include this statement into the public record for the 185th street Station EIS. It is imperative that the City and Planning Commission have all the information they need to make needed adjustments to the current proposal.

I and one other community member met with Rachael Markel one Sunday during winter break. We showed her property in the proposed rezone area that already has significant surface water issues.

The city has not conducted a hydrology study of the area. The city does not have a staff hydrologist.

So the Planning Commission and City Council will be basing their decision on the best use of the property within the rezone with incomplete knowledge of the existing wetlands and watercourses or what affect the new hard-scape will have in diverting existing water courses.

If you overlay a map of citizen flooding complaints over the proposed rezone there is significant overlap.

It is not appropriate to expect individual developers to pay for a hydrology study that covers the entire rezone area. Hydrology studies restricted to individual lots will be ineffective in determining impacts, but according to city staff that is the current plan.

It is our opinion as residents more familiar with the details of the area than the Planning Commission or Council that as a whole, the properties within the proposed rezone that will be expensive or impossible to redevelop into high-density housing covers at least a third of the area. Without a hydrology study there is no way to understand the consequences of redevelopment, so that you can make a well informed decision.

An alternative would be to rezone the north side of 185th near the station and the Conference Center and as deep into that area as the land is flat.

With the aid of a hydrology study, identify properties unsuitable for high-density development and keep those zoned single family. Create a fund for purchasing a few properties each year within those areas for turning into the open space that will be needed to deal with the surface water run off from future redevelopment in adjacent areas.

This will accomplish several things:

- Prevent the neighborhood from becoming fractured by spot redevelopment and by increased flooding risk in other areas.
- Reduce the cost of purchasing land for open space, as it will still be zoned single family.
- Allow the city the flexibility to respond to advances in communication and transportation technology around the station.
- A phased approach to rezoning in smaller increments allows the City to learn from each phase and implement improvements.

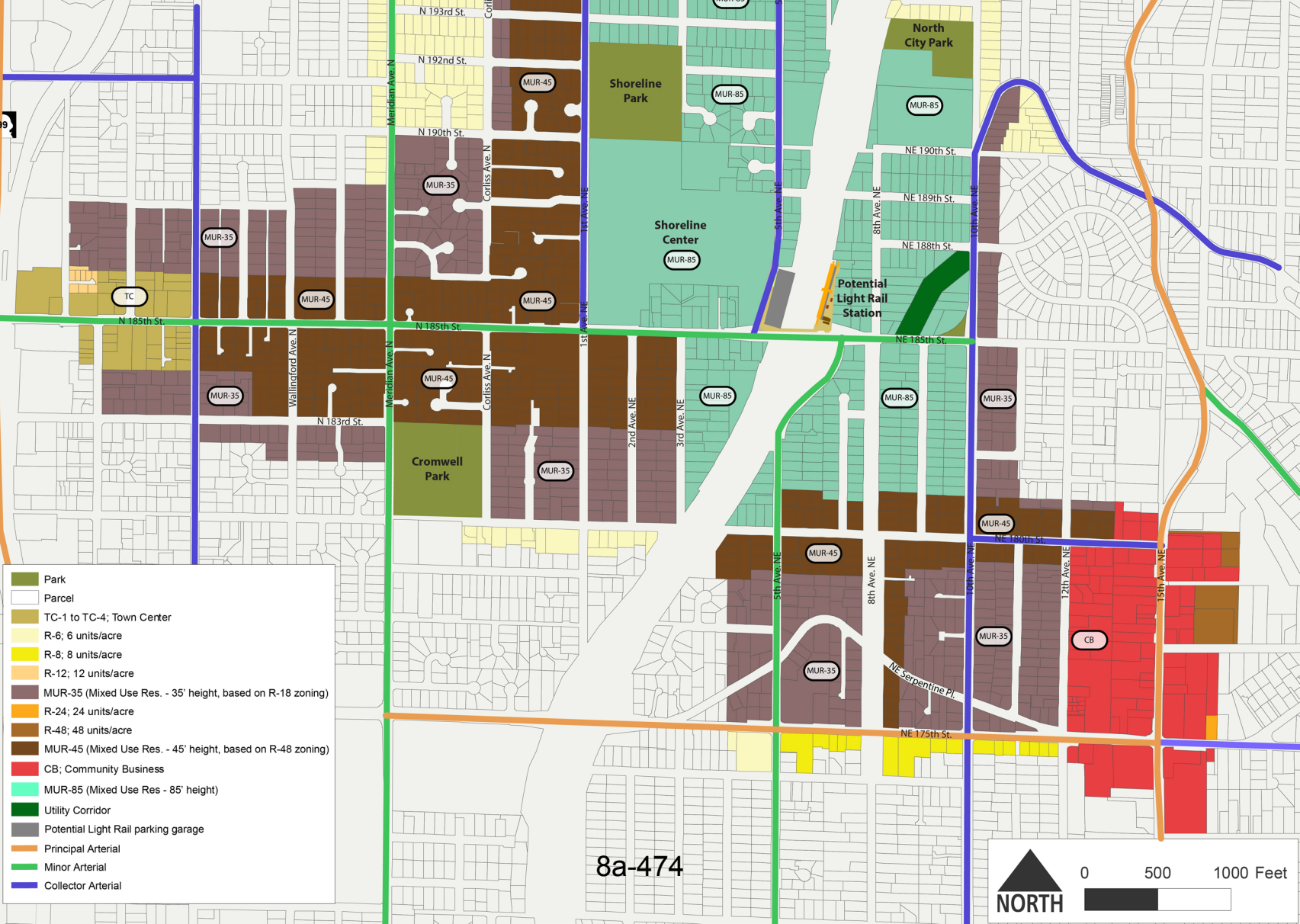
• Prevent the 37% increase in surface water runoff ~~as~~ that comes with the current proposal.
expected estimates

185TH STREET STATION SUBAREA

ALTERNATIVE 4

Preferred Alternative

Attachment G



- Park
- Parcel
- TC-1 to TC-4; Town Center
- R-6; 6 units/acre
- R-8; 8 units/acre
- R-12; 12 units/acre
- MUR-35 (Mixed Use Res. - 35' height, based on R-18 zoning)
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-45 (Mixed Use Res. - 45' height, based on R-48 zoning)
- CB; Community Business
- MUR-85 (Mixed Use Res - 85' height)
- Utility Corridor
- Potential Light Rail parking garage
- Principal Arterial
- Minor Arterial
- Collector Arterial

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