

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

<b>AGENDA TITLE:</b>	Aurora Square Community Renewal Area Final Environmental Impact Statement - Planned Action Ordinance No. 705 and Sign Code Amendment Ordinance No. 712
<b>DEPARTMENT:</b>	Economic Development
<b>PRESENTED BY:</b>	Dan Eernisse, Economic Development Manager
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Council designated a 70-acre area around the Sears, Central Market, and the WSDOT development as the Aurora Square Community Renewal Area (CRA) in September, 2012. By designating the CRA, Council established that economic renewal is in the public interest, and that City resources can be justifiably utilized to encourage renewal. Subsequently, Council adopted the CRA Renewal Plan to guide City renewal efforts by identifying projects designed to make businesses function better, adding new businesses and residents, and having a positive spillover impact on the entire City.

One of the projects the CRA Renewal Plan identified to spur private development was adoption of a Planned Action Ordinance based on an Environmental Impact Statement (EIS). A Planned Action EIS process provides detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. Furthermore, once adopted a Planned Action EIS encourages renewal by shortening the time and cost of permitting and by providing more predictability for the investor.

Tonight Council will continue its discussion from June 8, 2015, of the Planning Commission's recommendation in support of a Preferred Alternative for the Final EIS (FEIS), approval of the proposed Planned Action Ordinance No. 705, and changes to the City's sign code in Aurora Square through proposed Ordinance No. 712.

**RESOURCE/FINANCIAL IMPACT:**

The 2014 budget included \$125,000 for consultant services to help staff create the Aurora Square CRA Planned Action. This amount, in addition to staff time, was adequate to cover the entire cost to prepare the Draft EIS, the proposed ordinances, and the FEIS for a proposed August 3, 2015 adoption. Once adopted, administering the Planned Action and the related ordinances does not represent a significant additional impact.

## **RECOMMENDATION**

This item is for discussion purposes only; no action is required. Unless Council directs otherwise, following tonight's meeting:

- 1) Staff will publish the Aurora Square CRA FEIS with the Planned Growth Preferred Alternative;
- 2) Staff will schedule the adoption of Planned Action Ordinance No. 705 and Sign Code Amendment Ordinance No. 712 at Council's August 3, 2015 meeting; and
- 3) Staff will likely include in the 2016 Proposed Budget a request for funding a regional surface water facility feasibility study and for funding the design of Westminster Way N between the Aurora Avenue N and N 155<sup>th</sup> Street intersection.

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



## **BACKGROUND**

Council designated a 70-acre area around the Sears, Central Market, and WSDOT development as the Aurora Square Community Renewal Area (CRA) in September, 2012. By designating the CRA, Council established that the public's interest is served through economic renewal and that City resources can therefore be justifiably utilized to encourage renewal. Subsequently, Council adopted the CRA Renewal Plan to guide City renewal efforts by identifying projects designed to make businesses function better, to add new businesses and residents, and to have a positive spillover impact on the entire City.

The CRA Renewal Plan identified 10 specific projects to spur private development, including adoption of a Planned Action Ordinance based on an Environmental Impact Statement (EIS). A Planned Action EIS process provides detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. Once adopted, a Planned Action EIS encourages renewal by shortening the time and cost of permitting and by providing more predictability for the investor.

Below is a description of the Aurora Square CRA process to date:

- In September of 2012, Council designated the 70-acre Aurora Square CRA, and thereby established that the public interest is served by economic renewal in Aurora Square.
- In mid-2013, the Aurora Square CRA Renewal Plan (Attachment A) was adopted. The CRA Renewal Plan identified 10 representative renewal projects that the City could accomplish itself or partner with others to accomplish. Creating a CRA Planned Action was one of the projects, as it would lower the cost, reduce the time, and increase the predictability of development.
- Later in 2013, Council adopted the 2014 budget which included \$125,000 for consultant services to help staff create the Aurora Square CRA Planned Action.
- In 2014, two consultants were engaged: KPG studied transportation and surface water mitigation, and BERK assisted with the Planned Action Environmental Impact Statement (EIS) process.
- The Aurora Square CRA Draft EIS (DEIS) (Attachment B) was published on December 12, 2014, beginning a 30-day comment period.
- On December 18, 2014, a required community meeting using an open house format was held at City Hall. Following the community meeting, staff introduced the DEIS to the Planning Commission at its regularly scheduled meeting.
- On January 12, 2015, the 30-day DEIS comment period ended.
- On January 29, 2015, the required public hearing was held before the Planning Commission, but due to technical issues it was not recorded. Therefore, the public hearing needed to be repeated and the comment period was extended to March 19, 2015.
- On March 3, 2015, a second public hearing for March 19, 2015, was noticed.
- On March 19, 2015, the Planning Commission held its first video-recorded meeting with a public hearing for the Aurora Square CRA DEIS. The Planning Commission considered public comments made during the comment period, heard the staff presentation and recommendation, and made a unanimous recommendation to Council to proceed with the Preferred Alternative.

- On June 8, 2015, Council began its discussion, but directed that another date be set for further discussion. The slides from the staff presentation are added to this report as Attachment M.

Unless Council directs otherwise, following tonight's meeting:

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## DISCUSSION

### Aurora Square CRA FEIS Preferred Alternative

The Aurora Square CRA DEIS is an extensive 226-page document analyzing impacts of the desired renewal efforts at Aurora Square. Three growth alternatives are under review in this DEIS. All three alternatives anticipate that Aurora Square's current zoning designation as Mixed Business (MB) remains unchanged, and none of the alternatives allow more development than is currently allowed in Aurora Square; in fact, the current zoning allows much more development than was studied. Whichever alternative is selected establishes the threshold up to which the Planned Action mitigation requirements apply. The alternatives are as follows:

1. **No Action**, a State Environmental Policy Act (SEPA)-Required Alternative. This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site.
2. **Phased Growth**, assuming a moderate level of development, which introduces 500 dwelling units and up to 250,000 square feet of retail and office space beyond present development space.
3. **Planned Growth**, a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.

Once the Aurora Square CRA DEIS was published on December 12, 2014, the Comment Period and eventual Public Hearing before the Planning Commission were noticed, and public comments were logged (Attachment C). Subsequently, staff and its consultants have attempted to address each comment made (Attachment D).

On March 19, 2015, the Planning Commission recommended unanimously (Attachment E) that a recommendation of approval be forwarded to the City Council in support of *Alternative 3, Planned Growth*, as the Preferred Alternative and that the Commission

recommend approval of proposed Ordinance No. 705 and changes to the sign code through proposed Ordinance No. 712 as presented by staff.

### **Planned Action Ordinance - Proposed Ordinance No. 705**

The proposed Planned Action Ordinance No. 705 (Attachment K) anticipates preparation, publication, and notification of the FEIS prior to adoption. It reflects the work done by staff and consultants as well as many of the public comments made during the DEIS comment period.

### **Transportation Mitigation**

KPG studied the traffic impacts of the three alternatives on the intersections surrounding Aurora Square. Since the aim of the Aurora Square CRA is to economically renew the area, emphasis was placed upon identifying and prioritizing mitigation measures that best accomplished economic renewal (Attachment F), and to give the City the ability to establish development agreements with property owners as they develop that complete the highest priority projects first. In addition, as the City is able to fund capital projects in the Aurora Square area, these priority projects should be completed first.

Staff directed KPG to include in its modeling a concept that modifies Westminster Way N in order to accomplish an identified CRA Renewal Plan Project, transforming Westminster Way N into a more pedestrian- and cyclist-friendly street (Attachment A, pg 6). The preliminary modification studied closing the southbound slip-lane adjacent to the west end of the Aurora Avenue N Interurban Trail Bridge and constructing a two-way connector between Westminster Way N and Aurora Avenue N (Attachment G, pg 1); this section of Westminster Way N has been approved to be removed from the National Highway System in order to accomplish this transformation (Attachment H).

In subsequent conversations and in response to public comments that questioned the additional pressure placed on the N 155<sup>th</sup> Street and Aurora Avenue N intersection potentially caused by closing the southbound slip-lane, staff and KPG devised a second alternative in which a traffic circle is used to slow southbound traffic from Aurora. The traffic circle also allows northbound traffic on Westminster Way N to turn onto a new one-way eastbound right-turn-only connector to Aurora Avenue N (Attachment G, pg 2).

Discussion before Council on this issue provided direction to Staff that any future studies should consider both alternatives.

The most problematic intersection in the Aurora Square CRA is the N 155<sup>th</sup> Street and Westminster Way N intersection that is the primary entrance to Central Market and Salvation Army. Even without future growth, the current traffic volumes, angles of approach, and short distances between Aurora Ave N and Westminster Way N cause delays during morning and evening peak hour periods. Staff directed KPG to study various roundabout designs, but none functioned well in traffic modeling; the short distance between Westminster Way N and Aurora Avenue N caused backups that crippled the roundabout concepts. After many alternatives, KPG proposed an improved version of a signalized intersection with shorter crossing distances for pedestrians and improved approaches (Attachment G, pg 1).

Public Works staff indicates that KPG's 10% design is helpful but not comprehensive enough. A comprehensive design of the stretch of Westminster Way N between Aurora Avenue N and south of N 155<sup>th</sup> Street is necessary in order to give clear direction to adjacent properties for frontage improvements -- such as the Potala project -- as well as to complete the improvements themselves.

For Planned Action Ordinance No. 705, no further transportation funding or design is necessary, and Council is not being asked to decide between design alternatives. Staff anticipates returning to Council as part of the 2016 budget process with a request to fund a design of this section of Westminster Way N in order to continue the City's efforts toward renewing Aurora Square.

### **Stormwater Management**

Perhaps the City's most intriguing opportunity to encourage development at Aurora Square emerged from the studies that KPG did on stormwater management. After many unfruitful false starts to reduce costs and increase predictability on-site, an off-site alternative was identified that may yield an option that provides immediate environmental benefits while saving investors a great deal of money. Stormwater from Aurora Square, along with much of the Aurora Corridor, flows to the west in the Boeing Creek basin, which has a history of erosion (Attachment I).

Demonstrating how a Planned Action EIS can extend beyond site-specific solutions, KPG studied a regional stormwater facility in the Greenwood parking lot location that Shoreline Community College previously identified for its own stormwater detention facility to manage development of its master campus plan. The specific area is downstream from Aurora Square along Boeing Creek and behind the M1 Dam (not to be confused with the Hidden Lake Dam further downstream), and is currently used as Shoreline Community College's Greenwood parking lot. KPG determined that given typical infiltration assumptions, the Greenwood parking lot could be developed into a large regional facility capable of detaining stormwater for the college's needs, Aurora Square's needs, plus an additional 50 acres of development along the Aurora Corridor between N 145<sup>th</sup> Street and N 185<sup>th</sup> Street.

KPG's preliminary calculations conclude that such a facility could be built at a fraction of the cost of on-site detention vaults. The efficiencies of such a regional facility could save a large redevelopment such as Sears many millions of dollars thereby stimulating economic renewal. Should Council determine that a regional facility is worth further consideration, the City's Surface Water Utility would, with appropriate funding, conduct a feasibility study that leads to a design of the facility and would provide financing options to Council so that the facility could be built and future developments are able to reimburse the Utility.

For Planned Action Ordinance No. 705, no further stormwater funding or design is necessary, and Council is not being asked to decide between design alternatives. Staff anticipates returning to Council at a future date requesting funding to complete a feasibility study of a regional stormwater facility in order to continue the City's efforts toward renewing Aurora Square. Such a request would be contingent on receiving assurance from Shoreline Community College that it is supportive of such a feasibility study. Staff will also be investigating whether the Surface Water Utility should pay for

the feasibility study, given that a regional facility would serve a much broader area than Aurora Square alone.

### **Summary of Ordinance No. 705 Discussion**

For Planned Action Ordinance No. 705, no further Council action is required to address environmental issues studied within the EIS. Any changes made this evening by Council to the staff's proposal or to the Planning Commission's recommendation that the Planned Growth alternative be preferred will be included in the publication of the FEIS and in the final version of Ordinance No. 705, which will be brought back to Council for adoption on August 3, 2015.

### **Aurora Square Sign Code Amendment - Proposed Ordinance No. 712**

The Aurora Square CRA DEIS identified two areas in the Light and Glare section (Attachment J) in which code changes would be required. The first proposal would have extended the noise ordinance in the Aurora Square CRA to encourage entertainment options. After public testimony, especially from members of the Westminster Triangle neighborhood, staff withdrew this proposal and the Planning Commission did not recommend that the noise ordinance be altered.

The second proposal to amend the sign code through proposed Ordinance No. 712 (Attachment L) was recommended by the Planning Commission. The overall goal of the sign code amendment is to help renew Aurora Square businesses by accomplishing three sub-goals:

1. **Create cohesiveness.** Aurora Square's multiple property owners never adopted a master sign plan that allowed the shopping center to look and function well as a cohesive whole. Proposed Ordinance No. 712 creates a Master Sign Plan that shapes future signage into a cohesive whole.
2. **Allows area-wide advertising.** Under the City's current sign code, signs advertising a business on a different parcel than it is located are considered prohibited billboards. As a result, Aurora Square's multiple property owners have poorly placed and ineffective signs. By allowing Aurora Square businesses to advertise anywhere within the Aurora Square CRA while shaping how those signs look and function, the sign code amendment allows Aurora Square businesses to advertise as they would in a single-ownership property. In addition, proposed Ordinance No. 712 provides City-sponsored and community events such as the Shoreline Farmers Market more flexibility in temporary signage.
3. **Better entrance signage on frontages.** The sign code amendment will also allow Aurora Square to construct three pylon signs that contain Electronic Message Centers (EMC) at entry points to the center; one each on Aurora Avenue N, N 160<sup>th</sup> Street, and Westminster Way N. The improved center signage and strategic gateway locations will be especially useful to the businesses once large multifamily buildings are built that further block sight lines to the center.

Proposed Ordinance No. 712 is limited in scope to Aurora Square, and staff is only prepared to discuss the implications of the sign code change to Aurora Square tonight. However, should Council desire to consider EMC regulations throughout Shoreline, staff would suggest that Council direct staff to prepare for such a discussion at a future meeting. A summary of proposed Ordinance No. 712 is provided later in this staff report on the issues before Council tonight and the direction that staff is seeking so that a final ordinance can be developed for adoption.

**Definitions**

The following are a list of the terms used in this discussion and the definitions that will apply in the CRA. When appropriate, the prefix “CRA” is added to types of signs that are allowed throughout the City to reduce confusion and to communicate to staff and applicants that these specific standards and definitions apply only within the CRA.

<b>CRA Building-Mounted Sign</b>	A sign permanently attached to a building, including flush-mounted, projecting, awning, canopy, or marquee signs. Under-awning or blade signs are regulated separately.
<b>CRA Monument Sign</b>	A freestanding sign with a solid-appearing base 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. Monument signs may also consist of cabinet or channel letters mounted on a fence, freestanding wall, or retaining wall where the total height of the structure meets the limitations of this code.
<b>CRA Pylon Sign</b>	A freestanding sign with a visible support structure or with the support structure enclosed with a pole cover.
<b>CRA Under-Awning Sign</b>	A sign suspended below a canopy, awning or other overhanging feature of a building.
<b>CRA Way-finding Sign Post</b>	A sign with multiple individual panels acting as directional pointers that are suspended from a freestanding post.
<b>Electronic Message Center (EMC)</b>	A sign with a programmable, changeable digital message.

**Electronic Message Centers (EMC)**

EMC signs are relatively new types of signage that take advantage of advances in LED technology; they have been polarizing in some communities, since if uncontrolled, they can display most any video that can be shown on a television. For example, two infamous EMCs are built along Interstate 5 on tribal land between Federal Way and Fife. Perhaps the most prevalent complaint is that EMCs cause dangerous distractions to drivers; this complaint persists even though many reliable studies have shown that no such correlation exists as it does when a driver looks at a phone screen inside his or her vehicle. The International Sign Association (ISA) maintains a website with resources for local officials with links to the studies as well as other information that Councilmembers may find useful:

<http://www.signs.org/GovernmentRelations/ResourcesforLocalOfficials.aspx>.

Proposed Ordinance No. 712 would allow outright that the three EMC signs be larger and taller than any currently allowed without an Administrative Design Review. More stringent requirements are also proposed, including that there be “dissolves” between each message and that EMCs would be required to follow ISA standards for adjusting brightness at night.

Shoreline’s current sign code already allows EMCs in Aurora Square’s Mixed Business (MB) zoning, so proposed Ordinance No. 712 would not extend their use to a new area. Furthermore, the current code allows one EMC per parcel; proposed Ordinance No. 712 limits the number of EMCs in Aurora Square -- which contains fifteen parcels -- to three EMCs in total. Finally, Shoreline’s current code allows full color, while some cities require that EMC messages be monochrome; monochrome monitors still allow pictures to be displayed, but retailers prefer full color messages that allow the color of their products and brand to be more quickly recognized. In the case of Aurora Square, it is anticipated that smaller tenants who are not represented on the pylon sign could be clearly represented on a full-color EMC.

Unlike the EMCs referred to above and other examples in Times Square or Las Vegas, Shoreline’s Sign Code does not allow animation, but requires that messages be held for at least 20 seconds. Allowing full color and animation leads to EMCs becoming the equivalent of large television screens. Cities range in their sign code restrictions, but according to the sign industry representatives surveyed, holding messages between three (3) to five (5) seconds is viewed as a conservative compromise that limits annoyance and distraction while allowing retailers to communicate many messages to passing consumers.

Following the June 8, 2015 Council meeting, staff spoke with WSDOT representatives about its regulations of EMCs. WSDOT does not have or suggest any standards for EMCs along roadways controlled by municipalities, such as Westminster Way N or Aurora Ave N. WSDOT does not allow private EMCs in areas where it has sole jurisdiction such as along an interstate highway; however WSDOT does use fixed and mobile mono-chromatic EMCs for its own purposes to issue amber alerts, warn of traffic conditions, and vary speed limits. A mobile EMC on the ramp from N 205<sup>th</sup> to Interstate 5 alerting drivers to an impending closure was observed by staff to have two (2) second hold times.

Staff is seeking Council guidance on the length of message hold on EMCs used within the CRA, and whether the messages should be full-color or monochrome. Based on Council discussion on June 8, there was not clear direction on Council’s overall preference for message hold time, although staff did hear some councilmembers preferring to remain at 20 seconds, while others were open to something shorter in the five (5) to 10 second range.

### **Design Guidelines for a Center**

A master sign program sets standards for all businesses within the center, and they are commonplace in centers with single ownership. In the CRA, proposed Ordinance No. 712 would require that the Aurora Square businesses establish CRA Signage Design Guidelines that specify a common center identity and include a common name, color, and font. Without established CRA Signage Design Guidelines, no new pylon,

monument, or way-finding signs could be installed. Staff has interacted with three property owners, and all expressed appreciation for the efforts that that City is making to help brand the center.

Staff proposes that design guidelines be used to set a tone for the CRA by controlling:

- All content on the **CRA Way-finding Sign Posts** within the site so that shoppers will – as one does in a mall – have the same look directing them around the site. The business names could be written in trademarked fonts, but no logos or business colors would be used.
- All content on the **CRA Monument Signs**. Because Aurora Square has many entrances, these entry markers provide clear indication that one is entering the same center from N 160<sup>th</sup> Street as one enters from Westminster Way N. The business names could be written in trademarked fonts, but no logos or business colors would be used.
- The non-EMC portion of the **CRA Pylon Signs** that displays the center name. Previously staff recommended a consistent color be used for individual business names displayed on the non-EMC portion of the Pylon signs which makes for a cleaner, but less immediately recognizable sign. The June 8 Council discussion led staff to propose allowing individual businesses to choose different colors so that their presence at Aurora Square can be more easily recognized by passing motorists. Staff is seeking Council guidance on whether individual business names be represented in full color or monochrome.
- No common design standards would be placed on the **CRA Building Mounted Signs** or the **CRA Under-awning Signs**.

A summary is provided later in this staff report on the issues before Council tonight and the direction that staff is seeking so that final ordinances can be developed for adoption.

### **Facilitating Implementation**

Shoreline's sign code allows non-conforming signage, such as the four existing pylon signs in the CRA, to be repaired and maintained indefinitely. Existing Aurora Square businesses also have existing agreements with landlords for signage on the non-conforming pylon signs. As the City has experienced for years, multiple property owners in the CRA can make cohesive reinvestment more challenging. Therefore, the same kind of inertia that led to the economic blight in Aurora Square could also result in the property owners in the CRA choosing to keep the poorly located and widely diverse existing pylon signs, rather than replace them with the well-located, branded, superior signs proposed through Ordinance No. 712. Note that the City's code does require that redevelopment or a major remodel that triggers site improvements would require non-conforming signs to be removed (SMC 20.52.30), but it is unlikely that the three different property owners who currently have pylon signs on their properties will all redevelop at one time, so piecemeal improvements are likely.

On June 30, staff met with the representative of a significant CRA property owner to learn how best to facilitate the implementation of proposed Ordinance No. 712. He recommended that the City be the catalyst by requiring removal of the existing pylon signs and addition of new signs on a date certain. Although this action would result in the property owners like him having to spend money on new signage, he believed that



the benefit to the function of the center would more than compensate the property owners for their investment in new signs. Without such a regulation, though, he thought it unlikely that the property owners would work together, even if there are clear benefits.

What is even more intriguing is that the owner stated that such a requirement by the City would likely result in the property owners reconsidering the two Covenants, Conditions, and Restrictions (CC&R) agreements that exist between the owners. CC&Rs are private documents that dictate such things as signage placement, drive ways, parking ratio, building footprint, no-build areas, building height, and cross access within a shopping center. The first CC&R agreement is between Sears and the retail properties and school property to the south; it is over 35 years old and reflects the priorities at that time; it has also been amended several times. The second CC&R agreement is between Sears and the retail properties to the north; it is a newer document, but still protects the status quo and – among other things – requires five (5) stalls per 1,000sf of building, which is much higher than the City requires for general retail or shopping center.

The City is aware of several conditions within the existing CC&Rs that work against the goals of the CRA Renewal Plans. Staff believes that anything the City can do to prompt the property owners to update the CC&R documents would help facilitate renewal within the CRA since a modern document would more likely complement the CRA Renewal Plan's objectives. Therefore, mandating sign removal and installation will certainly result in the CRA retail property owners having to work together, and in so doing the City may be both facilitating implementation of the sign code and moving the CRA Retail Center property owners toward a better future working relationship.

To prepare for tonight's discussion, staff polled all CRA retail property owners, asking them to rank the three following options.

- a. Maintain the City's approach to signage elsewhere in the City, in which the current non-conforming pylon signs can be repaired and used indefinitely. Significant redevelopment of a parcel that triggers site improvements would require removal of non-conforming signs. Any other removal or addition of signage would be solely at the discretion of property owners.
- b. Require that the four non-conforming pylon signs be removed by July 1, 2017. Addition of new signage that conforms to proposed Ordinance No. 712 would be at the discretion of property owners.
- c. Require that the four non-conforming pylon signs be removed and require that three new pylon, three new monument, and twelve new internal way-finding signs that conform to proposed Ordinance No. 712 be installed by July 1, 2017.

The survey itself and the results to the survey will be included in the staff presentation this evening. Staff will ask the Council to decide if the City should or should not take this assertive approach toward signage in the retail portion of the Aurora Square CRA.

### **Summary of Ordinance No. 712 Discussion**

For Aurora Square Sign Code Amendment No. 712, staff will incorporate the recommendations of Council into the final version of Ordinance No. 712 brought to Council for adoption on August 3, 2015. Staff will have pictures of each of these options available during for the Council discussion this evening.

Specifically, staff is seeking Council guidance on three points:

1. Guidance on the CRA EMC messaging:
  - a. *Message Hold Time*
    - Should this be changed to five (5) or 10 seconds vs the current 20 seconds? Staff recommends a five (5) second message hold time.
  - b. *Monochrome vs. Color Messaging*:
    - Should the CRA sign code limit electronic messaging to monochrome? Staff recommends full color, as currently allowed in the City's sign code.
2. Should the CRA sign code require the non-EMC display of individual business names on pylon signs be in monochrome lettering? Staff recommends the use of full color lettering.
3. Should the CRA sign-code include special provision for implementation of conforming signage? Options include:
  - a. Maintain the same requirements as exist in the City's current development regulations (significant redevelopment triggers removal of non-conforming signs);
  - b. Require non-conforming pylon signs in the CRA to be removed by July 1, 2017; or
  - c. Require both non-conforming pylon signs to be removed and new pylon, monument, and way-finding signs to be installed in the CRA by July 1, 2017. (Staff recommendation)

### **RESOURCE/FINANCIAL IMPACT**

The 2014 budget included \$125,000 for consultant services to help staff create the Aurora Square CRA Planned Action. This amount, in addition to staff time, was adequate to cover the entire cost to prepare the DEIS, the proposed ordinances, and the FEIS for a proposed August 3, 2015 adoption. Once adopted, administering the Planned Action and the related ordinances does not represent a significant additional impact.

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## **ATTACHMENTS**

- Attachment A: Aurora Square CRA Renewal Plan
- Attachment B: Aurora Square Planned Action DEIS
- Attachment C: Aurora Square Planned Action DEIS Notices and Public Comments
- Attachment D: Responses to Aurora Square Planned Action DEIS Public Comments
- Attachment E: March 19, 2015 Planning Commission Meeting Minutes
- Attachment F: Aurora Square CRA Transportation Improvement Priority Map
- Attachment G: Alternatives to Connect Westminster Avenue to Aurora Avenue
- Attachment H: National Highway System Route Revision Approval Letter
- Attachment I: Regional Stormwater Facility Map
- Attachment J: Aurora Square Planned Action EIS – Section 3.2 - Light and Glare
- Attachment K: Proposed Ordinance No. 705
- Attachment L: Proposed Ordinance No. 712
- Attachment M: Staff PowerPoint Presentation from June 8, 2015 Council Discussion



## RENEWAL PLAN

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The September 1967 Grand Opening of the City of Shoreline's Sears was heralded with great fanfare. After 45 years the Sears facility and its surroundings are in need of renewal, and the City of Shoreline is seeking renewal partners.

# AURORA SQUARE CRA

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The Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. Now that the CRA and Renewal Plan is established, the City is empowered to partner with private enterprise to encourage 21st century renewal.



Aurora Square  
Community Renewal Plan

Project Type  
Public Private Partnership

Web Site  
[www.shorelinewa.gov/  
aurorasquarer renewal](http://www.shorelinewa.gov/aurorasquarer renewal)

Aurora Square CRA  
70+ acres  
155th & Aurora Ave N

Current Anchors  
Sears, Central Market,  
Marshalls, Pier 1, Big Lots

“Aurora Square  
is a sleeping  
giant”

## THE VISION

Imagine an open, green plaza in the center of Shoreline, filled with sunbathing and studying students, young families watching their children run and play, an elderly couple enjoying a Central Market picnic, dogs wagging their tails, actors practicing their lines, and the sound of college-age buskers singing with an occasional clink as coins fall into a hat.

This is the backdrop to the busy comings and goings of shoppers and lunching workers who relish the time of their day that allows them to visit the renewed Aurora Square shopping center. It is a “one-stop” convenient shopping solution that provides dining, nightlife, and healthy-lifestyle options. It is a community gathering place, where a leg stretching walking easily turns into a serendipitous rendezvous with friends.

It is an environmentally sensitive district within walking distance of Metro’s Rapid-Ride bus service and the Interurban Trail: the intersection of life, study, entertainment, sustainability and retail.

## THE CHALLENGE

Aurora Square was developed as a Sears-anchored retail center in 1967, and Sears Holding Company owns almost 17 acres of the site and operates an enormous building. Unfortunately, given the current retail climate the building and site are underutilized. Ownership of the balance of the site over time was sold to nine other property owners creating a difficult environment for cohesive planning and renewal. While many excellent tenants operate in Aurora Square, they are not aided by synergy one would expect from a comparably-sized center.

The lack of economic productivity is illustrated by a mid-2012 comparison of sales tax revenues generated by Shoreline’s nearby retail center, Aurora Village. Aurora Village generated over six times more sales tax per acre than did Aurora Square’s retail area. If Aurora Square became even half as effective as Aurora Village, it would generate over \$500,000 annually in sales tax revenues while adding many more jobs, goods, and services for the community.

On September 4, 2012, the Shoreline City Council designated Aurora Square as a Community Renewal Area after finding that it qualified as economically blighted according to most of the qualifying conditions defined in RCW 35.81: old, obsolete buildings, defective or inadequate street layout, faulty lot layout, excessive land coverage, diversity of ownership, and connectivity problems.

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## THE CRA TOOLKIT

The Council's action to designate Aurora Square as a CRA provides a toolkit of powers that the City intends to utilize to bring renewal to the CRA.

### PROPERTY OWNERSHIP

- With a CRA, a city is allowed to buy, lease, condemn, acquire, and dispose of real property with the intent to be resold to private parties for economic development.
- Although allowed by State statute, the Shoreline City Council expressly prohibited the use of condemnation to cure economic blight in the Aurora Square CRA.
- With a CRA, a city can hold, clear, or improve real property not only for public facilities, but also for eventual private use and ownership.

### PLANNING AND ZONING

- With a CRA, a city can use its resources to master plan private property or create a special district with unique rules.
- In a CRA, the city can create a Subarea Plan utilizing a planned action SEPA review to expedite the process and lower costs for future project permits.

### PRIVATE PARTNERSHIPS

- In a CRA, a city can identify partners to develop all or part of a property prior to purchasing the property, and it can also dictate how the property will be used by the eventual owner.
- With a CRA a city can select a buyer that agrees to further the area's goals.
- The CRA expands the public purposes for contracts and other instruments needed to correct blight.

### BUILDING INFRASTRUCTURE

- Without a CRA, a city can only close, vacate, and rearrange streets and sidewalks for city purposes, but with a CRA, these purposes can include promotion of economic development.
- Only with a CRA in place can a city borrow money and accept grants to carry out economic renewal.

### INCENTIVES AND IMPACTS

- With a CRA, a city is given more flexibility to provide incentives to tenants who help fulfill the community renewal plan. With a CRA, a city can provide loans, grants, or other assistance to property owners or tenants affected by the CRA process or implementation. With a CRA, a city can provide financial or technical incentives for job creation or retention. Without a CRA, these incentives are either not allowed or extremely limited.

**“The CRA toolkit can be used to make a worthy project pencil.”**



# MASTER PLANNING

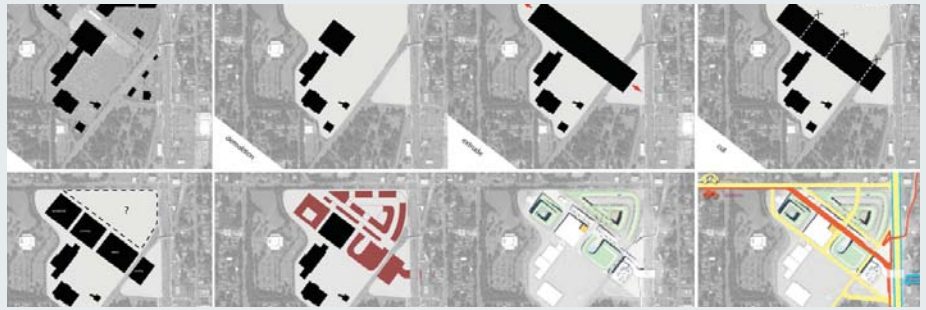
Aurora Square is home to many outstanding businesses, but due to the absence of cohesive planning to guide investment, the center provides little synergy. In order to create an effective Renewal Plan, the City of Shoreline conducted a master planning effort that identified ten projects for renewal, which are further explained in the pages to follow.

The ten renewal projects provide a dynamic and flexible framework for guiding public-private partnership projects by allowing individual property owners to understand and invest in the “big picture” without control of other properties. The projects aren’t about specific buildings or uses as much as about infrastructure, connectivity, jobs, and attracting people. The renewal projects help the CRA become more economically healthy for the property owners, tenants, and community while providing significant public benefit.

The City of Shoreline seeks renewal at Aurora Square by mobilizing its resources to improve the existing infrastructure; we believe this to be both environmentally responsible and honoring of the investment already made. That is why the master planning suggests such projects as repurposing the Sears building, increasing land use efficiency, enhancing the “on-ground” experience, and providing solutions to stubborn design and connectivity problems.

The City’s role will be complete when the obstacles for typical investment are overcome and significant investment is attracted. The City is attempting to be the catalyst that starts the boulder of private enterprise rolling down the hill toward a wonderful outcome.

## Attachment A



# INCREASE LAND EFFICIENCY

## CITY-LED RENEWAL PROJECTS

Master planning identified a number of projects that the City of Shoreline can accomplish on its own. Following the adoption of this CRA Plan, the City will initiate action on these projects according to assigned priority and available resources. While this list is ambitious, as time passes and needs arise these city-led projects may be augmented further.

- Analyze and account for environmental impacts of major redevelopment through a **Planned Action** or similar legislation which would allow future investors to eliminate the need for project-specific environmental review.
- Conduct a **traffic analysis** to determine how best to improve circulation on site.
- Establish a special **overlay district** that allows for special rules to encourage the creation of an entertainment district.
- Explore how to encourage **eco-district** and **low-impact** development practices that can be cost-effectively implemented in the Aurora Square CRA.
- Re-brand Aurora Square and **construct iconic signage** for Aurora Square and Shoreline Community College.
- **Create developer agreements** for public-private partnership projects in order to establish and promote the City's available resources.
- Negotiate a contract for the construction of a **world-class sound stage** that brings jobs, offers employment opportunities, and generates positive activity.
- Place applicable Renewal Projects into the City's Capital Improvement Budget, Traffic Mitigation Plan, Budget, and Comprehensive Plan, and seek grants for infrastructure improvements in and around the CRA, especially for the improvement of N 160th Street.

“Get the message out: we are ready to partner with private investors.”

Mayor Keith McGlashan

## PUBLIC-PRIVATE RENEWAL PROJECTS

The economic realities of the 21st Century dictate that significant economic renewal requires coordinated participation by government and private partners. Therefore, the City of Shoreline is committing itself to providing **substantive incentives, investment, and side-by-side effort** to private partners willing to join the City in renewing Aurora Square.

The City anticipates that it will form a number of partnership agreements to accomplish renewal projects that both help Aurora Square function better and provide significant public benefit. In the pages that follow, the CRA Renewal Plan identifies a number of these high value Public-Private Renewal Projects.



# TRANSFORM WESTMINSTER

Westminster Way between 155th and 160th is transformed into a green and attractive pedestrian-friendly street that provides additional retail and residential frontage, on-street parking, and festival gatherings while at the same time providing the critical connection between the upper and lower parts of the center.

“Strolling makes happy shoppers”

Aurora Square CRA  
Public-Private Renewal Project

### City Proposals

Vacate portions of right-of-way

Improve driveway and site access

### Private Investment

Dedicate property and make typical frontage improvements

### Public Benefit

Safety and predictability

Better multi-modal connectivity

Unlock buildable land



## Attachment A



OFFRAMP  
TO STROLL



## CREATE AN ECO-DISTRICT

Exceptional environmental wins are achieved when clusters of buildings work together to achieve sustainability in a “eco-district.” The Aurora Square CRA provides sufficient size to experience economies of scale with cost-effective facilities and infrastructure, whether they be treating storm or waste water, providing clean power, or achieving other environmental goals.

“21st Century  
design sense”

Aurora Square CRA  
Public-Private Renewal Project

### City Proposals

Finance or guarantee cost-effective systems

Build district infrastructure and awareness

### Private Investment

Construct on-site or in-building infrastructure

### Public Benefit

Management of environment

Paradigm for future development

GREY TO  
GREEN





## INTEGRATE INTO THE CONTEXT

Investment in sidewalks, entrances, and signage will allow Aurora Square to be better connected to its 300,000+ Shoreline and north Seattle neighbors (5-mile trade area). Westminster Way N and Aurora Ave N, Metro Transit's Rapid-Ride, and the Interurban Trail already provide traditional and non-traditional access to the center, but enhancements will make Aurora Square a preferred destination.

“A good neighbor in a good neighborhood”

Aurora Square CRA  
Public-Private Renewal Project

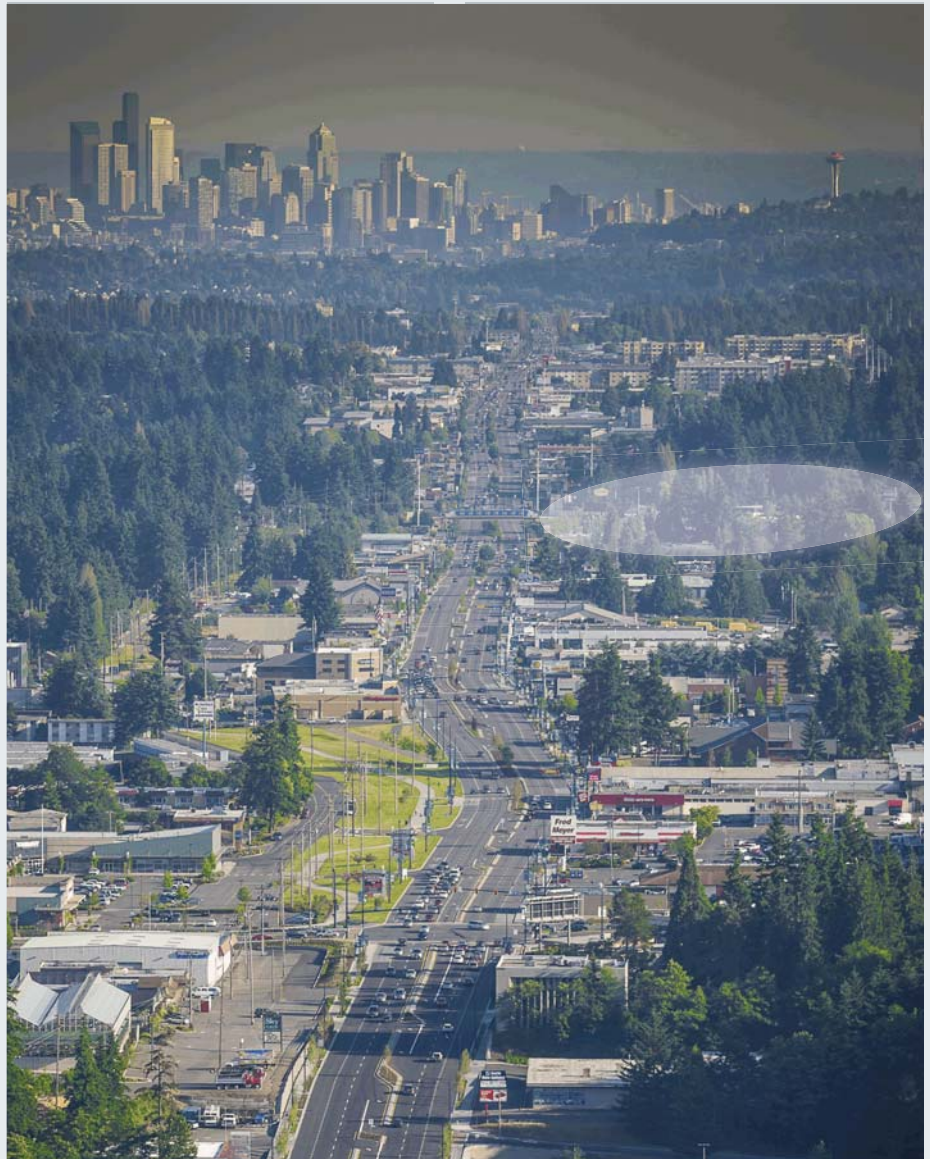
City Proposals  
Improvement of N 160th St

Construction of sidewalks, bike lanes, and sidewalks

Private Investment  
Internal extensions of neighborhood access points

Public Benefit  
Better site access

Encouragement of healthy forms of transportation



SPOKE  
TO HUB



## ESTABLISH A VIBRANT CENTER

In place-making follows geometry in defining the center of a place as where the lines of travel intersect. Currently the center of Aurora Square is a large underutilized parking lot to the east of Sears. By focusing interest and activity on family play areas, restaurants, an outdoor stage, and public art, the center takes its rightful place in the minds of the shopper.

“The heart of Aurora Square”

Aurora Square CRA  
Public-Private Renewal Project

### City Proposals

Establish special district, LID, or business improvement district

Finance parking structure

### Private Investment

Build such amenities play areas, fountain, and outdoor dining

### Public Benefit

Entertainment and dining options

Family gathering place



PAVED  
TO PARK





# REINVENT THE SEARS BUILDING

Sears built its flagship suburban store in Shoreline in 1967; nearly five decades later, the site combines its almost 17-acres with strong demographics, progressive zoning, and outstanding traffic counts on Aurora Ave N to make it one of the best adaptive reuse opportunities in the northwest.

“Adaptive reuse spans time”

Aurora Square CRA  
Public-Private Renewal Project

City Proposals

Finance or build infrastructure

Guarantee lease

Purchase property to resell

Private Investment

Purchase and redevelop property

Public Benefit

Options for goods and services

Tax revenue

Community pride



## Attachment A



TIRED  
TO FRESH

## CONSTRUCT INTERNAL CONNECTIONS

When Aurora Square was built in 1967, little thought was given to connectivity since Sears was everyone's destination. Now the most important retrofit to make Aurora Square function as a cohesive retail center is the construction of multiple internal ways for multi-modal interaction. If done well, shoppers will reward businesses by staying longer and buying more.

**“It is so easy to get around!”**

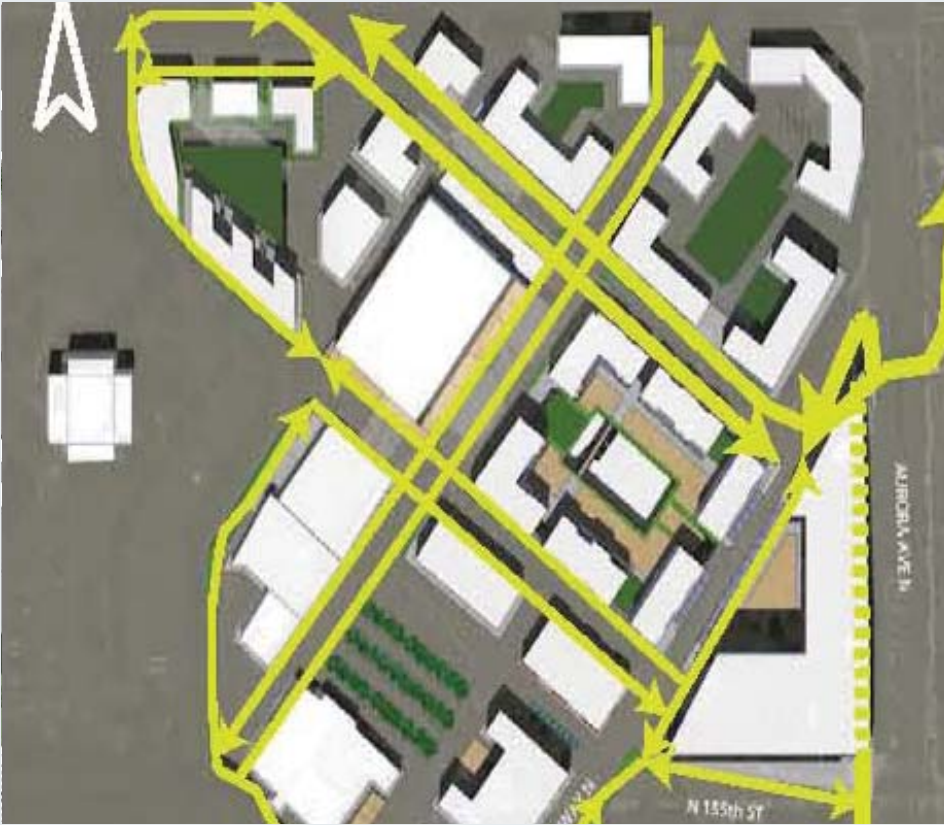
Aurora Square CRA  
Public-Private Renewal Project

**City Proposals**  
Conduct traffic analysis

Construct and/or design  
intersection improvement in ROW

**Private Investment**  
Tie site together with vehicle  
and pedestrian connections

**Public Benefit**  
Enhanced connectivity and  
traffic flow on and around site



WALLS  
TO WAYS



## INCORPORATE THE COLLEGE

Shoreline Community College (SCC) is a dynamic local asset that can serve as a cultural anchor by giving it a presence in the CRA. The City is already working with SCC to improve 160th from Aurora to SCC. The next steps are to provide educational, housing, and performance venues in the CRA that add collegial life and vitality to the center.

“Nine thousand  
SCC students”

Aurora Square CRA  
Public-Private Renewal Project

### City Proposals

Improve and rename N 160th St

Signage to highlight SCC events,  
programming and location

### College Investment

Grant funding and lease payments

Programming to support  
community and economic growth

### Public Benefit

Growth of film industry

Educational opportunities



## Attachment A



SUBDUED  
TO LIVELY



## BUILD NEW HOMES

Zoning once divided homes from other uses, but we now appreciate the lifestyle advantages of living close to shopping, dining, work, transit, education, and leisure. Residential units built in Aurora Square will take advantage of these at-hand amenities while enjoying a period of property tax exemptions.

“People who live here are lucky”

Aurora Square CRA  
Public-Private Renewal Project

### City Proposals

Establish a 12-year Aurora Square CRA Property Tax Exemption

### Private Investment

Multifamily housing in compliance with affordability requirements

### Public Benefit

Housing choices  
Activation of center 24/7  
Tax revenue



ERRAND  
TO HOME





# TRADE SURFACE PARKING FOR JOBS

Washington State Department of Transportation's 16-acre regional headquarters is dominated by surface parking. By providing WSDOT adequate parking in a structure a third of the site can be freed up to allow for film industry use that can bring jobs and prestige to Shoreline while helping the other CRA businesses.

“Parking wastes valuable land”

Aurora Square CRA  
Public-Private Renewal Project

**City Proposals**

Financing of parking garage

Purchase WSDOT property for resale and garage site

**Private Investment**

Construction and lease of sound stage and parking garage

**Public Benefit**

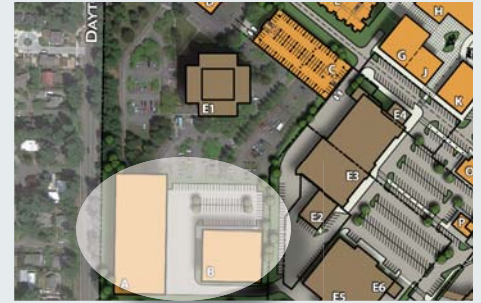
Create film industry jobs

Educational opportunities

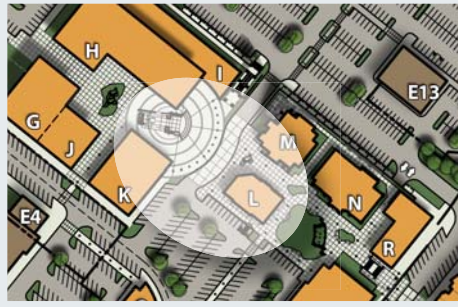
Community pride



## Attachment A



ASPHALT  
TO JOBS



## ADD ENTERTAINMENT TO THE MIX

Bi-annual resident surveys reveal a strong desire for more entertainment and dining options in Shoreline. Combine that desire with a supportive arts community, a college specializing in performance art and digital media, and a lack of options, and the conclusion is that an entertainment district could be wildly successful.

“OMW 2U 4drinks”

Aurora Square CRA  
Public-Private Renewal Project

### City Proposals

Establish special or business improvement district with appropriate signage

Finance or guarantee lease of venues and/or parking structure

### Private Investment

Build such amenities as multi-plex cinema, theater, outdoor stage, restaurants, and parking structure

### Public Benefits

Entertainment and dining options  
Support arts community  
Encourage film industry

DARK  
TO LIGHTS





Dan Eernisse  
Economic Development Manager  
206.801.2218  
deernisse@shorelinewa.gov

CRA Plan adopted July 8, 2013  
Resolution No. 345



# AURORA SQUARE PLANNED ACTION

## Draft Environmental Impact Statement

December 2014







SHORELINE  
CITY COUNCIL

Shari Winstead  
Mayor

Chris Eggen  
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Chris Roberts

Jesse Salomon

December 12, 2014

**Subject:** Aurora Square Planned Action Draft Environmental Impact Statement

Dear Reader,

In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this Draft Environmental Impact Statement (Draft EIS). A planned action provides more detailed environmental analysis during the early formulation stages of planning proposals rather than at the project permit review stage.

The City anticipates approval of a Planned Action Ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:

- transportation facilities for transit, pedestrian, and bicycles to support redevelopment;
- identifying opportunities for better pedestrian access to and from the CRA;
- opportunities and incentives for low-impact and eco-district improvements;
- conceptual exploration of regional stormwater facilities and standard requirements;
- providing exceptional signage and way finding for the site (including sign code amendments); and
- creating “windows” to the site that will allow better interaction between pedestrians and businesses.

Three alternatives are under review in this Draft EIS:

- **No Action**, a State Environmental Policy Act (SEPA)-Required Alternative. This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site.

- **Phased Growth**, assuming a moderate level of development, which introduces 500 dwelling units and adds up to 250,000 square feet of retail and office space beyond present development space.
- **Planned Growth**, a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.

For each alternative, the Draft EIS evaluates the potential effects of future growth and improvements on land use, light and glare, transportation, stormwater, sewer and water, and schools and parks.

Affected agencies, tribes, and members of the public are invited to comment on this Draft EIS. Comments may be provided in writing. Written comments are due no later than **5:00 p.m., January 12, 2015** and should be directed to:

Steven Szafran, AICP, Senior Planner  
City of Shoreline Planning & Community  
Development Department

17500 Midvale Ave N  
Shoreline, WA 98133  
[sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov)

For questions you may contact Steven Szafran, AICP, Senior Planner at (206) 801-2500. Thank you for your interest in the Aurora Square Planned Action.

Sincerely,



Rachael Markle, AICP, SEPA Official  
Planning & Community Development Director  
City of Shoreline

## FACT SHEET

### Project Title

Aurora Square Planned Action

### Proposed Action and Alternatives

In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this Environmental Impact Statement (EIS). A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. The City is anticipated to approve a Planned Action Ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:

- transportation facilities for transit, pedestrian, and bicycles to support redevelopment;
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- **Planned Growth**, a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.

### Location

The study area is approximately 70 gross acres in size and located at the intersection of N 155th Street and Aurora Ave N. The site is bounded by N 160<sup>th</sup> Street to the north, Aurora Avenue N to the east, Westminster Way, Fremont Avenue N and N 155<sup>th</sup> Street to the South, and Dayton Avenue N to the west.

### Proponent

City of Shoreline

### Tentative Date of Implementation

Spring 2015



## Lead Agency

City of Shoreline

## Responsible Official

Rachael Markle, AICP, SEPA Official  
Planning & Community Development Director  
City of Shoreline  
Department of Planning & Community Development  
17500 Midvale Ave N  
Shoreline, WA 98133  
(206) 801-2500

## Contact Person

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City of Shoreline Planning & Community Development Department  
17500 Midvale Ave N  
Shoreline, WA 98133  
sszafran@shorelinewa.gov  
(206) 801-2500

## Required Approvals

As legislative items, the Planning Commission has authority to make recommendations on comprehensive plan and development regulation amendments. The City Council has the authority to approve such amendments. Such amendments may include Capital Facility Element and Capital Improvement Program amendments to fold in transportation and stormwater improvements. Development regulation amendments include sign code and noise regulations. A planned action ordinance is also under consideration by the Planning Commission and City Council.

In addition, the State of Washington Department of Commerce reviews proposed comprehensive plan and development regulation amendments during a 60-day review period prior to adoption.

## Authors and Principal Contributors to the EIS

The EIS was prepared under the direction of the Economic Development Program Manager, Planning & Community Development Department, and Public Works Department.

Authors of technical analysis include:

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(206) 286-1640  
(Stormwater and Transportation)

## Draft EIS Date of Issuance

December 12, 2014

## Draft EIS Comment Due Date

January 12, 2015

## Public Comment Opportunities

Affected agencies, tribes, and members of the public are invited to comment on this Draft EIS. Comments may be provided in writing. Written comments are due no later than **5:00 p.m., January 12, 2015** and should be directed to:

Steven Szafran, AICP, Senior Planner  
City of Shoreline Planning & Community Development Department  
17500 Midvale Ave N  
Shoreline, WA 98133  
sszafran@shorelinewa.gov

## Date of Final Action

Spring 2015

## Prior Environmental Review Documents

The Planned Action EIS analysis is being conducted in the context of previous SEPA documents, including:

- City of Shoreline Comprehensive Plan, Final EIS, November 1998
- Comprehensive Plan, Final EIS, November 1998
- North City Sub-Area Plan Planned Action Final Supplemental EIS, June 2001
- Town Center Subarea Planned Action Final Supplemental EIS, July 2011
- Updates to the City of Shoreline Comprehensive Plan, Determination of Non-Significance (DNS) and SEPA Checklist, September 2004
- City of Shoreline Transportation Master Plan (TMP), Development Code and Comprehensive Plan Amendments, DNS and SEPA Checklist, September 2011
- 2012 Update to the Shoreline Comprehensive Plan DNS, September 2012
- Commercial Zone Consolidation Analysis, September 2012.

This Planned Action EIS has also been prepared in the context of adopted plans and regulations. The Shoreline Comprehensive Plan, functional plans (e.g. stormwater plans such as the Boeing Creek Basin Plan), Aurora Square Community Renewal Area Renewal Plan, and development regulations promote compact mixed use redevelopment where infrastructure is available, consistent with design standards, water quality and environmental protection regulations.

## Location of Background Data

City of Shoreline Planning & Community Development Department  
17500 Midvale Ave N  
Shoreline, WA 98133

## Draft EIS Availability

The purchase price of a copy of the Draft EIS is based on reproduction costs of printed documents or compact disks (CDs). Hard copies of the Draft EIS are available for review at:

City of Shoreline Planning & Community Development Department  
17500 Midvale Ave N  
Shoreline, WA 98133

The document is posted on the City's Web site:

<http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>

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## 1.0 SUMMARY

### 1.1 Purpose of Proposed Action

In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this Environmental Impact Statement (EIS). A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage

The City is anticipated to approve a Planned Action Ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:

- transportation facilities for transit, pedestrian, and bicycles to support redevelopment;
- identifying opportunities for better pedestrian access to and from the CRA;
- opportunities and incentives for low-impact and eco-district<sup>1</sup> improvements;
- conceptual exploration of regional stormwater facilities and standard requirements;
- providing exceptional signage and way finding for the site (including sign code amendments); and
- creating “windows” to the site that will allow better interaction between pedestrians and businesses.

### 1.2 State Environmental Policy Act Process

#### Purpose

This Draft EIS provides a qualitative and quantitative analysis of environmental impacts as appropriate to the nature of the Aurora Square planned action. The specific purpose of this EIS is to assist the public and local government decision makers in considering future growth at Aurora Square, proposed amendments to the City’s municipal code, planned infrastructure, and mitigation measures that would apply to future development actions.

#### Planned Action

The City proposes to designate the Aurora Square study area as a planned action, pursuant to the State Environmental Policy Act (SEPA) and implementing rules. According to WAC 197-11-164, a Planned Action is defined as a project that is characterized by the following:

- Designated by a Planned Action Ordinance;

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<sup>1</sup> The CRA describes the eco-district as follows: “Exceptional environmental wins are achieved when clusters of buildings work together to achieve sustainability in a ‘eco-district.’ The Aurora Square CRA provides sufficient size to experience economies of scale with cost-effective facilities and infrastructure, whether they be treating storm or waste water, providing clean power, or achieving other environmental goals.



- Analyzed through an EIS that addresses any 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.

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 planned action projects must be reviewed for consistency with the City's zoning and development regulations, the proposed subarea plan, conceptual site plan, and development agreement where applicable. Planned actions must also acquire all necessary permits, and satisfy all necessary public notice requirements of said permits.

The proposed action studies a range of growth allowed within the Aurora Square property. Consistency with this range of growth and associated mitigation would be ensured through the Planned Action Ordinance and Shoreline Municipal Code (SMC).

## Organization of this Document

This Draft Planned Action EIS is organized into chapters with the following purpose:

- **Chapter 1 – Summary:** This chapter provides a brief discussion of the proposed action, the environmental review process, and the public involvement process, as well as a summary of the potential environmental impacts and recommended mitigations measures associated with each EIS alternative.
- **Chapter 2 – Alternatives:** This chapter describes proposal objectives, the proposed actions and alternatives for the Aurora Square property, and summarizes public review opportunities.
- **Chapter 3 – Affected Environment, Significant Impacts, and Mitigation Measures:** This chapter describes the existing conditions for each environmental topic area and includes an analysis of the potential impacts associated with each EIS alternative. Recommended mitigation measures to reduce impacts to less than significant levels are also discussed.
- **Chapter 4 – References:** This chapter contains a list of all documents and personal communications referenced in the analyses contained in Chapter 3.
- **Chapter 5 – Distribution List:** This chapter contains a list of government agencies and community groups who will receive notices of availability or copies of the Draft EIS.

### 1.3 Public Involvement

The City provided comment opportunities with a Determination of Significance and Scoping Notice issued August 14, 2014, for a 21-day comment period that closed on September 4, 2014 (see Appendix A). The Draft EIS is being issued with a 30-day comment period during which time written comments are being requested (see Fact Sheet). Following the Draft EIS issuance, the Final EIS will respond to public comments.

Public meetings and hearings on the Planned Action Ordinance and other code amendments (e.g. signs) will receive legislative review by the Planning Commission and City Council. Project related meetings and comment periods are advertised at the project webpage:

<http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

## 1.4 Proposed Action, Alternatives, and Objectives

### Proposal Objectives

SEPA requires a statement of proposal objectives to guide the formulation of alternatives and their evaluation. The Aurora Square Planned Action objectives are consistent with the Aurora Square CRA Vision:

*Imagine an open, green plaza in the center of Shoreline, filled with sunbathing and studying students, young families watching their children run and play, an elderly couple enjoying a Central Market picnic, dogs wagging their tails, actors practicing their lines, and the sound of college-age buskers singing with an occasional clink as coins fall into a hat.*

*This is the backdrop to the busy comings and goings of shoppers and lunching workers who relish the time of their day that allows them to visit the renewed Aurora Square shopping center. It is a “one-stop” convenient shopping solution that provides dining, nightlife, and healthy-lifestyle options. It is a community gathering place, where a leg stretching walking easily turns into a serendipitous rendezvous with friends.*

*It is an environmentally sensitive district within walking distance of Metro’s Rapid-Ride bus service and the Interurban Trail: the intersection of life, study, entertainment, sustainability and retail.*

Chapter 2 provides additional detail on concepts and implementation.

### Proposed Action and Alternatives

#### Alternative 1: No Action

Under Alternative 1, the No Action Alternative, the property would continue with retail and office uses. Mixed residential and commercial uses, though allowed by the Shoreline Municipal Code (SMC), would not occur. Present suburban style development with low floor area ratios (FARs)<sup>2</sup> would continue at about 0.24. Businesses may change within the buildings but would continue to focus on retail and office uses similar to the current mix.

With Alternative 1 No Action, a Planned Action Ordinance would not be adopted, and sign code and noise regulation amendments would not be made.

The No Action Alternative is consistent with the transportation projects identified in the City’s 2014-2019 Transportation Improvement Plan and Transportation Master Plan, but only assumes completion of improvements funded by the 2015-2020 Capital Improvement Plan. The No Action Alternative includes the restriping N 160th Street from four to three lanes between Aurora Avenue N and Greenwood Avenue N in 2015.

The No Action Alternative is a benchmark from which the other action alternatives can be compared.

#### Alternative 2: Phased Growth

Under Alternative 2, residential development would be introduced at up to 500 dwelling units. Also, approximately 250,000 square feet of commercial retail or office development would be added to the site. Together the added space would result in a mixed use environment and increased shopping and professional space. The FAR would increase to 0.6, more than doubling the intensity on the site. To achieve this, more parking would be structured and the expanse of surface parking would be reduced in favor of building space.

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<sup>2</sup> The gross floor area of all buildings or structures on a lot divided by the total lot area. (SMC 20.20.020)

To incentivize this additional growth at Aurora Square, a Planned Action Ordinance would be adopted which would mean additional SEPA review would not be required, and mitigation measures would be known in advance of the development application.

Sign code amendments would be made which could increase the area and height of signs to increase visibility and create a new brand for the center to help achieve the CRA strategy of: “Re-brand Aurora Square and construct iconic signage for Aurora Square and Shoreline Community College.” Amendments to limitations on noise after 10:30 pm would be made to the Shoreline Municipal Code.

In addition to TMP improvements, street improvements would be made to support multiple modes, improved access, and urban street characters that support a mixed use environment. Stormwater would be provided either onsite or, preferably, in a regional facility.

### **Alternative 3: Planned Growth**

Alternative 3 would be similar to Alternative 2 except that 1,000 dwelling units and 500,000 square feet of commercial retail and office space would be added. This level of additional growth would increase the FAR to be more urban in character at 0.9.

As with Alternative 2, a Planned Action Ordinance and sign code amendments would be adopted as part of Alternative 3 to help stimulate growth. Further, multimodal transportation improvements and the option to consider onsite or offsite regional stormwater would be made similar to those described for Alternative 2.

## **1.5 Major Issues, Significant Areas of Controversy and Uncertainty, and Issues to be Resolved**

The key issues facing decision makers include:

- Level of growth to be incentivized in a Planned Action;
- Type of changes to sign and noise regulations to create the mixed use entertainment district;
- Type and location of multimodal transportation improvements;
- Coordination of offsite regional stormwater improvements; and
- Access to offsite and onsite parks and open space.

## **1.6 Summary of Impacts and Mitigation Measures**

### **Summary of Impacts Common to All Alternatives**

This section provides a summary of impacts common to more than one alternative under study. Unique impacts of each alternative are addressed following this section.

#### **Land Use**

Under all alternatives, future development on the Aurora Square site would be predominantly commercial in character, though the precise mix of uses and the amount of residential development on the site would vary by alternative.

Overall, the indirect impact of new land uses toward the existing surrounding land uses would be relative to the placement and location of new uses within the CRA study area. Given the existing semicircle of single family residences to the west and the mix of multifamily and commercial space to the north and east, the potential for land use incompatibility decreases as new development is placed more centrally or easterly within the CRA site.

#### **Light and Glare**

Under all alternatives, ambient light and glare in the study area would increase as more development occurs on the Aurora Square site and as traffic volumes increase on Aurora Ave N. All alternatives would

result in a predominantly commercial and retail character for the site, which typically produces higher levels of light and glare than residential development. The precise level and nature of the additional light and glare produced would vary by alternative. While Alternative 1 would continue existing development patterns and signage requirements, Alternatives 2 and 3 would introduce mixed use commercial and residential elements to the site, including the potential addition of an outdoor entertainment performance venue.

Light and glare impacts for Alternatives 2 and 3 are essentially the same in character and differ in amount on intensity and glare being produced. This difference in light and glare production corresponds to the respective levels of redevelopment proposed under each alternative.

## Transportation

Under all alternatives, additional traffic generated by growth in the region would result in increased traffic delays on major transportation routes, including Aurora Avenue N. Other impacts common to all alternatives would include increased intersection delays during weekdays and weekends, as well as increased traffic related to seasonal and holiday shopping periods. Specific land uses may increase or decrease traffic impacts during peak periods. For example, a movie theater would generate higher evening and weekend traffic, where as an office use would result in higher levels of impact during morning and afternoon commute periods. All alternatives would have impacts to transit, pedestrian and bicycle travel, depending on the uses.

## Stormwater

Under all alternatives, impervious surfaces on the Aurora Square site would contribute to stormwater runoff to receiving water bodies, which could carry pollutants, such as petroleum, metals, and chemical residue from fertilizers and pesticides. Future construction in the study area could also increase the input of sediment into water bodies through runoff.

All action alternatives would have similar impacts related to potential increases in impervious surfaces, since all alternatives would be subject to the dimensional requirements of the Mixed Business (MB) zone, as specified in Section 20.50.020 of the Shoreline Municipal Code (SMC). Although the allowable 95% hardscape coverage in this zone is higher than the existing approximate 80% hardscape coverage in the study area as a whole, the portions of the study area most likely to redevelop have higher existing impervious coverage in the 90-95% range. As a result, none of the action alternatives are anticipated to result in significant increases impervious surfaces.

## Sewer and Water

Under each of the alternatives, the demand for sewer and water services will increase as development of the Aurora Square area will generate additional population and employment.

It is anticipated that the number of commercial accounts would increase under all alternatives, and the number of residential accounts would increase under Alternatives 2 and 3. Water system infrastructure surrounding the Aurora Square area meet the fire flow requirements needed for the proposed growth under all alternatives.

Upgrades to the sewer and water lines within the Aurora Square area will be needed as the additional potential commercial and residential development will cause a greater demand on the sewer and water system.

## Schools and Parks

Under Alternatives 2 and 3, the demand for Parks and Schools will increase due to the increased residential and commercial development planned under these alternatives.

Additional growth under Alternatives 2 and 3 would generate additional school children. For the school to maintain the current student to teacher ratio (17.3 students for every teacher), the Shoreline School District may need to hire additional teachers. It is important to note that multifamily developments, the likely housing unit type, tend to generate fewer children than single family developments.

## Summary Matrix of Impacts and Mitigation Measures

Table 1-1 provides an analysis of each alternative’s environmental effects. For the complete context of the analysis, the reader is encouraged to read Chapter 3.

**Table 1-1. Summary of Impacts Unique to Each Alternative**

<b>Element of Analysis</b>	<b>Alternative 1 No Action Alternative</b>	<b>Alternative 2 Phased Growth Alternative</b>	<b>Alternative 3 Planned Growth Alternative</b>
<b>Land Use</b>	<p>Alternative 1 is not expected to cause significant direct or indirect impacts.</p> <p>Conditions that led to the formation of the CRA Renewal Plan would continue.</p>	<p>A mixed use environment would be created with residential development introducing up to 500 dwelling units. Additionally, approximately 250,000 square feet of commercial, retail or office development would be added to the site.</p> <p>Potential indirect impacts to nearby land uses would include increased pedestrian and vehicle traffic, increased light and noise, and increased height and bulk of physical buildings to the overall area.</p>	<p>A mixed use environment would be created with residential development introducing up to 1,000 dwelling units. Additionally, approximately 500,000 square feet of commercial retail or office development would be added to the site.</p> <p>Potential indirect impacts to nearby land uses would be similar to Alternative 2 but possibly more intense including increased pedestrian and vehicle traffic, increased light and noise, and increased height and bulk of physical buildings to the overall area.</p>
<b>Light and Glare</b>	<p>Alternative 1 is expected to have light and glare impacts similar to existing conditions.</p>	<p>Alternative 2 would introduce new, more urban development to the Aurora Square site including new residential development; entertainment oriented spaces; higher densities of commercial and office space; and new and larger types of signs. Light and glare produced from these sources would impact neighboring uses.</p>	<p>Alternative 3 would introduce similar urban development to the Aurora Square site as Alternative 2 but in greater intensity and kind. These new uses would include new residential development; entertainment oriented spaces; higher densities of commercial and office space; and new and larger types of signs. Light and glare produced from these sources would impact neighboring uses similar to Alternative 2 but in a greater degree.</p>

Element of Analysis	Alternative 1 No Action Alternative	Alternative 2 Phased Growth Alternative	Alternative 3 Planned Growth Alternative
<b>Transportation</b>			
<i>Intersection Operations</i>	During the 2030 PM peak hour, the N 155th Street/Aurora Avenue N intersection would operate at LOS F. Because Aurora Avenue N (SR 99) is a designated Highway of Statewide Significance, intersections on this facility are exempt from the City's LOS D standard. The intersection of N 145 <sup>th</sup> Street/Greenwood Avenue N would operate at LOS E, but is outside the City of Shoreline city limits and is not subject to the City's LOS standard. All other study intersections are forecasted to operate at LOS D or better.	During the 2030 PM peak hour, the N 155th Street/Aurora Avenue N intersection would operate at LOS F and the N 160th Street/Aurora Avenue N intersection would operate LOS E. As with Alternative 1, these intersections are exempt from the City's LOS D standard. The intersection of N 145 <sup>th</sup> Street/Greenwood Avenue N would operate at LOS E, but is outside the City of Shoreline city limits and is not subject to the City's LOS standard. All other study intersections are forecasted to operate at LOS D or better.	Similar to Alternative 2.
<i>Volume-to-Capacity Ratio</i>	Northbound Westminster Way between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.94); however, the segment meets the standard because the intersection at Westminster Way N/Dayton Avenue N is forecast to operate at LOS B.	Northbound Westminster Way between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.97); however, the segment meets the standard because the intersection at Westminster Way N/Dayton Avenue N is forecast to operate at LOS B.	Northbound Westminster Way between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.98); however, the segment meets the standard because the intersection at Westminster Way N/Dayton Avenue N is forecast to operate at LOS B.
<i>Transit Impacts</i>	Transit ridership is expected to increase in proportion to the area's population growth. However, lack of pedestrian improvements would likely impact these numbers. Development by the Shoreline Community College under its 2006 Master Development Plan would be a factor in the growth in transit ridership in the area.	Transit ridership would be increased under Alternative 2. The addition of residential and office land uses would result in increased demand for transit services particularly during commute hours. Access to transit would be improved by non-motorized internal connections within the CRA site and street frontage improvements that would occur with redevelopment.	Transit ridership would be increased under Alternative 3. The addition of residential and office land uses would result in increased demand for transit services particularly during commute hours. Access to transit would be improved by non-motorized internal connections within the CRA site and street frontage improvements that would occur with redevelopment.
<i>Pedestrian and Bicycle Impacts</i>	Alternative 1 includes new bicycle lanes on N 160th Street as a result of restriping this facility from 4 lanes to 3 lanes. No major pedestrian improvements would be constructed under this alternative. Growth in pedestrians and bicyclists would be proportionate to area population growth.	With redevelopment of the CRA, Alternative 2 would improve pedestrian and bicycle facilities within the CRA site and along the street frontages. The frontage improvements for N 160th Street will include a two-way cycle track on the south-side of the street.	With redevelopment of the CRA, Alternative 3 would improve pedestrian and bicycle facilities within the CRA site and along the street frontages. The frontage improvements for N 160th Street will include a two-way cycle track on the south-side of the street.

Element of Analysis	Alternative 1 No Action Alternative	Alternative 2 Phased Growth Alternative	Alternative 3 Planned Growth Alternative
<i>Construction Impacts</i>	No construction impacts are assumed with the No Action Alternative.	Transportation impacts for the action alternatives due to construction activity would likely be moderate and would consist primarily of temporary lane closures or entire road closures during construction.  Appropriate construction management, including development of detour routes, and appropriate phasing of development plans should be considered to mitigate vehicle, transit, and non-motorized impacts during construction.	Similar to Alternative 2.
<b>Stormwater</b>			
	With no significant changes in building areas and uses, it is anticipated the buildings and parking areas would mostly remain in their current configurations; therefore stormwater impacts related to added impervious surfaces or construction activities would be minimal.	Similar to the No Action Alternative, impacts related to added impervious surfaces would be minimal.  The stormwater benefit of this alternative is expected to be greater than No Action due to stormwater management requirements for new and replaced impervious surfaces.	Alternative 3 would require development of a larger portion of the study area than Alternative 2. However, as with other alternatives, impacts related to added impervious surfaces are anticipated to be minimal.  The stormwater benefits of Alternative 3 are anticipated to be the greatest of the three alternatives due to the application of stormwater management practices over the largest area.
<b>Sewer and Water</b>			
<i>Water</i>	Alternative 1, assuming full utilization of the commercial space, will support 1,528 employees.  The current water system has the capacity to support this increase.	Alternative 2 will generate an additional 1,220 residents and 833 net employees.  This increase will generate an additional 63,500 gallons per day (gpd) related to residential usage.  SPU was provided with a description of the growth and has indicated that the water system has the capacity for this growth.	Alternative 3 will generate an additional 2,440 residents and 1,667 net employees.  This will generate an additional 127,000 gpd regarding residential usage.  SPU was provided with a description of the growth and has indicated that the water system has the capacity for this growth.



<b>Element of Analysis</b>	<b>Alternative 1 No Action Alternative</b>	<b>Alternative 2 Phased Growth Alternative</b>	<b>Alternative 3 Planned Growth Alternative</b>
<i>Sewer</i>	Alternative 1, which would fully utilize the commercial space, would have an average annual commercial demand of 6,601 gpd.	Alternative 2 would generate 500 residential units, creating an average annual residential demand to 42,500 gpd.  Alternative 2, which would create an additional 833 employees beyond the No Action level, will increase the average annual commercial demand to 3,600 gallons per day (gpd).  The overall average annual demand will increase to 46,100 gpd.  The Ronald Wastewater District estimates sufficient capacity to serve the added growth.	Alternative 3 would generate 1,000 residential units creating an average annual residential demand of 85,000 gpd.  Alternative 3 would create an additional 1,667 employees beyond the No Action Level, and increase the average annual commercial demand to 7,200 gpd.  The overall average annual demand will increase to 92,200 gpd.  The Ronald Wastewater District estimates sufficient capacity to serve the added growth.
<b>Schools and Parks</b>			
<i>Schools</i>	Alternative 1 would not generate any additional demand for educational services.	Based on the numbers of proposed residential units and the District's generation rates, Alternative 2 would result in 85 elementary school students, 25 middle school students, and 50 high school students. In order to maintain the current student to teacher ratio, the Shoreline School District would need to assure adequate teaching staff and classroom space.	Based on the number of proposed residential units and the District's student generation rate, Alternative 3 would result in 170 elementary school students, 50 middle school students, and 100 high school students. In order to maintain the current student to teacher ratio, the Shoreline School District may need to add teachers and classroom space.
<i>Parks</i>	Alternative 1 would not increase resident population in the study area, and therefore would not generate a substantial demand for parks and recreational facilities.	Alternative 2 will increase the resident population with the creation of 500 dwelling units.  The new residential units would require 25,000 square feet of open space.  Commercial development would provide 50,000 square feet of public space.	Alternative 3 will increase the resident population with the creation of 1,000 dwelling units.  The new residential units would require 50,000 square feet of open space.  Commercial development would provide up to 100,000 square feet of public places.

Source: BERK Consulting, 2014

## Summary Matrix of Mitigation Measures

Table 1-2 provides a summary of mitigation measures proposed in Chapter 3 of the EIS.



**Table 1-2. Summary Mitigation Measures**

Element of Analysis	Summary of Mitigation Measures
<b>Land Use</b>	<p>Development in the analysis area would be subject to the City’s existing design review process and would be required to comply with all applicable urban design principles.</p> <p>In addition to design review and the application of design guidelines, development in the MB zone would be required to comply with all applicable development regulations contained in the Shoreline Zoning Code.</p> <p>Location and siting of new uses would consider their placement relative to existing surrounding land uses.</p>
<b>Light and Glare</b>	<p>Development in the analysis area would be subject to the City’s existing design review process and would be required to comply with all applicable urban design principles and development regulations contained in the Shoreline Zoning Code.</p> <p>The outdoor venue would be designed to orient light and glare away from sensitive receptors.</p>
<b>Transportation</b>	<p><i>Frontage Improvements</i></p> <p>When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. The City has developed specific cross sections for City streets describing the travel lanes, sidewalk widths, bicycle facilities, and on-street parking. As part of the Aurora Square Planned Action EIS, customized designs were developed for 160th Street, Westminster Way N, N 155th Street, and Aurora Avenue N (see Appendix B). The Aurora Square CRA frontage improvements are described in detail under Section 3.3. Other frontage improvements would follow the City’s standard designs (e.g. west and south borders with Dayton, Fremont, and 155th along WSDOT area). The City may determine an allocation of responsibility/cost for required improvements to future redevelopment proposals proportionate to the development size or impact.</p> <p><i>Access Improvements</i></p> <p>Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. The redeveloping CRA properties will need to analyze the traffic operations of the new intersection and may be required to construct a signal at the new intersection if signal warrants are met.</p> <p><i>Concurrency</i></p> <p>Future proposals would meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets.</p> <p><i>Impact Fees</i></p> <p>The City of Shoreline adopted Transportation Impact Fees effective January 1, 2015 per Shoreline Municipal Code (SMC) Chapter 12.40. As new development occurs within the CRA, each development would be assessed a per trip fee based on the number of new trips added to the street network.</p> <p><i>Commute Trip Reduction</i></p> <p>The City has adopted a Commute Trips Reduction Program (SMC 14.10) consistent with State Requirements under RCW 70.94.527. Any new employers within the Aurora Square CRA with 100 or more employees arriving between 6:00 AM and 9:00 AM would be required to prepare and submit a Commute Trip Reduction Program to the City. Actions could include provision of priority parking for carpools, transit pass programs, and subsidies or other incentives for non-single-occupant, transit, or non-motorized commuters.</p> <p><i>Internal Pedestrian Access</i></p> <p>Chapter 20.60.150 of the SMC requires new development to provide pedestrian facilities that connect street right-of-way to building entrances, safe access to parking</p>

Element of Analysis	Summary of Mitigation Measures
	<p>areas, and connections connecting commercial developments.</p> <p><i>Other Potential Mitigation Measures</i></p> <p>The Aurora Square CRA would benefit from additional left-turn capacity for northbound traffic on Aurora Avenue N. Potential options include adding a second northbound left-turn lane at the N 155th Street/Aurora Avenue N intersection or by adding a mid-block left-turn lane on northbound Aurora Avenue N.</p> <p>The option of adding a second left-turn lane at N 155th Street/Aurora Avenue N would benefit the Aurora Square CRA property owners and regional traffic flows by increasing intersection capacity and reducing delay.</p>
<b>Stormwater</b>	<p><i>Applicable Regulations and Commitments</i></p> <p>Future development under all alternatives will comply with local, State, and Federal clean water regulations, including the Clean Water Act, the Washington State Department of Ecology’s Stormwater Management Manual for Western Washington, and the Shoreline Municipal Code (SMC).</p> <p><i>Stormwater Retrofit</i></p> <p>Redevelopment of the Aurora Square site under any of the alternatives will be subject to requirements in the Stormwater Management Manual for incorporation of best management practices, including replacement of hard surfaces, which will result in a net benefit to the affected stormwater environment.</p> <p><i>Low Impact Development</i></p> <p>The Stormwater Management Manual for Western Washington requires the incorporation of LID improvements to treat runoff from applicable new and replaced impervious surfaces. The precise nature of LID improvements appropriate to the site would be determined during project design.</p> <p><i>Regional Flow Control</i></p> <p>The City of Shoreline is currently evaluating options for regional flow control facilities in the vicinity of the study area. Creating a downstream regional flow control facility to serve the study area, if pursued by the City, would require additional study and analysis to verify feasibility, preparation of regional facility basin plan for review by Ecology, environmental analysis and permitting, and final design and construction.</p>
<b>Sewer and Water</b>	<p><i>Sewer</i></p> <p>Currently, new development is required to pay a general facilities fee of \$2,506/ unit by the Ronald Wastewater District.</p> <p>Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate sewer disposal.</p> <p>The Aurora Square Community Renewal Area Plan promotes the use of an eco-district. This could result in private development taking advantage of heat recovery from wastewater systems.</p> <p>Sewer mains within Aurora Square are privately owned, and any upgrades will require coordination. However, as a practice, the Wastewater District takes control of sewer mains of a certain size. The Ronald Wastewater District would assume control of private sewer mains when the sewer main is larger than 8 inches. The City of Shoreline would assume control of private sewer mains when the sewer main is larger than 6 inches. If updates are made to the private sewer mains within Aurora Square, some of them would be larger than 8”.</p> <p><i>Water</i></p> <p>SPU has adopted a water system plan and considered City of Shoreline Zoning as of 2012 to help determine system needs; city zoning indicated a mixed use designation for the subject property (SPU Water System Plan 2013). SPU design standards indicate that fire flow is determined based on the City’s Fire Code and considered when issuing Water Availability Certificates. Until such time as the City implements its water utility, SPU will determine availability of services at the time of development (i.e. Certificates of Availability).</p>

Element of Analysis	Summary of Mitigation Measures
	<p>Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate water supply and fire protection. Shoreline also implements Chapter 13.05 SMC, Water and Sewer Systems Code, and applies King County codes and standards. As the City of Shoreline continues in its efforts to create a water utility, there will be updates to City standards as appropriate.</p> <p>The current water system infrastructure and supply are able to meet the additional residential and employment need. The water mains inside the study area are owned privately, and there would need to be coordination if the privately owned water mains need to be extended.</p>
<b>Schools and Parks</b>	<p><i>Parks</i></p> <p>The Planned Action includes a proposed bike path from Aurora Square westward to the Shoreline Community College and nearby Highland Terrace Elementary School, both of which have recreation facilities.</p> <p>In SMC 20.50.240 Site Design, Subsection G, the City requires multifamily open space at a rate of 50 square feet per dwelling unit and a minimum of 800 square feet.</p> <p>The City’s commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet.</p> <p>The City of Shoreline does not charge park impact fees. The City of Shoreline could use a fee in lieu approach to redirect a portion of the onsite open space towards a more centrally located public space within or adjacent to the Aurora Square property.</p> <p><i>Schools</i></p> <p>The City of Shoreline does not charge school impact fees. The District is preparing a Capital Facilities Plan, which may be the basis for charging impact fees in the future.</p>

Source: BERK Consulting, 2014

## 1.7 Significant Unavoidable Adverse Impacts

Considering the potential impacts and associated mitigation measures a summary of residual impacts is provided below.

### Land Use

The Action Alternatives would result in a greater intensity of land use, greater employment, the addition of residences in the study area and/or the introduction of new entertainment oriented land uses. Land would be used more intensively for urban uses and currently underutilized land would be converted to active use with the development of buildings with greater height and bulk. Under the action alternatives the overall land use pattern of the study area would change especially with the introduction of multifamily or entertainment oriented uses.

### Light and Glare

The Action Alternatives would result in increased light and glare as a consequence of new buildings, new and larger signs, increased vehicular traffic, and/or the introduction of new entertainment-oriented land uses. Land would be used more intensively for urban oriented uses and currently underutilized land would be converted to active use with an associated increase in light and glare generation normally associated with more intense redevelopment. Under the action alternatives the overall production of light and glare in the study area would change, especially with the introduction of multifamily or entertainment oriented uses.

## Transportation

Implementation of Alternative 2 or Alternative 3 would result in increased traffic in the study area. Forecasts of future traffic operations on the proposed transportation network show that Aurora Square CRA would meet concurrency standards for intersection LOS and roadway volume-to-capacity ratios. The proposed transportation improvements on Westminster Way N, N 155th Street and N 160th Street associated with the two action alternatives would result in temporary impacts during the construction of these facilities.

## Stormwater

Given the extensive development already in the study area and associated adverse impacts to surface waters from existing untreated runoff, it is expected that mitigation measures associated with redevelopment with either of the action alternatives would lead to an overall improvement of stormwater runoff quality from the study area. The No Action Alternative, with its minimal construction activity and no added impervious surface, would have no unavoidable adverse impacts from stormwater runoff. Under all alternatives, onsite flow control or downstream regional flow control facilities would be needed to meet City standards; offsite regional flow control would have cumulative benefits to the CRA study area, Shoreline Community College properties, and other development properties along Aurora Avenue N, which would have the ability to utilize LID practices.

## Sewer and Water

While future development will increase demand for sewer and water services in the study area, the application of mitigation measures in the form of infrastructure improvements are sufficient to assure adequate facilities at the time of development. No significant unavoidable adverse impacts to sewer or water service are anticipated.

## Schools and Parks

Future population and employment growth in the study area will continue to increase demand for parks and school public services on a local level. With application of mitigation measures no significant unavoidable adverse impacts are anticipated.



## 2.0 ALTERNATIVES

This Chapter provides a description of the proposal and alternatives compared and evaluated in this Draft Environmental Impact Statement (Draft EIS).

### 2.1 Introduction

In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this EIS. A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. The basic steps in designating a Planned Action are to prepare an EIS, designate the Planned Action area and projects by ordinance, and review permit applications for consistency with the ordinance (see RCW 43.21C.440 and WAC 197-11-164 to 172).

The proposed Planned Action Ordinance will be based on the Aurora Square CRA Renewal Plan, which under SEPA Rules constitutes a phased conceptual master plan that implements current zoning. The City is anticipated to approve a Planned Action Ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:

- transportation facilities for transit, pedestrian, and bicycles to support redevelopment;
- identifying opportunities for better pedestrian access to and from the CRA;
- opportunities and incentives for low-impact and eco-district<sup>3</sup> improvements;
- conceptual exploration of regional stormwater facilities and standard requirements;
- providing exceptional signage and way finding for the site (including sign code amendments); and
- creating “windows” to the site that will allow better interaction between pedestrians and businesses.

### 2.2 Background

#### Study Area

The study area is approximately 70 gross acres in size and located at the intersection of N 155th Street and Aurora Ave N. A study area map is provided below in Figure 2-1. The site is bounded by N 160<sup>th</sup> Street to the north, Aurora Avenue N to the east, Westminster Way, Fremont Avenue N and N 155<sup>th</sup> Street to the South, and Dayton Avenue N to the west.

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<sup>3</sup> The CRA describes the eco-district as follows: “Exceptional environmental wins are achieved when clusters of buildings work together to achieve sustainability in a ‘eco-district.’ The Aurora Square CRA provides sufficient size to experience economies of scale with cost-effective facilities and infrastructure, whether they be treating storm or waste water, providing clean power, or achieving other environmental goals.

Figure 2-1. Study Area: Aurora Square Community Renewal Area



Source: City of Shoreline 2013

## Current Conditions

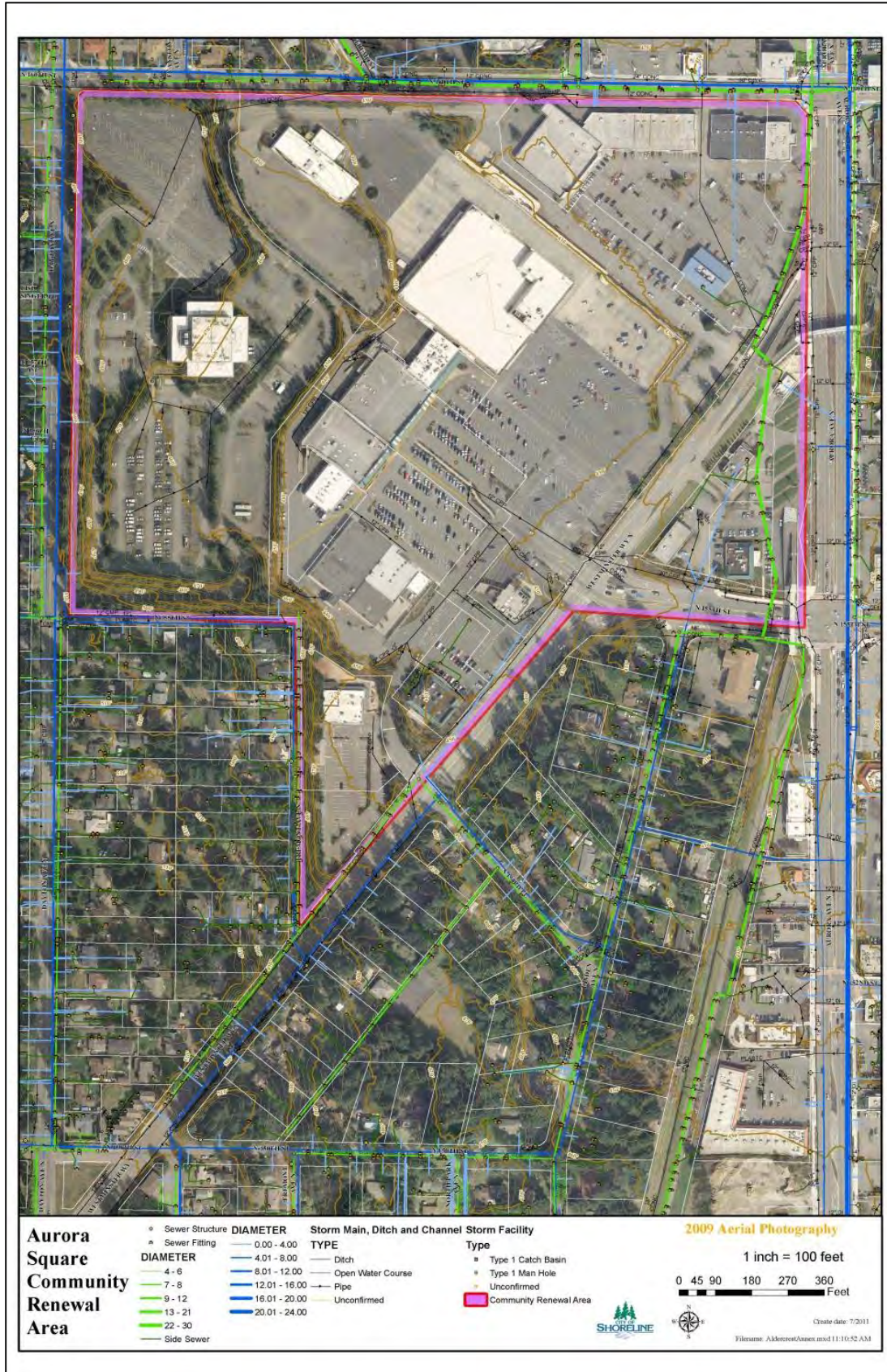
Most of the study area is in commercial use with a shopping center and surface parking. The western portion of the site contains offices of the Washington State Department of Transportation (WSDOT). There are 16 parcels owned by a number of persons and corporations. See Figure 2-2 and Figure 2-3.

Surrounding uses include multifamily to the north, commercial to the north and east, and single family residential to the south and west.

The property is designated Mixed Use 1 in the Comprehensive Plan, and zoned Mixed Business (MB). The MB zone is intended “to encourage the development of vertical and/or horizontal mixed-use buildings or developments along the Aurora Avenue and Ballinger Way corridors” (SMC 20.40.040.C).



Figure 2-2. Study Area: Current Development and Topography



Source: City of Shoreline 2013



**Figure 2-3. Current Site Photos: Commercial Areas Facing West (upper) and South (lower)**



Source: BERK Consulting 2014

## 2.3 Public Comment Opportunities

The City provided comment opportunities with a Determination of Significance and Scoping Notice issued August 14, 2014, for a 21-day comment period that closed on September 4, 2014 (see Appendix A). The Draft EIS is being issued with a 30-day comment period during which time written comments are being requested (see Fact Sheet). Following the Draft EIS issuance, the Final EIS will respond to public comments.

Public meetings and hearings on the Planned Action Ordinance and other code amendments (e.g. signs) will receive legislative review by the Planning Commission and City Council. Project related meetings and

comment periods are advertised at the project webpage:

<http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

## 2.4 Proposal Objectives

SEPA requires a statement of proposal objectives to guide the formulation of alternatives and their evaluation. The Aurora Square Planned Action objectives are consistent with the Aurora Square CRA Vision:

*Imagine an open, green plaza in the center of Shoreline, filled with sunbathing and studying students, young families watching their children run and play, an elderly couple enjoying a Central Market picnic, dogs wagging their tails, actors practicing their lines, and the sound of college-age buskers singing with an occasional clink as coins fall into a hat.*

*This is the backdrop to the busy comings and goings of shoppers and lunching workers who relish the time of their day that allows them to visit the renewed Aurora Square shopping center. It is a “one-stop” convenient shopping solution that provides dining, nightlife, and healthy-lifestyle options. It is a community gathering place, where a leg stretching walking easily turns into a serendipitous rendezvous with friends.*

*It is an environmentally sensitive district within walking distance of Metro’s Rapid-Ride bus service and the Interurban Trail: the intersection of life, study, entertainment, sustainability and retail.*

The vision is illustrated in the conceptual diagram in Figure 2-4, showing where added retail, office, residential, and entertainment development could occur. There are a variety of ways the current Comprehensive Plan and Zoning could be implemented to achieve an urban, mixed use, entertainment district character.

**Figure 2-4.Example Aurora Square Development Concept**



Source: City of Shoreline 2013

The vision is to be implemented by public and private investments. Some of the City investments proposed in the CRA Plan include the following – comments about how each strategy is addressed in the Planned Action EIS follows each bullet:

1. Analyze and account for environmental impacts of major redevelopment through a Planned Action or similar legislation which would allow future investors to eliminate the need for project-specific environmental review.

*This action item is addressed through the preparation of this EIS.*

2. Conduct a traffic analysis to determine how best to improve circulation on site.

*This action item is addressed through the preparation of this EIS.*

3. Establish a special overlay district that allows for special rules to encourage the creation of an entertainment district.

*The likely code amendments would address onsite and offsite changeable message signs advertising businesses at the center, and noise allowances for concerts and other special events.*

4. Explore how to encourage eco-district and low-impact development practices that can be cost-effectively implemented in the Aurora Square CRA.

*The EIS reviews conceptual stormwater management approaches including a regional facilities and onsite standards. The City would encourage heat exchange from in-building sewer and water infrastructure in private development; a cost effective scale of development would be allowed through redevelopment under the present zoning code.*

5. Re-brand Aurora Square and construct iconic signage for Aurora Square and Shoreline Community College.

*The EIS reviews potential amendments to the Shoreline sign regulations to achieve this strategy.*

6. Create developer agreements for public-private partnership projects in order to establish and promote the City's available resources.

*This is a strategy that would be implemented over time with willing landowners. The City would follow the requirements for such agreements in its municipal code and state law which generally require development agreements to be consistent with City plans and development regulations.*

7. Negotiate a contract for the construction of a world-class sound stage that brings jobs, offers employment opportunities, and generates positive activity.

*This strategy supports the entertainment district and is a future capital investment addressed conceptually through the land uses studied in this EIS.*

8. Place applicable Renewal Projects into the City's Capital Improvement Budget, Traffic Mitigation Plan, Budget, and Comprehensive Plan, and seek grants for infrastructure improvements in and around the CRA, especially for the improvement of N 160th Street.

*The EIS analyzes potential transportation and stormwater improvements and mitigation measures that could be formulated into capital projects as part of the City's Comprehensive Plan and Budget.*

Some activities would be invested in and incentivized by the City and implemented together with willing land owners and partners such as Shoreline Community College. These public and private activities include: adaptive reuse of buildings and redevelopment with commercial/residential uses, transportation improvements, eco-district and low impact development, and educational and entertainment venues.

## 2.5 Alternatives Description

### Overview

Three alternatives are under review in this Draft EIS:

- **No Action**, a SEPA Required Alternative. This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site.
- **Phased Growth**, assuming a moderate level of development, which introduces 500 dwelling units and adds up to 250,000 square feet of retail and office space beyond present development space.
- **Planned Growth**, a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.

Each alternative is addressed below.

### Alternative 1: No Action

Under Alternative 1, the No Action Alternative, the property would continue with retail and office uses. Mixed residential and commercial uses, though allowed by the Shoreline Municipal Code, would not occur. Present suburban style development with low floor area ratios (FARs)<sup>4</sup> would continue. Businesses may change within the buildings but would continue to focus on retail and office uses similar to the current mix. See Table 2-1 for a summary of the current building space and lot area at Aurora Square.

With Alternative 1 No Action, a Planned Action Ordinance would not be adopted, and sign code and noise regulation amendments would not be made. The No Action Alternative is consistent with the transportation projects identified in the City's *2014-2019 Transportation Improvement Plan* and *Transportation Master Plan*, but only assumes completion of improvements funded by the *2015-2020 Capital Improvement Plan*. The No Action Alternative includes the restriping N 160th Street from four to three lanes between Aurora Avenue N and Greenwood Avenue N in 2015.

Stormwater improvements would follow the City's design standards. Offsite regional facilities would not be provided.

**Table 2-1. Current Aurora Square Development and Lot Area**

Summary Use	Building Square Feet	Lot Area Square Feet	Floor Area Ratio
Office / Educational Space	143,386	777,484	0.18
Retail Space	439,339	1,605,541	0.27
Total	582,725	2,383,025	0.24

Source: King County Assessor 2014; BERK Consulting 2014

The No Action Alternative is a benchmark from which the other action alternatives can be compared.

### Alternative 2: Phased Growth

Under Alternative 2, residential development would be introduced at up to 500 dwelling units. Also, approximately 250,000 square feet of commercial retail or office development would be added to the site. Together the added space would result in a mixed use environment and increased shopping and professional space. The FAR would increase to 0.6, more than doubling the intensity on the site. To

<sup>4</sup> The gross floor area of all buildings or structures on a lot divided by the total lot area. (SMC 20.20.020)



achieve this, more parking would be structured and the expanse of surface parking would be reduced in favor of building space.

To incentivize this additional growth at Aurora Square a Planned Action Ordinance would be adopted which would mean additional SEPA review would not be required, and mitigation measures would be known in advance of the development application.

Sign code amendments would be made which could increase the area and height of signs to increase visibility and create a new brand for the center to help achieve the CRA strategy of: “Re-brand Aurora Square and construct iconic signage for Aurora Square and Shoreline Community College.”

Noise regulations would be amended to allow for concerts or events after 10:30 pm.

Proposed sign code amendments would reinforce Aurora Square as a destination retail and entertainment center and would:

- Allow signage offsite such as in or adjacent to the SR 99 right of way subject to City standards and applicable state requirements
- Allow changeable message signs including animation (e.g. University Village or Everett Mall examples) to advertise businesses and to attract movie goers
- Increase signage area, e.g. allowable area for freestanding and building signs would be increased
- Allow sign structures to be no higher than the height of buildings allowed by the zoning code
- Allow neon lighting
- Apply design guidelines for signs to reinforce the entertainment district as well as the City’s desired street character for Aurora Avenue N

Street improvements would be made to support multiple modes, improved access, and urban street characters that support a mixed use environment. Stormwater would be provided either onsite or preferably in a regional facility. Amendments to Shoreline’s Capital Facility Element and Capital Improvement Program to fold in transportation and stormwater improvements would also be considered.

This alternative is considered “phased” since it would not fully realize the development potential of the site, but would create a catalytic mixed use redevelopment that sets the stage for full transformation in Alternative 3. Alternative 2 allows the City to test potential redevelopment impacts and mitigation needs (e.g. transportation and stormwater) at a moderate level of growth.

### **Alternative 3: Planned Growth**

Alternative 3 would be similar to Alternative 2 except that 1,000 dwelling units and 500,000 square feet of commercial retail and office space would be added. This level of additional growth would increase the FAR to be more urban in character at 0.9.

As with Alternative 2, a Planned Action Ordinance and sign code and noise regulation amendments would be adopted as part of Alternative 3 to help stimulate growth. Further, multimodal transportation improvements and the option to consider onsite or offsite regional stormwater would be made as per Alternative 2.

### **Comparison of Alternative Growth Levels**

Adding the proposed commercial space to the present space and assuming 800-1,000 square feet per dwelling unit on average, the range of total building space and FAR is presented in Table 2-2.

**Table 2-2. Comparison of Alternative Building Space and Floor Area Ratio**

Alternative	Projected Building Square Feet	Lot Area Square Feet	FAR
Alternative 1	582,725	2,383,025	0.2
Alternative 2	1,332,725	2,383,025	0.6
Alternative 3	2,082,725	2,383,025	0.9

Source: King County Assessor 2014; BERK Consulting 2014

## Transportation Improvements

Each alternative includes improvements to sidewalks and pedestrian facilities that will promote use of non-motorized travel and provide better connections to transit.

The No Action Alternative is consistent with the transportation projects identified in the City’s 2014-2019 *Transportation Improvement Plan* and *Transportation Master Plan*, but only assumes completion of improvements funded by the 2015-2020 *Capital Improvement Plan*. The No Action Alternative includes the restriping N 160th Street from four to three lanes between Aurora Avenue N and Greenwood Avenue N in 2015.

Transportation improvements are needed to serve the Aurora Square study area and to encourage the economic renewal of the Aurora Square CRA. Alternatives 2 and 3 include additional improvements to Westminster Way N and the N 155th Street/Westminster Way N intersection. Based on the mix of land uses in the study area and the area’s 2030 traffic volumes, preliminary designs were developed for each corridor showing proposed changes to lane channelization and the location of sidewalks and bicycle facilities. The improvements are the same for Alternatives 2 and 3. The specific projects include:

- **N 160th Street between Dayton Avenue N and Aurora Avenue N.** The planned improvements include three travel lanes, sidewalks, and a two-way cycle track facility on the south side of the street.
- **Westminster Way N between N 155th Street and Aurora Avenue N.** The planned improvements would reconfigure this segment of Westminster Way N to a 2-lane roadway with sidewalks and on-street parking for adjacent land uses. The south segment of Westminster Way N would be parallel parking and the north segment would be angled parking.
- **Westminster Way N between Fremont Avenue N and N 155th Street.** This segment of Westminster Way N would remain a 4-5 lane facility. Frontage improvements would include improved sidewalks and revised intersection and roadway channelization.
- **N 155th Street between Westminster Way N and Aurora Avenue N.** Frontage improvements would include improved sidewalks and revised intersection and roadway channelization.
- **Aurora Avenue N between N 160<sup>th</sup> Street and Westminster Way N.** Add a two-way bicycle facility behind the existing sidewalk along Aurora Avenue N to connect the Interurban Trail to the planned cycle track on N 160<sup>th</sup> Street.
- **Improvements to Aurora Square study area access.** This would include:
  - Close the southbound Aurora Avenue N right-turn “slip lane” to Westminster Way N and construct a new roadway connection at N 156th Street/Aurora Avenue N that would connect Westminster Way N and Aurora Avenue N. This access would be limited to southbound right turns inbound and eastbound right turns outbound.

- Construct a new intersection along N 160th Street to provide access to the CRA. Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160<sup>th</sup> Street. The design of this north/south internal street would determine the location of the new intersection and its relationship to the intersections at Fremont Avenue N and Linden Avenue N. The redeveloping CRA properties may be required to construct a signal at the new intersection if signal warrants are met per the Manual for Uniform Traffic Control Devices.

Preliminary transportation improvement concepts have been preliminarily developed and are included in Appendix B.

## Regional Stormwater

Each development proposal will be required by City of Shoreline code to comply with the current version of the Department of Ecology's Stormwater Management Manual for Western Washington. The current version of this manual was published in 2012 and includes requirements to incorporate LID techniques, facilities to treat runoff from pollution-generating impervious surfaces, and flow control facilities.

Of these three stormwater management components, it is anticipated that flow control will be the most costly to implement, because current standards require retrofitting both new and replaced impervious surfaces on development sites so that rates of runoff mimic those of a pre-development, forested condition. In areas such as the study area that, due to underlying soil conditions, are not expected to have significant capacity to infiltrate stormwater, this level of flow control is typically accomplished using detention facilities such as open ponds or underground tanks or vaults. With the high intensity of land use that would accompany either of the two action alternatives, underground concrete vaults would be the most likely method used for flow control.

With flow control being a significant cost that could have the effect of discouraging the type of redevelopment described in the action alternatives, the City has begun to explore regional flow control options that could be achieved at a lower cost while providing an equivalent or greater flow control benefit. Two regional flow control options are currently being explored, both of which are located on Shoreline Community College (SCC) property in the vicinity of the College's Greenwood parking lot and the City's M1 Dam regional detention facility (see Section 3.4 for locations and analysis). See also Appendix C for a Stormwater Concept Report.

## Future Alternatives

Following the Draft EIS publication and review of comments, the City may define a preferred alternative in the range of the Draft EIS analysis, or continue to advance the range of alternatives from the Draft EIS. The preferred alternative may combine elements of one or more alternatives or identify a particular amount or mix of growth.

## 2.6 Planned Action Ordinance

A planned action provides more detailed environmental analysis during the early formulation stages of planning proposals rather than at the project permit review stage. Future development proposals consistent with the planned action ordinance do not have to undergo an environmental threshold determination, and are not subject to SEPA appeals when consistent with the planned action ordinance including specified mitigation measures. Planned actions still need to meet the City's development regulations and to obtain necessary permits.

According to the SEPA law and rules, a planned action is defined as a project that has the following characteristics:

1. *Is designated a planned action by ordinance or resolution adopted by a GMA county/city;*

2. *Has had significant environmental impacts addressed in an EIS, though some analysis can be deferred at the project level pursuant to certain criteria specified in the law;*
3. *Has been prepared in conjunction with a comprehensive plan, subarea plan, a fully contained community, a master planned resort, master planned development, a phased project, or in conjunction with subsequent / implementing projects;*
4. *Is located within an urban growth area;*
5. *Is not an essential public facility, as defined in RCW 12.36.70A.200, unless an essential public facility is accessory to or part of a residential, office, school, commercial, recreational, service, or industrial development that is designated a planned action; and*
6. *Is consistent with a comprehensive plan or subarea plan adopted under GMA.*

The jurisdiction must include a definition of the types of development included, but has options to limit the boundaries and to establish a time period during which the planned action will be effective.

Review of a planned action is intended to be simpler and more focused than for other projects. If the PAO is adopted, the City would follow the applicable procedures contained in the ordinance to determine if the proposed project impacts are consistent with the EIS. When a permit application and environmental checklist are submitted for a project that is being proposed as a planned action project, the City must first verify the following:

- The project meets the description of any project(s) designated as a planned action by ordinance or resolution.
- The probable significant adverse environmental impacts were adequately addressed in the EIS.
- The project includes any conditions or mitigation measures outlined in the ordinance or resolution.

If the project meets the above requirements, the project qualifies as a planned action project and a SEPA threshold determination is not required. However, City actions (i.e., the permit process) are still applicable.

Appendix D contains a draft of the PAO applicable to Alternatives 2 and 3 including the information on the draft process and the parameters used to determine consistency with EIS assumptions.

## 2.7 Municipal Code Amendments

### Sign Code

Shoreline proposes to amend its sign code to attract residents and visitors to the mixed use entertainment district. Table 2-3 and Table 2-4 below shows the existing and proposed sign changes. A property may use a combination of the types of signs listed below.

A concept for a changeable message sign is also provided in Figure 2-5.

**Table 2-3. Current and Proposed Sign Code Criteria for Aurora Square CRA**

	<b>Current Code (MB Zone)</b>	<b>Proposed Code (Aurora Square CRA)</b>
<b>Monument Signs</b>		
Maximum Area per Sign Face	100 square feet	100 square feet
Maximum Height	12 feet	12 feet
Maximum Number Permitted	<ul style="list-style-type: none"> <li>▪ 1 per street frontage - or -</li> <li>▪ Two per street frontage if the frontage is greater than 250 feet. and each sign is minimally 150 feet. apart from other signs on same property.</li> </ul>	Monument signs are for way-finding only. No individual business or tenant to be allowed on monument signage except as placement on tenant panels within the way-finding system.
Illumination	Permitted	Permitted
<b>Building Mounted Signs</b>		
Maximum Sign Area	<ul style="list-style-type: none"> <li>▪ 50 square feet (Each tenant)</li> <li>▪ 10 square feet (Building Directory)</li> <li>▪ 25 square feet (Building Name Sign)</li> </ul>	15% of building fascia with a maximum of 500 square feet
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.	Not to project above the roof line
Number Permitted	1 per business per facade facing street frontage or parking lot.	Allowed Sign Area may be broken down into multiple signs, provided the aggregate area remains equal or less than 15%.
Illumination	Permitted	Permitted
<b>Under-Awning Signs</b>		
Maximum Sign Area	12 square feet	12 square feet
Maximum Clearance from Grade	9 feet	9 feet
Maximum Height (feet)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended
Number Permitted	1 per business per facade facing street frontage or parking lot.	1 per business entrance or frontage
Illumination	Permitted	Permitted
<b>Driveway Entrance/Exit</b>		
Maximum Sign Area	8 square feet	
Maximum Height	48 inches	
Number Permitted	1 per driveway	Not Applicable to Aurora Square CRA.
Illumination	Permitted	

Source: SMC 20.50.540(G); City of Shoreline, 2014



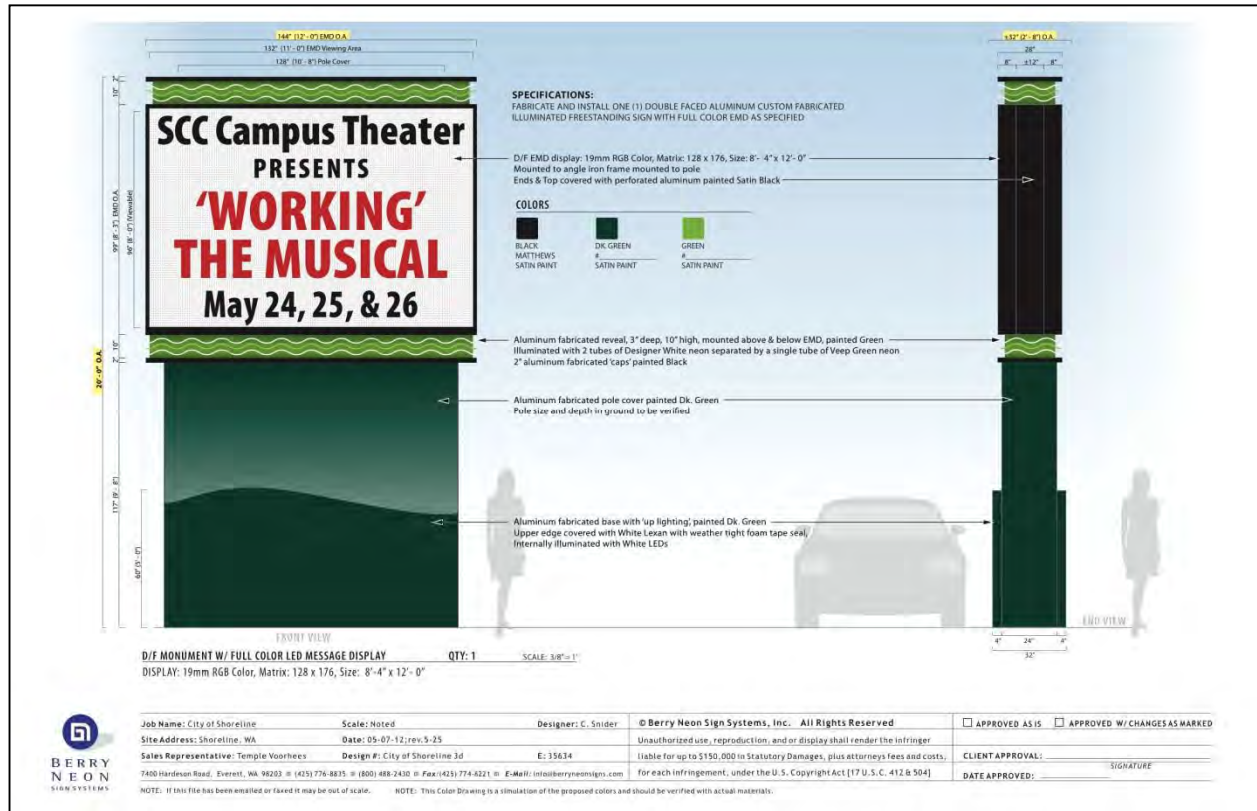
**Table 2-4. Additional Sign Code Criteria for Aurora Square Overlay**

<b>Additional Sign Criteria for Aurora Square Overlay</b>	
<b>Projecting Signs</b>	
Maximum Sign Area	10% of a tenant's allotted wall sign area may be utilized for one or more projecting signs.
Maximum Height	Not to exceed the highest point of the building to which it is attached.
Number Permitted	One (1) projecting sign per tenant, per fascia.
Illumination	Required
<b>Pylon Signs</b>	
Maximum Sign Area	300 square feet
Maximum Height	25 feet
Number Permitted	Aurora Square CRA is permitted up to three (3) pylon signs.
Illumination	Required
<b>Miscellaneous</b>	
Neon and LED	Visible neon tubing is permitted as a sign element within the Aurora Square CRA Overlay District. Visible neon or LED outline lighting is also permitted.
Electronic Messaging	Electronic Messaging signage is allowed only on Pylon Signs.
Definition of On-site Signage	The Aurora Square Overlay District is comprised of the entire area -- including right-of-way--that was designated as the Aurora Square Community Renewal Area. For establishments located within the Aurora Square Overlay District, any signage located within the Aurora Square Overlay District is considered "on-site."
Movie and Event Advertising	Temporary banners of any size are permitted for advertising movies or events within the Aurora Square Overlay District.

Source: City of Shoreline, 2014

The proposed amendments to the sign code would be specific to the Aurora Square CRA and function as an overlay. There would be larger sizes allowed of building mounted signs, additional projecting and pylon sigs, and electronic messaging and other forms of illumination allowed consistent with an entertainment district atmosphere.

Figure 2-5. Example Conceptual Changeable Message Sign



Source: Berry Neon 2014

## Noise Standards – Entertainment District Overlay

Under Alternatives 2 and 3, the City would amend its noise regulations in SMC Chapter 9.05 to allow concerts and other entertainment to occur after 10:30 pm, extending to 11 pm Sunday through Thursday and midnight on Friday and Saturday.

## 2.8 Benefits and Disadvantages of Delaying Proposed Action

As described in the Community Renewal Plan, the Aurora Square is considered economically blighted.

*“On September 4, 2012, the Shoreline City Council designated Aurora Square as a Community Renewal Area after finding that it qualified as economically blighted according to most of the qualifying conditions defined in RCW 35.81: old, obsolete buildings, defective or inadequate street layout, faulty lot layout, excessive land coverage, diversity of ownership, and connectivity problems.”*

Delay of the proposed action would continue present built environment conditions, delay transition to a mixed use character, delay multimodal transportation and circulation improvements onsite and offsite, and delay improvement to stormwater quality through redevelopment. Delay of the proposed action would mean less potential for light and glare emanating from new signage and more intensive buildings. Special events and concerts would not occur and the present noise standards would not change.

## 3.0 AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, AND MITIGATION MEASURES

### 3.1 Land Use

This section addresses current and proposed land uses within the Aurora Square study area.

#### Affected Environment

##### Current Land Uses – Aurora Square CRA

This section describes the existing land use patterns and zoning within the Aurora Square. Uses include an array of commercial, retail, and mixed uses. The CRA is comprised of 16 parcels and occupies a 70-acre site across a sloping topography, including parcels and abutting rights of way. The map in Figure 3-1 shows the present use of tax parcels; land use component areas and year built are illustrated in Figure 3-2.

Table 3-1 gives the acreage breakdown by present use for the CRA study area.

**Table 3-1. Percent Present Use within Aurora Square CRA**

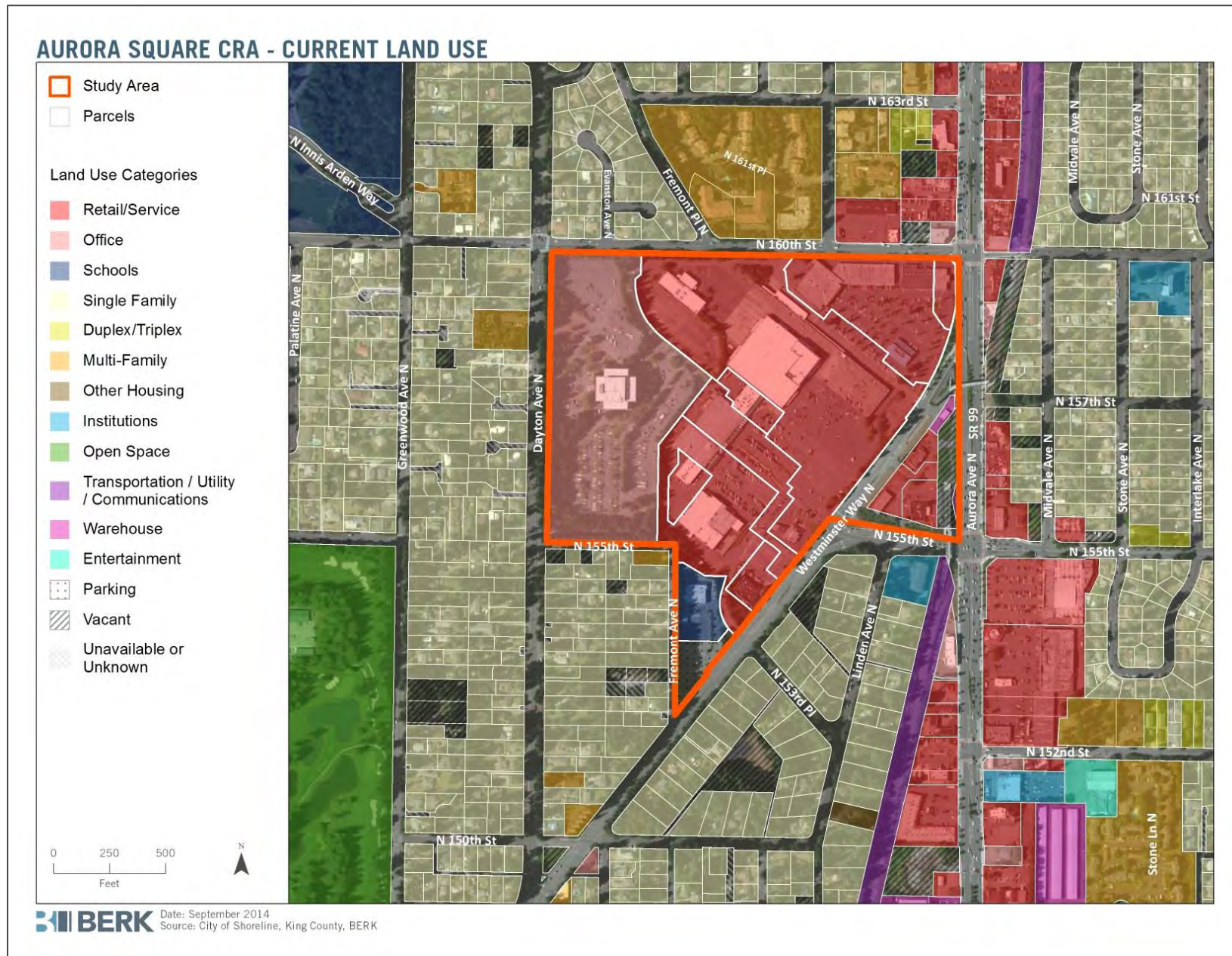
Present Use Categories	Acres	Percent
<b>Commercial/Mixed-Use</b>	<b>52.4</b>	<b>74.8%</b>
Shopping Center (Major Retail)	17.2	32.9%
Office Building	15.2	29.0%
Retail Store	7.7	14.7%
Shopping Center (Neighborhood)	5.7	10.9%
Grocery Store	2.9	5.6%
Restaurant/Lounge	1.6	3.0%
Parking (Assoc)	1.0	1.9%
Retail (Line/Strip)	0.6	1.2%
Restaurant (Fast Food)	0.4	0.7%
<b>Major Institution And Public Facilities/Utilities</b>	<b>1.6</b>	<b>2.3%</b>
School (Private)	1.5	93.1%
Utility, Public	0.1	6.9%
<b>Vacant</b>	<b>1.0</b>	<b>1.4%</b>
Vacant (Commercial)	1.0	100.0%
<b>Industrial</b>	<b>0.2</b>	<b>0.2%</b>
Warehouse	0.2	100.0%
<b>Right-of-Way</b>	<b>14.8</b>	<b>21.1%</b>
Right-of-Way	14.8	100.0%
<b>Total</b>	<b>70.0</b>	<b>100.0%</b>

Source: King County Assessor 2014; BERK Consulting 2014

The current CRA site is a commercial, retail, and office space developed in phases between 1967 and 1988. Topographically the site descends over 80 feet in elevation from over 500 feet at its western and southwest edges to less than 420 feet at its eastern and northeastern ends. Both the separate and periodic approach to development over time as well the site topography have informed the current array of component land use areas that function relatively independent of one another as shown in Figure 3-2.



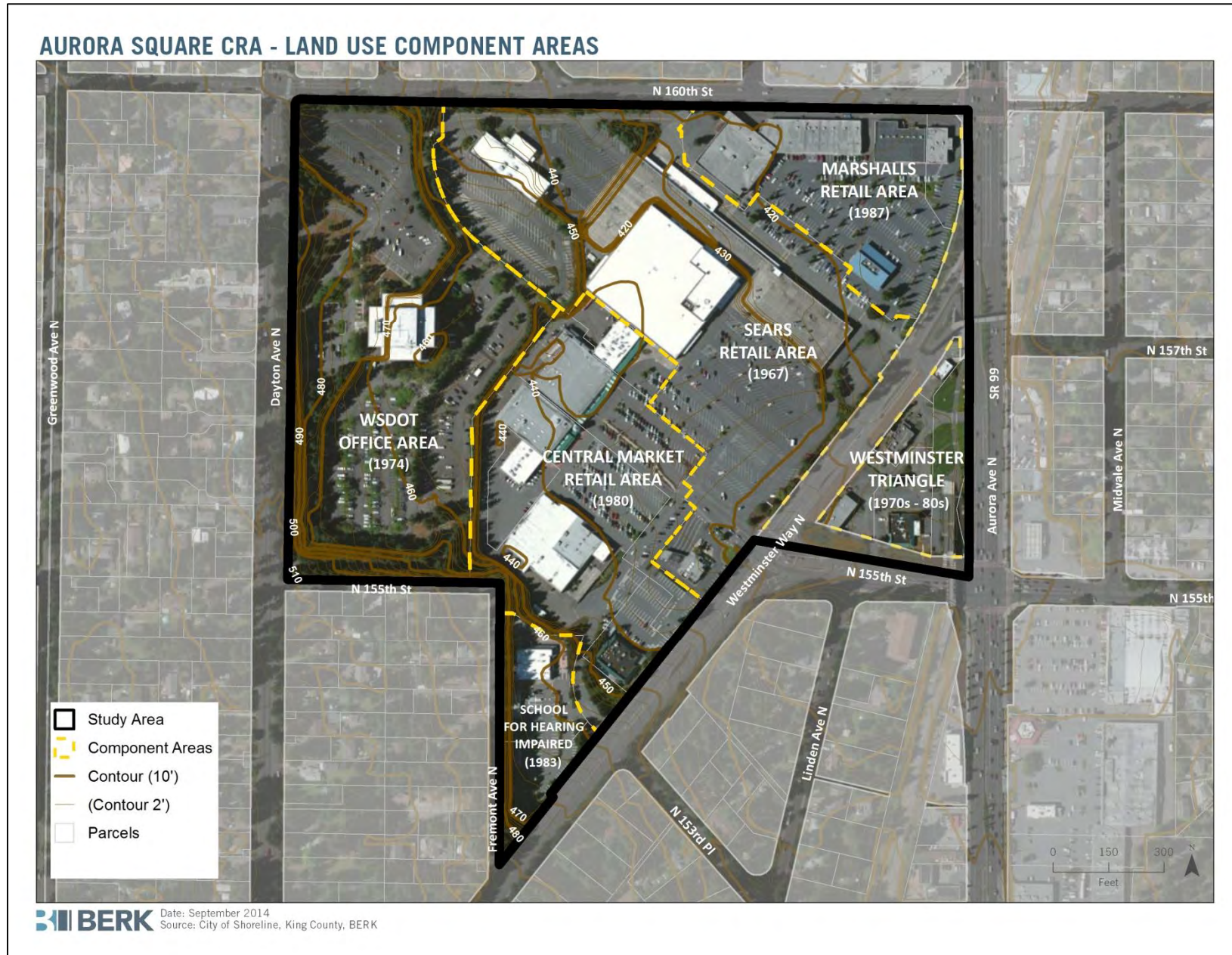
Figure 3-1. Study Area Current Land Use



Source: City of Shoreline 2014; King County 2014; BERK Consulting 2014



Figure 3-2. Land Use Component Areas



Source: City of Shoreline 2014; King County 2014; BERK Consulting 2014

Office and retail uses are the predominant land use types on the site with approximately 95% of the property devoted to these types of land use. The main commercial and retail area is bordered by the WSDOT office site to the west, N 160<sup>th</sup> Street to the north, Aurora Avenue N to the east and Westminster Way N to the south. Within this area, there are three distinct retail nodes: Sears, Central Market retail area, and the Marshalls retail area.

The largest retail area is the Sears department store built in 1967 which diagonally extends almost fully across the CRA site. The Sears building is about 311,600 square feet in area and is between one and three stories tall. There is surface as well as roof top parking. The size and length of the Sears building acts as a physical barrier between the Marshalls retail area to the northeast and the Central Market retail area to the southwest.

The Central Market retail area is to the southwest of Sears, west of Westminster Way N and east of the WSDOT office building. This portion of the CRA contains approximately 83,000 square feet of one story commercial and retail space including Central Market Shoreline grocery, Bank of America, Tropical Tan, French Nail Salon, Sport Cigars, Super China Buffet, US Bank, and a Salvation Army retail location. This retail area was developed in 1980 and includes surface area parking.

The Marshalls retail area is comprised of three one story buildings totaling about 30,000 square feet in space. These buildings were built between 1986 and 1987. Retailers include Marshalls, Pier 1 Imports, Subway, Value Pet Clinic, Shake and Go, Yoon's Yoga Bliss, CKO Kickboxing, Value Pet Clinic, Aaron Brothers Art and Frame, and Hopelink Foodbank. This area of the CRA also contains surface parking dotted with deciduous trees.

The WSDOT office building is located on a lot west of the Central Market retail area and is bordered by N 155<sup>th</sup> Street to the south, Dayton Avenue N to the west and N 160<sup>th</sup> Street to the north. The WSDOT lot is physically separated from the adjacent retail area by a steep slope that extends nearly the length of the CRA property from north to south. The six story building contains about 134,030 square feet and sits within a surface parking lot which contains strips of deciduous and evergreen trees. Currently, WSDOT is constructing a 16,200 square feet building located immediately north and adjacent to the existing WSDOT building. The new building will house its new Traffic Management Center.

The private Northwest School for Hearing-Impaired Children is situated on the southern extent of the CRA site and is bordered by Fremont Avenue N to the west, Westminster Way N to the south and east, and by the Central Market retail area to the north. Including a garage structure, the site contains 9,400 square feet of building space and was developed in 1983. The school itself is sited on a small plateau above the adjacent retail areas.

A triangular area in the southeast corner of the CRA is flanked by Westminster Way N to the west, N 155<sup>th</sup> St to the south, and Aurora Ave N to the east. This area was developed between 1977 and 1988 and is comprised of four buildings totaling approximately 15,000 square feet. All of the buildings are currently vacant. Previous uses included Denny's restaurant, a Dairy Queen, Sherwin Williams, and a Pizza Hut. This triangular site also serves as a connecting node for the Interurban Trail via pedestrian/bike bridges passing over N 155<sup>th</sup> Street to the south and Aurora Avenue N to the east. There is surface parking on the site. Transmission wires overhead, parking, as well as the Interurban Trail are located in the Seattle City Light right-of-way immediately to the east.

Collectively, the current development on the CRA site contains a total of 582,725 square feet of building space and reflects an overall suburban style development with a low floor area ration (FAR)<sup>5</sup> of 0.24 as shown in Table 3-2 and illustrated in Figure 3-3 .

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<sup>5</sup> The gross floor area of all buildings or structures on a lot divided by the total lot area (SMC 20.20.020)



**Table 3-2. Current Aurora Square Development and Lot Area**

<b>Summary Use</b>	<b>Building Square Feet</b>	<b>Lot Area Square Feet</b>	<b>Floor Area Ratio</b>
Office / Educational Space	143,386	777,484	0.18
Retail Space	439,339	1,605,541	0.27
Total	582,725	2,383,025	0.24

Source: King County Assessor 2014; BERK Consulting 2014

Surrounding land uses and patterns also vary by location as shown in Figure 3-1. Single family residential uses are mainly concentrated around the study area from the intersection of Fremont Place N and N 160<sup>th</sup> Street to the north and then wrapping to the west and south toward the intersection of Westminster Way N and N 155<sup>th</sup> Street. A cluster of multi-family residential buildings are located north of the site and east of the intersection of Fremont Place N and N 160<sup>th</sup> Street. Two individual, smaller multi-family developments are located respectively to the west and south of the CRA. On N 160<sup>th</sup> Street between Linden Avenue N and Aurora Avenue N there are commercial uses including restaurants, and convenience and service retail.

East of the property along Aurora Avenue N a mix of commercial and retail uses extends between the intersections of N 155<sup>th</sup> Street and N 160<sup>th</sup> Street and includes a grocery store retail complex, gas stations, used car dealerships, restaurants and a variety of small businesses. Additionally, the right-of-way that contains large utility poles, heavy transmission wires, and portions of the Interurban Trail at its southeastern edge continues north and south from the corner of N 155<sup>th</sup> Street and Aurora Avenue N. A church is located across from the CRA site on the southeast corner of N 155<sup>th</sup> Street and Linden Avenue N.

There are three additional notable land uses within a quarter mile of the CRA site. Highland Terrace Elementary School is located northwest of the site at the intersection of N 160<sup>th</sup> Street and 1<sup>st</sup> Avenue NW. Shoreline Community College is also located northwest of the CRA site and occupies a large area north of the intersection of N 160<sup>th</sup> Street and Greenwood Avenue N. The Seattle Golf and Country Club is located southwest of the CRA site.

**Figure 3-3. Site Photos**

<p>View of Central Market , Near Westminster Way N Entrance</p> 	<p>View of Sears, Near N 160<sup>th</sup> St Entrance</p> 	<p>WSDOT Office Building, North of N 155<sup>th</sup> St</p> 
<p>Northwest School for Hearing-Impaired Children, North of Westminster Way N</p> 	<p>View of Strip Mall on Site near Marshalls, Southwest Corner of N 160<sup>th</sup> St and Aurora Ave N</p> 	<p>View of Denny's Restaurant, N 155<sup>th</sup> St and Aurora Avenue N</p> 

Source: BERK Consulting 2014; Google Earth 2014

## Planned Land Uses

The Shoreline Comprehensive Plan generally directs future land use over the long term. The Comprehensive Plan land use map designates the majority of the CRA property as Mixed-Use 1 (MU1) with a small portion of the property designated as Public Facilities (PF) reflecting the utility right of way north of N 155<sup>th</sup> Street and adjacent to Aurora Avenue N. The map in Figure 3-4 shows the current Comprehensive Plan land use designations both within and around the study area.

The City's Comprehensive Plan's Land Use Element defines the MU1 designation as one that "encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions." The Plan states that the Public Facilities land use designation "applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment." The MU1 and PF designations respectively represent 98% and 2% of the CRA study area excluding street right of ways.

Under Countywide Planning Policies (2012), the City is to provide capacity for 5,000 dwelling units and 5,000 jobs and its zoned capacity is more than sufficient to provide for the growth. The City's assumptions for the spread of the 5,000 dwellings and 5,000 jobs assumed about 373 dwelling units and 2,078 jobs at Aurora Square.

## Zoning

The City of Shoreline's zoning reflects the planned and allowed uses with the study area and implements the City's Comprehensive Plan. Figure 3-5 maps the current zoning within the study area as well the surrounding area. Similar to the Comprehensive Plan designations, the study area contains two zoning designations: Mixed Business (MB) and Parks. Excluding street rights-of-way the MB designation covers approximately 98% of the study area while the remaining 2% is dedicated for park use (the Interurban Trail). The purpose of MB zoning is "to encourage the development of vertical and/or horizontal mixed-use buildings or developments along the Aurora Avenue and Ballinger Way corridors" (SMC 20.40.040).

The MB zoning designation for the study area matches and complements the Comprehensive Plan. The MB designation allows for a variety of land uses including apartments, hotel/motels, commercial, retail, office, movie theaters, and performing arts theaters. Outdoor performance centers are also allowed under the MB designation via a special use permit.

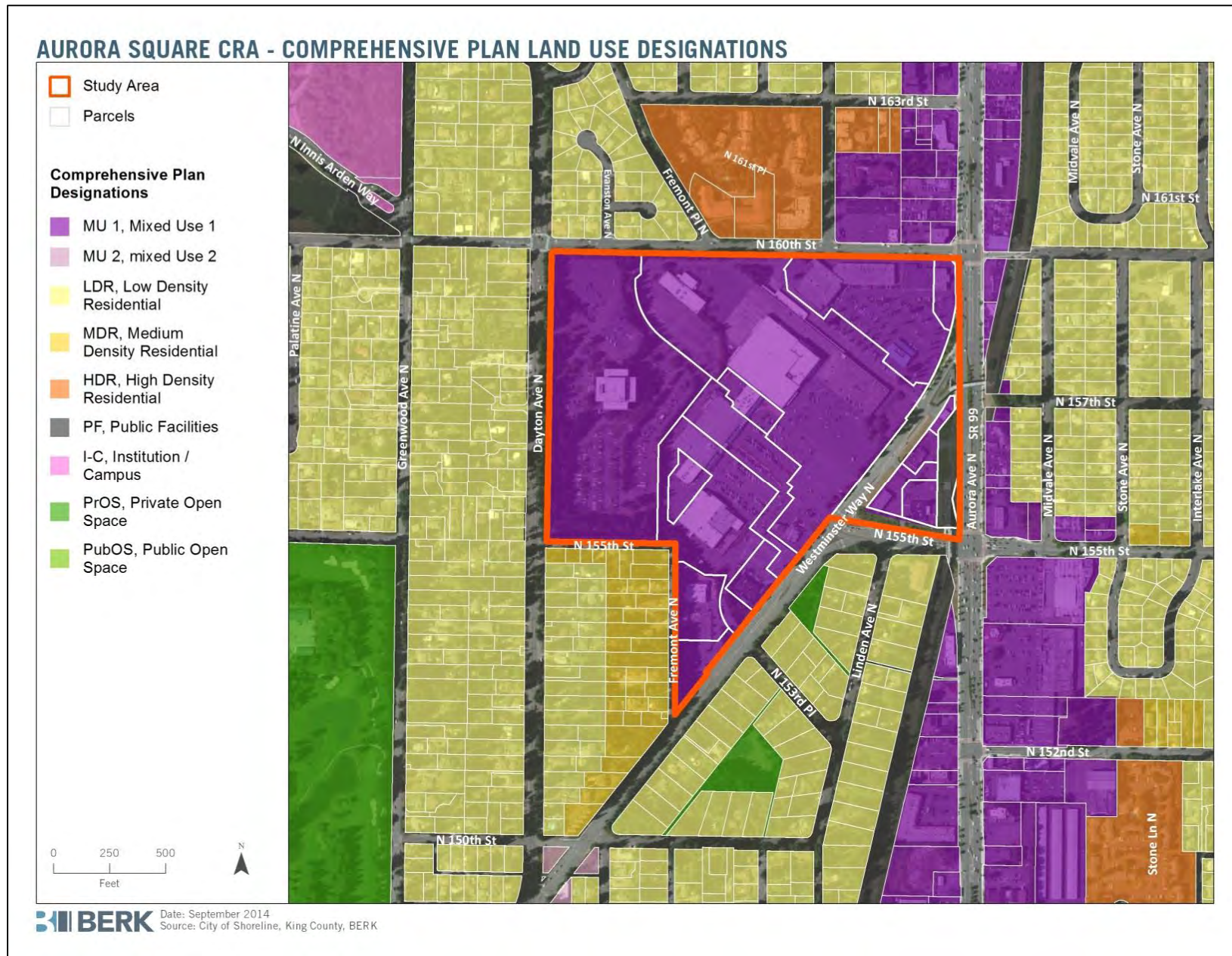
Maximum building height for any use in the MB zone is 65 feet.<sup>6</sup> MB regulations limit heights directly across street rights-of-way from R-4, R-6, or R-8 zones to 35 feet for 10 feet horizontally from the required building setback and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height allowed (SMC 20.50.021). There are additional density bonuses available for multifamily residential buildings up to a maximum of 50 % above the underlying base density when affordable housing units are provided as part of the development (SMC 20.40.230).

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<sup>6</sup> Heights reported in this Draft EIS are measured above average building elevation.



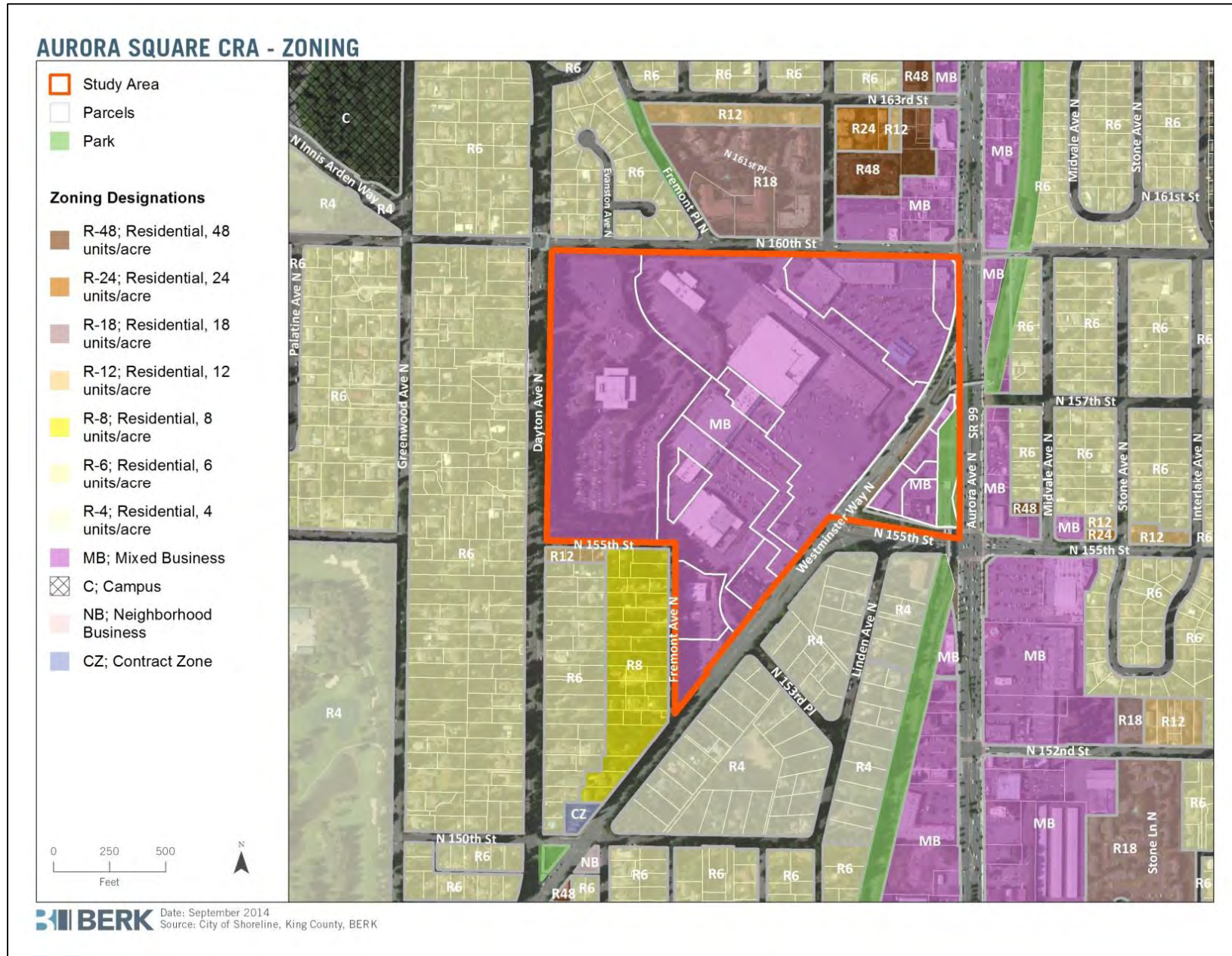
Figure 3-4. Comprehensive Plan Map



Source: City of Shoreline, BERK Consulting 2014



Figure 3-5. Current Zoning Map



Source: City of Shoreline, BERK Consulting 2014

## Significant Impacts

This section reviews the impacts of land use changes including the conversion of land uses, the increased intensity of development that could occur, and the compatibility of adjacent land uses.

### Impacts Common to All Alternatives

Adding the proposed commercial and residential space to the present space and assuming 800-1,000 square feet per dwelling unit on average, the range of total building space and different FAR across alternatives is presented in Table 3-3.

**Table 3-3. Comparison of Alternative Building Space and Floor Area Ratio**

Alternative	Projected Building Square Feet	Lot Area Square Feet	FAR
Alternative 1	582,725	2,383,025	0.2
Alternative 2	1,332,725	2,383,025	0.6
Alternative 3	2,082,725	2,383,025	0.9

Source: King County Assessor 2014, BERK 2014

All alternatives would result in a predominant commercial and retail character. Alternatives 2 and 3 would provide for a mixed use commercial and residential character.

### Alternative 1: No Action

This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site. The study area would remain and continue to be auto oriented in use.

Under Alternative 1, the No Action Alternative, the property would continue with retail and office uses without the addition of any multifamily developments. Mixed residential and commercial uses, though allowed by the Shoreline Municipal Code, would not occur; while such uses are possible under the City regulations this alternative assumes that there would be a continuation of present types of uses as a benchmark for other alternatives. Present suburban style development with a low FAR would continue. Businesses may change within the buildings but would continue to focus on retail and commercial uses similar to the current mix. See Table 3-2 for a summary of the current building space and lot area at Aurora Square.

With Alternative 1 No Action, a Planned Action Ordinance would not be adopted, and sign and noise code amendments would not be made. The No Action Alternative is not expected to cause significant direct or indirect impacts. In the absence of a Planned Action Ordinance, development that is not exempt from SEPA would conduct their own site specific incremental reviews.

### Alternative 2: Phased Growth

Under Alternative 2, a mixed use environment would be created with residential development introducing up to 500 dwelling units. Additionally, approximately 250,000 square feet of commercial retail or office development would be added to the site. This alternative is considered “phased” since it would not fully realize the development potential of the site, but would create a catalytic mixed use redevelopment that sets the stage for full transformation in Alternative 3. Alternative 2 allows the City to test potential redevelopment impacts and mitigation needs at a moderate level of growth.

### Conversions of Land Uses

Together the added space would result in a mixed use environment including new multifamily residential development and increased shopping, commercial and office use. In terms of residential space, a total of up to 500 dwelling units would be introduced to the site including potential new student housing to support nearby Shoreline Community College. The influx of permanent residents on the property would alter the character of the site to include more pedestrian and recreationally focused activities during the day but especially during nights and weekends. In addition, the introduction of new



pedestrian pathways connecting new development across the site as well as creating new connections with the surrounding area, including Shoreline Community College, would increase the activity on the site as more pedestrians and nearby residents would use these new lines of access.

Jobs would increase from the estimated 1,528 existing jobs (per the City's Transportation Master Plan) for the subject study area to 2,361 jobs.

Beyond traditional retail shopping and commercial options, potential new entertainment uses would also be introduced to the site including a movie theater or an outdoor performance venue. Together with added retail space, new entertainment oriented uses would draw more visitors to the site and increase both pedestrian activity and energy on the property, especially in the evenings and on weekends and holidays. New restaurants would also likely be developed on site to serve the increased number of visits by shoppers, entertainment seekers, office workers, and new residents. Together these changes in development and land use would further increase the overall potential future appeal of the CRA property as a destination site.

With the introduction of new multifamily residential buildings and especially new entertainment land uses, in particular an outdoor performance venue or a movie cinema, noise and light generated from the study area would increase. Noise and lights from outdoor theatrical and musical performances as well as lights related to new signage and related advertising would act as sources of increased noise and light production. Physical siting of these uses to orient away from sensitive uses (e.g. single family homes) as well as the application of design guidelines would help reduce these potential impacts.

### **Changes in Intensity and Height**

Under the Phased Growth Alternative, the FAR would increase to 0.6, more than doubling the current land use intensity on the site. This increased level of land use intensity would be realized through more structured parking, reduced surface parking in favor of building space, and taller structures up to 65 feet in height. The bulk of new structures developed under this alternative would also increase.

Redevelopment of the study area under Alternative 2 would result in a more uniform development intensity across the site as large areas of surface parking would be transformed into new physical structures with height and bulk. New development created as part of Alternative 2 would be more uniformly distributed across the site reflecting a departure from the current form of centrally located development surrounded by large areas undeveloped and often vacant surface parking. Redevelopment would increase the amount of area covered by buildings, structured parking, and plazas or other pedestrian-oriented gathering places including a potential outdoor performance space.

### **Land Use Compatibility**

Changes in land use would result in some new types of development in or adjacent to areas where they were not previously allowed, possibly creating use compatibility issues.

In terms of residential use, adding multifamily development would introduce a new land use to the site itself. If new multifamily development were created along N 160<sup>th</sup> Street or Aurora Ave N there would be little to no anticipated incompatibility of land uses as these areas already contain multifamily structures or retail and commercial space. If multifamily development were to be located across from existing single family development to the west and south of the study area, a potential would exist for compatibility issues in the form of increased pedestrian activity, traffic, and the creation of larger built structures adjacent to smaller single family residences.

Increased commercial and retail uses on the property would complement and enhance the existing mix of retail and commercial uses. The addition of more traditional retail uses such as shopping or new restaurants would be compatible with existing uses. More retail and commercial use would increase the potential for overall intensity of use including traffic and greater use during the evenings and weekends.

A new movie cinema, live theater, or outdoor performance space would introduce a new entertainment oriented type of use to the study area. In terms of physical compatibility with surrounding land uses, these types of uses would introduce new building heights and bulk to the area. Entertainment oriented uses would not only increase the level of noise and light generated by the property but also increase the number of visitors to the site especially during the evenings, weekends, and holidays.

Additional office development would add increased height and bulk to the site as well as increased traffic and increased numbers of daytime visitors. The development of new office space would most likely also be accommodated by the building of associated parking structures to support new workers on site. New office space would contribute to an increased number of visitors to the site during the weekdays and an associated potential increase in pedestrian and retail activity within the redeveloped CRA property.

Overall, the indirect impact of new land uses toward the existing surrounding land uses would be relative to the placement and location of new uses within the CRA study area. Given the existing semicircle of single family residences to the west and the mix of multifamily and commercial space to the north and east, the potential for land use incompatibility decreases as new development is placed more centrally or easterly within the CRA site. New development on the western and more southern edges of the study area would introduce buildings of increased height and bulk, more traffic, increased pedestrian activity and more activity during the evenings and weekends thereby creating a potential for incompatibility of land uses. Any new entertainment use or uses, especially the development of an outdoor performance space, could increase light and noise experienced by neighboring residences.

However, due to the surrounding street network and topographic profile of the site, impacts could be minimized. Major and minor arterial rights-of-way surround the entire site and act as a man-made buffer between surrounding land uses (including single family) and new or enhanced uses on the site. The topographic profile of the study area also acts as a natural mitigating element as a combination of steep slopes and descending elevation places not only horizontal but vertical distances between surrounding land uses and any potentially incompatible land uses introduced as part of the CRA redevelopment. The application of design guidelines including setbacks would further reduce any potential incompatible land use impacts.

### **Alternative 3: Planned Growth**

Alternative 3 would be similar to Alternative 2 except that 1,000 dwelling units and 500,000 square feet of commercial retail and office space would be added. As with Alternative 2, a Planned Action would be adopted as part of Alternative 3 to help stimulate growth.

### **Conversion of Land Uses**

Together the added space would result in a mixed use environment including new multifamily residential development and increased shopping, commercial and office use. In terms of residential space, a total of up to 1,000 multifamily dwelling units would be introduced to the site including the potential for new student housing to support nearby Shoreline Community College. The influx of permanent residents and students on the property would convert the use to include more pedestrian and recreationally focused activities during the day but especially during nights and weekends. In addition, the introduction of new pedestrian pathways connecting new development across the site as well as creating new connections with the surrounding area and Shoreline Community College would increase the activity on the site as more pedestrians, new and nearby residents would use these new lines of access.

Jobs would approximately double from present conditions, increasing from 1,528 jobs to 3,195 jobs.

Beyond traditional retail shopping and commercial options, potential new entertainment uses would also be introduced to the site including a movie cinema or outdoor performance venue. There is also potential for classroom or meeting space to be developed for use by Shoreline Community College and its staff and students. Together with added retail space, new entertainment oriented land uses and educational spaces would draw increased pedestrian activity and energy to the site especially in the evenings and on weekends and holidays. A number of new restaurants would also likely be developed on site to serve the increased number of visits by shoppers, entertainment seekers, office workers, students, and new residents. Together these changes in development and land use would further increase the overall potential future appeal of the CRA study area as a destination site not only for City of Shoreline residents but also for residents of other nearby municipalities.

With the introduction of new multifamily residential buildings and especially new entertainment land uses, in particular an outdoor performance venue or a movie cinema, noise and light generated from the study area would increase. Noise and lights from outdoor theatrical and musical performances as well

as lights related to new signage and related advertising would act as sources of increased noise and light produced by the property. Physical siting of these uses as well as the application of design guidelines and mitigation actions would help reduce these potential impacts.

### **Changes in Intensity and Height**

This level of additional growth would increase the FAR to be more urban in character at 0.9.

Under the Planned Growth Alternative, the FAR would increase to 0.9, more than tripling the current land use intensity of the site. This level of increased land use intensity would be realized through more structured parking, reduced surface parking in favor of new buildings, and taller structures up to 65 feet in height. The bulk, number, and array of new structures developed under this alternative would also increase from those that would be produced under Alternative 2.

Redevelopment of the study area under Alternative 3 would result in an even more uniform development intensity across the site as large areas of existing surface parking would be redeveloped into new buildings with taller heights and greater bulk. New development created as part of Alternative 3 would be more uniformly distributed across the site and better connected reflecting a departure from the current form of centrally located development surrounded by large areas undeveloped and often vacant surface parking lots that effectively act to separate current land use activities from one another. Redevelopment would increase the amount of area covered by buildings, structured parking, and plazas or other pedestrian-oriented gathering places including a potential outdoor performance space or movie cinema.

### **Land Use Compatibility**

Changes in land use would result in some new types of development in or adjacent to areas where they were not previously allowed, possibly creating use compatibility issues.

In terms of residential use, adding multifamily development would introduce a new land use to the site itself. If new multifamily development were created along N 160<sup>th</sup> Street or Aurora Ave N there would be little to no anticipated incompatibility of land uses as these areas already contain multifamily structures or retail and commercial space. If multifamily development were to be located across from existing single family development to the west and south of the study area, a potential would exist for compatibility issues in the form of increased pedestrian activity, traffic, and the creation of larger built structures adjacent to smaller single family residences. The addition of student housing would also contribute to increased activity on site as well as pedestrian traffic both on site and between Shoreline Community College and a redeveloped CRA site.

Increased commercial and retail uses within the site would complement or enhance the existing mix of retail and commercial uses. The addition of more traditional retail uses such as shopping or new restaurants would be compatible with existing and surrounding uses. More retail and commercial use would increase the potential for overall intensity of use including increased traffic and greater use during the evenings and weekends.

A new movie cinema, live theater, or outdoor performance space would introduce a new entertainment oriented type of use to the study area. In terms of physical compatibility with surrounding land uses, these types of uses would introduce new building heights and bulk to the area. Entertainment oriented uses would not only increase the level of noise and light generated at the site but also increase the number of visitors to the site especially during the evening, weekends, and holidays.

Additional office development would add increased height and bulk to the site as well as traffic and greater numbers of daytime visitors. The development of new office space would most likely be also accommodated by the building of associated parking structures to support the new workers on site. New office space would contribute to an increased number of visitors to the site during the weekdays and an associated potential increase in pedestrian and retail activity within a redeveloped CRA.

Overall, the impact of new land uses to surrounding land uses would be relative to the placement of such uses within the study area. Given the existing pattern of single family residences to the west and south and the mix of multifamily and commercial space to the north and east, the potential for land use incompatibility decreases as new development is placed more centrally or easterly on the site. As

Alternative 3 expresses a more robust version of the Alternative 2, the siting of new or redeveloped uses within the CRA study area becomes more important in terms of potential impacts to surrounding areas.

New development on the western and southern edges of the study area would introduce buildings of increased height and bulk, more traffic, increased pedestrian activity and more activity during the evenings and weekends. Any new entertainment uses, especially the development of an outdoor performance space, would increase the light and noise experienced by neighboring residences. New retail, commercial, office or multifamily space would also contribute to increased activity, pedestrian use, traffic and the number of visitors to the site.

The surrounding street network and topographic profile help reduce the potential for impacts as described under Alternative 2. The application of design guidelines including setbacks would further reduce any potential incompatible land use impacts.

## Mitigation Measures

### Incorporated Plan Features

#### Alternative 1

The No Action alternative would retain the current Comprehensive Plan land use and zoning designations as well as design guidelines and transition area standards. These include upper story setbacks across from R-4, R-6, and R-8 zoned areas to the northwest, west, and south of the study area. These standards would not be updated.

#### Alternative 2 and Alternative 3

Action Alternative 2 and Alternative 3 would retain the current Comprehensive Plan land use designations of Mixed Use 1 (MU1) and Public Facilities (PF) and retain the current zoning designation of Mixed Business (MB). Current applicable design guidelines including transition area standards would also be retained.

The implementation of Alternative 2 or Alternative 3 would also include the establishment of a special overlay district that allows for special rules to encourage the creation of an entertainment district. Potential code amendments would consider and address both onsite and offsite changeable message signs advertising businesses and events at the redeveloped site and noise and light allowances for outdoor performances and other special events. Sign code changes would include sign design standards. Noise regulations allow for park concerts between 9 am and 10:30 pm, and the limitation of 10:30 pm would be altered to a later time to recognize the urban nature of the site and the special event nature of the entertainment district. The outdoor venue would be designed to orient sound away from sensitive receivers and together with the Noise ordinance amendments would continue to provide parameters for personal enjoyment of residential properties.

### Applicable Regulations and Commitments

- SMC 20.50.020: Contains design guidelines, development dimensions, standards, and conditions for development within areas covered by the MB zoning designation. These design guidelines and development standards include site coverage and height as well as setback requirements.
- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.
- SMC 20.50.205: Addresses light standards including avoiding light trespass.
- SMC 20.50.240: Contains commercial site design guidelines including site frontage, rights-of-way lighting, corner sites, site walkways, public places, multifamily open space, outdoor lighting, service areas, and mechanical equipment.

- SMC 20.50.250: Addresses commercial building design including building articulation, materials, modulation, and facade treatments.

Development in the analysis area would be subject to the City's existing design review process and would be required to comply with all applicable urban design principles.

In addition to design review and the application of design guidelines, development in the MB zone would be required to comply with all applicable development regulations contained in the Shoreline Zoning Code.

### Other Potential Mitigation Measures

Some impacts were identified for Alternative 2 and Alternative 3 based on conversion of land uses, changes in intensity and height, and land use compatibility. The following mitigation measures are intended to reduce such potential impacts.

- Location and siting of new uses should consider their placement relative to existing surrounding land uses. Given the existing pattern of surrounding land uses, the potential for reducing incompatibilities increases as new development is placed more centrally or easterly on the CRA property. This would hold especially true for any outdoor entertainment performance spaces that would produce associated light and noise impacts.
- See the Light and Glare section for additional mitigation discussion.

### Significant Unavoidable Adverse Impacts

The Action Alternatives would result in a greater intensity of land use, greater employment, the addition of residences in the study area and/or the introduction of new entertainment oriented land uses. Land would be used more intensively for urban uses and currently underutilized land would be converted to active use with the development of buildings with greater height and bulk.

Under the action alternatives the overall land use pattern of the study area would change especially with the introduction of multifamily or entertainment oriented uses. Alternative 3 assumes the most development and growth. Changes to land use have the potential to create land use conflicts in some locations, but impacts can be mitigated with sensitive site design and design guidelines as identified under mitigation measures above.

## 3.2 Light and Glare

### Affected Environment

This section discusses existing conditions relating to light and glare on the Aurora Square site and in adjacent areas.

#### Analysis Area Character

The light and glare analysis area consists of the Community Renewal Area (CRA) identified in Chapter 2 as well as adjacent areas. The study area is bounded by N 160<sup>th</sup> Street to the north, Aurora Avenue N to the east, Westminster Way, Fremont Avenue N and N 155<sup>th</sup> Street to the south, and Dayton Avenue N to the west. Areas adjacent to the development site are also included in the analysis.

As described in Section 3.1 - Land Use, most of the buildings on the development site are in commercial use, with the addition of the WSDOT office building and the Northwest School for Hearing-Impaired Children. The commercial buildings are generally one to two stories in height, while the WSDOT office building is six stories. All buildings on the site are surrounded by large surface parking lots. The study area site has sloping topography and descends from over 500 feet at western and southwest edge to less than 420 feet at eastern and northeastern ends.

The CRA is bordered by a variety of land uses. Single family residential uses are mainly concentrated around the study area from the intersection of Fremont Place N and N 160<sup>th</sup> Street to the north and then wrapping to the west and south toward the intersection of Westminster Way N and N 155<sup>th</sup> Street. A cluster of multi-family residential buildings are located north of the site and east of the intersection of Fremont Place N and N 160<sup>th</sup> Street. Two smaller multi-family developments are located respectively to the west and south of the CRA. East of the CRA on Aurora Avenue N are a mix of commercial and retail uses between the intersections of N 155<sup>th</sup> Street and N 160<sup>th</sup> Street.

#### Sources of Light and Glare

The primary sources of light and glare in the current development are lights in surface parking lots, exterior building lights, illuminated signs, and traffic lights on Aurora Avenue. Due to the greater usage of artificial illumination, light and glare is more of a concern at night than during daytime hours. The amount of light and glare on the development site differs significantly throughout the study area. On the east side of the area facing Aurora Avenue North, there is substantial light and glare from street lights, traffic lights, and motor vehicle lights on Aurora Avenue, signs for neighboring businesses, and the parking lights and signs on the Aurora Square site.

By contrast, the northwestern, western, and southern sections of the site have relatively little light and glare, and even less that is visible to neighboring residents. On the west edge of the study area at Dayton Avenue N, substantial trees and a steep slope combine to shield neighboring single family development from view of Aurora Square and its associated lights. Likewise, the streets surrounding the Northwest School for Hearing-Impaired Children, Fremont Avenue N and the southern part of Westminster Way N (between N 155<sup>th</sup> St and Fremont Ave) have substantial tree cover.

Sources of light and glare in the CRA include free-standing lights in surface parking lots, located throughout the site, and exterior building illumination. Figure 3-6 shows an example of the type of parking light present on the site. Surface parking lot areas are located extensively throughout the site, as illustrated in Figure 2-2 in Chapter 2.



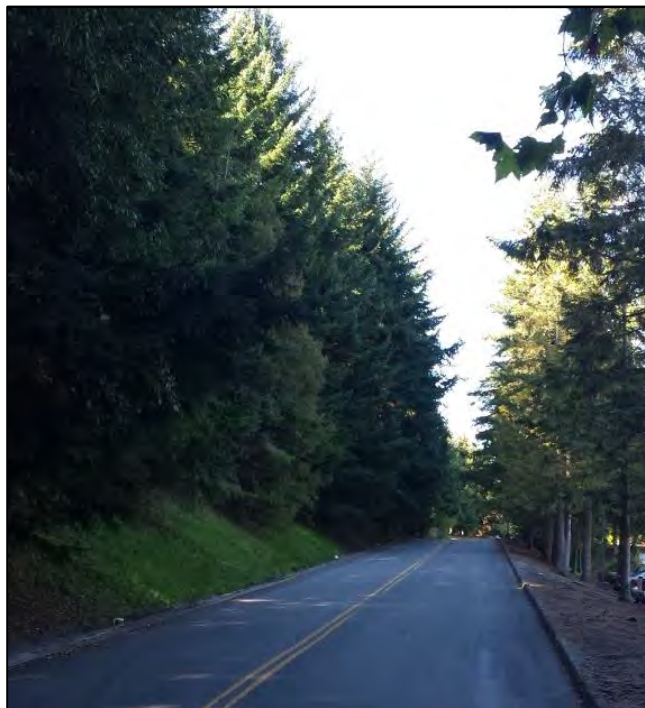
**Figure 3-6. Light in surface parking lot**



Source: BERK Consulting, 2014

Some parking lot lights are shielded from neighboring uses by trees and sloping topography, including the lights surrounding the WSDOT building, as shown in Figure 3-7. The lights along Westminster Way N are not shielded from neighboring uses, which are primarily commercial in nature.

**Figure 3-7. Trees bordering interior road next to WSDOT building**



Source: BERK Consulting 2014

Lights emanating from buildings in the CRA are another source of light and glare. This can include exterior building lights as well as indoor lights emanating through glass doors and windows. This is

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primarily an issue with retail buildings on the site, many of which have large storefront windows and remain lit well into the evening hours. Office buildings are mostly unoccupied at night and use primarily security lighting at that time.

In addition to the parking lot lights and building lights directly on the CRA site, there are other sources of light and glare on Aurora Avenue N adjacent to the study site, particularly between N 155<sup>th</sup> Street and N 160<sup>th</sup> Street. Aurora Avenue North is a state highway with high traffic volumes. Light sources include traffic lights at intersections, street lights, and motor vehicle lights. In addition, there are several retail buildings on Aurora Avenue that emit building light or have brightly lit signs. This includes the Chevron gas station, located across Aurora Avenue N from the sit and shown in Figure 3-8. There are several large signs on the east side of Aurora Avenue North. The largest is a billboard near the intersection with N 155<sup>th</sup> Street. As shown on Figure 2-2, the area between Westminster Way and Aurora Avenue forms a buffer, separating the southern portion of the CRA from Aurora Avenue. This triangle of land contains several vacant commercial buildings, a pedestrian overpass, and areas of thick vegetation. As a result, the portions of the CRA near N 155<sup>th</sup> Street are more shielded from off-site light and glare than the northern portions near N 160<sup>th</sup> Street.

**Figure 3-8. Signs and Light on Aurora Avenue N**



Source: BERK Consulting 2014

### Illuminated Signage

The CRA contains several free-standing pylon signs around the perimeter, all located along Westminster Way N and Aurora Ave N. These signs advertise the businesses operating in the Aurora Square development and are illuminated during evening hours. The northernmost sign is located inside the surface parking lot off Aurora Avenue, just south of the intersection with N 160<sup>th</sup> Street. Two larger pylon signs are located on Westminster Way, one near the southern entrance, just north of N 155<sup>th</sup> Street, and another inside the surface parking lot at the intersection of Westminster and 155<sup>th</sup> Street. None of these illuminated signs feature changeable digital messages. Examples of free-standing and building signage present on the site are shown in Figure 3-9 and Figure 3-10.

**Figure 3-9. Free-standing signs on Westminster Way N**



Source: BERK Consulting 2014

**Figure 3-10. Building Sign**



Source: BERK Consulting, 2014



## Significant Impacts

### Impacts Common to All Alternatives

Light and glare is produced as a consequence of existing and new development and uses. Common sources of light and glare related to the built environment include:

- Buildings: Pathways, way-finding, safety elements, interior lighting, and exterior lighting
- Signage: Monument signs, pylon signs, advertisements, entry, way-finding, retail banners, building-mounted exterior signs
- Parking: Pylon lighting, pedestrian pathways, entry and exit
- Vehicular: Cars and transit, parking areas

Alternatives for the Aurora Square CRA include: Alternative 1- No Action; Alternative 2 - Phased Growth; and Alternative 3 - Planned Growth. All alternatives would result in a predominantly commercial and retail character for the site. Alternatives 2 and 3 would introduce mixed use commercial and residential elements to the site, including the potential addition of an outdoor entertainment performance venue.

Alternatives 2 and 3 would also include proposed code changes to allow for increased size and variety of allowable signs on the Aurora Square CRA site as shown in Table 3-4. There are additional proposed sign criteria code changes specific for an Aurora Square Overlay as outlined in Table 3-5.

**Table 3-4. Current and Proposed Sign Code Criteria for Aurora Square CRA**

	Current Code (MB Zone)	Proposed Code (Aurora Square CRA)
<b>Monument Signs</b>		
Maximum Area per Sign Face	100 square feet	100 square feet
Maximum Height	12 feet	12 feet
Maximum Number Permitted	<ul style="list-style-type: none"> <li>▪ 1 per street frontage - or -</li> <li>▪ Two per street frontage if the frontage is greater than 250 feet. and each sign is minimally 150 feet. apart from other signs on same property.</li> </ul>	Monument signs are for way-finding only. No individual business or tenant to be allowed on monument signage except as placement on tenant panels within the way-finding system.
Illumination	Permitted	Permitted
<b>Building Mounted Signs</b>		
Maximum Sign Area	<ul style="list-style-type: none"> <li>▪ 50 square feet (Each tenant)</li> <li>▪ 10 square feet (Building Directory)</li> <li>▪ 25 square feet (Building Name Sign)</li> </ul>	15% of building fascia with a maximum of 500 square feet
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.	Not to project above the roof line
Number Permitted	1 per business per facade facing street frontage or parking lot.	Allowed Sign Area may be broken down into multiple signs, provided the aggregate area remains equal or less than 15%.
Illumination	Permitted	Permitted
<b>Under-Awning Signs</b>		
Maximum Sign Area	12 square feet	12 square feet
Maximum Clearance from Grade	9 feet	9 feet
Maximum Height (feet)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended
Number Permitted	1 per business per facade facing street frontage or parking lot.	1 per business entrance or frontage
Illumination	Permitted	Permitted
<b>Driveway Entrance/Exit</b>		
Maximum Sign Area	8 square feet	
Maximum Height	48 inches	
Number Permitted	1 per driveway	Not Applicable to Aurora Square CRA.
Illumination	Permitted	

Source: SMC 20.50.540(G); City of Shoreline, 2014

**Table 3-5. Additional Sign Code Criteria for Aurora Square Overlay**

<b>Additional Sign Criteria for Aurora Square Overlay</b>	
<b>Projecting Signs</b>	
Maximum Sign Area	10% of a tenant's allotted wall sign area may be utilized for one or more projecting signs.
Maximum Height	Not to exceed the highest point of the building to which it is attached.
Number Permitted	One (1) projecting sign per tenant, per fascia.
Illumination	Required
<b>Pylon Signs</b>	
Maximum Sign Area	300 square feet
Maximum Height	25 feet
Number Permitted	Aurora Square CRA is permitted up to three (3) pylon signs.
Illumination	Required
<b>Miscellaneous</b>	
Neon and LED	Visible neon tubing is permitted as a sign element within the Aurora Square CRA Overlay District. Visible neon or LED outline lighting is also permitted.
Electronic Messaging	Electronic Messaging signage is allowed only on Pylon Signs.
Definition of On-site Signage	The Aurora Square Overlay District is comprised of the entire area -- including right-of-way--that was designated as the Aurora Square Community Renewal Area. For establishments located within the Aurora Square Overlay District, any signage located within the Aurora Square Overlay District is considered "on-site."
Movie and Event Advertising	Temporary banners of any size are permitted for advertising movies or events within the Aurora Square Overlay District.

Source: City of Shoreline, 2014

Potential impacts related to each of the alternatives are discussed below.

### **Alternative 1: No Action**

This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site. The study area would remain and continue to be auto oriented in use.

Under Alternative 1, the No Action Alternative, the property would continue with retail and office uses without the addition of any multifamily developments. Mixed residential and commercial uses, though allowed by the Shoreline Municipal Code, would not occur. Additionally, although outdoor performance venues are allowed under current zoning via a special use permit, it is anticipated that no outdoor entertainment spaces would be developed under the No Action Alternative. Businesses may change within the buildings but would continue to focus on retail and commercial uses similar to the current mix.

With Alternative 1 No Action, a Planned Action Ordinance would not be adopted, and sign code and noise regulation amendments would not be made. The No Action Alternative is not expected to cause significant direct or indirect lighting and glare impacts and future light and glare conditions under Alternative 1 would be similar to existing conditions.

### **Alternative 2: Phased Growth & Alternative 3: Planned Growth**

Under Alternative 2, a mixed use environment would be created with multifamily residential development introducing up to 500 dwelling units. Additionally, approximately 250,000 square feet of commercial retail or office development would be added to the site. This alternative is considered “phased” since it would not fully realize the development potential of the site, but would create a catalytic mixed use redevelopment that sets the stage for full transformation in Alternative 3. Alternative 2 allows the City to test potential redevelopment impacts and mitigation needs at a moderate level of growth.



Alternative 3 would be similar to Alternative 2 except that 1,000 dwelling units and 500,000 square feet of commercial retail and office space would be added. As with Alternative 2, a Planned Action would be adopted as part of Alternative 3 to help stimulate growth. The bulk, number, and array of new structures developed under this alternative would also increase from those that what would be produced under Alternative 2. Both Alternatives 2 and 3 would likely introduce new entertainment spaces in the form of outdoor performance center space or movie theaters.

The following provides an overview of light and glare impacts across various elements including: buildings, signage, parking, traffic, and outdoor performance event space. As Alternative 3 is a more intense version of Alternative 2 it is assumed light and glare impacts would be commensurate with the difference in intensity and scale of redevelopment across the two alternatives.

### Building Light and Glare

Together the added space would result in a mixed use environment including new multifamily residential development and increased shopping, commercial and office use. In terms of residential space, a total of between 500 and 1,000 dwelling units would be introduced to the site. The additional development of commercial and residential space would increase the amount of light and glare produced by exterior and interior lighting, pedestrian paths, safety element lighting, and attached exterior signage such as storefront names. With increased residential and commercial use, light and glare associated with increased building space would be more evident during evening hours, as well as the fall and winter seasons.

### Signage Light and Glare

Per the proposed sign code changes, Alternative 2 would allow the introduction of new types of signs and larger versions of existing types of signs. Larger signs would include building-mounted signs that can cover up to 15% of the building face, up to a maximum size of 500 square feet. Free-standing pylon signs up to 25 feet in height would also be allowed under the amended sign code. These pylon signs would be allowed to contain up to 300 square feet of signage area and could include neon and LED illuminations, as well as changeable digital messages.

Renderings of potential locations of an example 25-foot tall pylon sign with a 300 square foot illuminated digital face are highlighted in Figure 3-12 through Figure 3-15. below. In addition to the potential pylon entry signs, Figure 3-15. shows examples of building-mounted signs allowed under the proposed sign code amendments. Figure 3-11 shows a digital illustration of a redeveloped Aurora Square CRA and locations of the sign renderings that follow. The images below do not reflect actual or approved site designs for the Aurora Square CRA. The renderings below are for illustrative and planning purposes only.

**Figure 3-11. Digital Massing of Redeveloped Aurora Square CRA and Locations of Pylon Sign Simulations**



Source: DDG Architects, 2014; BERK, 2014

**Figure 3-12. Viewpoint 1: Aurora Avenue Looking South**



Source: DDG Architects, 2014; BERK, 2014



**Figure 3-13. Viewpoint 2: Aurora Avenue at Westminster Way**



Source: DDG Architects, 2014; BERK, 2014

**Figure 3-14. Viewpoint 3: North 155th Street Entrance**



Source: DDG Architects, 2014; BERK, 2014

**Figure 3-15. Viewpoint 4: North 160th Street Entrance**



Source: DDG Architects, 2014; BERK, 2014

Light and glare from the addition of new pylon signs and lit building mounted signs would increase the overall light and glare produced from the site. Any new signs that emit light and glare would have less of a cumulative impact the closer that these types of signs are located to Aurora Avenue as the existing light and glare produced by existing traffic flows, street lights, and commercial signs are already substantial.

### Parking & Vehicular Light and Glare

Increased commercial and residential activity would increase the amount of vehicles traveling to and from a redeveloped Aurora Square CRA. Light emitted from car and transit vehicle headlights and glare reflected off of traveling and parked vehicles would increase with the anticipated rise in traffic. This extra illumination from vehicles would be more pronounced during evening hours and the fall and winter seasons. Parking light fixtures may also be a source of increased illumination. However, the anticipated development related to Alternative 2 is expected to replace existing open space parking areas with new buildings and illumination directly related to parking may actually decrease. Alternative 3 is expected to have even greater amounts of current parking converted to new buildings and uses.

### Outdoor Performance Center

Beyond traditional retail shopping and commercial options, potential new entertainment uses would also be introduced to the site including a movie theater or an outdoor performance venue. Regulations allow for park concerts and related uses of lighting for events between 9 am and 10:30 pm, and the limitation of 10:30 pm would be altered to a later time to recognize the urban nature of the site and the special event nature of the entertainment district. As a result, the introduction of new entertainment land uses, light and glare generated from the study area would increase due to the use of lighting related to entertainment events (e.g. plays, concerts, outdoor events, etc.). Lights related to new entertainment venue signage and advertising would also act as sources of increased light production. Light and glare associated with entertainment spaces would be more pronounced during evening hours and the fall and winter seasons.



## Summary of Light and Glare Impacts

The cumulative light and glare produced and emitted from a redeveloped Aurora Square CRA would impact the surrounding areas. In particular, single family residences to the northwest, west, and southeast of the site would be more sensitive to light and glare generated from new buildings, signage, traffic, and entertainment related activities. To the east, the adjacent Aurora Avenue thoroughfare and ancillary businesses would be less impacted by light and glare from the Aurora Square CRA as there are already high levels of light and glare generated by existing uses, traffic, and activities.

Alternative 1 is expected to have light and glare impacts similar to existing conditions. Alternatives 2 and 3 both introduce new, more urban development to the Aurora Square site including new residential and entertainment oriented spaces as well as higher densities of commercial and office space. Introductions of new types and sizes of signs would also occur for Alternatives 2 and 3 via corresponding changes to the code. Light and glare impacts for Alternatives 2 and 3 are essentially the same in character and differ in amount on intensity and glare being produced. This difference in light and glare production corresponds to the respective levels of redevelopment proposed under each alternative.

Physical siting of new uses, buildings, and signs that emit greater amounts of light and glare can be oriented away from sensitive uses (e.g. single family homes) to help reduce these potential impacts as well as the application of design guidelines. Natural mitigation of light and glare also exists as a result of the physical topography and layout of the site. The further west from Aurora Avenue, the greater the rise in elevation with periodic steep slopes that together provide natural breaks from light and glare sources. Deciduous and evergreen trees line N 160<sup>th</sup> St, Dayton Ave N, and parts of Westminster Way providing further natural barriers that help inhibit the spread of light and glare that can be emitted from the site. The mitigating effects the deciduous trees bordering the site will be greater in the late spring and summer due to leaf drop in late fall.

## Mitigation Measures

### Incorporated Plan Features

#### Alternative 1

The No Action alternative would retain the current zoning and Comprehensive Plan land use designations as well as design guidelines and transition area standards. Existing sign code criteria would remain intact and no new sign types or increases in sign size allowances would be allowed. No additional mitigation measures would be required under the No Action Alternative.

#### Alternative 2 and Alternative 3

Alternative 2 and Alternative 3 would retain the current Comprehensive Plan land use designations of Mixed Use 1 (MU1) and Public Facilities (PF) and retain the current zoning designation of Mixed Business (MB). Current applicable design guidelines including transition area standards would also be retained.

The implementation of Alternative 2 or Alternative 3 would also include the establishment of a special overlay district that allows for special rules to encourage the creation of an entertainment district. Potential code amendments would consider and address both onsite and offsite changeable message signs advertising businesses and events at the redeveloped site and noise and light allowances for outdoor performances and other special events. Sign code changes would include sign design standards and the introduction of new sign types and sizes. The outdoor venue would be designed to orient light and glare away from sensitive receptors and together with the Noise ordinance amendments would continue to provide parameters for personal enjoyment of residential properties.

### Applicable Regulations and Commitments

- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.



- SMC 20.50.205: Addresses light standards including avoiding light trespass. For example, a lamp or bulb light source installed on commercial property and visible from any residential property must be shielded such that the light source is no longer directly visible. This provision also excludes certain types of lighting (e.g. search lights, laser lights, strobe lights, etc.).
- SMC 20.50.240(H): Contains commercial guidelines for outdoor lighting including pole heights for parking and pedestrian lights and shielding of fixtures to prevent direct light from entering neighboring property.
- SMC 20.50.250: Addresses commercial building design including building articulation, materials, modulation, and facade treatments.
- SMC 20.50.540(G): Addresses sign area, heights, types, illumination, and number of maximum allowable signs.

Development in the analysis area would be subject to the City's existing design review process and would be required to comply with all applicable urban design principles.

In addition to design review and the application of design guidelines, development in the MB zone would be required to comply with all applicable development regulations contained in the Shoreline Zoning Code.

### Other Potential Mitigation Measures

Some impacts were identified for Alternative 2 and Alternative 3 based on new buildings, signage, parking, traffic, and new uses including entertainment spaces. The following mitigation measures are intended to reduce such potential impacts.

- Location and siting of new buildings, signs, and entertainment spaces should consider their placement relative to existing surrounding land uses. Given the existing pattern of surrounding land uses, the potential for mitigating land use incompatibility increases as new development is placed more centrally or easterly on the Aurora Square property. This would hold especially true for any outdoor entertainment performance spaces that would produce associated light and glare impacts.
- See the Land Use section for additional mitigation discussion.

### Significant Unavoidable Adverse Impacts

The Action Alternatives would result in increased light and glare as a consequence of new buildings, new and larger signs, increased vehicular traffic, and/or the introduction of new entertainment-oriented land uses. Land would be used more intensively for urban oriented uses and currently underutilized land would be converted to active use with an associated increase in light and glare generation normally associated with more intense redevelopment.

Under the action alternatives the overall production of light and glare in the study area would change, especially with the introduction of multifamily or entertainment oriented uses. Alternative 3 assumes the most development and growth. Changes to light and glare have the potential to create land use conflicts in some locations, but impacts can be mitigated with sensitive site design and design guidelines as identified under mitigation measures above.

## 3.3 Transportation

### Affected Environment

This section discusses existing conditions relating to the transportation study area, including an inventory of transportation facilities and services, identification of existing traffic volumes, and an evaluation of existing operating conditions. The inventory summarizes the street network, intersections, transit, bicycle and pedestrian facilities in the transportation study area. A Synchro traffic operations model is used to evaluate intersection operations. Figure 3-16 shows the transportation study area and Aurora Square CRA boundaries.

### Existing Roadway Network

The existing road network is characterized by a series of north-south and east-west streets that provide circulation to and around the Aurora Square CRA site. In addition, Westminster Way N runs northeast-southwest, allowing traffic to travel on a diagonal between N 145th Street and Aurora Avenue N. The transportation study area includes:

**Aurora Avenue N (SR 99)** is a principal arterial that runs along the east side of the study area. This north-south corridor has four general-purpose travel lanes, two business access transit (BAT) lanes that are used by buses and allow right-turning movements for general-purpose traffic, a center median, and additional left-turn lanes at intersections and select midblock locations. Aurora Avenue N carries high volumes of regional traffic and provides a direct connection between Shoreline and nearby communities, including Seattle, Edmonds, and Lynnwood. During commute hours, high traffic volumes can cause congestion and delays in the study area. The Washington State Department of Transportation (WSDOT) has designated the portion of SR 99 through the City of Shoreline as a Highway of Statewide Significance.

**Westminster Way N** is a four-lane to five-lane principal arterial between N 145th Street and N 155th Street with center medians or left turn channelization at roadway primary intersections and driveways. The street serves the Aurora Square driveways along the south side of the development. Westminster Way N between Aurora Avenue N and N 155th Street is classified as a minor arterial and primarily serves southbound right-turning volumes from Aurora Avenue N. The street lacks sidewalks along most of the corridor, but has sidewalks on the approaches to the N 155th Street intersection.

**Greenwood Avenue N** is a north-south collector arterial that connects N 145th Street, N 160th Street and the entrance to Shoreline Community College. Within the study area, Greenwood Avenue N is a two-lane roadway with paved shoulders and stretches of paved walkway along the east side of the street from N 155th Street to N 160th Street. A separated walkway is present along the east side of the street from N 145th Street to N 155th Street. A portion of this walkway is paved while the remainder is an informal footpath.

**Dayton Avenue N** is a north-south, two-lane minor arterial that connects between Westminster Way N and N 160th Street within the study area. The street widens to include a center two-way-left-turn lane north of the access to the WSDOT headquarters offices, and widens to include left turn and right turn lanes approaching N 160th Street. The street includes paved shoulders, on-street parking and some small segments of sidewalks.

**N 160th Street** is an east-west minor arterial between Aurora Avenue N and Greenwood Avenue N. The street is a primary link to the Shoreline Community College campus and provides access to the three north driveways of Aurora Square. Between Dayton Avenue N and Aurora Avenue N, the street is four lanes. To the west of Dayton Avenue N, N 160th Street has two travel lanes with added channelization for westbound right turns at Greenwood Avenue N and for eastbound left turns at Dayton Avenue N.

**N 155th Street** is a minor arterial which serves the primary traffic flows between Westminster Way N and Aurora Avenue N. The intersection of N 155th Street/Westminster Way N is the primary access to Aurora Square. N 155th Street has sidewalks along both sides of the street.

**Fremont Avenue N** is a two-lane local street that runs along the western boundary of the CRA site from Westminster Way N to N 155<sup>th</sup> Street. Fremont Avenue N does not travel through the CRA site, but serves residential areas north of N 160<sup>th</sup> Street.

**Figure 3-16. Transportation Study Area and CRA Boundaries**



Source: KPG 2014

### Study Intersections

There are eight intersections included in the analysis. These intersections are used to assess existing traffic operations. The study intersections include:

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- N 160th Street/Greenwood Avenue N
- N 160th Street/Dayton Avenue N
- N 160th Street/Aurora Avenue N
- N 155th Street/Aurora Avenue N
- N 155th Street/Westminster Way N
- Westminster Way N/Dayton Avenue N
- Westminster Way N/Greenwood Avenue N
- N 145th Street/Greenwood Avenue N

All intersections are signal controlled with the exceptions of N 160th Street/Greenwood Avenue N, which has stop-signs on all approaches, and Westminster Way N/Greenwood Avenue N, which has a stop-control for the southbound approach on Greenwood Avenue N. Figure 3-17 shows the existing channelization at each study intersection.

### Traffic Volumes

The City-provided traffic counts from 2011-2013 that show the turning movements at individual intersections. Table 3-6 summarizes the existing traffic volumes for the morning (AM) peak hour, afternoon (PM) peak hour and daily total. The peak hour volumes correspond to the highest volumes during the AM and PM commute hours. The AM peak hour occurred between 7:00 AM and 8:00 AM and the PM peak hour occurred between 5:00 PM and 6:00 PM.

**Table 3-6. Existing Traffic Volumes**

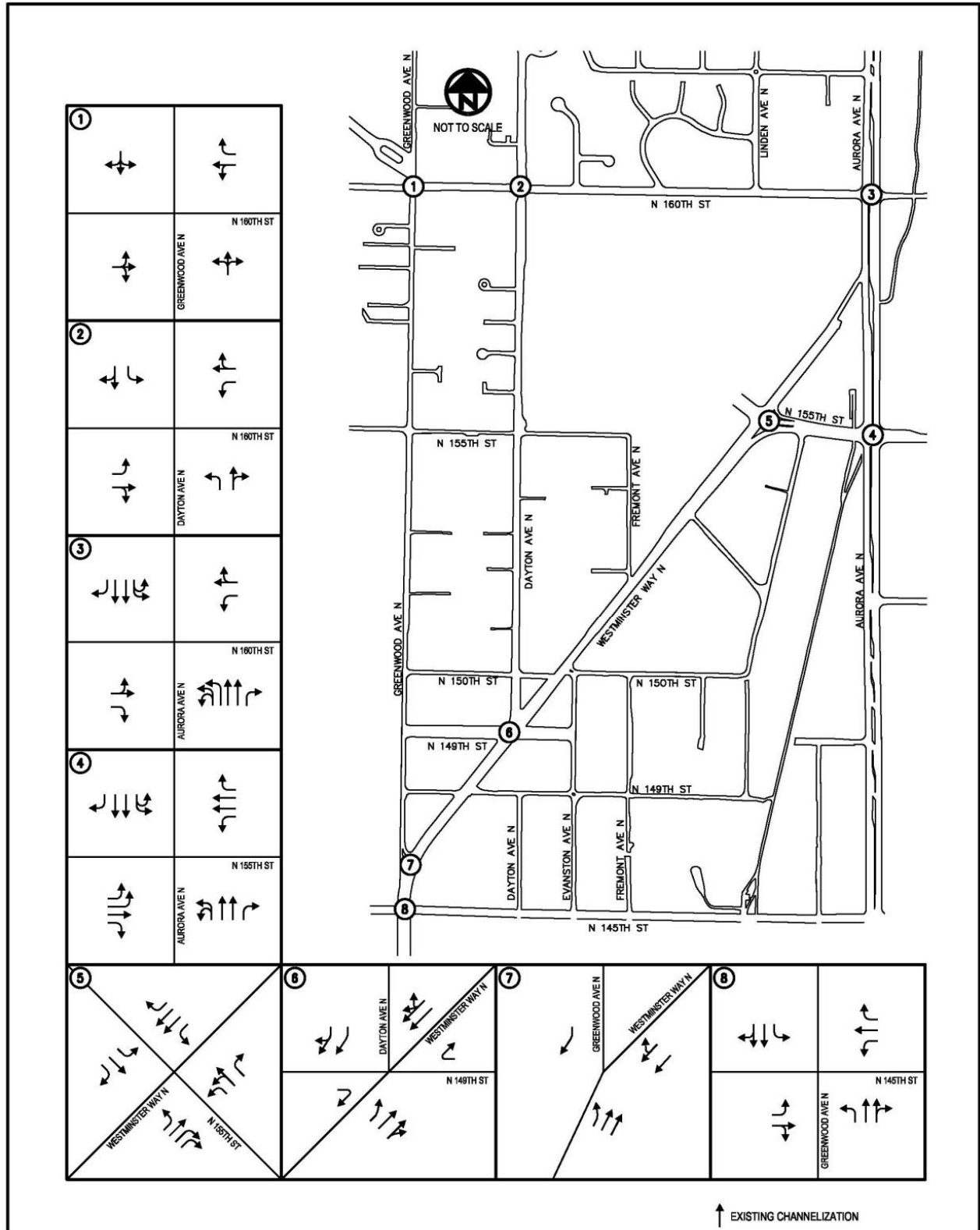
Street Segment	Location	AM Peak Hour Volume	PM Peak Hour Volume	Daily Volume
Aurora Avenue N	North of N 155th Street	2,100	2,820	32,100
Westminster Way N	South of N 155th Street	680	1,180	20,300
Greenwood Avenue N	North of Westminster Way N	730	310	6,200
Dayton Avenue N	North of Westminster Way N	580	700	8,100
N 160th Street	West of Aurora Avenue N	690	720	7,400
N 155th Street	West of Aurora Avenue N	470	1,300	14,000

Source: City of Shoreline, 2011-2013

The PM peak hour traffic volumes are generally higher than the AM peak hour volumes, with the exception of Greenwood Avenue N, which has higher traffic volumes during the morning commute with many trips destined for the Shoreline Community College. Figure 3-18 shows the existing PM peak hour turning movement volumes at the eight study intersections.

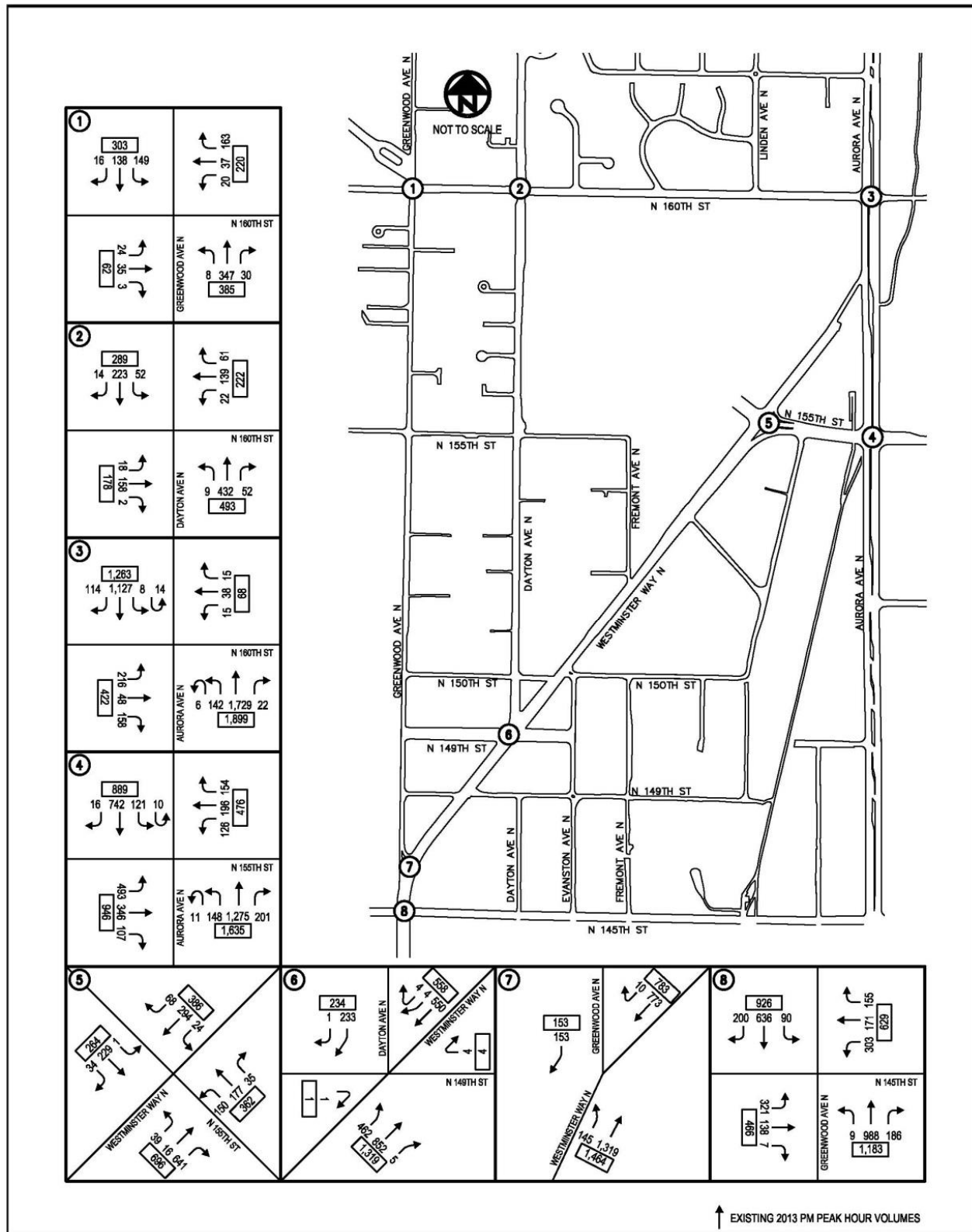


Figure 3-17. Existing Study Intersection Channelization



Source: KPG 2014

Figure 3-18. Existing PM Peak Hour Volumes



Source: KPG 2014

**Transit Facilities**

King County Metro provides transit service on a number of streets in the study area including: Aurora Avenue N, Greenwood Avenue N, Dayton Avenue N, and N 160th Street. The three major routes are the Rapid Ride Line E, which provides frequent service along Aurora Avenue N with stops at N 160th Street and N 155th Street; Route 5 which provides frequent all-day service along Dayton Avenue N; and Route 345, which provides frequent service between the Northgate area of Seattle and Shoreline Community College. Table 3-7 summarizes the transit service in the study area.

**Table 3-7. Transit Service**

Route	Corridor Served	Operations	Frequency
Rapid Ride E Line – Downtown Seattle to Aurora Village	Aurora Avenue N	4 AM to 3 AM Weekday	8-12 minutes
		4 AM to 3 AM Saturday	10-20 minutes
		5 AM to 3 AM Sunday	15-30 minutes
5 – Downtown Seattle to Shoreline CC	Dayton Avenue N	5 AM to 2 AM Weekdays	15 minutes
		6 AM to 2 AM Saturday	15 minutes
		6 AM to 2 AM Sunday	30 minutes
304 – Downtown Seattle to Richmond Beach	Dayton Avenue	6 AM to 8 AM; 3 PM to 6 PM Weekdays	20-30 minutes
330 – Lake City to Shoreline CC	N 160th Street	7 AM to 7 PM Weekdays	60 minutes
331 – Kenmore to Shoreline CC	Greenwood Avenue N	6 AM to 8 PM Weekdays	30 minutes
		8 AM to 7 PM Saturday	30 minutes
		8 AM to 7 PM Sunday	60 minutes
345 – Northgate to Shoreline CC	Dayton Avenue N	7 AM to 11 PM Weekdays	20-30 minutes
		7 AM to 10 PM Saturday	30 minutes
		8 AM to 11 PM Sunday	60 minutes
355X – Downtown Seattle to Shoreline	Greenwood Avenue N	6 AM to 9 AM; ; 3 PM to 6 PM Weekdays	15 minutes

Source: King County Metro, September 2014.

**Non-Motorized Facilities**

The primary non-motorized facility within the city is the Interurban Trail. This regional trail connects to bicycle facilities to the south in Seattle and to the north in Edmonds. The Interurban Trails runs 3.25 miles, north-south, roughly paralleling Aurora Avenue N, and features elevated overcrossings of Aurora Avenue N at N 157th Street and N 155th Street, west of Aurora Avenue N.

Pedestrian facilities include sidewalks, crosswalks, and trails. There are complete sidewalks on both sides of N 160th Street, east of Dayton Avenue N and along Aurora Avenue N. Greenwood Avenue N, Dayton Avenue N and Westminster Way N lack continuous stretches of sidewalks. On these streets, there are sections without sidewalks where pedestrians must walk along paved shoulders or informal pathways adjacent to the roadway's edge.

Except for the Interurban Trail, there are no bicycle lanes or other designated bicycle facilities within the study area. The Washington State *Bicycle and Pedestrian Documentation Project* collected data on pedestrian and bicycle activity at several locations during 2010-2012. Table 3-8 shows the results of the bicycle and pedestrian counts within the study area during the morning peak two hours (7-9) and afternoon peak two hours (4-6).

**Table 3-8. Bicycle and Pedestrian Activity**

Intersection	2-Hour Peak Period	Bicycles			Pedestrians		
		2010	2011	2012	2010	2011	2012
Dayton Avenue N and N 160th Street	AM	12	14	--	78	84	--
	PM	8	16	14	68	72	119
Interurban Trail and N 155th Street	AM	45	42	59	40	33	38
	PM	48	49	106	102	46	103
15th Avenue NE and NE 155th Street	AM	11	13	16	37	36	19
	PM	24	15	--	33	44	--
Total	AM	68	69	89*	155	153	141*
	PM	80	80	135*	203	162	266*

\*Where data was unavailable, the previous year's count was used to calculate a total.

Source: Washington State Bicycle and Pedestrian Documentation Project 2012.

Results of the count data show that over the three-year period the total bicycle activity in the area has increased by 30% in the AM period and 68% in the PM period. Pedestrian activity has decreased slightly during the AM period and increased by 30% in the PM period.

### Traffic Operations Analysis

Level of Service (LOS) is used to determine the operation of roadways and intersections and to assess the impacts and mitigation from new development. LOS is based on an A-F scale with LOS A representing minimal delays and LOS F representing high levels of congestion. Table 3-9 summarizes the delay criteria used to determine LOS for signalized and stop-controlled intersections. LOS for signalized intersections is based on the average delay experienced by all vehicles traveling through an intersection. LOS for stop-controlled intersections is based on the average delay experienced by drivers on the stop-controlled approaches.

**Table 3-9. Level of Service Criteria for Intersections**

Level of Service	Average Delay per Vehicle (seconds/vehicle)	
	Signalized Intersections	Stop-Controlled Intersections
A	≤10	≤10
B	>10–20	>10–15
C	>20–35	>15–25
D	>35–55	>25–35
E	>55–80	>35–50
F	>80	>50

Source: 2010 Highway Capacity Manual



### Level of Service Standard

The City of Shoreline has adopted a LOS D standard as the minimum acceptable standard for intersection operations at signalized and unsignalized intersecting arterials, with a supplemental requirement for Principal and Minor Arterial roadway segments that requires the ratio between the traffic volume and the estimated roadway capacity (volume-to-capacity) to operate at 0.90 or lower. There are four exceptions to the standard:

- Roadways designated by WSDOT as a Highways of Statewide Significance.<sup>7</sup>
- Legs of an intersection may exceed a volume-to-capacity ratio of 0.90 if the overall intersection operates at LOS D or better.
- Locations where widening of the roadway section is not feasible, or where there are substantial benefits from a safety improvement.
- Selected roadway segments as identified in the Transportation Element, where the volume-to-capacity ratio may exceed 0.90.

### Existing Traffic Operations

The existing conditions analysis found that the study intersections operate at LOS D or better during both the AM and PM peak hours. Table 3-10 shows the AM and PM peak hour intersection LOS and delay in seconds.

**Table 3-10. Existing Intersection Level of Service**

ID	Intersection	Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
1	N 160th Street/Greenwood Avenue N	All-Way Stop	C	24	C	17
2	N 160th Street/Dayton Avenue N	Signal	A	9	A	8
3	N 160th Street/Aurora Avenue N	Signal	C	22	C	21
4	N 155th Street/Aurora Avenue N	Signal	D	47	D	53
5	N 155th Street/Westminster Way N	Signal	B	13	C	22
6	Westminster Way N/Dayton Avenue N	Signal	C	34	A	9
7	Westminster Way N/Greenwood Avenue N	Minor Stop	D	32	C	15
8	N 145th Street/Greenwood Avenue N	Signal	C	29	D	51

Source: 2010 Highway Capacity Manual

Table 3-11 shows the existing volume-to-capacity ratio for the study area streets classified as Principal Arterials or Minor Arterials during the PM peak hour. For existing conditions, all roadway segments in the study area meet the City’s volume-to-capacity ratio standard of 0.90 or less.

<sup>7</sup> Aurora Avenue N is a Highway of Statewide Significance, and thus intersections along the route are exempt from the City’s LOS D standard.

**Table 3-11. Existing Roadway Volume-to-Capacity – PM Peak Hour**

Street/Segment	Volume-to-Capacity Ratio		Meets V/C Standard?
	Eastbound	Westbound	
<b>N 160th Street</b>			
Greenwood Ave N to Dayton Ave N	0.27	0.28	Yes
Dayton Ave N to Aurora Ave N	0.26	0.18	Yes
<b>Westminster Way N</b>			
Greenwood Ave N to Dayton Ave N	0.82	0.49	Yes
Dayton Ave N to N 155th Street	0.54	0.35	Yes
N 155th Street to Aurora Ave N	0.07	0.25	Yes
<b>N 155th Street</b>			
Westminster Way N to Aurora Ave N	0.39	0.15	Yes

Source: KPG and City of Shoreline Transportation Model.

### Collision History

The City of Shoreline 2013 Annual Traffic Report reviews collision locations throughout the city. The report reviews a combination of City of Shoreline and WSDOT collision data for 2011 through 2013. The City defines locations with five or more collisions in a year or a three year crash rate exceeding 0.40 collisions per million entering vehicles as “High Crash Locations”. These locations are reviewed to identify causes or contributing factors in the crash history and to identify potential opportunities to improve safety through engineering, enforcement, or education activities. The three High Crash Locations in the study area are shown in Table 3-12.

**Table 3-12. High Crash Locations (2011 – 2013)**

Intersection	# of Crashes	Crash Rate*
N 155th Street/Aurora Avenue N	9	0.16
N 155th Street/Westminster Way N	8	0.43
Dayton Avenue N/Westminster Way N	5	0.19

Source: City of Shoreline 2013 Annual Traffic Report

\*Collisions per million entering vehicles

The intersection of N 155th Street/Westminster Way N meets the High Crash Location criteria for the number of crashes and for the crash rate. N 155th Street/Aurora Avenue N and Dayton Avenue N/Westminster Way N exceed the number of crashes criteria as defined by the City.

### Significant Impacts

This section describes the impacts of the three alternatives on the transportation system. The land use and transportation network changes for the three alternatives are described below (full descriptions of these alternatives are found in Chapter 2):

- **Alternative 1 – No Action.** Assumes no change to the existing land use though full occupancy of existing buildings.

- **Alternative 2 – Phased Growth.** Assumes 500 new housing units within the study area and an additional mix of 250,000 square feet of office and retail space.
- **Alternative 3 – Planned Growth.** Assumes a higher level of development with 1,000 new housing units and a mix of 500,000 square feet of office and retail space.

### Analysis Methodology

The analysis forecasted the 2030 PM peak-hour vehicle demand based on travel patterns, projected land use growth, and the traffic forecast from the City’s 2011 *Transportation Master Plan*. Chapter 2 documents the assumed land uses for the No Action (Alternative 1), Phased Growth (Alternative 2), and Planned Growth (Alternative 3).

### Analysis Period

The City of Shoreline uses the analysis of the afternoon commute hour (PM peak hour) to plan for and assess impacts related to future development. The peak hour for traffic in the area typically occurs between 5:00 PM and 6:00 PM; however, other roadways, such as N 160th Street, are affected by heavy traffic flows during the AM and mid-day hours due to traffic associated with the Shoreline Community College.

### Traffic Forecasts

To estimate the future volumes, the analysis adjusted the 2030 forecasts from the *Transportation Master Plan* to reflect the No Action conditions. The analysis forecast the number of PM peak hour trips entering and exiting the site for each of the action alternatives. The analysis applied the *National Cooperative Highway Research Program (NCHRP) Report 684* methodology to estimate the total trips generated by the alternative. For the analysis of the Phased Growth and Planned Growth Alternatives, the new commercial development was assumed to be evenly split between retail and office space. Table 3-13 shows the inbound and outbound trips for each alternative during the PM peak hour.

**Table 3-13. PM Peak Hour Trip Generation by Alternative**

	No Action Alternative 1	Phased Growth Alternative 2	Planned Growth Alternative 3
Inbound Trips	553	933	1,313
Outbound Trips	737	1,159	1,581
Total Trips	1,289	2,092	2,894

Source: KPG 2014

### Trip Distribution

The new vehicle trips were then assigned to the roadway network to assess the impact of the individual alternatives. Trips were assigned to the street network based on travel patterns and forecasts from the *Transportation Master Plan* using the following distribution:

Aurora Ave N south of the site	27%
Aurora Ave N north of the site	25%
Westminster Way N south of the site	19%
N 155th Street east of the site	15%
N 160th Street west of the site	9%
Other local trips	5%

**Assumed Improvements**

The No Action Alternative is consistent with the transportation projects identified in the City’s 2014-2019 Transportation Improvement Plan and Transportation Master Plan, but only assumes completion of improvements funded by the 2015-2020 Capital Improvement Plan. The No Action Alternative includes the restriping N 160th Street from four to three lanes between Aurora Avenue N and Greenwood Avenue N in 2015.

**Impacts Common to All Alternatives**

Study area intersections and roadways would continue to see increased delays due to increases in background traffic growth made up of regional growth and growth in other areas of the City. Between 2014 and 2030, background traffic volumes are expected to increase between 15 and 25 percent. The growth in regional traffic volumes is expected to increase congestion and delays on major regional facilities including Aurora Avenue N.

Other impacts common to all alternatives include increased intersection delays during weekdays and weekends, as well as increased traffic related to seasonal and holiday shopping periods. Specific land uses may increase or decrease traffic impacts during peak periods. For example, a movie theater would generate higher evening and weekend traffic, where as an office use would result in higher levels of impact during morning and afternoon commute periods. All alternatives would have impacts to transit, pedestrian and bicycle travel, depending on the uses.

**Alternative 1: No Action**

The analysis of the No Action alternative assumed the existing lane geometry on traffic study area roadways with the exception of the planned improvements to reconfigure N 160th Street from four-lanes to three-lanes. The forecasted 2030 PM peak hour traffic volumes for the study intersections are shown in Figure 3-19. This analysis evaluates traffic operations assuming no change in the land uses within the Aurora Square study area though full building occupancy.

**Intersection Operations**

Table 3-14 reports the intersection LOS and delay of each study area intersections based on forecasted 2030 volumes for Alternative 1. During the 2030 PM peak hour, the N 155th Street/Aurora Avenue N intersection would operate at LOS F. Because Aurora Avenue N (SR 99) is a designated Highway of Statewide Significance, intersections on this facility are exempt from the City’s LOS D standard. The intersection of N 145<sup>th</sup> Street/Greenwood Avenue N is outside the City of Shoreline city limits and is not subject to the City’s LOS standard. All other study intersections are forecasted to operate at LOS D or better.

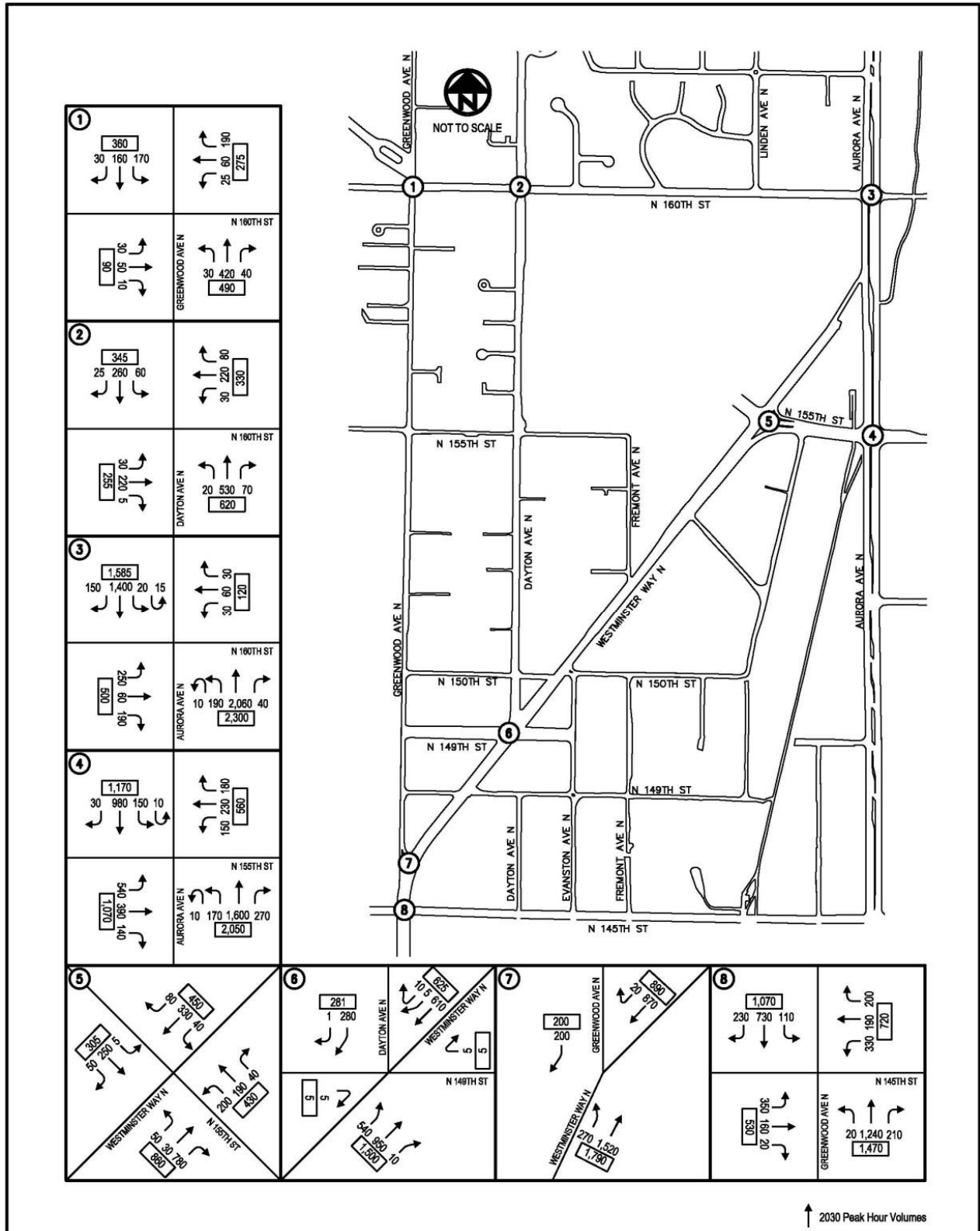
**Table 3-14. Alternative 1: 2030 PM Peak Hour Intersection Level of Service**

ID	Intersection	Control	PM Peak Hour	
			LOS	Delay
1	N 160th Street/Greenwood Avenue N	All-Way Stop	D	36
2	N 160th Street/Dayton Avenue N	Signal	B	11
3	N 160th Street/Aurora Avenue N	Signal	D	49
4	N 155th Street/Aurora Avenue N	Signal	F	97
5	N 155th Street/Westminster Way N	Signal	C	31
6	Westminster Way N/Dayton Avenue N	Signal	B	10
7	Westminster Way N/Greenwood Avenue N	Minor Stop	C	20
8	N 145th Street/Greenwood Avenue N	Signal	E	70



Source: 2010 Highway Capacity Manual

Figure 3-19. No Action Alternative: 2030 PM Peak Hour Volumes



Source: KPG 2014

**Volume-to-Capacity Analysis**

In addition to intersection LOS, the City’s evaluation methodology uses volume-to-capacity on Principal and Minor Arterial roadway segments to determine the impacts of development. Table 3-15 shows the 2030 PM peak hour volume-to-capacity results for the No Action Alternative. The northbound Westminster Way N segment between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.94); however, the segment meets the standard because the intersection at Westminster Way N/Dayton Avenue N is forecast to operate at LOS B.

**Table 3-15. Alternative 1: Roadway Volume-to-Capacity – 2030 PM Peak Hour**

Street/Segment	Volume-to-Capacity Ratio		Meets V/C Standard?
	Eastbound	Westbound	
<b><u>N 160th Street</u></b>			
Greenwood Ave N to Dayton Ave N	0.34	0.36	Yes
Dayton Ave N to Aurora Ave N	0.31	0.25	Yes
<b><u>Westminster Way N</u></b>			
Greenwood Ave N to Dayton Ave N	0.94	0.56	Yes
Dayton Ave N to N 155th Street	0.60	0.39	Yes
N 155th Street to Aurora Ave N	0.09	0.28	Yes
<b><u>N 155th Street</u></b>			
Westminster Way N to Aurora Ave N	0.45	0.18	Yes

Source: KPG and City of Shoreline Transportation Model.

**Traffic Operations Impacts**

The intersections of N 155th Street/Aurora Avenue N and N 160th Street/Aurora Avenue N are part of the Highways of Statewide Significance system and therefore are exempt from the City of Shoreline’s LOS standard. The northbound segment of Westminster Way N between Greenwood Avenue N and Dayton Avenue N exceeds the 0.90 volume-to-capacity ratio (0.94); however, the Westminster Way N/Dayton Avenue N intersection is forecast to meet the City’s intersection LOS standard, exempting the location from the City’s volume-to-capacity standard. All other intersections and roadways meet the City’s standards.

Based on the analysis traffic analysis results, Alternative 1 does not generate significant transportation impacts.

**Construction Impacts**

No construction impacts are assumed with the No Action Alternative.

**Transit Impacts**

Transit ridership is expected to increase in proportion to the area’s population growth. However, lack of pedestrian improvements would likely impact these numbers. Development by the Shoreline Community College under its 2006 Master Development Plan would be a factor in the growth in transit ridership in the area.

**Pedestrian and Bicycle Impacts**

Alternative 1 includes new bicycle lanes on N 160th Street as a result of restriping this facility from 4 lanes to 3 lanes. No major pedestrian improvements would be constructed under this alternative. Growth in pedestrians and bicyclists would be proportionate to area population growth.

## Action Alternatives 2 and 3

The two action scenarios include frontage, roadway and intersection improvements to support the development of the CRA and to enhance vehicle, pedestrian and bicycle access. Improvements would include sidewalks, bicycle facilities, modifications to lane channelization, signal timing and phasing changes, and other operation and safety improvements.

### Frontage Improvements

The City has developed specific cross sections for City streets describing the travel lanes, sidewalk widths, bicycle facilities, and on-street parking. When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (20.70). In order to improve traffic operations, non-motorized travel, and encourage the redevelopment of the Aurora Square CRA, customized designs were developed for N 160th Street, Westminster Way N, N 155th Street, and Aurora Avenue N. These improvements are part of the Planned Action Ordinance and are assumed as part of Alternatives 2 and 3. These frontage improvements include:

- **N 160th Street between Dayton Avenue N and Aurora Avenue N.** The planned improvements include three travel lanes, sidewalks, and a two-way cycle track facility on the south side of the street.
- **Westminster Way N between N 155th Street and Aurora Avenue N.** The planned improvements would reconfigure this segment of Westminster Way N to a 2-lane roadway with sidewalks and on-street parking for adjacent land uses. The south segment of Westminster Way N would be parallel parking and the north segment would be angled parking.
- **Westminster Way N between Fremont Avenue N and N 155th Street.** This segment of Westminster Way N would remain a 4-5 lane facility. Frontage improvements would include improved sidewalks and revised intersection and roadway channelization.
- **N 155th Street between Westminster Way N and Aurora Avenue N.** Frontage improvements would include improved sidewalks and revised intersection and roadway channelization.
- **Aurora Avenue N between N 160<sup>th</sup> Street and Westminster Way N.** Add a two-way bicycle facility behind the existing sidewalk along Aurora Avenue N to connect the Interurban Trail to the planned cycle track on N 160<sup>th</sup> Street.

### Access Improvements

The street designs developed for the Aurora Square CRA include improvements to N 160th Street, Westminster Way N and N 155th Street that will enhance access to the site. The following access improvements were included in the action alternatives.

- **N 155th Street/Westminster Way N intersection** provides the main access to the Aurora Square site. With redevelopment of the CRA properties, frontage improvements to Westminster Way N and N 155<sup>th</sup> Street would rebuild the intersection to improve access to Aurora Square, accommodate regional vehicle travel, shorten pedestrian crossing distances, and reduce the number of lanes on northeast approach at the intersection. A multi-lane roundabout was analyzed at this location, but was not selected due to the large physical footprint and potential for eastbound vehicle queues from Aurora Avenue N to block roundabout circulation.

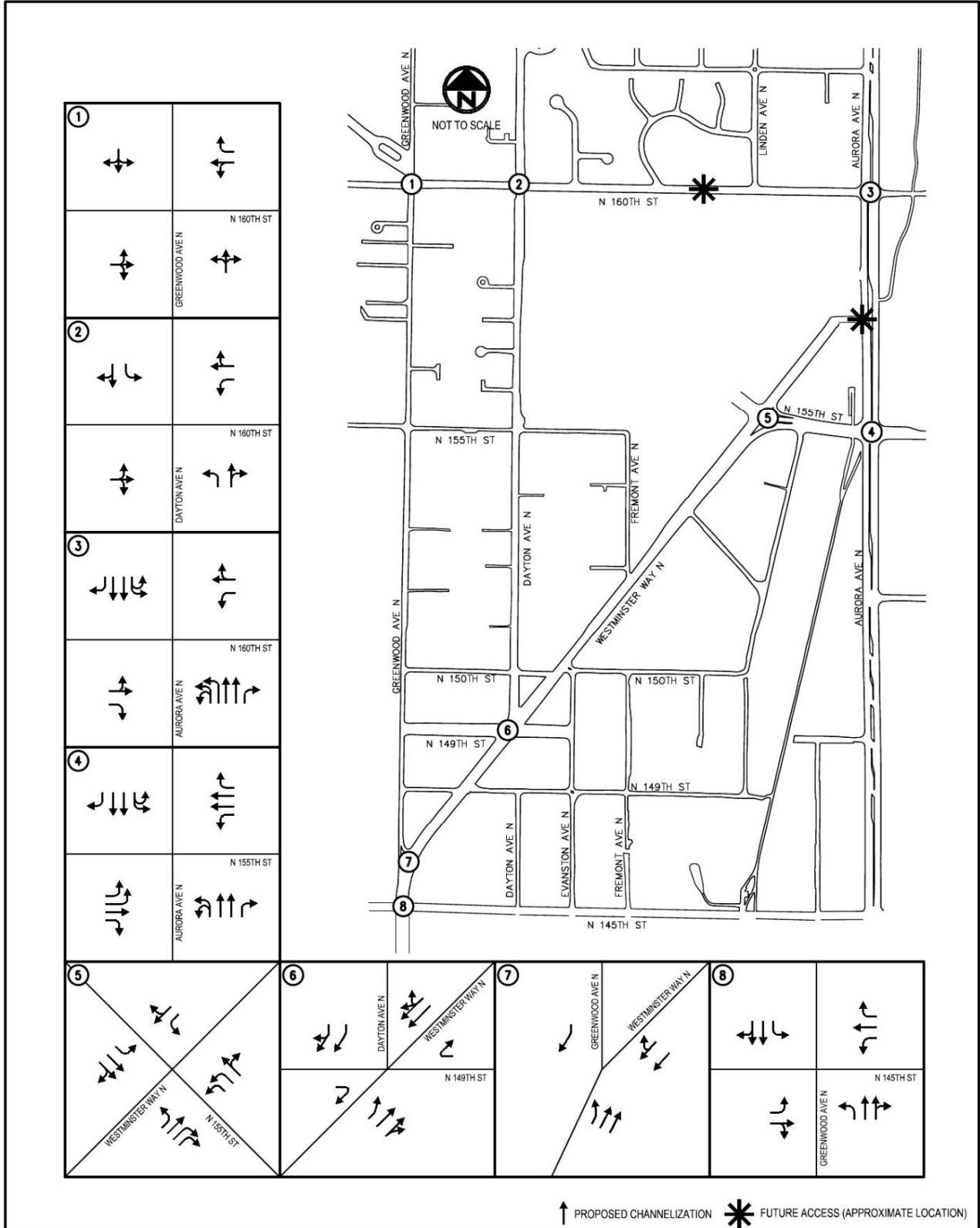
- Close the southbound Aurora Avenue N right-turn “slip lane” to Westminster Way N and construct a new roadway connection at N 156th Street/Aurora Avenue N that would connect Westminster Way N and Aurora Avenue N. This access would be limited to southbound right turns inbound and eastbound right turns outbound.
- Construct a new intersection along N 160th Street to provide access to the CRA. Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160<sup>th</sup> Street. The design of this north/south internal street would determine the location of the new intersection and its relationship to the intersections at Fremont Avenue N and Linden Avenue N. The redeveloping CRA properties may be required to construct a signal at the new intersection if signal warrants are met per the Manual for Uniform Traffic Control Devices.

Figure 3-20 shows the 2030 intersection channelization included in the analysis of the action alternatives.

### **Alternative 2: Phased Growth**

The analysis of the Phased Growth alternative assumes 500 new housing units and an additional 250,000 square feet of office and retail space. The Alternative 2 forecasted 2030 PM peak hour traffic volumes are shown in Figure 3-21.

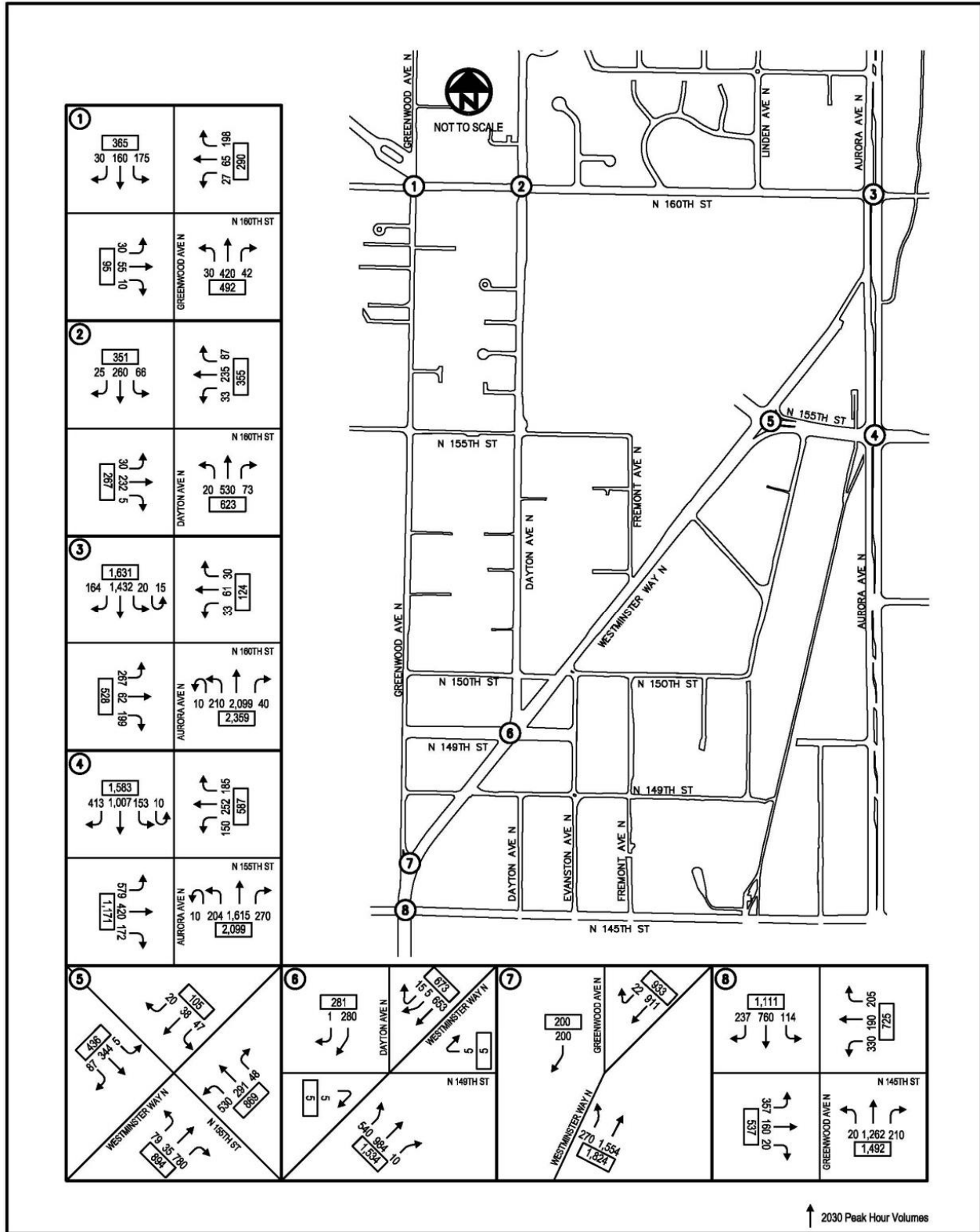
Figure 3-20. Future Channelization – Action Alternatives



Source: KPG 2014



Figure 3-21. Alternative 2: 2030 PM Peak Hour Volumes



Source: KPG 2014

**Intersection Operations**

Table 3-16 reports the intersection LOS and delay of each study area intersections based on forecasted 2030 volumes for Alternative 2. During the 2030 PM peak hour, the N 155th Street/Aurora Avenue N intersection would operate at LOS F and the N 160th Street/Aurora Avenue N intersection would operate LOS E. Because Aurora Avenue N (SR 99) is a designated Highway of Statewide Significance, these intersections are exempt from the City’s LOS D standard. The intersection of N 145<sup>th</sup> Street/Greenwood Avenue N is outside the City of Shoreline city limits and is not subject to the City’s LOS standard. All other study intersections are forecasted to operate at LOS D or better.

**Table 3-16. Alternative 2: 2030 PM Peak Hour Intersection Level of Service**

ID	Intersection	Control	PM Peak Hour	
			LOS	Delay
1	N 160th Street/Greenwood Avenue N	All-Way Stop	D	31
2	N 160th Street/Dayton Avenue N	Signal	B	11
3	N 160th Street/Aurora Avenue N	Signal	E	62
4	N 155th Street/Aurora Avenue N	Signal	F	109
5	N 155th Street/Westminster Way N	Signal	C	30
6	Dayton Avenue N/Westminster Way N	Signal	B	10
7	Greenwood Avenue N/Westminster Way N	Minor Stop	C	21
8	N 145th Street/Greenwood Avenue N	Signal	E	71

Source: 2010 Highway Capacity Manual, KPG 2014

**Volume-to-Capacity Analysis**

The City’s evaluation methodology uses volume-to-capacity to determine the impacts of development. Table 3-17 shows the results of the 2030 PM peak hour volume-to-capacity evaluation for Alternative 2. The northbound Westminster Way N segment between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.97); however, the segment meets the standard because the intersection at Dayton Avenue N/Westminster Way N is forecast to operate at LOS B.

**Table 3-17. Alternative 2: Roadway Volume-to-Capacity – 2030 PM Peak Hour**

Street/Segment	Volume-to-Capacity Ratio		Meets V/C Standard?
	Eastbound	Westbound	
<b><u>N 160th Street</u></b>			
Greenwood Ave N to Dayton Ave N	0.34	0.36	Yes
Dayton Ave N to Aurora Ave N	0.33	0.27	Yes
<b><u>Westminster Way N</u></b>	<b><u>Northbound</u></b>	<b><u>Southbound</u></b>	<b><u>Meets V/C Standard?</u></b>
Greenwood Ave N to Dayton Ave N	0.97	0.59	Yes
Dayton Ave N to N 155th Street	0.62	0.42	Yes
N 155th Street to Aurora Ave N	0.11	0.13	Yes
<b><u>N 155th Street</u></b>	<b><u>Eastbound</u></b>	<b><u>Westbound</u></b>	<b><u>Meets V/C Standard?</u></b>
Westminster Way N to Aurora Ave N	0.49	0.36	Yes

Source: KPG and City of Shoreline Transportation Model.

### **Traffic Operations Impacts**

The intersections of N 155th Street/Aurora Avenue N and N 160th Street/Aurora Avenue N are part of the Highways of Statewide Significance system and therefore are exempt from the City of Shoreline's LOS standard. Although the northbound segment of Westminster Way N between Greenwood Avenue N and Dayton Avenue N exceeds the 0.90 volume-to-capacity ratio standard, the Dayton Avenue N/Westminster Way N intersection meets the City's intersection LOS standard, exempting the location from the City's volume-to-capacity standard. All other intersections and roadways would meet the City's standards under Alternative 2.

Based on the analysis traffic analysis results, Alternative 2 does not generate significant transportation impacts.

### **Construction Impacts**

Alternative 2 changes the circulation and access patterns for traffic within the study area, particularly in the area surrounding the N 155th Street/Westminster Way N intersection. Transportation impacts for the action alternatives due to construction activity would likely be moderate. Temporary lane closures or an entire road closure may occur on Westminster Way N between N 155th Street and Aurora Avenue N in order to modify this segment to create a two-lane street with parking. Temporary lane closures or other impacts to vehicle and pedestrian traffic may occur during the construction of the revised intersection at N 155th Street/Westminster Way N, or as part of lane and sidewalk improvements on Westminster Way N, between Greenwood Avenue N and N 155th Street, N 155th Street between Westminster Way N and Aurora Avenue N. Appropriate construction management, including development of detour routes, and appropriate phasing of development plans should be considered to mitigate vehicle, transit, and non-motorized impacts during construction.

### **Transit Impacts**

Transit ridership would be increased under Alternative 2. The addition of residential and office land uses would result in increased demand for transit services particularly during commute hours. Access to transit would be improved by non-motorized internal connections within the CRA site and street frontage improvements that would occur with redevelopment.

### **Pedestrian and Bicycle Impacts**

With redevelopment of the CRA, Alternative 2 would improve pedestrian and bicycle facilities within the CRA site and along the street frontages. The frontage improvements for N 160th Street will include a two-way cycle track on the south-side of the street.

### **Alternative 3: Planned Growth**

The analysis of the Planned Growth alternative assumes the land use changes within the Aurora Square CRA and the previously described roadway and intersection improvements to Westminster Way N, N 160th Street, and N 155th Street. The forecasted 2030 PM peak hour traffic volumes for the study intersections are shown in Figure 3-22.

### **Intersection Operations**

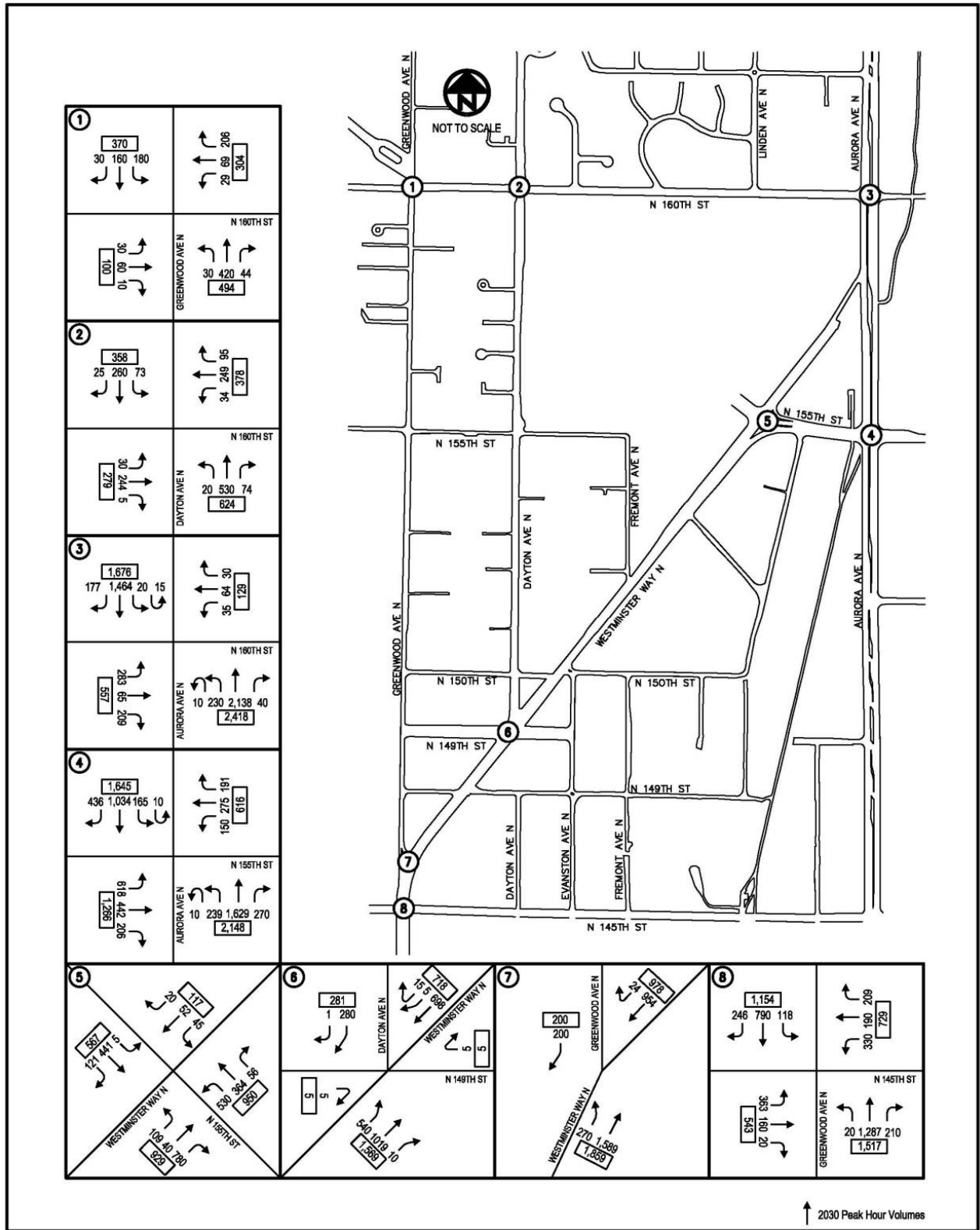
Table 3-18 reports the intersection LOS and delay of each study area intersections based on forecasted 2030 volumes for Alternative 3. During the 2030 PM peak hour, the N 155th Street/Aurora Avenue N intersection would operate at LOS F and the N 160th Street/Aurora Avenue N intersection would operate LOS E. Because Aurora Avenue N (SR 99) is a designated Highway of Statewide Significance, these intersections are exempt from the City's LOS D standard. The intersection of N 145<sup>th</sup> Street/Greenwood Avenue N is outside the City of Shoreline city limits and is not subject to the City's LOS standard. All other study intersections are forecasted to operate at LOS D or better.

**Table 3-18. Alternative 3: 2030 PM Peak Hour Intersection Level of Service**

ID	Intersection	Control	PM Peak Hour	
			LOS	Delay
1	N 160th Street/Greenwood Avenue N	All-Way Stop	D	34
2	N 160th Street/Dayton Avenue N	Signal	B	12
3	N 160th Street/Aurora Avenue N	Signal	E	70
4	N 155th Street/Aurora Avenue N	Signal	F	119
5	N 155th Street/Westminster Way N	Signal	C	30
6	Westminster Way N/Dayton Avenue N	Signal	B	11
7	Westminster Way N/Greenwood Avenue N	Minor Stop	C	22
8	N 145th Street/Greenwood Avenue N	Signal	E	73

Source: 2010 Highway Capacity Manual

Figure 3-22. Alternative 3: 2030 PM Peak Hour Volumes



Source: KPG 2014



**Volume-to-Capacity Analysis**

The City’s evaluation methodology uses volume-to-capacity to determine the impacts of development. Table 3-19 shows the results of the 2030 PM peak hour volume-to-capacity evaluation for Alternative 3. The northbound Westminster Way N segment between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.98); however, the segment meets the standard because the intersection at Dayton Avenue N/Westminster Way N operates at LOS B.

**Table 3-19. Alternative 3 Roadway Volume-to-Capacity – 2030 PM Peak Hour**

Street/Segment	Volume-to-Capacity Ratio		Meets V/C Standard?
	Eastbound	Westbound	
<b><u>N 160th Street</u></b>			
Greenwood Ave N to Dayton Ave N	0.36	0.38	Yes
Dayton Ave N to Aurora Ave N	0.35	0.29	Yes
<b><u>Westminster Way N</u></b>			
	Northbound	Southbound	Meets V/C Standard?
Greenwood Ave N to Dayton Ave N	0.98	0.61	Yes
Dayton Ave N to N 155th Street	0.64	0.45	Yes
N 155th Street to Aurora Ave N	0.13	0.15	Yes
<b><u>N 155th Street</u></b>			
	Eastbound	Westbound	Meets V/C Standard?
Westminster Way N to Aurora Ave N	0.53	0.40	Yes

Source: KPG and City of Shoreline 2030 Transportation Model

**Traffic Operations Impacts**

The intersections of N 155th Street/Aurora Avenue N and N 160th Street/Aurora Avenue N are part of the Highways of Statewide Significance system and therefore are exempt from the City of Shoreline’s LOS standard. The northbound segment of Westminster Way N between Greenwood Avenue N and Dayton Avenue N exceeds the 0.90 volume-to-capacity ratio (0.98); however, the Dayton Avenue N/Westminster Way N intersection meets the City’s intersection LOS standard, exempting the location from the City’s volume-to-capacity standard. All other intersections and roadways meet the City’s standards.

Based on the analysis traffic analysis results, Alternative3 does not generate significant transportation impacts.

**Construction Impacts**

Alternative 3 changes the circulation and access patterns for traffic within the study area, particularly in the area surrounding the N 155th Street/Westminster Way N intersection. Transportation impacts for the alternative due to construction activity would likely be moderate. Temporary lane closures or an entire road closure may occur on Westminster Way N between N 155th Street and Aurora Avenue N in order to modify this segment to create a two-lane parking street. Temporary lane closures or other impacts to vehicle and pedestrian traffic may occur during the construction of the revised intersection at N 155th Street/Westminster Way N, or as part of lane and sidewalk improvements on Westminster Way N, between Greenwood Avenue N and N 155th Street, N 155th Street between Westminster Way N and Aurora Avenue N. Appropriate construction management, including development of detour routes, and appropriate phasing of development plans should be considered to mitigate vehicle, transit, and non-motorized impacts during construction.

## **Transit Impacts**

Transit ridership would be increased under Alternative 3. The addition of residential and office land uses would result in increased demand for transit services particularly during commute hours. Access to transit would be improved by non-motorized internal connections within the CRA site and street frontage improvements that would occur with redevelopment.

## **Pedestrian and Bicycle Impacts**

With redevelopment of the CRA, Alternative 3 would improve pedestrian and bicycle facilities within the CRA site and along the street frontages. The frontage improvements for N 160th Street will include a two-way cycle track on the south-side of the street.

## **Mitigation Measures**

Identified impacts due to the changes in land uses and to the transportation system require mitigation measures to alleviate the direct impacts from development. This section reviews the transportation impacts for each alternative and proposes actions or capacity improvements to address these impacts.

## **Frontage Improvements**

When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. The City has developed specific cross sections for City streets describing the travel lanes, sidewalk widths, bicycle facilities, and on-street parking. As part of the Aurora Square Planned Action EIS, customized designs were developed for 160th Street, Westminster Way N, N 155th Street, and Aurora Avenue N (see Appendix B). The Aurora Square CRA frontage improvements are described in detail under the Action Alternatives 2 and 3 section. Other frontage improvements would follow the City's standard designs (e.g. west and south borders with Dayton, Fremont, and 155th along WSDOT area). The City may determine an allocation of responsibility/cost for required improvements to future redevelopment proposals proportionate to the development size or impact.

## **Access Improvements**

Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160<sup>th</sup> Street. This north/south internal street would add a new intersection at N 160<sup>th</sup> Street. The redeveloping CRA properties will need to analyze the traffic operations of the new intersection and may be required to construct a signal at the new intersection if signal warrants are met per the Manual for Uniform Traffic Control Devices. The design of the internal street would determine the location of the new intersection and its relationship to the intersections at Fremont Avenue N and Linden Avenue N.

## **Concurrency**

Future proposals would meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets.

## **Impact Fees**

The City of Shoreline adopted Transportation Impact Fees effective January 1, 2015 per Shoreline Municipal Code (SMC) Chapter 12.40. Payment of the Transportation Impact Fees is designed to mitigate city-wide transportation impacts that will result from residential and non-residential growth within Shoreline. As new development occurs within the CRA, each development would be assessed a per trip fee based on the number of new trips added to the street network.

## **Commute Trip Reduction**

The City has adopted a Commute Trips Reduction Program (SMC 14.10) consistent with State Requirements under RCW 70.94.527. Within the study area, the Washington State Department of Transportation offices are required to implement commute trip reduction programs to encourage employees and students to reduce commute trips by single-occupant vehicles. Any new employers

within the Aurora Square CRA with 100 or more employees arriving between 6:00 AM and 9:00 AM would be required to prepare and submit a Commute Trip Reduction Program to the City. Actions could include provision of priority parking for carpools, transit pass programs, and subsidies or other incentives for non-single-occupant, transit, or non-motorized commuters. The City's continued implementation of this program will reduce the number of vehicle trips generated under the alternatives.

### Internal Pedestrian Access

Chapter 20.60.150 of the SMC requires new development to provide pedestrian facilities that connect street right-of-way to building entrances, safe access to parking areas, and connections connecting commercial developments. As part of its development review process, the City will ensure the implementation of these requirements to encourage walking and transit use.

### Other Potential Mitigation Measures

The Aurora Square CRA would benefit from additional left-turn capacity for northbound traffic on Aurora Avenue N. Potential options include adding a second northbound left-turn lane at the N 155th Street/Aurora Avenue N intersection or by adding a mid-block left-turn lane on northbound Aurora Avenue N.

The option of adding a second left-turn lane at N 155th Street/Aurora Avenue N would benefit the Aurora Square CRA and regional traffic flows by increasing intersection capacity and reducing delay. The addition of the second northbound left-turn lane would reduce overall intersection delay from 111 seconds to 107 seconds for Alternative 2 and from 123 seconds to 114 seconds for Alternative 3 during the 2030 PM peak hour. To accommodate the additional left-turn lane, the north and south intersection approaches would be widened, resulting in longer east-west pedestrian crossing distances, a narrowed or removed landscaped median, and potential impacts to sidewalks.

The option of adding a mid-block left-turn lane from northbound Aurora Avenue N into the site would divert a portion of the traffic entering Aurora Square from the intersections of N 155th Street/Aurora Avenue N and N 160th Street/Aurora Avenue N.

The City should work with the Aurora Square CRA property owners and WSDOT to assess the benefits and trade-offs of adding northbound capacity at these locations.

### Significant Unavoidable Adverse Impacts

Implementation of Alternative 2 or Alternative 3 would result in increased traffic in the study area. Forecasts of future traffic operations on the proposed transportation network show that the Aurora Square CRA will meet concurrency standards for intersection LOS and roadway volume-to-capacity ratios. The proposed transportation improvements on Westminster Way N, N 155th Street and N 160th Street associated with the two action alternatives would result in temporary impacts during the construction of these facilities.

### 3.4 Stormwater

The purpose of this section is to describe current stormwater drainage conditions within the study area and to assess the potential effects from stormwater drainage that could result from adoption of the two action alternatives.

Additionally, this section explores regional stormwater facility concepts that could be implemented to satisfy stormwater flow control requirements triggered by redevelopment in the Aurora Square Community Renewal Area, in lieu of constructing flow control facilities for individual development project.

Degradation of water quality and increased flooding are common occurrences resulting from development of drainage basins, and are directly linked to the increase in impervious surface area that accompany development (Booth et al. 2001; Booth 2000). However, in the case of redevelopment, water quality and control of discharge can be improved because redevelopment typically includes implementation of modern stormwater BMPs; whereas, stormwater runoff from existing developed areas often has little or no runoff treatment.

Both planned action alternatives are expected to improve stormwater conditions downstream from the study area in comparison to existing conditions. This improvement would include both an increase in the quality of stormwater as well as reductions in peak runoff rates. These improvements are expected because current stormwater management requirements adopted by the City would require stormwater mitigation for all new and replaced impervious surfaces resulting from redevelopment. For water quality, existing pollution-generating impervious surfaces, such as parking lots, would be required to be retrofitted with treatment best management practices (BMPs) if they are replaced as part of the redevelopment. Flow control requirements would apply to all new and replaced impervious surfaces including parking lots, buildings, and sidewalks. In addition to standard runoff treatment and flow control BMPs, Low Impact Development (LID) BMPs such as pervious pavement and bioretention would be required wherever feasible.

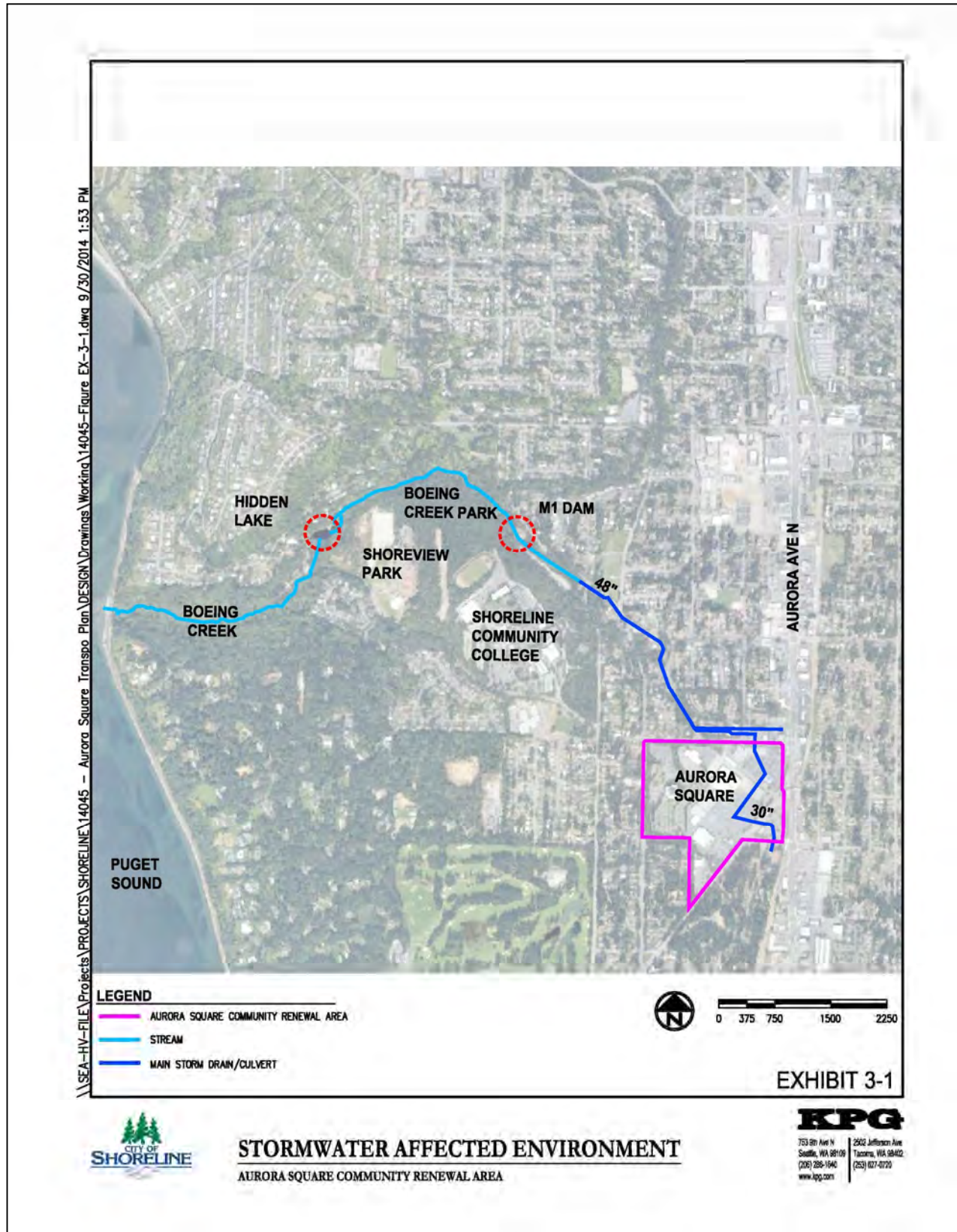
Stormwater impacts resulting from the planned action alternatives were analyzed at a programmatic level. The exact configuration and timing of future redevelopment is unknown, so the alternatives could not be analyzed for specific impacts. However, since stormwater management requirements would be applied to each redevelopment project consistently based on areas of new and replaced impervious surfaces, projections were made as to what these areas might be for each planned action alternative in order to make general projections of how future redevelopment under each alternative could affect stormwater quality, flow rates, and volumes.

### Affected Environment

The affected environment includes the entire study area (See Chapter 2, Figure 2-1) as well as the water bodies that receive stormwater runoff from the study area. The study area is located in the Boeing Creek Basin, which is within Water Resources Inventory Area (WRIA) 8. WRIAs are Ecology administrative areas that follow watershed boundaries. As shown in Figure 3-23, the primary surface waters within the study area include Boeing Creek and Hidden Lake. The study area drains into a 48-inch diameter piped drainage system that discharges to Boeing Creek approximately ½ mile downstream. Hidden Lake is located along Boeing Creek approximately 1.3 miles downstream from the study area. Boeing Creek discharges to Puget Sound approximately 0.7 mile downstream from Hidden Lake.



Figure 3-23. Stormwater Affected Environment Map



Source: KPG 2014



The *Boeing Creek Basin Plan* was prepared in 2013 by the City of Shoreline and a consultant team consisting of Windward Environmental LLC, Osborn Consulting Inc. and The Watershed Company. The purpose of the plan was to “provide a comprehensive representation of the natural and built infrastructure in the basin so that the City of Shoreline can manage existing issues and minimize future problems using its stormwater management resources.” This plan provides a valuable source of information on the affected stormwater environment. Primary stormwater-related issues identified by the plan included:

- Lack of dispersed stormwater management facilities through the basin to mitigate runoff from developed areas,
- Erosion in the Boeing Creek channel and adjacent hillslopes, and subsequent sedimentation in Hidden Lake,
- Piped infrastructure in need of maintenance, repair, or replacement, and
- Poor water quality due to the presence of fecal coliform (FC) bacteria and nutrients

The Boeing Creek basin is essentially fully developed with various land uses that all include significant amounts of pollution-generating impervious surfaces, such as: single family and multifamily residential, commercial, industrial, educational, institutional, and a 1.8-mile segment of the Aurora Avenue corridor. Most of this development occurred prior to adoption of stormwater management requirements. The Boeing Creek Basin Plan estimated that 90% of residential properties in the basin were constructed prior to current stormwater management strategies, and have not been retrofitted. However, due to problems caused by this unmitigated development, regional stormwater facilities were constructed along Boeing Creek beginning in the early 1980s. One of these regional stormwater facilities, the M1 Dam, is located downstream from the Aurora Square study area.

## Significant Impacts

### Impacts Common to All Alternatives

Impacts to surface waters and water bodies receiving stormwater drainage from urban areas result primarily from increases in the amount of impervious surfaces. Most urban stormwater is generated from precipitation running off of impervious surface areas. In undeveloped areas, the natural ground cover generally consists of vegetation and permeable soils. Precipitation in these areas may be intercepted by vegetation and absorbed by the soils, ultimately contributing to groundwater recharge. This infiltration reduces the amount of surface water that runs off immediately into streams during a storm event. In developed areas with reduced vegetative cover and increased hard surfaces, the amount of water that runs off rather than infiltrates into the ground is increased.

This additional stormwater can carry pollutants that have accumulated on impervious surfaces into receiving waters. Pollutants include oil and gasoline, metals such as copper and zinc, and residue from pesticides, fertilizers, and other chemicals. In addition to carrying increased pollutant loads, increased runoff can also carry soils from the ground surface into streams or other water bodies, and erode stream banks and beds. Flow rates in streams increased above natural conditions results in increased erosion and sediment transport. Sediment can then be carried downstream and deposited in areas of slower moving water such as wetlands, lakes, or estuaries.

All action alternatives would have similar impacts related to potential increases in impervious surfaces, since all alternatives would be subject to the dimensional requirements of the Mixed Business zone, as specified in Section 20.50.020 of the Shoreline Municipal Code (SMC). Although the allowable 95% hardscape coverage in this zone is higher than the existing approximate 80% hardscape coverage in the study area as a whole, the portions of the study area most likely to redevelop has higher existing impervious coverage in the 90-95% range. As a result, none of the action alternatives are anticipated to result in significant increases impervious surfaces. Minor differences between alternatives are not possible to predict prior to development of site plans.

The more significant differences between alternatives are the potential benefits to be gained from stormwater retrofitting that would be required as a part of redevelopment, as discussed in more detail in the Mitigation Measures section below.

Construction activities can also increase sediment input into a stream when vegetation is removed and bare soils is exposed at the construction site. Construction may also lead to increased exposure to pollutants from accidental spills associated with the use of chemicals such as gasoline, paints, or solvents used during construction.

### **Alternative 1: No Action**

As discussed in Section 2.5, the No Action Alternative, properties within the study area would continue with their present retail and offices uses. With no significant changes in building areas and uses, it is anticipated the buildings and parking areas would mostly remain in their current configurations; therefore stormwater impacts related to added impervious surfaces or construction activities would be minimal.

### **Alternative 2: Phased Growth**

The Phased Growth alternative would require redevelopment of a portion of the study area to achieve the additional 500 dwelling units and additional 250,000 square feet of retail and office space. It has been projected that this growth would require redevelopment of approximately 28 acres of the study area (see Figure 3-24). However, the portion of the study area most likely to redevelop has a percentage of hard surface coverage similar or less impervious surface compared to existing conditions. Therefore, as with the No Action Alternative, impacts related to added impervious surfaces would be negligible or non-existent. However, this alternative would have a greater potential stormwater impact related to a 28-acre construction site for the redevelopment area.

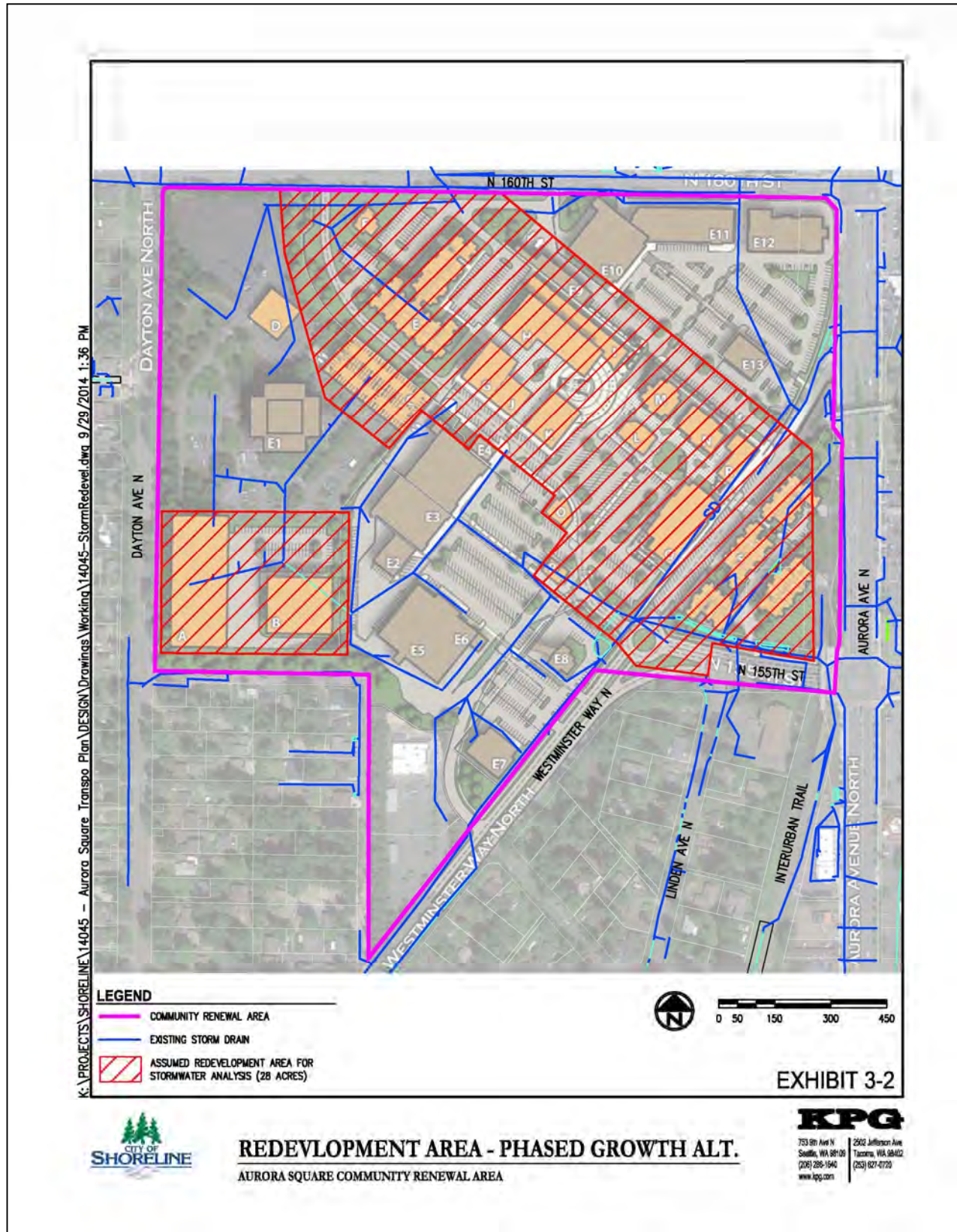
The stormwater benefit of this alternative (as discussed in the Mitigation Measures section below) is expected to be higher than the No Action Alternative, because redevelopment of approximately 28 acres of the site would result in improved water quality and reduced peak flow rates from that area due to stormwater management requirements for new and replaced impervious surfaces.

### **Alternative 3: Planned Growth**

The Planned Growth Alternative would require redevelopment of a greater portion of the study area than the Phased Growth alternative in order to achieve the additional 1,000 dwelling units and additional 500,000 square feet of retail and office space. It has been projected that this growth would require redevelopment of approximately 44 acres of the study area (see Figure 3-25). However, as with the other alternatives, impacts related to added impervious surfaces would be negligible or non-existent. However, this alternative would have the greatest potential stormwater impact during construction, related to a 44-acre construction site.

The stormwater benefit of this alternative (as discussed in the Mitigation Measures section) is expected to be the greatest of the alternatives, because redevelopment of approximately 44 acres of the site would result in improved water quality and reduced peak flow rates from that area due to stormwater management requirements for new and replaced impervious surfaces.

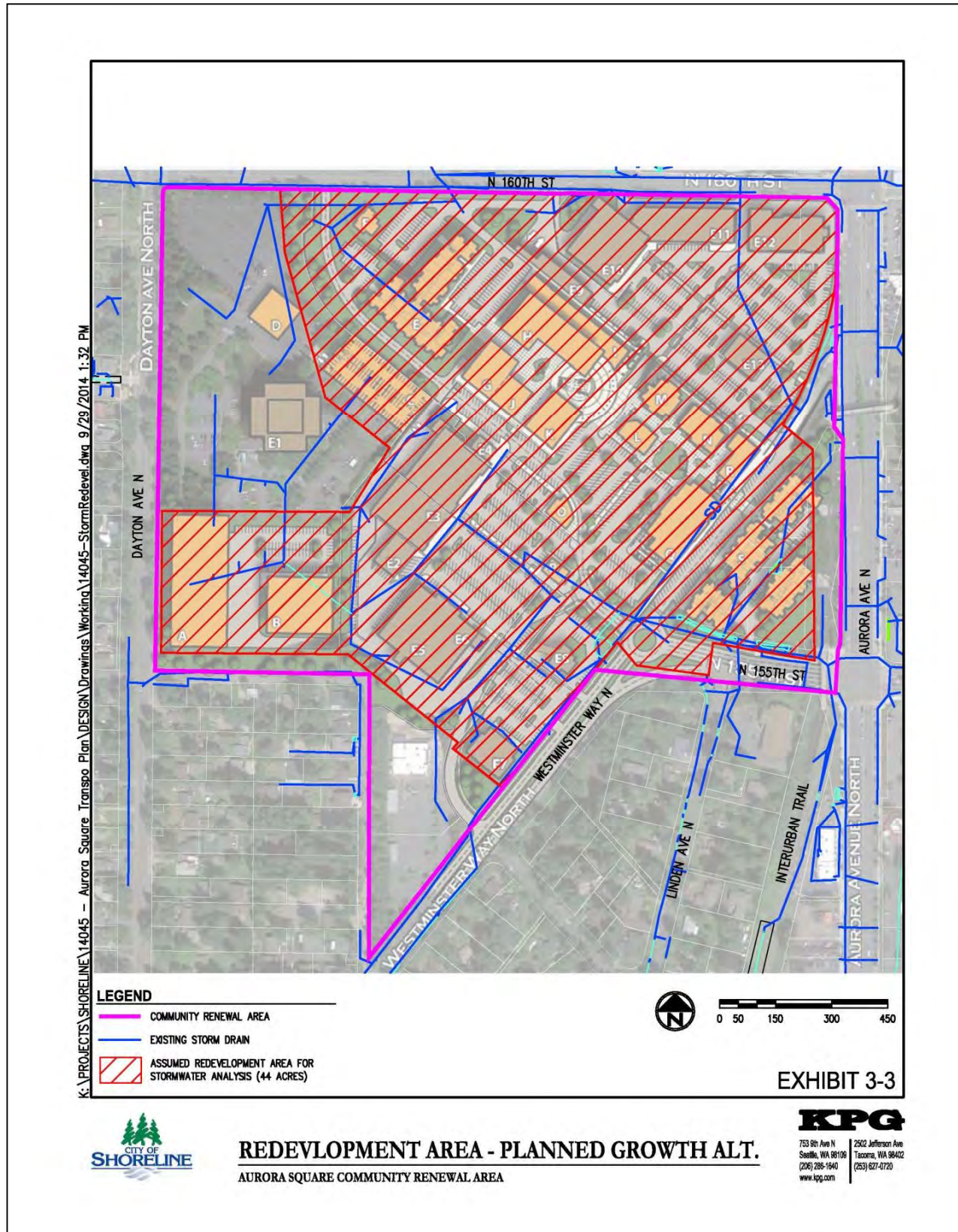
Figure 3-24. Potential Redevelopment associated with the Phased Growth Alternative



Source: City of Shoreline, King County Assessor, KPG 2014



Figure 3-25. Potential Redevelopment associated with the Planned Growth Alternative



**REDEVELOPMENT AREA - PLANNED GROWTH ALT.**  
 AURORA SQUARE COMMUNITY RENEWAL AREA



Source: City of Shoreline, King County Assessor, KPG 2014

## Mitigation Measures

### Incorporated Plan Features

As noted in Section 2.1, the planned action will consider opportunities and incentives for low-impact and eco-district improvements. Certain requirements for implementing low-impact development (LID) techniques related to stormwater already exist in the City of Shoreline through stormwater manual requirements described below. The Planned Action Ordinance seeks to clarify and strengthen these requirements to encourage redevelopment to fully incorporate LID wherever feasible.

Development of a regional flow control facility is also being considered to satisfy requirements triggered by redevelopment in a more cost-effective method than could be achieved on site by individual projects.

### Applicable Regulations and Commitments

Stormwater management is regulated by federal, state, and local laws and ordinances. This section provides an overview of the key regulations and policies that relate to stormwater management and stormwater impacts.

#### Federal Clean Water Act

The Clean Water Act governs the discharge of pollutants into the waters of the United States and regulates water quality standards for surface water. The discharge of any pollutant from a point source into navigable waters without a proper permit is unlawful, under the act; therefore, the NPDES permit program controls these discharges. Ecology, under RCW 90.48 is the permitting agency for NPDES permits in the state of Washington.

Additionally, under Section 401, any activity requiring a Section 404 permit (placement of fill or dredging within waters of the United States) or a Section 10 permit (placing a structure within the waters of the United States) which may result in any discharge into the navigable waters of the United States must obtain a certification from the state certifying that such discharge will comply with the applicable provisions of the Clean Water Act. Ecology, under chapter RCW 90.48, is the certifying agency for Section 401 permits.

#### Washington State Department of Ecology

As mentioned, Ecology is responsible for implementing and enforcing surface water quality regulations in Washington State. The current water quality standards are established in state regulations (WAC 173-201A). General requirements for stormwater management are contained in the *NPDES Phase II Western Washington Municipal Stormwater Permit*. Specific guidance for achieving stormwater management standards for development and redevelopment projects is provided by Ecology in the *Stormwater Management Manual for Western Washington (SMMWW)*.

The SMMWW identifies minimum requirements for development and redevelopment projects of all sizes and provides guidance on implementation of BMPs to achieve these requirements. As part of compliance with the *NPDES Phase II Western Washington Municipal Stormwater Permit*, Ecology's regulations require local agencies to adopt stormwater treatment regulations. Many local agencies, including the City of Shoreline, have chosen to adopt the SMMWW rather than develop a similar but unique set of regulations.

The SMMWW includes requirements and recommended BMPs for managing stormwater runoff during the construction phase. However, if project construction would disturb more than 1 acre of ground and would discharge stormwater to surface waters, redevelopment projects within the study area would require coverage under the *NPDES Construction Stormwater General Permit*. Coverage under this general permit requires submitting an application to Ecology. The permit requires implementing BMPs and performing monitoring activities to minimize construction-related impacts to water quality.

#### City of Shoreline Municipal Code

Local laws require stormwater discharges to meet water quality and flow control standards. Through Shoreline Municipal Code (SMC) 13.10, the City has adopted the most recent version of the SMMWW



published by the Washington State Department of Ecology. The most recent version of the SMMWW was published in August 2012.

## Other Potential Mitigation Measures

### Stormwater Retrofit Benefits from Redevelopment

Mitigation of stormwater runoff impacts resulting from redevelopment of the study area will be accomplished by incorporating stormwater management BMPs into the redevelopment projects. The 2012 SMMWW has been adopted by the City, which identifies the specific stormwater requirements applicable to each project and provides the methodology for designing BMPs.

Development within the study area will be classified as “redevelopment” by the SMMWW because the site is already substantially developed, i.e. with 35% or more existing hard surface coverage (Volume 1, Section 2.3 of the SMMWW).

The SMMWW has nine Minimum Requirements for Development and Redevelopment. The applicability of these requirements for redevelopment is dependent on the value of the proposed site improvements as compared to existing improvements. Improvements that exceeds 50% of the assessed value of the existing improvement are required to apply all nine minimum requirements to both new and replaced hard surfaces, with replaced hard surfaces defined as the removal and replacement of hard surfaces down to the foundation (for buildings) or bare soils or base course for other hard surfaces such as pavement for roads, parking lots, and walkways.

Minimum Requirements applied to replaced impervious surfaces will result in benefits to the affected stormwater environment because they will require BMPs to address water quality and flow control, resulting in a net improvement to stormwater leaving the study area as compared to existing conditions. It is difficult to quantify the specific benefits that would be realized with each alternative because the amount of replaced impervious surfaces requiring retrofitting will be dependent on the specifics of proposed redevelopment site plans. However, it appears reasonable to predict that the No Action Alternative will result in the smallest amount of replaced impervious surface, and consequently the smallest stormwater retrofit benefit. Similarly, the Planned Growth alternative will result in the largest quantity of replaced impervious surface, and therefore would have the largest stormwater retrofit benefit.

### Low Impact Development Requirements

Low Impact Development (LID) is defined in the *LID Technical Guidance Manual for Puget Sound* (WSU Extension & Puget Sound Partnership, 2012) as follows:

*Low impact development is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation and the use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design. LID strategies can be applied to new development, urban retrofits, infrastructure improvements and revitalization projects to protect aquatic resources.*

Minimum Requirement 5 of the SMMWW specifies LID improvements that must be used to treat runoff from applicable new and replaced impervious surfaces of development projects. Whereas this type of improvement was encouraged but not strictly required by previous versions of the SMMWW, the 2012 version of the manual includes LID requirements that must be met unless specific infeasibility criteria are met. It is not possible to determine the specific LID improvement that will be required for redevelopment projects in the study area because feasibility is highly dependent on soil conditions and specific site plans. However, in general, downspouts from new and replaced roof areas will most likely be required to implement downspout infiltration if soils conditions permit, or include bioretention facilities sized equivalent to 5% of the roof area. Other new or replaced hard surfaces such as parking lots and pedestrian plazas and walkways will most likely be required to utilize permeable pavement. Although, based on currently-available soils information, it does not appear that existing soils within the Aurora Square study area would be suitable for infiltrating concentrated runoff such as downspout

infiltration or bioretention without underdrains, dispersed infiltration such as permeable pavement and bioretention with underdrains will likely be feasible.

### **Opportunities for Regional Flow Control**

As discussed in the previous section, each development proposal will be required by City of Shoreline code to comply with the current version of the Department of Ecology's SMMWW. The current version of this manual was published in 2012 and includes requirements to incorporate LID techniques, facilities to treat runoff from pollution-generating impervious surfaces, and flow control facilities.

Of these three stormwater management components, it is anticipated that flow control will be the most costly to implement, because current standards require retrofitting both new and replaced impervious surfaces on development sites so that rates of runoff mimic those of a pre-development, forested condition. In areas such as the study area that, due to underlying soil conditions, are not expected to have significant capacity to infiltrate stormwater, this level of flow control is typically accomplished using a detention facilities such as an open pond or underground tanks or vaults. With the high intensity of land use that would accompany either of the two action alternatives, underground concrete vaults would be the most likely method used for flow control.

With flow control being a significant cost that could have the effect of discouraging the type of redevelopment described in the action alternatives, the City has begun to explore regional flow control options that could be achieved at a lower cost while providing an equivalent or greater flow control benefit. Two regional flow control options are currently being explored, both of which are located on Shoreline Community College (SCC) property in the vicinity of the College's Greenwood parking lot and the City's M1 Dam regional detention facility (see Figure 3-26 for location).

Soils in the vicinity of the Greenwood parking lot are mapped as advance outwash, which are permeable and typically suitable for infiltration of stormwater. As part of the SCC's *Stormwater Master Plan* (Reid Middleton, 2013), preliminary subsurface exploration and geotechnical analysis was performed that confirmed the presence of outwash soils and proposed an infiltration rate for use in preliminary design.

Utilizing infiltration capacity has a significant impact on the size of flow control capacity. Preliminary calculations indicate that, given the infiltration rates anticipated in the Greenwood parking lot area, the required storage volume needed to satisfy the flow control requirement is approximately 25 percent of the volume that would be required for a facility that does not use infiltration.

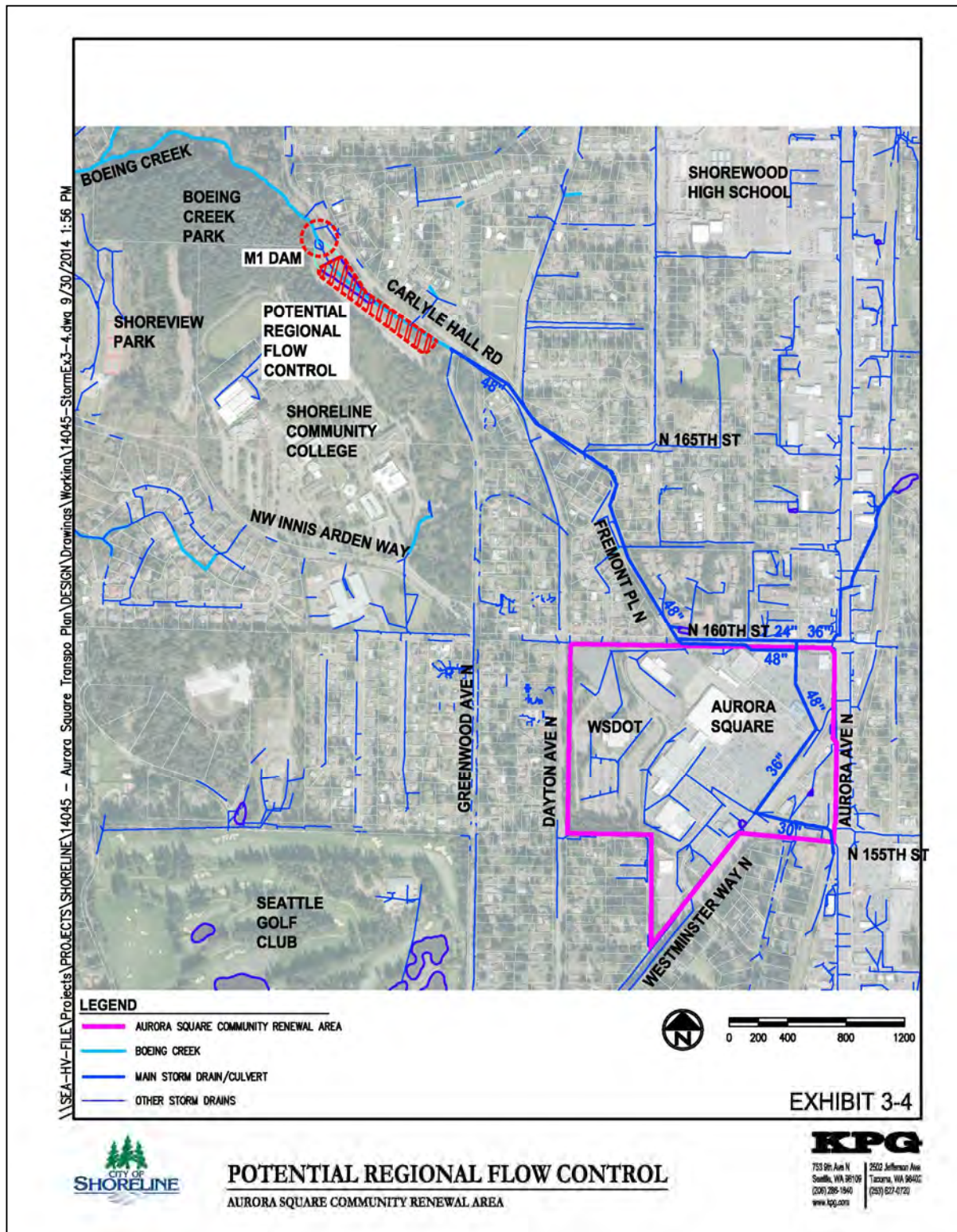
SCC's Campus Master Drainage Plan (Reid Middleton, 2013) identified the Greenwood Parking Lot as the proposed location for stormwater facilities to serve campus redevelopment over the next 30 years. The plan proposed a phased approach, first developing a small facility at the north end of the lot for initial projects, expanding the facility to the south as additional capacity is needed for subsequent projects. SCC's proposed flow control facility would utilize both infiltration and controlled discharges into the City's adjacent M1 Dam facility on Boeing Creek.

Both of the two regional flow control options currently being explored would utilize the entire area of the Greenwood parking. Both would be sized, at a minimum, to provide flow control for the Planned Growth alternative for the study area as well as SCC's planned development projects for the portion of the campus that drains to Boeing Creek upstream from the M1 Dam. The differences between the options being considered are related to the size of the facility and whether it would be constructed in-stream as an expansion to the existing M1 Dam regional detention facility, or as a separate, smaller facility located adjacent to the existing facility. Based on preliminary sizing calculations, it appears that the larger facility constructed in-stream as an expansion to the M1 Dam facility would have a greater regional benefit, having enough capacity to serve redevelopment of the part of the City's proposed Town Center that drains to the facility, as well as a portion of other mixed use and commercial projects constructed along Aurora Avenue N located south of the Town Center.

Creating a downstream regional flow control facility to serve the study area, if pursued by the City, would require additional study and analysis to verify feasibility, preparation of regional facility basin plan for review by Ecology, environmental analysis and permitting, and final design and construction. In addition, agreements would need to be accomplished with SCC regarding use of college property for the facility as well as addressing impacts to the college from the loss of parking.

Initial funding for the facility would mostly likely come from the City, with a portion or all of the cost reimbursed by future “fee in lieu” payments from upstream developers that choose to utilize the regional facility instead of on-site flow control.

**Figure 3-26. Potential Regional Flow Control Offsite Mitigation Options**



Source: City of Shoreline, King County Assessor, KPG 2014

## Significant Unavoidable Adverse Impacts

Given the extensive development already in the study area and associated adverse impacts to surface waters from existing untreated runoff, it is expected that mitigation measures associated with redevelopment with either of the action alternatives would lead to an overall improvement of stormwater runoff quality from the study area. The No Action Alternative, with its minimal construction activity and no added impervious surface, would have no unavoidable adverse impacts from stormwater runoff. Under all alternatives, onsite flow control or downstream regional flow control facilities would be needed to meet City standards; offsite regional flow control would have cumulative benefits to the CRA study area, SCC properties, and other development properties along Aurora Avenue N, which would have the ability to utilize LID practices.



## 3.5 Sewer and Water

### Affected Environment

#### Water

##### **Seattle Public Utilities**

The City of Shoreline currently receives water services from Seattle Public Utilities (SPU) and the North City Water District. Generally, SPU serves those portions of Shoreline west of Interstate 5, including the Aurora Square study area, and North City Water District serves areas to the east.

SPU provides water to a service area population of 1.3 million people, which includes the City of Seattle and its greater metropolitan area, and southern parts of Snohomish County (SPU 2013 Water System Plan Volume I, 2012). SPU's water supply comes from the Cedar River, the South Fork Tolt River, and two well fields that provide groundwater (SPU 2013 Water System Plan Volume I, 2012). Average annual demand is forecasted to remain at or below 133 million gallons per day through 2060 (SPU 2013 Water System Plan Volume I, 2012). SPU's water transmission system included 193 miles of pipeline, seven covered reservoirs, 15 pump stations, six elevated tanks and standpipes, and 129 wholesale customer taps with meters (SPU 2013 Water System Plan Volume I, 2012).

##### **Aurora Square Study Area**

The Aurora Square study area is surrounded by 8 inch to 16 inch water mains (Mantchev, 2014). Figure 3-27 shows the water system around Aurora Square. The water mains inside Aurora Square are privately owned by business owners (Mantchev, 2014)

**Figure 3-27. Water System around Aurora Square**



Source: SPU, 2014; BERK, 2014.

The Aurora Square area is served by the Foy Pump Station, which is located at the intersection of 5<sup>th</sup> Avenue NE and NE 145<sup>th</sup> Street (Mantchev, 2014). If the Foy Pump Station and the North City Pump Station (further East) are offline, the Bitter Lake Pump Station, located at Bitter Lake Reservoir, provides a backup source of water to the City of Shoreline (EES Consulting, 2012).

Water storage for the Aurora Square area is provided by the Richmond Highland Tanks, which are located at N 195<sup>th</sup> Street and Fremont Avenue (Mantchev, 2014). The Richmond Highland Tanks include one tank that can hold 1 million gallons of water, and another tank that can hold 2 million gallons of water (EES Consulting, 2012). Standby storage is provided by Bitter Lake Reservoir, which is located in Seattle (Mantchev, 2014).

**Water Demand**

Table 3-20 shows the average annual consumption per household within the SPU service area with information broken down by City of Seattle consumers, wholesale consumers, and North City Water District consumers (Flory, 2014). The North City Water District is the water district that provides water to the areas in the City of Shoreline that are East of Interstate 5. Non-residential accounts include downtown office buildings, Nucor Steel, small convenience stores and many other businesses that range among those ranges.

**Table 3-20. Seattle Public Utilities Water Demand, 2013**

	<i>Residential Water Demand per Household (GPD)</i>		<i>Non-Residential Demand per Account (GPD)</i>
	<i>Single Family</i>	<i>Multifamily</i>	
City of Seattle	134	73	1,620
Wholesale	172	140	837
North City Water District	141	127	530

Source: SPU, 2013; BERK, 2014

Seattle Public Utilities (SPU) is able to provide water demand information for the City of Seattle, wholesale customers, and the North City Water District, as noted in Table 3-20. However, SPU does not have demand information available specifically for the portion of Shoreline it serves directly, which includes Aurora Square. Estimating future water demand for the Aurora Square site based on the aggregate City of Seattle data available from SPU would not be appropriate, as this data includes Downtown Seattle, which has a very different development pattern than Aurora Square. Future demand at Aurora Square is likely to be more similar to other areas of Shoreline (like the North City area), rather than Seattle. Therefore this EIS analyzes the planned action growth for the Aurora Square area using the multifamily demand factors for North City Water District, which serves the eastern portions of Shoreline. SPU's information for an area similar to Aurora Square shows a multifamily residential water demand of 127 gpd; this factor is used in the estimation of increased demand for Alternatives 2 and 3 in the impact analysis below.

Since it was not possible to determine how many people or square feet are served by a non-residential account, this analysis cannot determine by how much the non-residential demand per account will increase.

### **Fire Flow**

The City of Shoreline Fire Department follows the 2012 International Fire Code Requirements. According to the Fire-Flow Requirements for Buildings section of the International Fire Code, the following building types require hydrants with 8,000 gpm:

- Type IV and V-A: Greater than 191,401 SF
- Type IIB and IIIB: Greater than 138,301 SF
- Type V-B: Greater than 85,101 SF

A reduction in required fire-flow of 50% is allowed when the building is equipped with an approved sprinkler system. The fire hydrants around Aurora Square have a capacity of 4,000 gpm, which is able to meet the fire flow requirements for the additional 500,000 square feet of retail space and 1,000 residential units, provided that approved sprinklers are installed during construction.

### **Sewer**

The City of Shoreline currently receives sewer services from the Ronald Wastewater District. The Ronald Wastewater District provides wastewater services in the City of Shoreline and to unincorporated Snohomish County (CHS Engineers, 2010). The District presently serves an area of approximately 6,870 acres and over 99% of the City of Shoreline's 54,320 residents

The Ronald Wastewater District sewer system in whole consists of 16 lift stations, 21 individual grinder pumps and 190 miles of 6 to 30 inch diameter sanitary sewer mains (CHS Engineers, 2010).

The City of Shoreline is in the process of establishing an inter-local agreement with the Ronald Wastewater District to unify sewer services, which is anticipated to occur in October 2017 (City of Shoreline, 2014).

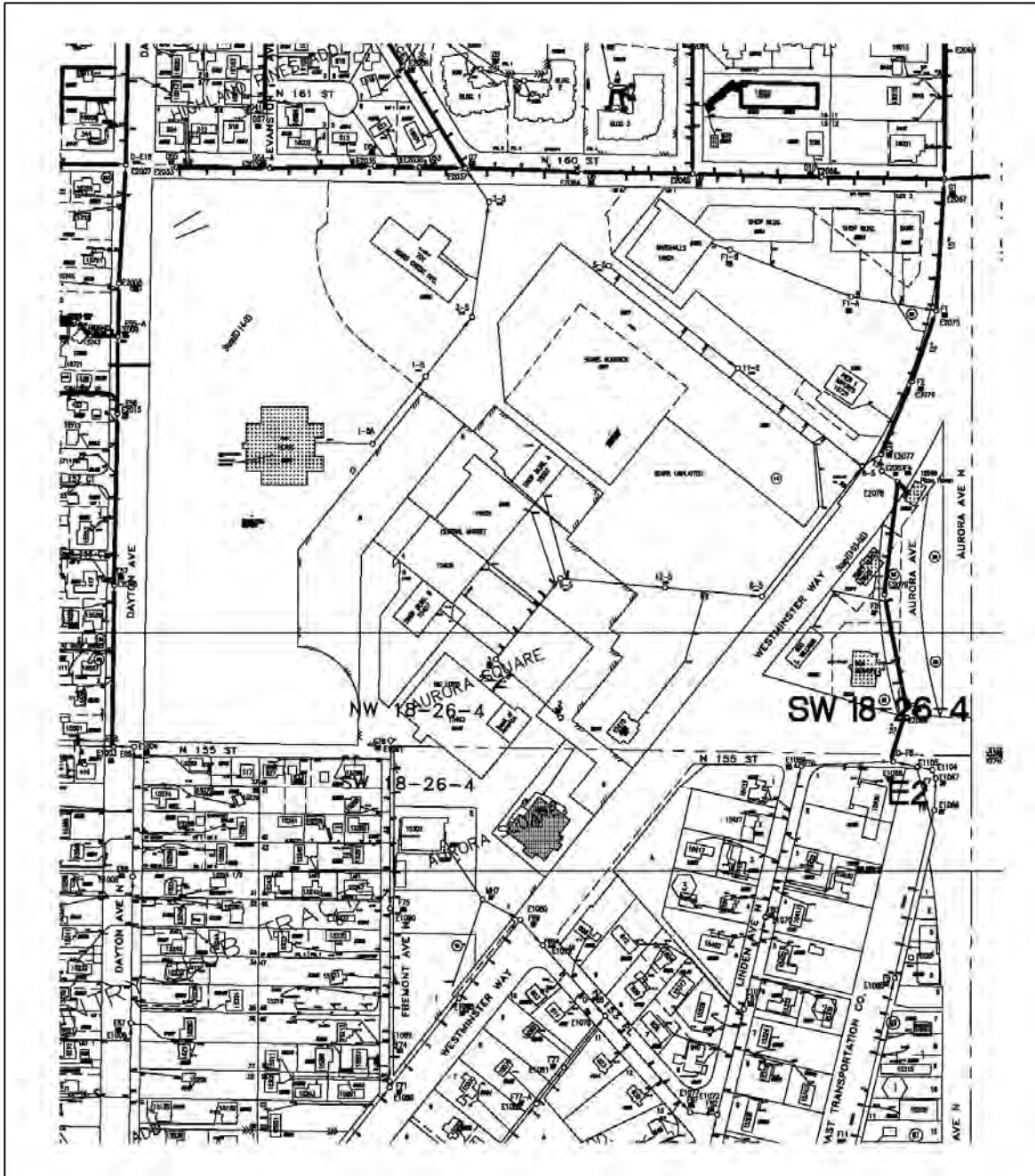
AURORA SQUARE PLANNED ACTION EIS  
AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, AND MITIGATION MEASURES

### Sewer Infrastructure

Sewer infrastructure within the vicinity of the Aurora Square study area includes the following (see Figure 3-28):

- 15" main on Aurora Avenue
- 8" mains within Aurora Square

Figure 3-28. Sewer System in Aurora Square Vicinity



Source: Ronald Wastewater District, 2014.

### Treatment

The wastewater is collected and treated at two different wastewater treatment facilities – the City of Edmonds’ treatment plant and King County’s West Point treatment plant (CHS Engineers, LLC, 2010).



**Sewer Demand**

The Ronald Wastewater District Sewer Comprehensive Plan, last updated in 2010, established that the district had an average residential demand of 85 gallons per capita per day (CHS Engineers, LLC, 2010).

**Capital Improvement Projects**

The 2010 Ronald Wastewater District Sewer Comprehensive Plan listed the Aurora Avenue North Sanitary Sewer Improvement project as a planned capital improvement project (CHS Engineers, LLC, 2010). It was estimated to cost \$832,000 and the improvement was planned for 2019 and would be funded with bonds (CHS Engineers, LLC, 2010). The project has not entered the planning stage yet, and was based on a capacity study using city growth projections at the time.

The City of Shoreline is in the process of working with the Ronald Wastewater District to enter into an Interlocal Operating Agreement to unify sewer services, which is anticipated to occur in October 2017 (City of Shoreline, 2014).

**Significant Impacts**

**Impacts Common to All Alternatives: Water**

**Water Demand**

Development in the Aurora Square study area will generate additional population and employment, which would increase demand for water services. As part of a King County Buildable Lands Report (2014), the City of Shoreline assumes each employee is equal to 300 square feet of commercial space, and the 2008-2012 US Census indicates that the average household size in Shoreline is 2.4 persons. These assumptions are applied to the space and dwelling unit estimates of the alternatives in Table 3-21 to estimate the current and projected population and employment in the Aurora Square study area.

**Table 3-21. Projected Increase in Population and Employment by Alternative**

Alternative	Projected Net Residential Units	Projected Net		Population Established (Net)	Total Population	Employment Established (Net)	Total Employment
		Commercial Development	Population				
Alternative 1		-		7	7	1,528	1,528
Alternative 2	500	250,000		1,220	1,227	833	2,361
Alternative 3	1000	500,000		2,440	2,447	1,667	3,195

Source: City of Shoreline Transportation Master Plan 2010, King County Buildable Lands Report 2014, US Census, 2008-2012; BERK, 2014

Based on the estimated population associated with the net increase in dwelling units, the increase in residential average annual demand is shown in Table 3-22.

**Table 3-22. Projected Increase in Residential Average Annual Demand for Water**

	Projected Net Units	Increase in Demand (gpd)
Alternative 1	0	0
Alternative 2	500	63,500
Alternative 3	1,000	127,000

Source: SPU, 2013; BERK, 2014.

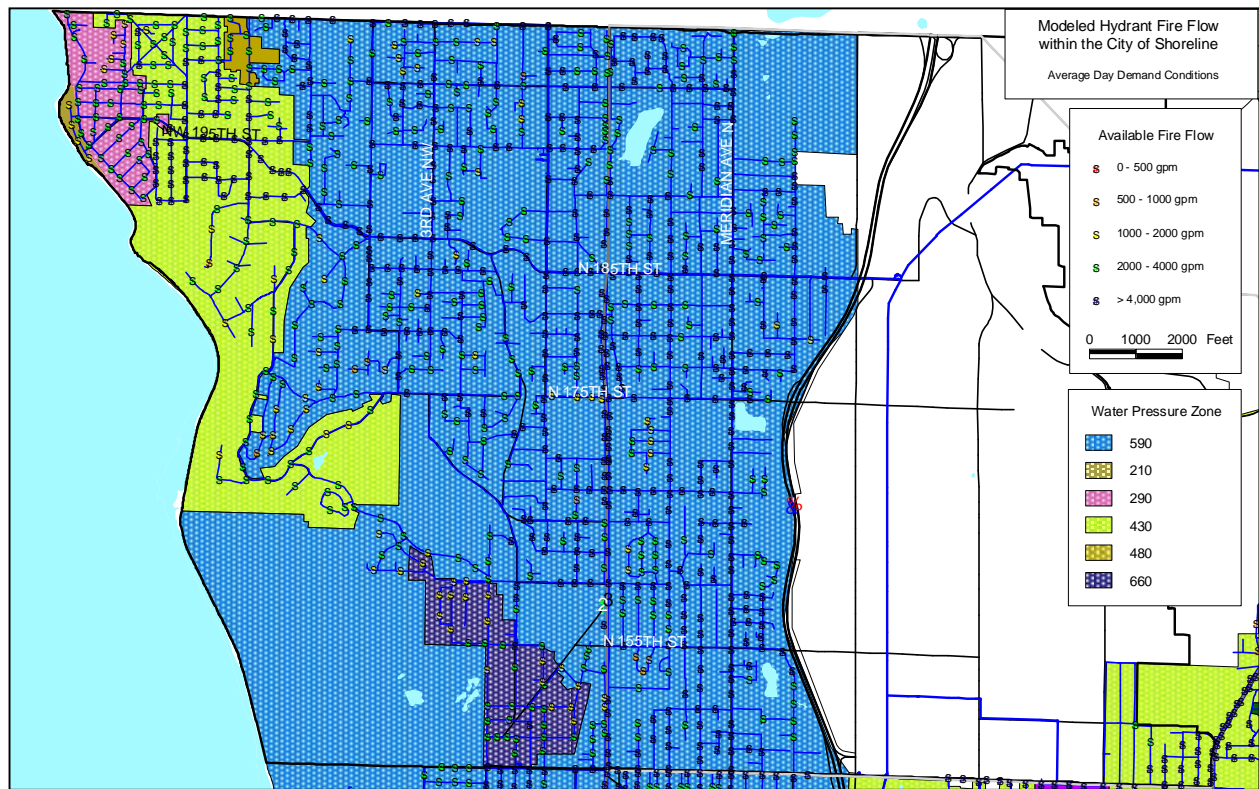
Presently there are 16 parcels with multiple businesses in the Aurora Square study area. It is not possible to know how many accounts or commercial businesses will develop the Aurora Square study area under the alternatives. It is likely that the demand will be similar to the North City Water District

demand, which is 530 gallons per account per day. The North City Water District provides water to the City of Shoreline that is East of Interstate 5. While it is not possible to determine approximately how many gallons per day would be used for commercial purposes in the area, it is anticipated that the number of accounts would increase under the action alternatives with the greater number of accounts likely under Alternative 3 Planned Growth and a moderate increase in accounts under Alternative 2 Phased Growth.

**Fire Flow**

The required fire flow and flow duration for buildings that are larger than 85,101-191,401 square feet depending on building type<sup>8</sup> is 8,000 gallons per minute (International Code Council, 2012). There is a reduction of 50% when the building is equipped with an approved automatic sprinkler system. Figure 3-29 below shows that the Aurora Square Area is equipped with hydrants that have available fire flow that is greater than 4,000 gallons per minute.

**Figure 3-29. Modeled Hydrant Fire Flow within the City of Shoreline**



Source: SPU, 2012; BERK, 2014.

**Alternative 1 No Action: Water**

Alternative 1, assuming the study area is utilized fully, would support 1,528 employees. The current water system has the capacity to support the building space fully occupied with water services.

**Alternative 2 Phased Growth: Water**

Alternative 2 will generate an additional 1,220 residents, and 833 net employees. That will add an additional 63,500 gallons per day to the water demand for residential usage. It is not possible to generate the commercial demand at this time. However, SPU was contacted with a description of the

<sup>8</sup> Larger than 191,401 square feet (Type IV and V-A buildings), 138,301 square feet (Type IIB and IIIB buildings), 85,101 square feet (Type V-B buildings).

growth under Alternative 2, and SPU has indicated the current water system has the capacity for this growth (Mantchev, 2014).

**Alternative 3 Planned Growth: Water**

Alternative 3 will generate an additional 2,440 residents, and 1,667 net employees. That will add additional 127,000 gallons per day to the water demand for residential usage. SPU was contacted with a description of the growth under Alternative 3, and SPU has indicated the current water system has the capacity for this growth (Mantchev, 2014).

**Impacts Common to All Alternatives: Sewer**

The Ronald Wastewater District Comprehensive Plan established that the district has an average residential demand of 85 gallons per capita per day (gpcd). The Comprehension Plan also establishes equivalent commercial/ business population densities, i.e. 108 employees per acre is equivalent to 25 residents per acre. Using this ratio and the average annual residential demand, the average annual commercial demand is approximately 4.32 gpcd (see Table 3-23). This is an approximation and it is recognized that usage would fluctuate among different businesses.

**Table 3-23. Increased Sewer Demand by Alternative**

	<i>Expected Commercial</i>		<i>Expected Residential</i>	
	<b>Employment Estimate</b>	<b>Increased Demand (gpd)</b>	<b>Projected Net Units</b>	<b>Increased Demand (gpd)</b>
Alternative 1	1,528	6,601	0	0
Alternative 2	833	3,600	500	42,500
Alternative 3	1,667	7,200	1,000	85,000

Source: Ronald Wastewater Sewer District, 2010; BERK, 2014.

The additional potential commercial and residential development will cause a greater demand on the sewer system. According to the Ronald Wastewater District, there is current capacity in the system (Proffitt, 2014). Additionally, the Ronald Wastewater District 2010 Sewer Comprehensive Plan lists the Aurora Avenue North Sanitary Sewer Improvement project as planned for 2019. As the demand in the area grows, these capital improvements will be beneficial.

Currently, the sewer mains within Aurora Square are privately owned and any upgrades will require coordination. However, as a practice, the Wastewater District takes control of sewer mains of a certain size. The Ronald Wastewater District would take control of private sewer mains when the sewer main is larger than 8 inches (Proffitt, 2014). The City of Shoreline would generally take control of private sewer mains when the sewer main is larger than 6 inches (Relph, 2014). If updates are made to the private sewer mains within Aurora Square, some of them would be larger than 8”.

If the current 8” sewer mains are updated to bigger mains, they would be in the category of when either the Ronald Wastewater District or the City of Shoreline would take control of private lines.

**Alternative 1 No Action: Sewer**

Currently, the commercial space within Aurora Square is not fully utilized. At present, the study area is estimated to contain 1,528 employees, which at standard rates would have an average annual commercial demand of 6,601 gallons per day (gpd). The City’s Transportation Master Plan estimates 3 existing dwelling units in the Transportation Analysis Zones encompassing the Aurora Square Study Area, but Alternative 1 assumes no net increase in dwellings. The overall average annual demand is estimated to be 6,601 gpd.

**Alternative 2 Phased Growth: Sewer**

Alternative 2 would create an additional 833 employees beyond the No Action level, which will increase the average annual commercial demand to 3,600 gpd, and 500 projected net residential units, which would increase the average annual residential demand to 42,500 gpd. The overall average annual

increase to demand will be 46,100 gpd. The Ronald Wastewater District estimates sufficient capacity to serve the added growth.

### Alternative 3 Planned Growth: Sewer

Alternative 3 would create an additional 1,667 employees beyond the No Action level, which will increase the average annual commercial demand to 7,200 gpd, and 1,000 projected net residential units, which would increase average annual residential demand to 85,000 gpd. The overall average annual increase to demand will be 92,200 gpd. The Ronald Wastewater District estimates sufficient capacity to serve the added growth.

## Mitigation Measures

### Incorporated Plan Features

#### Water

None.

#### Sewer

The Aurora Square Community Renewal Area Plan promotes the use of an eco-district. The CRA describes the eco-district as follows: Exceptional environmental wins are achieved when clusters of buildings work together to achieve sustainability in a 'eco-district.' The Aurora Square CRA provides sufficient size to experience economies of scale with cost-effective facilities and infrastructure, whether they be treating storm or waste water, providing clean power, or achieving other environmental goals.

This could result in private development taking advantage of heat recovery from wastewater systems. The City is allowing a density of development that could result in a cost effective scale of development for such heat recovery systems. Example developments in North Vancouver and Richmond, British Columbia, and elsewhere are potential models.<sup>9</sup>

### Applicable Regulations and Commitments

#### Water

SPU has adopted a water system plan and considered City of Shoreline Zoning as of 2012 to help determine system needs; city zoning indicated a mixed use designation for the subject property (SPU Water System Plan 2013). SPU design standards indicate that fire flow is determined based on the City's Fire Code and considered when issuing Water Availability Certificates. SPU will determine availability of services at the time of development (i.e. Certificates of Availability).

Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate water supply and fire protection. Shoreline also implements Chapter 13.05 SMC, Water and Sewer Systems Code, and applies King County codes and standards.

#### Sewer

Currently, new development is required to pay a general facilities fee of \$2,506/ unit by the Ronald Wastewater District.

Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate sewer disposal.

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<sup>9</sup> The City of Richmond is adding such a system in a downtown theater: <http://www.sewageheatrecovery.com/wp-content/uploads/2014/05/City-of-Richmond-Gateway-Theatre-report.pdf>. A North Vancouver multifamily development of 60 townhomes includes a sewage heat recovery system: <http://www.sewageheatrecovery.com/wp-content/uploads/2014/01/Case-Study-Issue-01-SEVEN35.pdf>.



## Other Potential Mitigation Measures

### **Water**

The current water system infrastructure and supply are able to meet the additional residential and employment need. The water mains inside the study area are owned privately, and there would need to be coordination if the privately owned water mains need to be extended.

### **Sewer**

Sewer mains within Aurora Square are privately owned, and any upgrades will require coordination. However, as a practice, the Wastewater District takes control of sewer mains of a certain size. The Ronald Wastewater District explained that they take control of private sewer mains when the sewer main is larger than 8 inches. The City of Shoreline stated that they would generally take control of private sewer mains when the sewer main is larger than 6 inches. If updates are made to the private sewer mains within Aurora Square, some of them would be larger than 8”.

The City’s capital plans, system development charges, and standards regarding assumption of private lines will be established after 2017 when the system is unified within City services.

## Significant Unavoidable Adverse Impacts

### **Water**

The current water system has the infrastructure and the supply for this increased demand. With mitigation measures to assure adequate facilities at the time of development, no significant unavoidable adverse impacts are anticipated.

### **Sewer**

With the proposed improvements to the sewer mains, the sewer system can meet the increased demand associated with the alternatives. With mitigation measures to assure adequate facilities at the time of development, no significant unavoidable adverse impacts are anticipated.

## 3.6 Schools and Parks

### Affected Environment

#### Parks

##### Existing Services

Based on the City's Parks, Recreation, and Open Space Plan (PROS Plan, 2011), the City of Shoreline owns 404 acres of parks and recreational land and facilities. Based on a Geographic Information System (GIS) analysis the nearest recreational facilities to the study area include the following:

- **The Richmond Highlands Park and Recreation Center:** The area includes a 4.2 acre Community Park and a 6,650 square foot special use recreation center. The Center is home to many City of Shoreline programs aimed at tweens and teens, specialized recreation, and a variety of other programs. Special features of the Center include a small gym with stage, game room with billiard and ping pong tables, meeting room with kitchen, additional ball field, and playground equipment. The special use recreation center can be rented out Saturdays and Sundays.
- **Shoreview Park:** Shoreview Park is a 47.1 acre large urban park that is adjacent to Shoreline Community College and Boeing Creek Park. The park includes a wooden natural area with trails, a playgrounds, picnic tables, baseball and softball field, soccer field, and tennis courts.
- **Darnell Park:** Darnell Park is a 0.8 acre natural area that is adjacent to the Interurban Trail. The Interurban Trail is a trail that runs from Everett, WA to the Seattle neighborhoods of Bitter Lake and Greenwood. The site is currently underdeveloped due to its location and its use as a surface water drainage area.

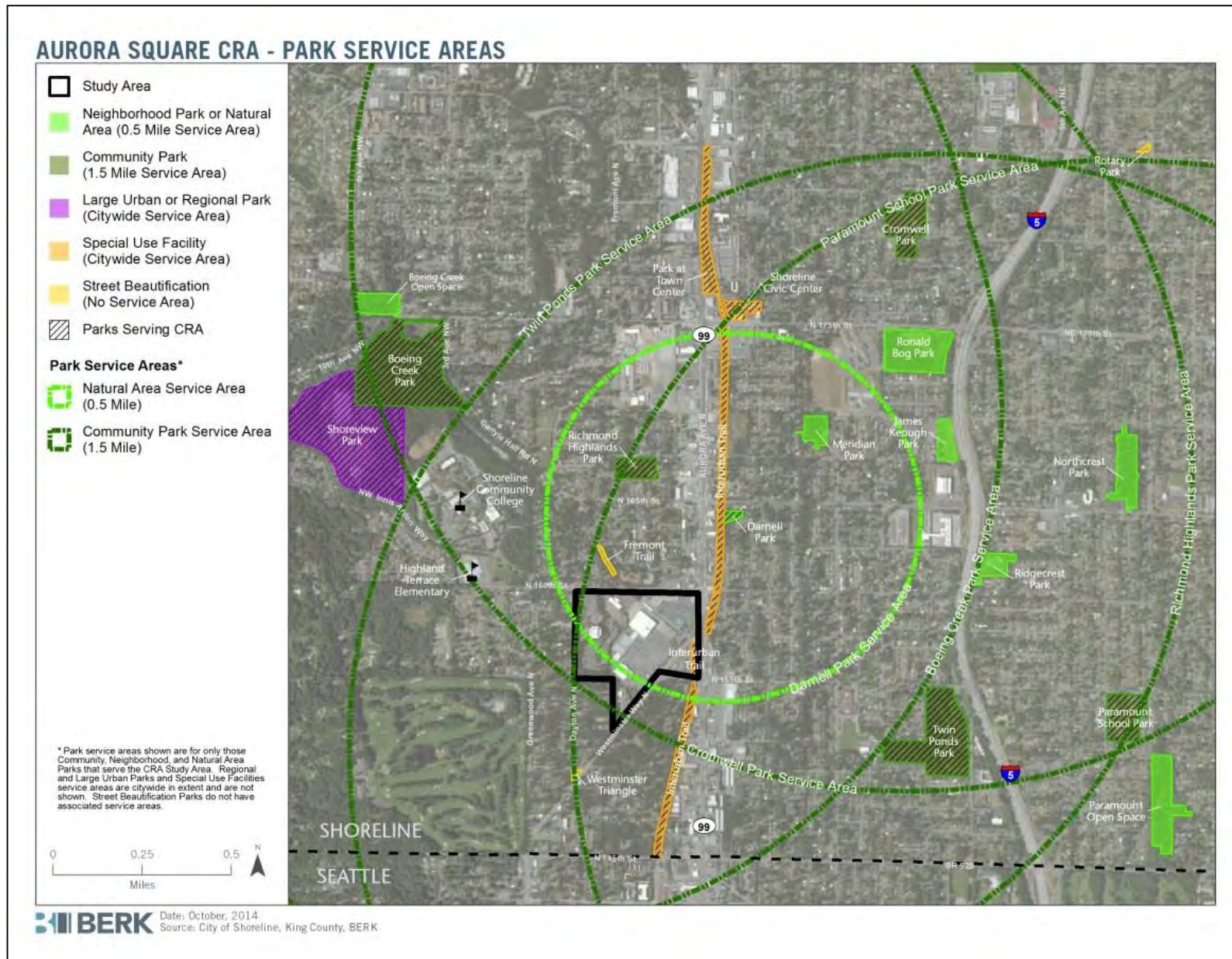
Other parks that include Aurora Square in their service areas are:

- **Community Parks:** Twin Ponds Park, Paramount School Park, Cromwell Park, and Boeing Creek Park.
- **Large Urban Parks:** Hamlin Park
- **Regional:** Richmond Beach Saltwater Park
- **Special Use Facilities:** Interurban Trail, Kruckeberg Botanic Garden, N 195<sup>th</sup> St Trail, Park at Town Center, and Shoreline Civic Center
- **Street Beautification Areas:** Fremont Trail, Westminster Triangle

The Seattle Golf Course is also located close to the study area; however, it is a private club, which requires a membership.

See Figure 3-30 for nearby parks and recreation facilities.

Figure 3-30. Aurora Square Park Service Areas



Source: City of Shoreline, 2014; BERK, 2014.

**Parks Level of Service**

As noted in the City of Shoreline Comprehensive Plan 2012, the City of Shoreline has adopted Level of Service Standards for access to park and recreation facilities as shown in Table 3-24.

**Table 3-24. City of Shoreline Parks in Proximity to Aurora Square**

Park Classification	Service Area in Miles	Park nearest Aurora Square	Level of Service (LOS) Standard	
			Distance from Aurora Square	Meets LOS Standards
Regional Parks	Citywide	Richmond Beach Saltwater Park	2.2 miles	Yes
Large Urban Parks	Citywide	Shoreview Park	0.9 miles.	Yes
Special Use Facilities	Citywide	Richmond Highlands Recreation Center	0.5 miles	Yes
Community Parks	0.5 mile	Richmond Highlands Park	0.5 miles	Yes
Neighborhood Parks	0.5 mile	James Keough Park	1.0 miles	No
Natural Areas	0.5 mile	Darnell Park	0.4 miles	Yes
Street Beautification	None	Fremont Trail	0.06 miles	Yes

Source: City of Shoreline 2011; BERK, 2014

The City’s PROS Plan indicates that based on the National Recreation and Parks Association (NRPA) service standards much of the City of Shoreline is deficient in Neighborhood Parks. The PROS Plan indicates that if school sites are indicated in the LOS, which is a more flexible Amenity Driven Approach, the Neighborhood Park LOS would be met. The closest school site to Aurora Square is Highland Terrace Elementary School, which is approximately 0.3 miles from Aurora Square. Highland Terrace does fall in the Neighborhood Parks service area of 0.5 mile; therefore, if the Amenity Driven Approach was used, the LOS for all parks would be met.

**Recommended Improvement Projects**

The Shoreline PROS Plan recommends capital improvement projects for the following parks near the Aurora Square study area – Darnell Park, Richmond Highlands Park and Recreation Center, and Shoreview Park as shown in Table 3-25.

The projects are suggested over the following phases: short-term priority over one to six years; mid-term priority over seven to twelve years; and long-term priority over thirteen to twenty years.



**Table 3-25. Parks Capital Improvement Projects – Parks Serving Aurora Square**

Short Term Priority	Mid-Term Priority	Long-Term Priority
<p><b>Richmond Highlands Recreation Center</b> Newly renovated bathrooms: \$150,000 Install retractable basketball hoops: \$2,000</p> <p><b>Richmond Highland Park</b> On-street way-finding signage: \$5,000</p> <p><b>Shoreview Park</b> Lower field backstop and dugout stops: \$50,000 Tennis court resurfacing: \$30,000 On-street way-finding signage: \$5,000</p>	<p><b>Richmond Highlands Recreation Center</b> Expand stage and add storage: \$50,000 Cost-Benefit Analysis for replacement: \$25,000</p> <p><b>Richmond Highlands Park</b> Backstop replacement: \$80,000 Fencing upgrades along east side: \$10,000</p> <p><b>Shoreview Park</b> Master Plan/ Phase I: \$200,000+ Renovate dirt soccer field: \$1,500,000 Add picnic tables/ shelter: \$75,000 Invasive vegetation removal 5k-10k year: \$50,000 Park entry improvements: \$10,000 Add spectator seating at the tennis courts: \$10,000</p>	<p><b>Darnell Park</b> Interpretive Signage: \$5,000 Park entry sign: \$4,000 Habitat restoration: \$3,000</p> <p><b>Richmond Highlands Recreation Center</b> Interpretive signage: \$2,000 Repair, replace interior systems including HVAC, plumbing, electrical, floorings and flourishing: to be determined</p> <p><b>Richmond Highlands Park</b> Improve parking and entry at 167<sup>th</sup>/Linden: \$75,000 Drinking foundation field I, benches and soccer goals: \$8,000 Picnic table and bench by play area: \$4,000</p> <p><b>Shoreview Park</b> Dog-off Leash Area Access Site Plan: \$100,000 Entry sign replacement: \$4,000</p>

Source: City of Shoreline 2011; BERK, 2014

### Onsite Open Space Standards

Under SMC 20.50.240 Site Design, Subsection G, the City requires multifamily open space:

*G. Multifamily Open Space.*

*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.*

The City’s commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet.

### Schools

The Shoreline Public School District provides public education services to the cities of Shoreline and Lake Forest Park (Shoreline Public Schools, 2014). The district has nine elementary schools, two middle schools, two high schools, a Kindergarten (K) through Grade 8 school, a Pre-K and Extended Day Children’s Center, and a Home Education Exchange (Shoreline Public Schools, 2014).

**AURORA SQUARE PLANNED ACTION EIS  
AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, AND MITIGATION MEASURES**

Students in proximity to the Aurora Square study area are zoned to attend Parkwood Elementary School, Einstein Middle School, and Shorewood High School (Shoreline Public Schools, 2014).

The Office of Superintendent of Public Instruction (OSPI) 2013-14 Shoreline School District enrollment was as follows:

Elementary School (K-6<sup>th</sup> Grade): 4,677

Middle School (7<sup>th</sup>-8<sup>th</sup> Grade): 1,395

High School (9<sup>th</sup>-12<sup>th</sup> Grade): 2,759

Total (K-12<sup>th</sup> Grade): 8,831

For the 2013-14 school year, the school district had a total of 8,831 students. OSPI projects that overall student enrollment will increase to 10,213 in 2019, an increase of 15.6% over current enrollment (OSPI, 2014).

The OSPI Report Card stated that the Shoreline School District had 509 classroom teachers in the 2013-14 school year (OSPI, 2014). The current student to teacher ratio is 17.3 students for every classroom teacher (OSPI, 2014).

### **Capital Improvements**

The Shoreline School District implemented the following capital improvement projects for Parkwood Elementary School and Einstein Middle School from 2007 through 2014 (Miller, 2014):

- Parkwood Elementary School
  - Roof upgrade (2007)
  - Fire Alarm upgrade (2009)
  - Exterior painting (2009)
  - Play field renovation (2013)
- Einstein Middle School
  - Athletics field renovation (2009)
  - Exterior painting (2011)
  - Fire alarm upgrade (2014)

Shorewood High School is a new high school in the Shoreline School District that opened in the fall of 2013 with a capacity of 1600 students. There are currently no capital improvement projects for Shorewood High School (Miller, 2014).

## **Significant Impacts**

### **Impacts Common to All Alternatives: Parks**

Population growth in the study area under Alternative 2 and Alternative 3 would generate increased demand for parks and recreational facilities and programs. Currently, the LOS for regional parks, large urban parks, special use facilities, community parks, and natural area parks are being met at the Aurora Square study area. Many of the parks within the Aurora Square service area are east of SR 99. Residents and employees at Aurora Square would have to cross SR 99 such as by the overpass at Westminster Way in order to access several parks.

The level of standard for Neighborhood Parks, a service area of half a mile, is currently not being met with the closest neighborhood park being a mile away. The Amenity Driven Approach is proposed in the PROS plan as a way to recognize the neighborhood recreation opportunities at schools. The closest school to Aurora Square is Highland Terrace Elementary School, which is approximately 0.3 miles away

from Aurora Square. If the Amenity Driven Approach is followed, Highland Terrace is within the service area of a Neighborhood Park.

The City of Shoreline Municipal Code will require private open space for residential and mixed-use developments. Depending on the alternative and the number of bedrooms of each dwelling unit, the developer would need to provide on-site open space. Table 3-26 reviews the range of private open space that would be required by alternative.

**Table 3-26. Open Space Requirements by Alternatives**

Type of Dwelling Unit	Alternative 1 (SF)	Alternative 2 (SF)	Alternative 3 (SF)
<b>Multifamily open space</b>			
50 square feet per dwelling unit	0	25,000	50,000
<b>Commercial Space</b>			
4 square feet of public place per 20 square feet of net commercial floor area	0	50,000 total 10 spaces of 5,000 sf maximum	100,000 20 spaces of 5,000 sf maximum

Source: City of Shoreline Municipal Code, 2014; BERK, 2014

Further some of the space would likely include general open space of about 800 square feet per development or 50 square feet per unit, whichever is greater. That would total a minimum of 25,000 square feet for Alternative 2 and 50,000 square feet for Alternative 3. Except for age-restricted units, playgrounds would also be required.

### Alternative 1 No Action: Parks

The No Action Alternative would not increase resident population in the study area and would therefore not contribute significantly to the citywide demand for parks and recreational facilities.

### Alternative 2 Phased Action: Parks

The Phased Action Alternative will increase resident population in the study area and would create more demand for parks and recreational facilities and programs. The new residential units would require 25,000 square feet of open space. Commercial development would provide 50,000 square feet of public space in conjunction with commercial spaces.

### Alternative 3 Planned Growth: Parks

The Planned Growth Alternative will increase resident population in the study area and would create more demand for parks and recreational facilities and programs. The new residential units would require 50,000 square feet of open space. Additional multifamily open space would be provided, and may overlap onsite recreation space. Commercial development would provide up to 100,000 square feet of public places.

### Impacts Common to All Alternatives: Schools

Future residential development in the study area would increase demand for school services through the introduction of new families and students. The Office of Financial Management (OFM) estimates that in 2013, the Shoreline School District had an estimated 27,016 occupied housing units. Using the OSPI October 1<sup>st</sup>, 2013 student population numbers, the Shoreline School District has the following student generation rates:

- Elementary School Students (K-6<sup>th</sup> grade): 0.17/ housing unit
- Middle School Students (7<sup>th</sup>-8<sup>th</sup> Grade): 0.05/ housing unit
- High School Students (9<sup>th</sup>-12<sup>th</sup> Grade): 0.10/ housing unit

If carrying forward observed student generation rates, the number of students estimated by alternative is shown in Table 3-27.

**Table 3-27. Number of School Students Generated by Alternative, 2013**

	<b>Alternative 1: No Action</b>	<b>Alternative 2: Phased Growth</b>	<b>Alternative 3: Planned Growth</b>
Elementary School Students (K-6 <sup>th</sup> Grade)	0	85	170
Middle School Students (7 <sup>th</sup> -8 <sup>th</sup> Grade)	0	25	50
High School Students (9 <sup>th</sup> -12 <sup>th</sup> Grade)	0	50	100

Source: OFM, 2013; OSPI, 2013; BERK, 2014.

The current student to teacher ratio is 17.3 students for every teacher. For the school district to maintain this ratio with the additional growth proposed in Alternatives 2 and 3, additional teachers may be needed.

It should be noted that multifamily developments typically generate fewer students per household than single family units. Multifamily units are proposed at the Aurora Square site. Using an average generation rate across all units is a conservative assumption for purposes of this EIS.

### Alternative 1 No Action: Schools

The No Action Alternative will keep the study area as office and retail development. There would be no additional demand for educational services generated, and there would be no adverse impacts on local schools.

### Alternative 2 Phased Action: Schools

Based on the number of proposed residential units and the District’s student generation rate, Alternative 2 would result in 85 elementary school students, 25 middle school students, and 50 high school students. In order to maintain the current student to teacher ratio, the Shoreline School District would need to hire an additional 10 teachers and provide associated classroom space. However, depending on the timing of growth and the capacity of the system at the time, the School District may be able to absorb the growth.

### Alternative 3 Planned Growth: Schools

Based on the number of proposed residential units and the District’s student generation rate, Alternative 3 would result in 170 elementary school students, 50 middle school students, and 100 high school students. In order to maintain the current student to teacher ratio, the Shoreline School District an additional 19 teachers and space may be needed. However, depending on the timing of growth and the capacity of the system at the time, the School District may be able to absorb the students.

## Mitigation Measures

### Incorporated Plan Features

The Planned Action includes a proposed bike path from Aurora Square westward to the Shoreline Community College and nearby Highland Terrace Elementary School both of which have recreation facilities.

### Applicable Regulations and Commitments

In SMC 20.50.240 Site Design, Subsection G, the City requires multifamily open space at a rate of 50 square feet per dwelling unit and a minimum of 800 square feet.

The City’s commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet.



**Other Potential Mitigation Measures**

**Parks**

The City of Shoreline does not charge park impact fees. The City of Shoreline could use a fee in lieu approach to redirect a portion of the onsite open space towards a more centrally located public space within or adjacent to the Aurora Square property. This approach is used in urban downtown neighborhoods in Burien and Redmond as shown in Table 3-28.

**Table 3-28. Example Common and Private Open Space Standards**

Jurisdiction / Zone	Threshold	Private Open Space	Common Open Space	Fee-In Lieu
<b>Burien</b>				
Downtown Commercial (DC) zone	4 multifamily units or more	Total amount of required private and common recreation space 260 sf/du		20 du + development can reduce on-site space by 50% and pay fee in lieu, annually calculated by formula – proposed dwellings X average land value per acre X the current ratio of citywide needed park acres per dwelling unit x 150%.
<b>Redmond</b>				
Downtown Residential Usable Open Space	All residential development	Patio – 80 sf/du Balcony – 50 sf/du	100 sf/du, up to max 20% of site Min total area 200 sf Not required for developments with 200 sf/du of private open space Can substitute indoor recreation space	Up to 50% of units can forego private open space and pay fee in lieu at 50% of park impact fee. Can pay in lieu fee for each 100 sf of common open space for parkland purchase and improvements in Downtown at 50% of park impact fee.

Notes: sf = single family; du = dwelling unit

Source: Code Publishing Company; BERK Consulting 2013

**Schools**

Both Alternative 2 and 3 would generate additional elementary, middle school and high school students to the Shoreline School District. The District is in the process of developing a Capital Facilities Plan to guide improvements to serve growth (Miller, 2014). The City of Shoreline does not charge school impact fees. The plan may be the basis for charging impact fees in the future.

**Significant Unavoidable Adverse Impacts**

Future population and employment growth in the study area will continue to increase demand for parks and school public services on a local level. With application of mitigation measures no significant unavoidable adverse impacts are anticipated.



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## 5.0 DISTRIBUTION LIST

### 5.1 Federal Agencies

National Marine Fisheries Service

United States Army Corps of Engineers

### 5.2 Tribes

Muckleshoot Indian Tribe Fisheries Division

Tulalip Tribe Department of Natural Resources

Tulalip Tribal Council

### 5.3 State and Regional Agencies

King County Department of Development and Environmental Services

King County Department of Natural Resources and Parks

Puget Sound Clean Air Agency

Puget Sound Regional Council

Snohomish County Planning and Development Services

Washington State Department of Commerce

Washington State Department of Ecology

Washington State Energy Facility Site Evaluation Council (EFSEC)

Washington State Department of Fish and Wildlife

Washington State Department of Health

Washington State Department of Natural Resources

Washington State Parks and Recreation Commission

Washington State Department of Transportation

### 5.4 Services, Utilities, and Transit

CleanScapes, Inc.

Comcast Cable

King County Transit Division

King County Wastewater Treatment Division

North City Water District

Ronald Wastewater District

Seattle City Light

Seattle/King County Health Department

Seattle Public Utilities

Shoreline Fire Department

**AURORA SQUARE PLANNED ACTION EIS  
DISTRIBUTION LIST**

Shoreline School District

Sound Transit

## **5.5 Community Organizations**

Parkwood Neighborhood Group

Thornton Creek Alliance

Thornton Creek Legal Defense Fund

## **5.6 Newspapers**

The Seattle Times

## **5.7 Adjacent Jurisdictions**

City of Bothell

City of Edmonds

City of Kenmore

City of Lake Forest Park

City of Lynnwood

City of Mountlake Terrace

City of Seattle

Town of Woodway

## **5.8 Individuals**

Shoreline residents and businesses in the Aurora Square vicinity.

**APPENDIX A: SCOPING NOTICE**





## Notice of SEPA Threshold Determination and Scoping Notice

The City of Shoreline proposes to adopt a Planned Action Ordinance for the area known as the Aurora Square Community Renewal Area (CRA). The CRA is generally located at Aurora Avenue N and N 155<sup>th</sup> Street. The current land uses within the CRA include low-rise commercial uses such as Sears and Central Market and offices for Washington State Department of Transportation. The CRA is zoned Mixed-Business (MB) which allows commercial, retail, multi-family housing and any mix of residential/commercial uses. The CRA Planned Action will consider transportation impacts generated from potentially changing circulation patterns onsite as well as potentially changing the configuration of adjacent roadways such as the re-channelization of N. 160<sup>th</sup> Street, improvements to the Aurora Avenue/N. 160<sup>th</sup> Street intersection, improvements to the Westminster Way/N. 155<sup>th</sup> Street intersection, and potentially creating an alternative access point on Aurora Avenue to the CRA. The CRA Planned Action will also consider transportation facilities for transit, pedestrians, and bicycles to support redevelopment; identifying opportunities for better pedestrian access to and from the CRA; opportunities and incentives for low-impact and eco-district improvements; examining the application of the City's stormwater standards as well as the potential for an off-site regional facility addressing stormwater quantity; providing exceptional signage and wayfinding for the site; and creating "windows" to the site that will allow better interaction between pedestrians and businesses.

Scoping Comments: Agencies, affected tribes, and members of the public are invited to comment on the scope of the Planned Action EIS. You may comment on EIS Alternatives, issues that should be evaluated in the EIS, probable significant adverse impacts, mitigation measures, and licenses or other approvals that may be required. The method and deadline for providing scoping comments is:

Written Comments: Provide written comments on the scope of the Planned Action EIS no later than 5:00 p.m. on September 4, 2014. Comments may be sent to the Lead Agency Contact Person, Steven Szafran, AICP, Senior Planner at the City of Shoreline Planning & Community Development Department, 17500 Midvale Ave N, Shoreline, WA 98133 or via e-mail at [sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov).

**Threshold Determination:** The City of Shoreline has determined that the proposal will have a probable significant adverse impact on the environment and is issuing a Determination of Significance

**Judicial Appeal:** Any interested person may appeal a Determination of Significance (DS). Per SMC 20.30.680(3), an appeal must be filed in writing and, along with the filing fee, be received by the City Clerk prior to 5:00pm, September 4, 2014. An appeal must conform to the procedures set forth in SMC 20.30, Chapter 4.

Copies of the threshold determination and more specific information on project are available for review at the City Hall, 17500 Midvale Avenue N.





**Planning & Community Development**

**STATE ENVIRONMENTAL POLICY ACT  
(SEPA)  
ENVIRONMENTAL CHECKLIST**

***Purpose of Checklist:***

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

***Instructions for Applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

*Public notice is required for all projects reviewed under SEPA. Please submit current Assessor's Maps/Mailing Labels showing:*

- Subject property outlined in red.
- Adjoining properties under the same ownership outlined in yellow.
- All properties within 500' of the subject property, with mailing labels for each owner.

**NOTE:** King County no longer provides mailing label services. Planning and Development Services can provide this for a fee or provide you instructions on how to obtain this information and create a mail merge document to produce two sets of mailing labels for your application.

***Use of Checklist for nonproject proposals:***

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply". IN ADDITION complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "propose," and "affected geographic area," respectively.

**17500 Midvale Avenue North, Shoreline, Washington 98133-4905**

Telephone (206) 801-2500 Fax (206) 801-2788 [pcd@shorelinewa.gov](mailto:pcd@shorelinewa.gov)

The Development Code (Title 20) is located at [mrsc.org](http://mrsc.org)

**TO BE COMPLETED  
BY APPLICANT**

**EVALUATION FOR  
AGENCY USE ONLY**

**A. BACKGROUND**

1. Name of proposed project, if applicable:

**Aurora Square Planned Action**

2. Name of applicant:

**City of Shoreline**

3. Address and telephone number of application and contact person:

**City of Shoreline  
17500 Midvale Ave N  
Shoreline, Washington 98133  
(206) 801-2521**

**Dan Eernisse  
Economic Development Manager  
206.801.2218  
[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)**

4. Date checklist prepared:

**July 15, 2014**

5. Agency requesting checklist:

**City of Shoreline**

6. Proposed timing or schedule (including phasing, if applicable):

**Planned Action adoption fall 2014  
Implementing redevelopment to occur over a period of years**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

**The City intends to implement the 2013 Aurora Square Community Area (CRA) Renewal Plan, which contains a series of public activities and investments.**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

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A Planned Action EIS will be prepared for the Aurora Square Planned Action.

The Planned Action EIS will be focused on land use, light and glare, transportation, utilities (stormwater, sewer and water), and public services (schools and parks). The analysis is being conducted in the context of previous SEPA documents, including:

- City of Shoreline Comprehensive Plan, Final Environmental Impact Statement, November 1998
- Comprehensive Plan, Final EIS, November 1998
- North City Sub-Area Plan Planned Action Final SEIS, June 2001
- Town Center Subarea Planned Action Final Supplemental EIS, July 2011
- Updates to the City of Shoreline Comprehensive Plan, DNS and SEPA Checklist, September 2004
- City of Shoreline Transportation Master Plan (TMP), Development Code and Comprehensive Plan Amendments, Determination of Non-Significance (DNS) and SEPA Checklist, September 2011
- 2012 Update to the Shoreline Comprehensive Plan Determination of Nonsignificance (DNS), September 2012
- Commercial Zone Consolidation Analysis, September 2012.

The Planned Action EIS, will also be prepared in the context of adopted plans and regulations. The Shoreline Comprehensive Plan, functional plans (e.g. stormwater plans such as the Boeing Creek Basin Plan), and development regulations promote compact mixed use redevelopment where infrastructure is available, consistent with design standards, water quality and environmental protection regulations.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If you, explain.

**None known.**

10. List any government approvals or permits that will be needed for your proposal, if known.

**The proposal is a phased development implementing current zoning and the Aurora Square CRA Renewal Plan. The City is anticipated to approve a Planned Action ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider transportation facilities for transit, pedestrian, and bicycles to support redevelopment; identifying opportunities for better pedestrian access to and from the CRA; opportunities**

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**and incentives for low-impact and eco-district improvements; providing exceptional signage and wayfinding for the site; and creating “windows” to the site that will allow better interaction between pedestrians and businesses.**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

**The City desires to facilitate growth consistent with the Aurora Square CRA Renewal Plan. The CRA is about 70 acres in size, and the intent is for a revitalized shopping center with entertainment, gathering spaces, and other community activities:**

*Imagine an open, green plaza in the center of Shoreline, filled with sunbathing and studying students, young families watching their children run and play, an elderly couple enjoying a Central Market picnic, dogs wagging their tails, actors practicing their lines, and the sound of college-age buskers singing with an occasional clink as coins fall into a hat.*

*This is the backdrop to the busy comings and goings of shoppers and lunching workers who relish the time of their day that allows them to visit the renewed Aurora Square shopping center. It is a “one-stop” convenient shopping solution that provides dining, nightlife, and healthy-lifestyle options. It is a community gathering place, where a leg stretching walking easily turns into a serendipitous rendezvous with friends.*

**The City of Shoreline is seeking public and private partners to help with select targeted investments in the Aurora Square CRA. The goal of the investment is to attract over \$200 million of private construction, to create a new job center, to generate many times the area’s current tax revenue, and to provide an attractive community gathering place.**

**The following list represents the projects identified to date:**

- **Master Planning the Site. The Aurora Square area is owned by several different property owners, and only the city is in a position to undertake area-wide master planning through such tools as a Planned Action Environmental Impact**

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- Statement. By taking a cohesive, area-wide approach to planning we will provide a vision of the opportunities a renewed center hold. In addition, we will be reassuring and even rewarding private enterprise when it builds.
- **A New Internal Trunk Road.** The connectivity challenges of Aurora Square need to be addressed with an internal trunk road that creates a smaller grid and connects currently underutilized parts of the site. The new road would connect the intersection of Westminster Way N and 155<sup>th</sup> through the site to 160<sup>th</sup>, thereby providing multi-modal connectivity. At the same time, the trunk road would provide the ideal place for stormwater, water, sewer, power, and fiber network infrastructure.
  - **Eco-District Improvements.** Aurora Square opened in 1967, long before environmentally responsible efforts such as stormwater management were known or appreciated. The Aurora Square area, though, represents enough critical mass that cost-effective regional eco-district infrastructure improvements can be achieved. This enables the possibility of cooperative, progressive approaches to stormwater, wastewater, solid waste, and energy generation that are not only symbolic, but also profitable.
  - **Transit-Oriented Development.** King County Metro has launched its *RapidRide* transit service on Aurora Avenue this year, and the Aurora Square area is ideally situated to take advantage of the investment with transit-oriented development. Possibilities for effective development include making Aurora Square the recognized and connected transit hub for the area, consolidate park-and-ride stalls located elsewhere, and building employment and residential structures onsite.
  - **Privatization of Surplus WSDOT Property.** The regional headquarters of WSDOT sits on over 15 acres of land. By simply building a parking structure, WSDOT's long-range expansion plans can be realized while still repurposing at least five surplus acres as a privately-owned job center. The parking structure could also provide complementary parking for the retail center during peak parking periods on weekends and evenings. The job center would ideally take advantage of Shoreline Community College's vocational training expertise and form the nucleus of a new industry cluster.
  - **Making Westminster Walkable.** The one internal road in the area, Westminster Way N, acts as a high-speed through-route that divides the center into two distinct sides. As a result, the smaller triangular property that fronts busy Aurora Avenue is cut off from the synergy of the anchor tenants to the west; as



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a result, long-term vacancy has plagued the triangular property that should instead serve as the center's heart with its connectivity to bus rapid transit, the Interurban Trail, and the visibility of Aurora Avenue. Transforming Westminster Way N by changing it from a vehicle-oriented through-route into a quaint, pedestrian-friendly, store-lined village street will simultaneously reconnect the two sides of Westminster while providing attractive internal pedestrian connectivity for the entire center.

- **Providing an Entry for the College.** The stretch of N 160<sup>th</sup> Street between Aurora Ave N and Greenwood Ave N provides the entry for Shoreline Community College's 9,000+ students. However, it is both inhospitable to those who use it and without indication that it connects busy Aurora Avenue to such a valuable asset. Therefore, putting N 160<sup>th</sup> Street on a "road diet," installing bike and pedestrian amenities, and rebranding the street to reflect its importance will promote safer travel, energize the college, and bring valued shoppers directly to the Aurora Square area.
- **Rebranding Aurora Square.** While "Aurora Square" is used currently as the working name for the area, rebranding will allow the area to reflect the renewed energy and direction of the center.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Environmental Impact Statement (EIS). A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. The basic steps in designating a Planned Action are to prepare an EIS, designate the Planned Action area and projects by ordinance, and review permit applications for consistency with the ordinance (see RCW 43.21C.440 and WAC 197-11-164 to 172).

The proposed Planned Action Ordinance will be based on the Aurora Square Renewal Plan, which constitutes a phased conceptual master plan.

With redevelopment of the site, 500 to 1,000 additional residential units and about 500,000 square feet of additional retail and office space are anticipated. Two alternatives will be reviewed in the EIS. One alternative will evaluate maximum development potential and one alternative will evaluate a more moderate growth scenario.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a

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proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The study area is approximately 70 acres in size and located at the intersection of N. 155th Street & Aurora Ave N. A study area map is provided below. The site is bounded by N 160<sup>th</sup> Street to the north, Aurora Avenue N to the east, Westminster Way, Fremont Avenue N and N 155<sup>th</sup> Street to the South, and Dayton Avenue N to the west.





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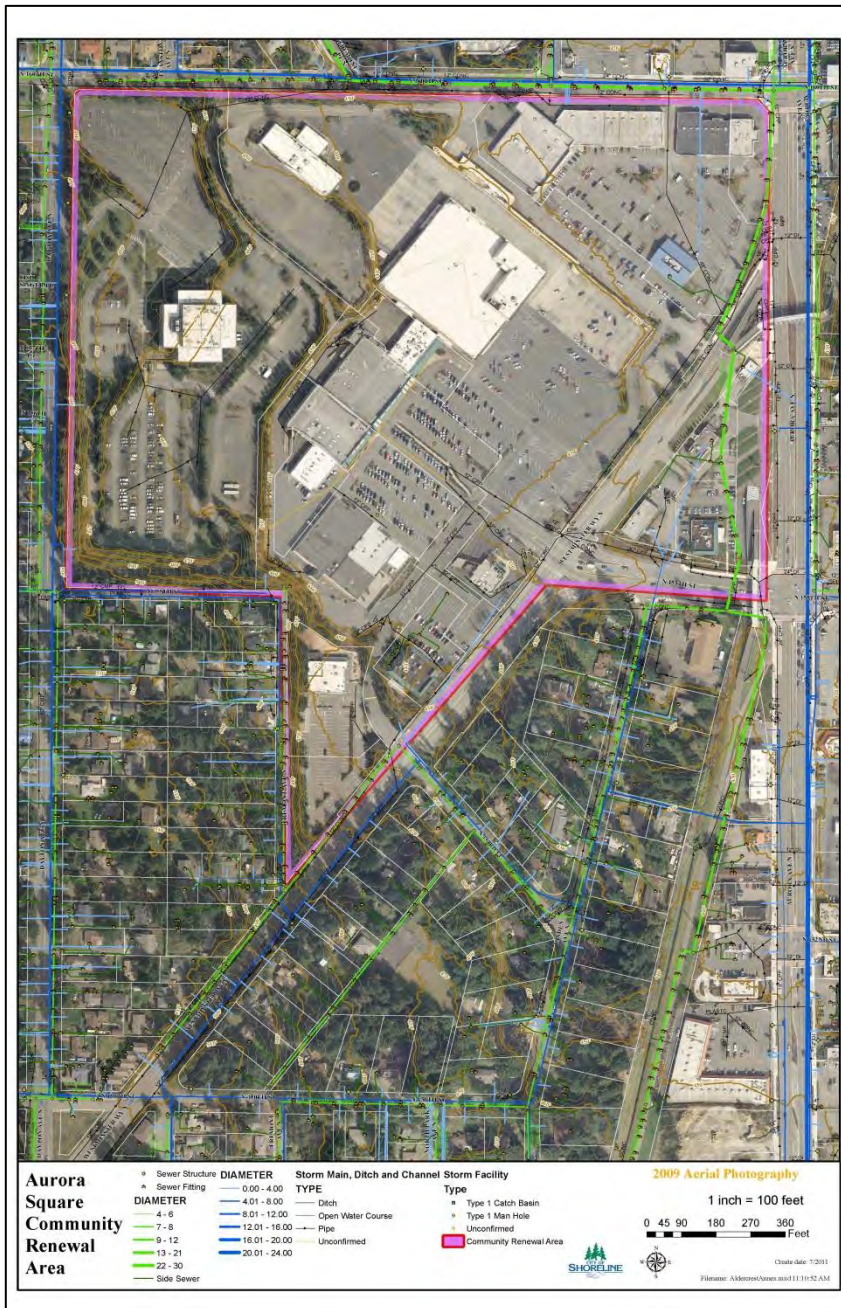
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### B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other ...

The site is generally flat. A map of the topography is shown below.



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- b. What is the steepest slope on the site (approximate percent slope)?

**Landslide mapping included in the Comprehensive Plan shows the majority of the site is between 0-15% in slope. Small portions of the site have greater slopes. (City of Shoreline 2012)**

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

**Specific soil types are not known; however lands are in use for urban, non-agricultural purposes. At the time of building permit requests, the International Building Code includes conditions under which preparation of a geotechnical report would be required.**

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

**See “b” above.**

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicated source of fill.

**At the time of site redevelopment, there may be fill and grade proposals, such as for below grade parking. Future development will be subject to SMC Chapter 20.50 General Development Standards, Subchapter 5. Tree Conservation, Land Clearing and Site Grading Standards.**

- f. Could erosion occur as a result of clearing construction, or use? If so, generally describe.

**The erosion potential of future site construction activities is anticipated to be low given the largely impervious site and the application of erosion control standards in SMC 13.10.200 Adoption of Stormwater Management Manual.**

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

**With the exception of ornamental landscaping, the site is impervious.**

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**It is anticipated with redevelopment and compliance with the City's stormwater requirements, stormwater quality would improve.**

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

**Future development will be subject to SMC Title 20 Subchapter 5. Tree Conservation, Land Clearing and Site Grading Standards, found in Chapter 20.50 General Development Standards and will be subject to erosion control standards in SMC 13.10.200 Adoption of Stormwater Management Manual.**

**No further review will be conducted in the EIS.**

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

**Development proposals within the study area are anticipated to follow adoption of the plan and associated development regulations. Short-term air emissions including construction equipment exhaust and fugitive dust may occur during the construction phase for new development. Hauling routes and local streets could be impacted by dust if mitigation measures are not implemented, but all construction projects will be consistent with the City's erosion control development standards.**

**The intent of the plan is to encourage a mixture of residential and commercial uses to reduce the need for daily-needs vehicle trips and create opportunities for living and working in close proximity. Further, the plan envisions pedestrian improvements to encourage walking. Mixed use development has been shown to reduce vehicle miles travelled which can reduce greenhouse gas emissions (US EPA March 2010 draft paper Smart Growth: A Guide to Development and Implementing Greenhouse Reduction Programs).<sup>1</sup>**

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

<sup>1</sup> As quoted in the US EPA 2011 paper Smart Growth: A Guide to Development and Implementing Greenhouse Reduction Programs, "[c]ompact development reduces the need to drive by putting destinations closer together and making walking, biking, and using mass transit easier. Any given increment of compact development could reduce VMT [vehicle miles traveled] up to 20 to 40 percent compared to dispersed development on the outer fringe of an urban area."



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There are no known sources of emissions or odor in the vicinity of the study area that may affect the plan.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Development is subject to applicable federal (EPA), regional (PSCAA), and State (DOE) air quality regulations. Washington DOE air quality regulations applicable to the study area are found at Chapter 173-400 WAC. Particularly relevant air quality regulations relating to redevelopment are included below:

- Construction activity must comply with Puget Sound Clean Air Agency (PSCAA) regulations requiring reasonable precautions to minimize dust emissions (Regulation I, Section 9.15).
- Stationary equipment used for the construction activities must comply with PSCAA regulations requiring the best available measures to control the emissions of odor-bearing air contaminants (Regulation I, Section 9.11).
- Commercial facilities could use stationary equipment that emits air pollutants (e.g., fumes from gas stations, ventilation exhaust from restaurants, and emissions from dry cleaners). These facilities would be required to register their pollutant-emitting equipment with PSCAA (Regulation I and Regulation II). PSCAA requires all commercial and industrial facilities to use the Best Available Control Technology (BACT) to minimize emissions. The agency may require applicants for high-emission facilities to conduct an air quality assessment to demonstrate that the proposed emissions would not expose offsite areas to odors or air quality concentrations exceeding regulatory limits.
- Transportation roadway projects must be included in the Regional Transportation Plan (RTP) or TIP prior to start of construction to show that they conform to the Puget Sound region's Air Quality Maintenance Plans and would not cause or contribute to regional exceedances of the federal standards. Once included in the RTP or TIP, the projects must meet all transportation conformity requirements and demonstrate regional conformity.
- Project-Level Transportation Conformity Analyses for Future Roadway and Intersection Improvements: As part of future project-specific NEPA documentation for individual new roadway improvement projects, the City would be required to conduct CO hot-spot modeling (as required under WAC 173-420) to demonstrate that the projects would not cause localized impacts related to increased CO emissions from

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vehicle tailpipes at congested intersections.

**No new impacts of a nature or severity that will not be adequately addressed by applicable regulations and existing mitigating measures are anticipated. No further review will be conducted in the EIS.**

## 3. Water

## a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

**A piped stream is located along the northern study area boundary.**

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

**A piped stream is located along the northern study area boundary.**

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicated the source of fill material.

**Not applicable. There are no open channel streams or wetlands.**

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

**Not applicable. No surface water withdrawals or diversions are proposed.**

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

**Not applicable. The site is not located in a 100-year floodplain.**

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

**Not applicable. Discharge of waste material is not proposed.**

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**Redevelopment of the site and implementation of water quality and stormwater management measures is anticipated to result in improvement of stormwater quality over present conditions.**

b. Ground:

- 1) Will ground water be withdrawn from a well for drinking water, or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well? Will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

**No groundwater withdrawals are proposed.**

- 2) Describe waster material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (fi applicable), or the number of animals or humans the system(s) are expected to serve.

**No waste discharge is proposed. See 3.a.6.**

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

**The site is mostly impervious. However, with application of stormwater standards and redevelopment opportunities additional stormwater quality measures will be implemented.**

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

**No waste discharge is proposed. See 3.a.6.**

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

**The site is largely impervious and future redevelopment would comply with the City's stormwater requirements in place at the time of application. The EIS would examine the application of the City's**

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stormwater standards as well as the potential for an off-site regional facility addressing stormwater quantity. Stormwater quality standards would be addressed onsite.

- d. Proposed measures to reduce or control surface, ground, runoff water, and drainage pattern impacts, if any:

**Future development would be subject to SMC 13.10.200 Adoption of Stormwater Management Manual as well as any basin-specific standards appropriate to mitigate stormwater quantity and quality effects (e.g. Boeing Creek Basin Plan 2013). Further piped streams are required to have a 10 foot buffer; voluntary proposals to open piped watercourses are encouraged. See SMC 20.80.480.**

**The EIS will summarize present standards and consider the potential for an off-site regional facility.**

## 4. Plants

- a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other  
 evergreen tree: fir, cedar, pine, other  
 shrubs  
 grass  
 pasture  
 crop or grain  
 Orchards, vineyards or other permanent crops.  
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other  
 water plants: water lily, milfoil, other  
 other types of vegetation: ornamental plants used in landscaping

**A small portion of the site on the southwest is shown as Urban Forest in the Comprehensive Plan Natural Environment Supporting Analysis maps. (City of Shoreline 2012)**

- b. What kind and amount of vegetation will be removed or altered?

**The site is largely impervious with some trees and ornamental landscaping. With redevelopment the location of landscaping may change. City landscape standards will be implemented.**

- c. List threatened and endangered species known to be on or near the site.

**The site is in an urban area and is largely impervious. No threatened or endangered species are known on the site.**

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- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

**Future development will comply with:**

- **SMC Title 20 Subchapter 5. Tree Conservation, Land Clearing and Site Grading Standards of Chapter 20.50 General Development Standards.**
- **SMC Title 20 Subchapter 7. Landscaping of Chapter 20.50 General Development Standards.**

**No further review will be conducted in the EIS.**

- e. List all noxious weeds and invasive species known to be on or near the site.

**Noxious weeds and invasive species are not known to occur on the site, which is developed for urban uses and has ornamental landscaping.**

## 5. Animals

- a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site. Examples include::

**Likely species adapted to an urban environment are underlined below.**

Birds: hawk, heron, eagle, songbirds, other

Mammals: small rodents, beaver, other

Fish: salmon, trout, other

- b. List any threatened and endangered species known to be on or near the site.

**The site is in an urban area and is largely impervious. No threatened or endangered species are known on the site.**

- c. Is the site part of a migration route? If so, explain.

**None known on this urban developed site.**

- d. Proposed measures to preserve or enhance wildlife, if any:

**No impacts are anticipated. If protected wildlife is subsequently identified, they would be subject to Chapter 20.80 Critical Areas.**



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**No further review will be conducted in the EIS.**

- e. List any invasive animal species known to be on or near the site.

**No invasive animal species are known to be on or near the site.**

## 6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

**The study area is served by electricity and natural gas. Energy is primarily used for heating. The CRA plan proposes a concept of an eco-district and low-impact development practices that can be cost-effectively implemented (such as thermal heating via circulated water). The Planned Action would consider incentives to entice new development to implement eco-district and low impact development practices.**

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

**The proposal will not directly affect the potential use of solar energy by adjacent properties. However, the proposal may facilitate development consistent with zoned heights that are taller than present structures.**

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

**The City has adopted the current edition of the Washington State Energy Code in SMC 15.05.010.**

**Based on adopted policies and regulations, and the above mitigation measure, impacts to environmental health hazards can be mitigated to a level of insignificance. No further review will be conducted in the EIS.**

## 7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

**New development of specific parcels will be subject to City zoning for**

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**allowable uses and activities, and City codes for handling hazardous materials as well as State and Federal hazardous materials regulations.**

**There is a current auto use at the property (Sears Auto Center).**

- 1) Describe any known or possible contamination at the site from present or past uses.

**See “a” above.**

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

**See “a” above.**

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

**See “a” above.**

- 4) Describe special emergency services that might be required.

**Increased intensity of land use in the study area that may occur following adoption of the plan and associated development regulations may increase the overall demand for police and fire services.**

- 5) Proposed measures to reduce or control environmental health hazards, if any:

**Future site-specific activities will comply with City building, fire, and land use codes, as well as State and federal hazardous materials regulations.**

**It is recommended that the Planned Action Ordinance incorporate the following mitigation measure:**

- **Applicants for development shall conduct a site assessment to determine if contamination is present from past use.**

**Based on adopted policies and regulations, and the above mitigation measure, impacts to environmental health hazards can be mitigated**

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to a level of insignificance. No further review will be conducted in the EIS.

## b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

**Traffic noise Aurora Avenue N exists.**

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

**Land development that may occur following adoption of the plan and associated development regulations will create short-term noise impacts to land uses in the vicinity. Construction noise impacts will comply with SMC Chapter 9.05 Public Disturbance Noise relating to hours of construction. Noise impacts resulting from increases in traffic volumes generated within the study area are anticipated to be negligible relative to the impacts generated by background traffic volumes.**

- 3) Proposed measures to reduce or control noise impacts, if any:

**Maximum environmental noise levels are regulated by the State of Washington (Chapters 173-58 through 62 WAC). Construction noise levels will comply with SMC Chapter 9.05 Public Disturbance Noise. Nuisance noise impacts are also regulated under SMC Chapter 9.05 Public Disturbance Noise.**

**Compliance with State and local noise regulations is anticipated to mitigate impacts to a level of non-significance. No further review will be conducted in the EIS.**

## 8. Land and shoreline use

**The Planned Action EIS will review current and planned land use patterns, land use compatibility and activity levels, and population/employment capacity of the alternatives; describe affordable housing objectives in relation to Housing Element and Countywide Planning Policies; and describe the relationship of the CRA to the City's Comprehensive Plan including policy or code provisions that serve as mitigation measures.**

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- a) What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

**Most of the study area is in commercial use with a shopping center and surface parking. See example photo below.**



**The western portion of the site contains offices of the Washington State Department of Transportation.**

**Surrounding uses include multifamily to the north, commercial to the north and east, and single family residential to the south and west.**

- b) Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

**Not applicable.**

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application of pesticides, tilling, and harvesting? If so, how:

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**Not applicable.**

- c) Describe any structures on the site.

**The site presently contains a shopping center with department stores, a grocery store, line retail, banking, restaurants, and other uses. The western portion of the site contains offices of the Washington State Department of Transportation.**

- d) Will any structures be demolished? If so, what?

**Implementation of the CRA plan would, together with present zoning, encourage more intensive mixed use development.**

- e) What is the current zoning classification of the site?

**The site is zoned Mixed Business.**

- f) What is the current comprehensive plan designation of this site?

**The Comprehensive Plan designation is Mixed Use 1.**

- g) If applicable, what is the current shoreline master program designation of the site?

**Not applicable.**

- h) Has any part of the site been classified as a critical area by the city or county? If so, specify.

**The Natural Environment Supporting Analysis in the Comprehensive Plan identifies a piped stream along the northern property boundary. (City of Shoreline 2012)**

- i) Approximately how many people would reside or work in the completed project?

**The residential and employment capacity of the site will be addressed in the EIS.**

- j) Approximately how many people would the completed project displace?

**Residential and employment characteristics will be addressed in the EIS. While the form of development may change, it is likely that commercial and office uses could continue on the site, but housing and other public amenities would be added.**



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- k) Proposed measures to avoid or reduce displacement impacts, if any:

**This topic would be addressed in the EIS. It should be noted that the zoning is not changing. Market conditions together with continued mixed use zoning and the CRA incentives would determine the future redevelopment of the property. While the form of development may change, it is likely that commercial and office uses could continue on the site, but housing and other public amenities would be added.**

- l) Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

**The EIS Land Use section will identify policy or code provisions that serve as mitigation measures.**

- m) Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

**Not applicable.**

9. Housing

- a) Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

**The proposal is anticipated to result in an increase in housing units within the study area. New housing is expected to be in the form of multi-family or mixed-use development. Redevelopment would include housing for a mix of income levels.**

**The EIS will contain information on the specific amount of new housing provided.**

- b) Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

**None. There is no existing housing presently.**

- c) Proposed measures to reduce or control housing impacts, if any:

**Any housing proposed for the study area will be in compliance with the City of Shoreline Title 20 SMC, Development Code, and Title 15 SMC, Buildings and Construction.**

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**The Land Use section of the EIS will address land use patterns capacity for dwellings.**

## 10. Aesthetics

- a) What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

**The Base Height of the zone is 60 feet. SMC Title 20 Development Code makes some allowances for some appurtenances or certain uses to exceed this height.**

- b) What views in the immediate vicinity would be altered or obstructed?

**The view of the property from Aurora Avenue N could change from a low rise shopping center to an intensive mixed use center.**

- c) Proposed measures to reduce or control aesthetic impacts, if any:

**Future development will be subject to design and landscape requirements of SMC Chapter 20.50 General Development Standards.**

## 11. Light and glare

- a) What type of light or glare will the proposal produce? What time of day would it mainly occur?

**Ambient light and glare are produced from a number of different sources, including exterior building illumination, business identification signs, vehicle headlights, and street lamps. Vehicle headlights are not within the scope of City regulations.**

**The potential light and glare effects regarding signs that may be installed with proposed sign code changes would be addressed in the EIS.**

- b) Could light or glare from the finished project be a safety hazard or interfere with views?

**Lighting from redevelopment of the study area would not be a safety hazard, and would comply with all City regulations regarding outdoor lighting (see 11.c. below). Lighting from redevelopment in the study area would be consistent with other developed portions of the City.**

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- c) What existing off-site sources of light or glare may affect your proposal?

**Light and glare from Aurora Avenue N may impact development sites that are located closest to the corridor. Other existing sources of light in the vicinity of the study area, such as street and building lights, are not anticipated to affect future land uses within the area.**

- d) Proposed measures to reduce or control light and glare impacts, if any:

**SMC 20.50.115 “Lighting – Standards” addresses outdoor lighting. Based on adopted policies and regulations, impacts to light and glare from buildings can be mitigated to a level of non-significance. The potential light and glare effects of signs that may be installed due to sign code amendments would be addressed in the EIS including any code features that minimize potential impacts.**

## 12. Recreation

- a) What designated and informal recreational opportunities are in the immediate vicinity?

**To the east of the site, the Interurban Trail parallels Aurora Avenue N.**

- b) Would the proposed project displace any existing recreational uses? If so, describe.

**No public recreation exists on site.**

- c) Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

**The CRA Renewal Plan promotes community gathering spaces to be incorporated on site. Chapter 20.50 General Development Standards includes provisions for appropriate site design and landscaping. For example in developments near a corner, public spaces are encouraged as a corner treatment. Also, public places are required at a rate of 1,000 square feet per acre up to a maximum of 5,000 square feet. Multifamily development is also required to provide 800 square feet per development or 50 square feet of open space per dwelling unit, whichever is greater. The potential demand for parks and recreation and the application of City code requirements would be addressed in the EIS.**

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## 13. Historic and cultural preservation

- a) Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

**Based on a 2013 Historic Property Inventory, there are no historic structures in the study area. (Sheridan Consulting Group, December 2013)**

- b) Are there any landmarks, features, or other evidence of Indian or historic use or occupation. This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

**The site was developed for commercial and institutions uses in the late 1960s. Given the altered nature of the study area with buildings and impervious area and a piped stream it is unlikely that cultural resources are located at the site. However, if the site is redeveloped and historic or cultural resources are discovered, state and federal laws will allow for a site assessment, potential mitigations, and appropriate protective measures.**

- c) Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

**Sources included a 2013 Historic Property Inventory (Sheridan Consulting Group, December 2013).**

- d) Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

**Washington State has a number of laws that oversee the protection and proper excavation of archaeological sites (RCW 27.53, WAC 25-48), human remains (RCW 27.44), and historic cemeteries or graves (RCW 68.60). The Governor's Executive Order 05-05 requires state agencies to integrate DAHP, the Governor's Office of Indian Affairs, and concerned tribes into their capital project planning process. This executive order affects any capital construction projects and any land acquisitions for purposes of capital construction not**

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undergoing Section 106 review under the National Historic Preservation Act of 1966.

Under RCW 27.53, the Department of Archaeology and Historic Preservation (DAHP) regulates the treatment of archaeological sites on both public and private lands and has the authority to require specific treatment of archaeological resources. All precontact resources or sites are protected, regardless of their significance or eligibility for local, state, or national registers. Historic archaeological resources or sites are protected unless DAHP has made a determination of “not-eligible” for listing on the WHR and the NRHP.

The City does implement Chapter 15.20 Landmarks Preservation.

## 14. Transportation

A traffic analysis, scheduled for completion in 2014, is needed to determine how best to improve multi-modal access to Aurora Square as well as circulation on site; the analysis will also support the Planned Action EIS. Transportation projects would be developed for the CRA as part of the traffic study. The study will include the following Intersections and corridors:

- N 160th Street and Greenwood Avenue N
  - N 160th Street and Dayton Avenue N
  - N 160th Street and Aurora Avenue N
  - Westminster Way N and Greenwood Avenue N
  - Westminster Way N and Dayton Avenue N
  - Westminster Way N and N 155th Street
  - Westminster Way N and Aurora Avenue N
  - N 155th Street and Aurora Avenue N
  - N 155th Street from Westminster Way N to Aurora Avenue N
  - N 160th Street from Greenwood Avenue N to Aurora Avenue N
  - Westminster Way N from Greenwood Avenue N to Aurora Avenue N
- a) Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.

**The site is bounded by N 160<sup>th</sup> Street to the north, Aurora Avenue N to the east, Westminster Way, Fremont Avenue N and N 155<sup>th</sup> Street to the South, and Dayton Avenue N to the west.**

- b) Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?



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**The site is served by transit. This topic will be addressed in the EIS.**

- c) How many additional parking spaces would the completed project or nonproject proposal have? How many would the project or proposal eliminate?

**Parking will comply with City development regulations. This topic will be addressed in the EIS.**

- d) Will the proposal require any new improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

**This topic will be addressed in the EIS. The CRA Renewal Plan identifies some circulation improvements. Also see the discussion of the EIS analysis under 14 above.**

- e) Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

**Not applicable. Aircraft may fly overhead, however.**

- f) How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

**This topic will be addressed in the EIS.**

- g) Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

**Not applicable in this urban environment.**

- h) Proposed measures to reduce or control transportation impacts, if any:

**This topic will be addressed in the EIS.**

## 15. Public Services

- a) Would the project result in an increased need for public services (for example: for protection, police protection, public transit,

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health care, schools, other)? If so, generally describe.

**Redevelopment would increase growth and demand for police and fire protection. Considering the City's ability to address these topics with its operational and capital budgets and through regulations, these topics will not be further addressed in the EIS (see mitigation in section b below).**

**Additional housing units may increase the demand for parks and schools. The EIS will address the compatibility of the CRA Planned Action Alternatives with parks and school capital plans and implementing regulations as described in Checklist Section 12.**

- b) Proposed measures to reduce or control direct impacts on public services, if any.

**As development occurs, revenues would likely increase allowing the City to determine the appropriate distribution of funds towards municipal services such as police. Development will also be subject to City standards, including Chapter 20.60 Adequacy of Public Facilities addressing fire protection and the International Fire Code.**

16. Utilities

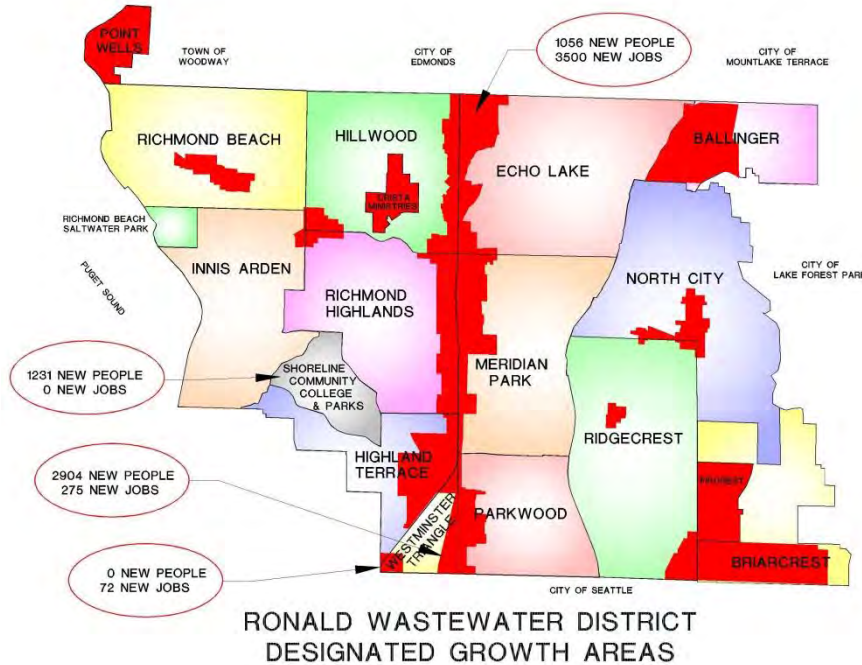
- a) Circle (underline) utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
- b) Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity that might be needed.

**General Utility Analysis: Future development would be supported by the same utilities as in Subsection 16.a. Greater growth would create a greater demand for power and energy, sewer and water; utility lines may need upgrades or relocation as appropriate.**

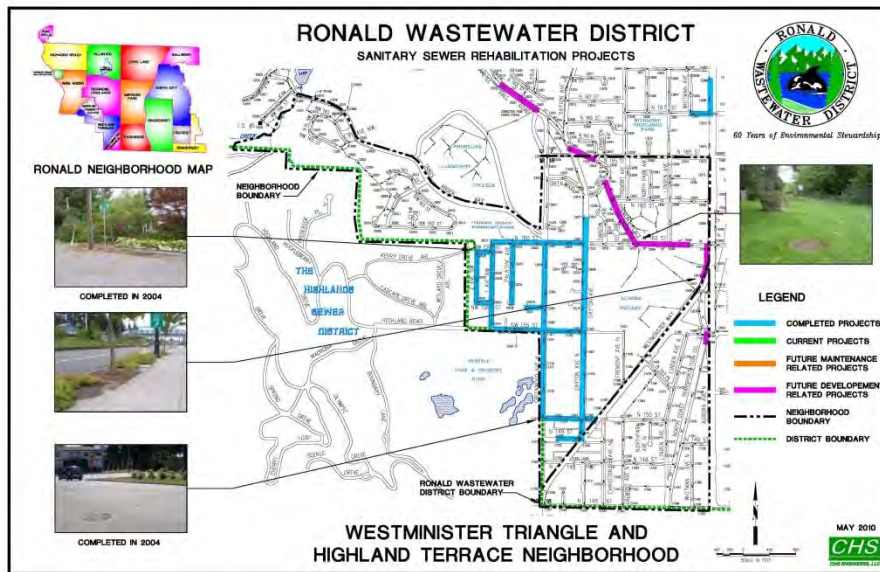
**Sewer Service: The Ronald Sewer District provides sewer service to the study area. The District anticipates greater population and job growth all along the Aurora Corridor including the study area as shown below.**

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The District has also completed or planned for new facilities to serve development in the study area per the diagram below. The ability of the district to serve the planned level of growth in the study area and any phasing or regulatory requirements would be addressed in the EIS.



**Water Service:** The Water Service provider is Seattle Public Utilities (SPU). SPU has adopted a water system plan and considered City of

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Shoreline Zoning as of 2012 to help determine system needs; city zoning indicated a mixed use designation for the subject property (SPU Water System Plan 2013; appendix D). SPU design standards indicate that fire flow is determined based on the City’s Fire Code and considered when issuing Water Availability Certificates: The City of Seattle, City of Shoreline and King County have adopted the International Fire Code (IFC). Site specific fire flow requirements as determined by the appropriate Fire Marshall are used when issuing Water Availability Certificates and sizing of new water mains. The ability of the service providers to serve the site and in particular the determination of fire flow requirements would be addressed in the EIS.

Mitigation Measures: Future development will be subject to City development standards including Chapter 20.60 Adequacy of Public Facilities, addressing water and sewer. Further the special districts have requirements to determine availability of services at the time of development (i.e. Certificates of Availability). Also see Section 6 regarding the City’s energy code.

**C. SIGNATURE**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.



Signature: \_\_\_\_\_

Lisa Grueter, BERK Consulting

Date Submitted: \_\_\_\_\_ July 15, 2014 \_\_\_\_\_

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AGENCY USE ONLY****D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS**

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

**See sections 1, 2, 3 and 7.**

Proposed measures to avoid or reduce such increases are:

**See sections 1, 2, 3 and 7.**

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

**See Sections 4 and 5.**

Proposed measures to protect or conserve plants, animals, fish or marine life are:

**See Sections 4 and 5.**

3. How would the proposal be likely to deplete energy or natural resources?

**See Section 6.**

Proposed measures to protect or conserve energy and natural resources are:

**See Section 6.**

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

**See Sections 4, 5, and 8.**

Proposed measures to protect such resources or to avoid or reduce impacts are:

**See Sections 4, 5, and 8.**



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5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

**See Section 8.**

Proposed measures to avoid or reduce shoreline and land use impacts are:

**See Section 8.**

How would the proposal be likely to increase demands on transportation or public services and utilities.

**See Sections 12, 14, 15 and 16.**

Proposed measures to reduce to respond to such demands(s) are:

**See Sections 12, 14, 15 and 16.**

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

**The Comprehensive Plan and zoning are not changing and the CRA promotes a mixed use development consistent with those plans and regulations. All future development would comply with federal, state and local laws including environmental regulations, if applicable given the developed urban nature of the site.**

## **APPENDIX B: TRANSPORTATION DESIGN CONCEPTS**

The following pages include conceptual transportation designs for frontage improvements around the Aurora Square Community Renewal Area. These designs are subject to change as a result of additional agency and public review and more detailed area investigations.





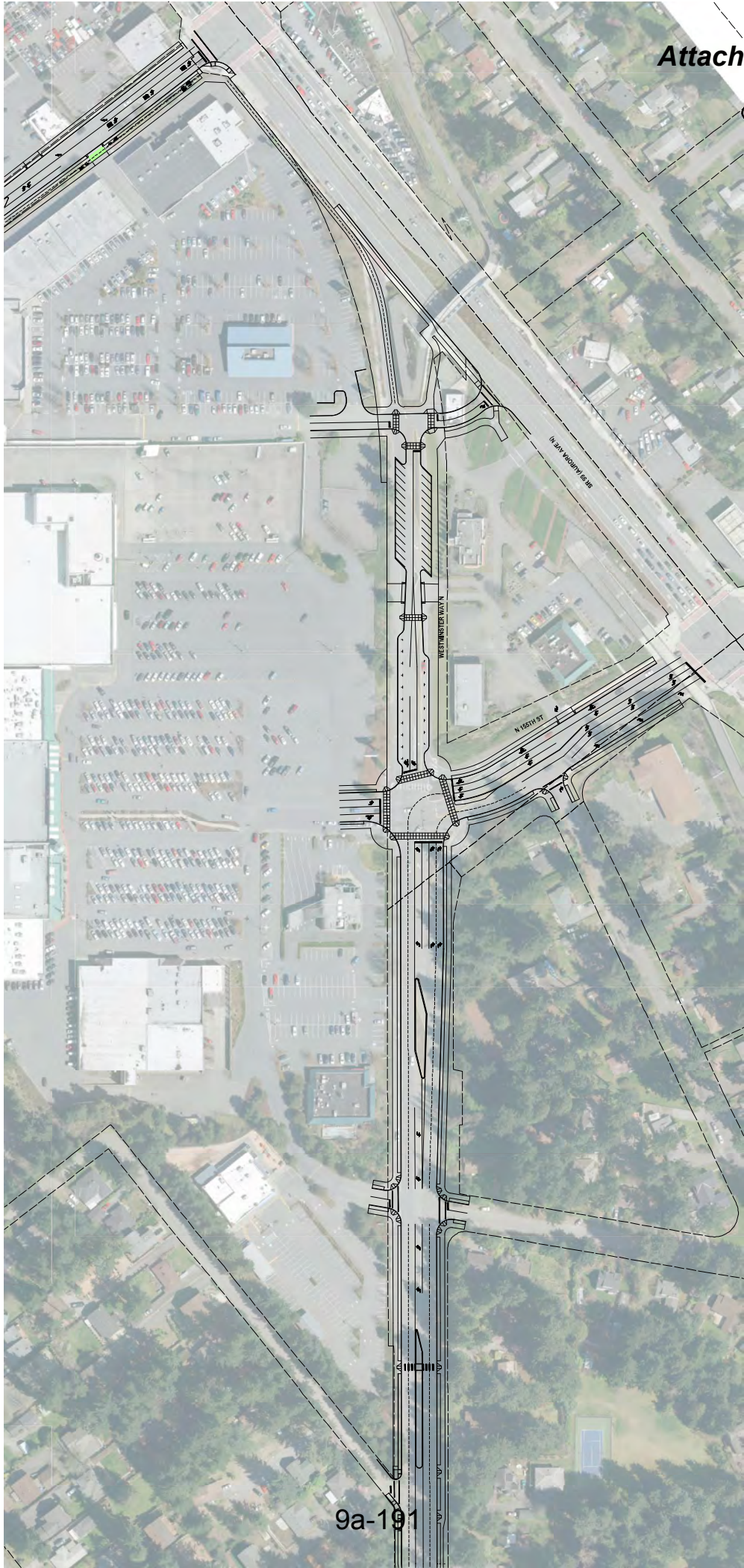
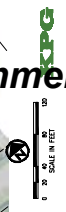
TRANSPORTATION PLAN FOR THE AURORA SQUARE CRA  
PREPARED BY: KPG  
NOVEMBER 21, 2014

KPG

SHOPLINE

9a-190





TRANSPORTATION PLAN FOR THE ALBERTA SQUARE CORNER  
PRELIMINARY LAYOUT  
NOVEMBER 20, 2014

9a-191





# APPENDIX C: STORMWATER CONCEPT REPORT





**AURORA SQUARE  
COMMUNITY RENEWAL AREA**

**Stormwater Concept  
Development Study**

Prepared for:

**City of Shoreline  
Department of Public Works  
17500 Midvale Ave N  
Shoreline, WA 98133**

Prepared by:

**KPG**  
Interdisciplinary Design

**753 9<sup>th</sup> Avenue N  
Seattle, WA 98109  
206-286-1640**



October 2014

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- B – Preliminary Flow Control Sizing Calculations
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## 1. Introduction

In 2012, the Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. The associated CRA Plan, adopted in 2013, outlines a vision for the CRA. Implementing this vision will require redevelopment within the CRA, including removal of some existing buildings, constructing new buildings, and reconfiguring vehicle circulation and parking within the site. These activities will trigger stormwater requirements for flow control and water quality treatment, requirements that did not exist at the time of the original development of Aurora Square.

This report documents a preliminary study of concepts for stormwater facilities that will be required for redevelopment, to support a Planned Action Environmental Impact Statement (EIS).

The Planned Action EIS will analyze two Action Alternatives as well as a No Action alternative. The two Action Alternatives are summarized as follows:

- The **Phased Growth** alternative assumes a moderate level of development, which introduces 500 dwelling units and adds up to 250,000 square feet of retail and office space beyond present development space.
- The **Planned Growth** alternative assumes the maximum level of growth studied, adding 1000 dwelling units and 500,000 square feet of retail and office space beyond present development space.

## 2. Stormwater Requirements for Redevelopment

### Applicability of Stormwater Requirements

Per Shoreline Municipal Code (SMC) Chapter 13.10, the City has adopted the most recent version of the *Stormwater Management Manual for Western Washington*, published by the Washington State Department of Ecology (Stormwater Manual). The most recent version of the Stormwater Manual was published in August 2012.

Development within the Aurora Square CRA will be classified as “redevelopment” by the Stormwater Manual because the site is already substantially developed, i.e. with 35% or more existing hard surface coverage (Volume 1, Section 2.3 of the Stormwater Manual).

The Stormwater Manual describes nine Minimum Requirements for Development and Redevelopment. The applicability of the requirements for redevelopment is illustrated by the flowchart in Figure 2.4.2 in Volume 1 of the Stormwater Manual. An annotated version of this flowchart, as it is anticipated to apply to the Aurora Square redevelopment, is attached in Appendix A.



Assuming the value of the proposed site improvements exceeds 50% of the assessed value of the existing improvement, all nine minimum requirements would apply to both new and replaced hard surfaces.

Since “replaced hard surface” means the removal and replacement of hard surfaces down to the foundation (for buildings) or bare soils or base course for other hard surfaces, it does not appear that these requirements would apply to existing buildings or paved surfaces that remain unchanged.

### **Flow Control Requirements**

Of the nine Minimum Requirements, the focus of this study is Minimum Requirement #7, Flow Control, because it is anticipated to have the largest impact on implementation of the CRA Plan, both in terms of cost and physical area required. Minimum Requirement #7 will require stormwater discharges from new and replaced hard surfaces to match developed discharge durations to pre-developed durations for the range of pre-developed discharge rates from 50% of the 2-year peak flow up to the full 50-year peak flow.

For the Aurora Square CRA, the pre-developed condition to be matched is a forested land cover. Although Minimum Requirement #7 allows for use of an existing condition land cover for certain highly-developed drainage basins, it does not appear that the Aurora Square development would qualify, because:

- According to the map in Appendix I-F of the Stormwater Manual, the lower sub-basins of Boeing Creek have not had 40% impervious coverage since 1985.
- The March 2013 *Boeing Creek Basin Plan* has identified instability in the stream channel.

### **LID and Runoff Treatment Requirements**

Minimum Requirement #5 (On-Site Stormwater Management) and #6 (Runoff Treatment) will also impact redevelopment site planning and costs. However, by definition, on-site stormwater management requirements (LID techniques) need to be evaluated and implemented as part of the site layout and cannot be done off-site. Similarly, runoff treatment is often dealt with most cost-effectively on site, to treat only runoff from pollution-generating surfaces.

To comply with Minimum Requirement #5 (On-Site Stormwater Management), per Table 2.5.1 of the Stormwater Manual, redevelopment areas will be required to install LID BMPs meeting the LID Performance Standard, or BMPs from “List #2” for all new and replaced impervious surfaces. If the “List #2” option is chosen:

- New or replaced roof areas will be required to (1) implement downspout dispersion or infiltration if feasible, or (2) construct bioretention facilities with an area equal to 5% of the roof area.
- Other new or replaced hard surfaces are required to implement (1) permeable pavement if feasible, or (2) bioretention.

To comply with Minimum Requirement #6 (Runoff Treatment), redevelopment areas will be required to install runoff treatment systems for all pollution-generating impervious surfaces. Runoff treatment for pervious pavement is accomplished by the underlying soils, if certain conditions are met, or by an engineered treatment layer.

### **Assumptions Regarding Areas Subject to Stormwater Requirements**

Since, as discussed above, stormwater requirements for redevelopment will apply to new and replaced hard surfaces, but not existing impervious surfaces that will remain, assumptions are needed regarding the range of new/replaced impervious surfaces that could result from redevelopment within the CRA.

For the purposes of evaluating stormwater requirements for the two alternative planned actions, the following assumptions have been made:

- **Phased Growth:** For this alternative, it is assumed that stormwater facilities will be required for 28 acres of redeveloped site area.
- **Planned Growth:** For this alternative, it is assumed that 44 acres of the site will be subject to stormwater requirements.

These 28-acre and 44-acre redevelopment areas are shown in Figures 1 and 2, using conceptual drawings for redevelopment as the basis. An impervious coverage of 80% has been assumed for this analysis. Although commercial zones in Shoreline are allowed to have between 85 and 95 percent hardscape coverage, it has been assumed that LID requirements will reduce the “non-infiltrating” hard surfaces subject to flow control to at least 80% of the redevelopment area. As discussed in the previous section, LID techniques required by Minimum Requirement #5 will most likely in the form of pervious pavements and dispersed bioretention facilities. Of the available LID alternatives, pervious pavement is the most likely to be feasible at Aurora Square given the site’s underlying glacial till soils. Figure 3 illustrates where areas where pavement could be implemented under one redevelopment concept.

## **3. Alternative Flow Control Facility Concepts**

Three concepts have been considered to comply with Minimum Requirement 7, Flow Control. Preliminary sizing calculations are attached in Appendix B.

### **3.1 Alternative Descriptions**

#### **Flow Control Concept #1 – On-site flow control facilities**

This approach would construct flow control facilities on individual parcels as part of redevelopment projects as they occur. This is the “default” approach required through application of the Stormwater Manual requirements to individual development proposals. This concept, as sized for Planned Growth alternative, is shown on Figure 4.

For 44 acres of redevelopment within Aurora Square, preliminary calculations indicate 22 acre-feet of detention storage would be required to satisfy flow control requirements. These calculations assume on-site infiltration is not feasible due to glacial till soils. For this alternative, it has been assumed that detention storage would be constructed using several underground concrete vaults dispersed on individual development parcels within Aurora Square. The cost of this approach is anticipated to be approximately \$516,000 per redeveloped acre, which equates to \$14.4 million for the Phased Growth alternative and \$22.7 million for Planned Growth.

An alternative on-site approach would be to construct a single flow control facility within the Aurora Square CRA to serve all redevelopment. However, with no apparent cost saving to offset considerable planning and coordination that would be required between property owners, this alternative has not been considered further at this time. Similarly, open pond facilities within the development could be considered to reduce the construction cost of flow control, but it has been assumed the significant reduction in developable site area would not be favored.

### **Flow Control Concept #2 – Boeing Creek Regional flow control facility in SCC Greenwood Parking Lot**

This approach would construct a 11.8 acre-foot regional flow control facility within SCC's Greenwood Parking Lot with capacity to mitigate redevelopment Aurora Square per the CRA Plan (44 acres assumed) as well as SCC per their *Long Range Development Plan* (LRDP)(31.8 acres). The facility would be located adjacent to Boeing Creek and the City's M1 Dam regional detention facility, but would not alter the creek or the reservoir upstream from the M1 Dam. A flow splitter would be installed on the existing 48" pipe to direct a portion of the flows equivalent to runoff generated by Aurora Square to the regional facility. Figure 5 shows the location of this facility and upstream tributary areas. A conceptual layout of the facility has been included in Appendix C.

This alternative would increase the size of SCC's planned flow control facility by increasing the proposed depth, replacing presettling cells with hydrodynamic separators, and by grading closer to Boeing Creek. Initial sizing assumes a long-term infiltration rate of 2 inches per hour, the same as was used by SCC in their *Campus Master Drainage Plan*. Loss of parking is a concern to SCC. Their planned facility would have been constructed incrementally as needed over a 30-year period, whereas a regional facility constructed by the City would have a more immediate impact.

### **Flow Control Concept #3 – Boeing Creek Regional flow control by expanding existing M1 Dam reservoir**

This approach would expand the existing M1 Dam regional flow control facility by 21 acre feet, with capacity to mitigate redevelopment of Aurora Square per the CRA Plan (44 acres assumed), SCC redevelopment (31.8 acres), and 55 acres of additional redevelopment in the upstream basin, which includes a portion of the Town Center as well as potential redevelopment areas along Aurora Avenue with Mixed Business and Neighborhood Business zoning. As with the existing M1 Dam facility, the expanded facility would be in-stream, requiring excavation and modification of Boeing Creek extending approximately 900 feet upstream from the dam. Figure

5 shows the location of this facility and upstream tributary areas. A conceptual layout of the facility has been included in Appendix C that includes two additional berms to reduce the depth of the excavation and maximize the pond bottom area available for infiltration.

As with Alternative 2, initial sizing assumes a long-term infiltration rate of 2 inches per hour, and will require addressing parking impacts at SCC.

### 3.2 Alternative Analysis

The three alternative flow control concepts described in Section 3.2 have been evaluated based on cost and qualitative advantages and disadvantages, as documented below in Table 1. The planning-level costs listed in the table are very preliminary, and should be used only for comparison between alternatives (see Appendix C for cost estimate backup). Costs are based on facility sizing for the Planned Growth planned action alternative.

**Table 1 – Alternative Analysis Summary**

Alt.	Description	Planning-Level Cost	Flow Control Area	Advantages	Disadvantages
1	On-site flow control facilities (22 ac-ft, no infiltration)	\$22.7 million (\$516,000 per redeveloped acre)	44 ac (Aurora Square Only)	<ul style="list-style-type: none"> <li>No City cost or risk</li> <li>Sized exactly for what is needed</li> </ul>	<ul style="list-style-type: none"> <li>Nearly 4X greater size and 10X higher cost as compared to regional facility concept with infiltration</li> <li>Restricts site layout</li> </ul>
2	Regional flow control at SCC Greenwood Parking Lot (11.8 ac-ft with infiltration)	\$4.3 million (\$57,000 per redeveloped acre)	76 ac (Aurora Square and SCC)	<ul style="list-style-type: none"> <li>Significantly lower cost compared to on-site facilities</li> </ul>	<ul style="list-style-type: none"> <li>Initial cost to City</li> <li>Impacts SCC parking</li> </ul>
3	Regional flow control at SCC by expanding the existing M1 Dam facility. (20.7 ac-ft added, with infiltration)	\$6.2 million (\$47,000 per redeveloped acre)	131 ac (Aurora Square, SCC, and 55 add'l acres in basin)	<ul style="list-style-type: none"> <li>Significantly lower cost compared to on-site facilities</li> <li>Capacity for Town Center and other Aurora Avenue redevelopment</li> </ul>	<ul style="list-style-type: none"> <li>Initial cost to City</li> <li>Impacts SCC parking</li> <li>Stream impacts may not be allowed</li> </ul>

## 4. Preliminary Conclusions

Based on this analysis, it appears that Alternative Concepts #2 and #3, regional stormwater facilities constructed at SCC's Greenwood parking lot, could provide flow control for Aurora Square and potentially other redevelopment areas at a significantly lower cost than using on-site detention facilities. This cost-effectiveness is due to (1) soils at SCC that have capacity to infiltrate stormwater and (2) the ability to construct an open pond rather than an underground vault.

Additional analysis will be needed to determine the feasibility and cost of a regional flow control facility. Following is a list of some of the issue that will need to be addressed, either as part of a feasibility analysis or during preliminary design:

### **Agreement with Shoreline Community College**

Agreements with SCC will need to be worked out regarding use of college property for a regional facility as well as addressing impacts to the college from the loss of parking.

### **Evaluation of Critical Areas impacts and Permitting Feasibility**

A *Critical Areas Reconnaissance Report* was prepared by Touchstone EcoServices in January 2011 as part of SCC's *Long Range Development Plan*. This report identified two Class III wetlands located immediately upstream from the M1 Dam. The reach of Boeing Creek upstream from the M1 Dam was identified as being riprap lined and having intermittent flows, and meeting the definition for Type III streams per SMC 20.80.470. The report also noted that although the Washington State Department of Fish and Wildlife has identified this reach as priority habitat, existing stream conditions and flashy hydrology cannot support resident fish and downstream fish passage blockages prevent any upstream fish passage to this stream reach. The report also identified erosion and landslide hazard areas in the vicinity of Boeing Creek based on existing slopes steeper than 15%.

A critical areas study specific to the regional facility concepts, especially Alternative 3 which would excavate Boeing Creek, is needed to determine the if this concept is permissible.

### **Subsurface Investigation and Geotechnical Analysis**

The *Preliminary Geotechnical Services* report prepared in October 2009 by GeoEngineers for SCC's *Long Range Development Plan* included two test pits dug to a depth of 8 to 10 feet in the Greenwood parking lot, which revealed advance outwash sand deposits suitable for infiltration at depths of 6 to 10 feet. The report recommended a infiltration rate of 2 inches per hour for preliminary design of infiltration in these soils.

Since the sizing of a regional flow control facility is very sensitive to the long-term infiltration rate used for design, additional geotechnical analysis will be needed that includes borings extending below the proposed facility bottom, which could, based on preliminary layouts, extend up to 35 feet below existing grades. This is needed to verify that suitable conditions for



infiltration exist at the bottom of the proposed facility, including meeting requirements for separation from the groundwater table. As the design develops, all requirements for subsurface and infiltration receptor characterization will need to be met as described in Section 3.3 of the Stormwater Manual.

**Topographic Survey**

LIDAR data supplemented with limited field survey may be suitable for the feasibility analysis. Field topographic survey and basemapping will need to be performed as part of Preliminary Design.

**Hydrologic and Hydraulic Modeling**

Hydrologic and hydraulic modeling performed for this study was limited to use of the Western Washington Hydrology Model (WVHM) for conceptual facility sizing. Additional modeling will be needed to demonstrate that a regional facility would achieve a flow duration curve at the facility outlet that is equivalent to the flow regime that would result from on-site flow control in the upper basin. Following additional modeling, it is recommended that the City coordinate with Ecology to obtain their concurrence that the regional facility will satisfy Minimum Requirement 7 without modification. If implementation of the regional facility were to require modifying the standards of Minimum Requirement #7, additional basin planning that justifies the modification would need to be reviewed and approved by Ecology, as described in Section 7, Appendix 1 of the NPDES *Phase II Western Washington Municipal Stormwater Permit*.

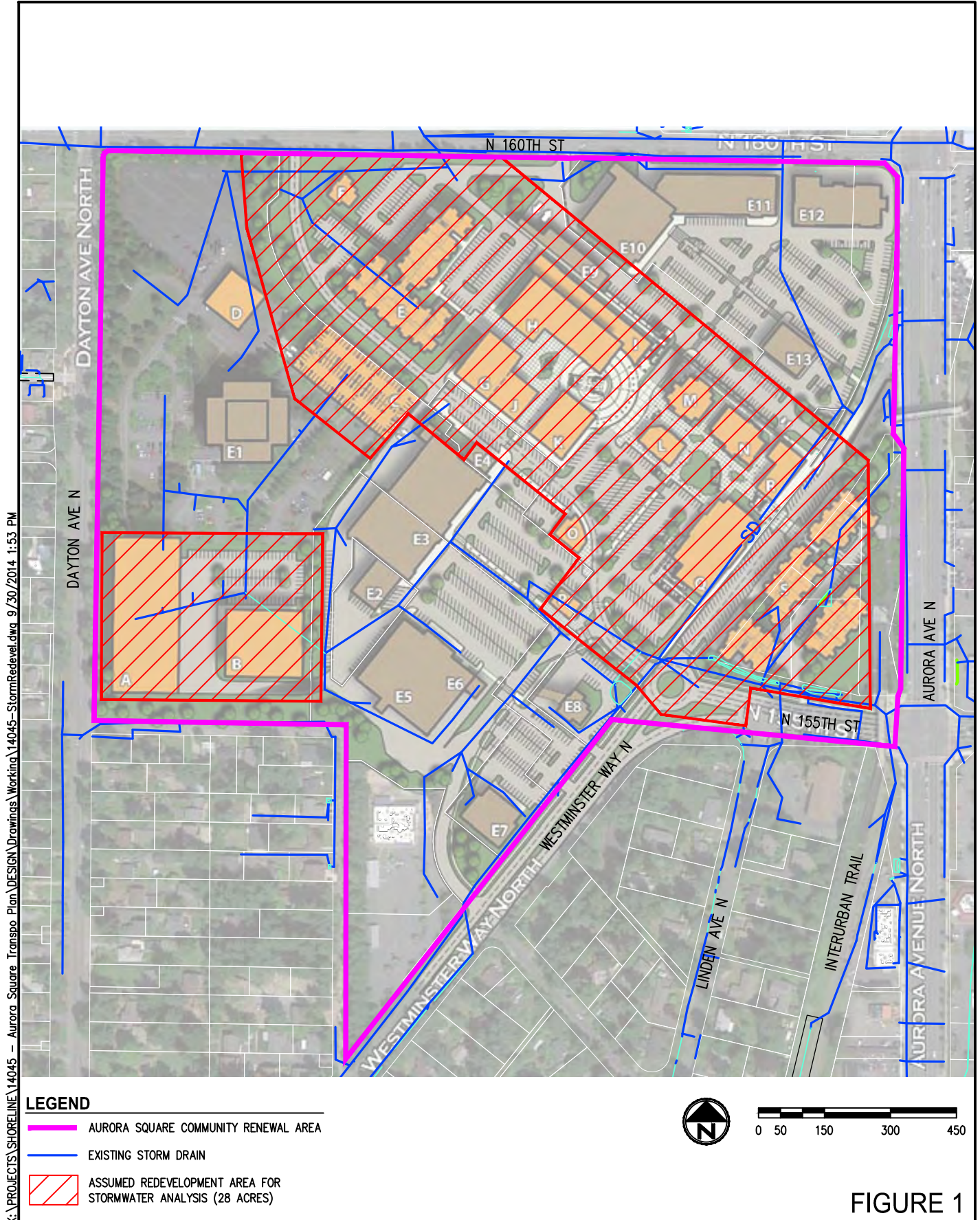


FIGURE 1

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**REDEVELOPMENT AREA - PHASED GROWTH ALT.**  
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY  
 9a-203

**KPG**  
 753 9th Ave N  
 Seattle, WA 98109  
 (206) 286-1640  
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 2502 Jefferson Ave  
 Tacoma, WA 98402  
 (253) 627-0720



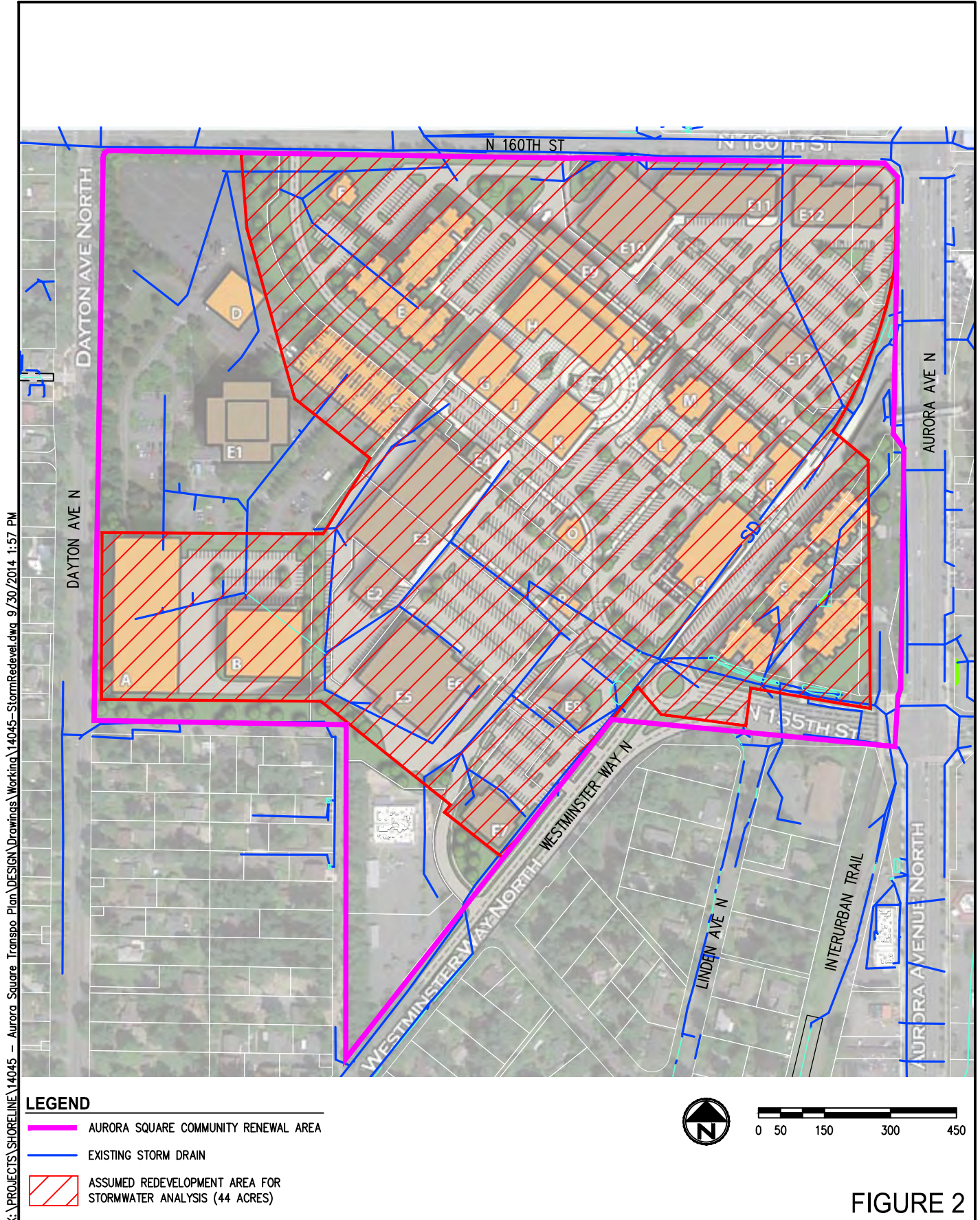


FIGURE 2

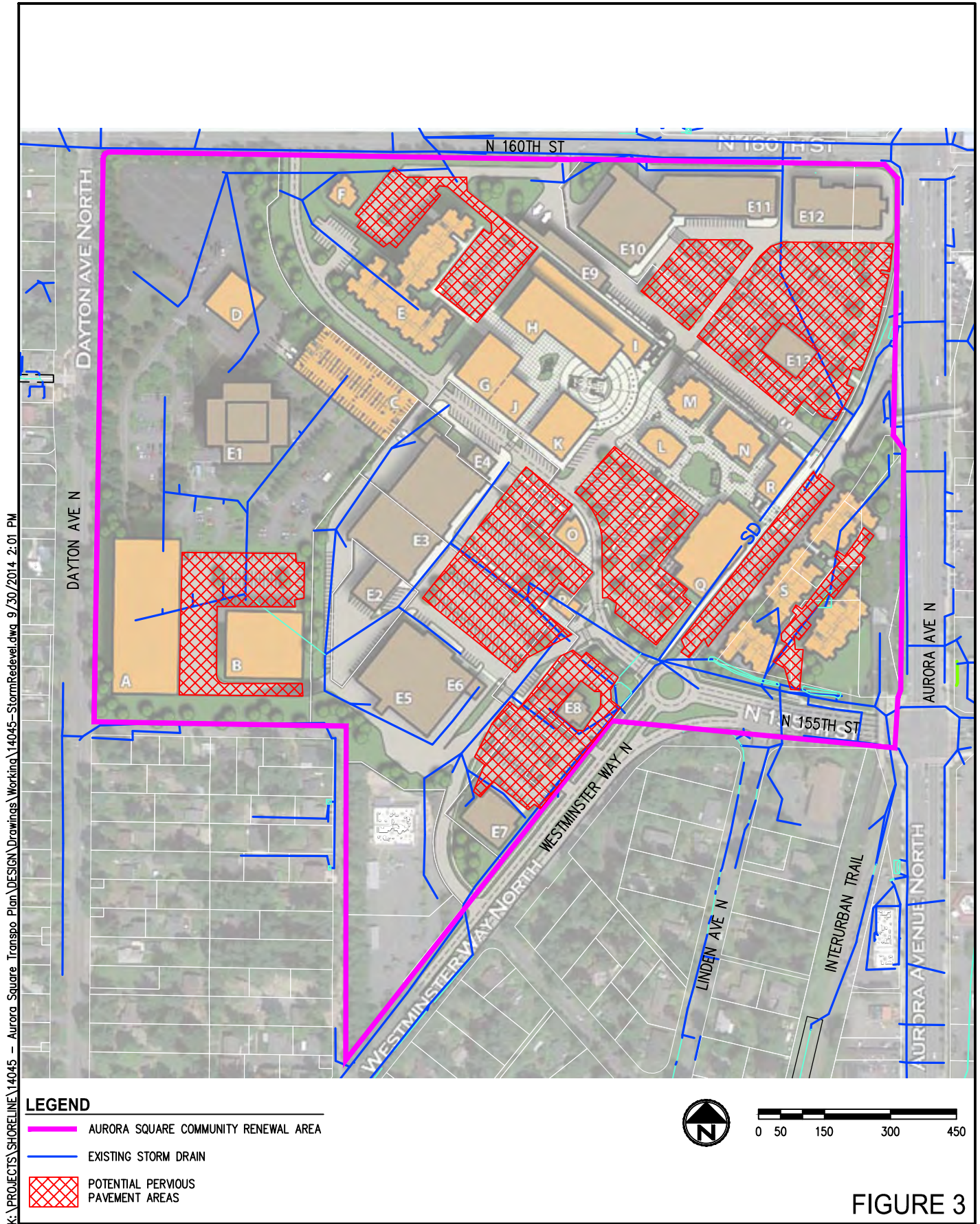
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**REDEVELOPMENT AREA - PLANNED GROWTH ALT.**  
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY  
 9a-204

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**POTENTIAL PERVIOUS PAVEMENT AREAS**  
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY  
 9a-205

**KPG**  
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 (206) 286-1640  
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 (253) 627-0720



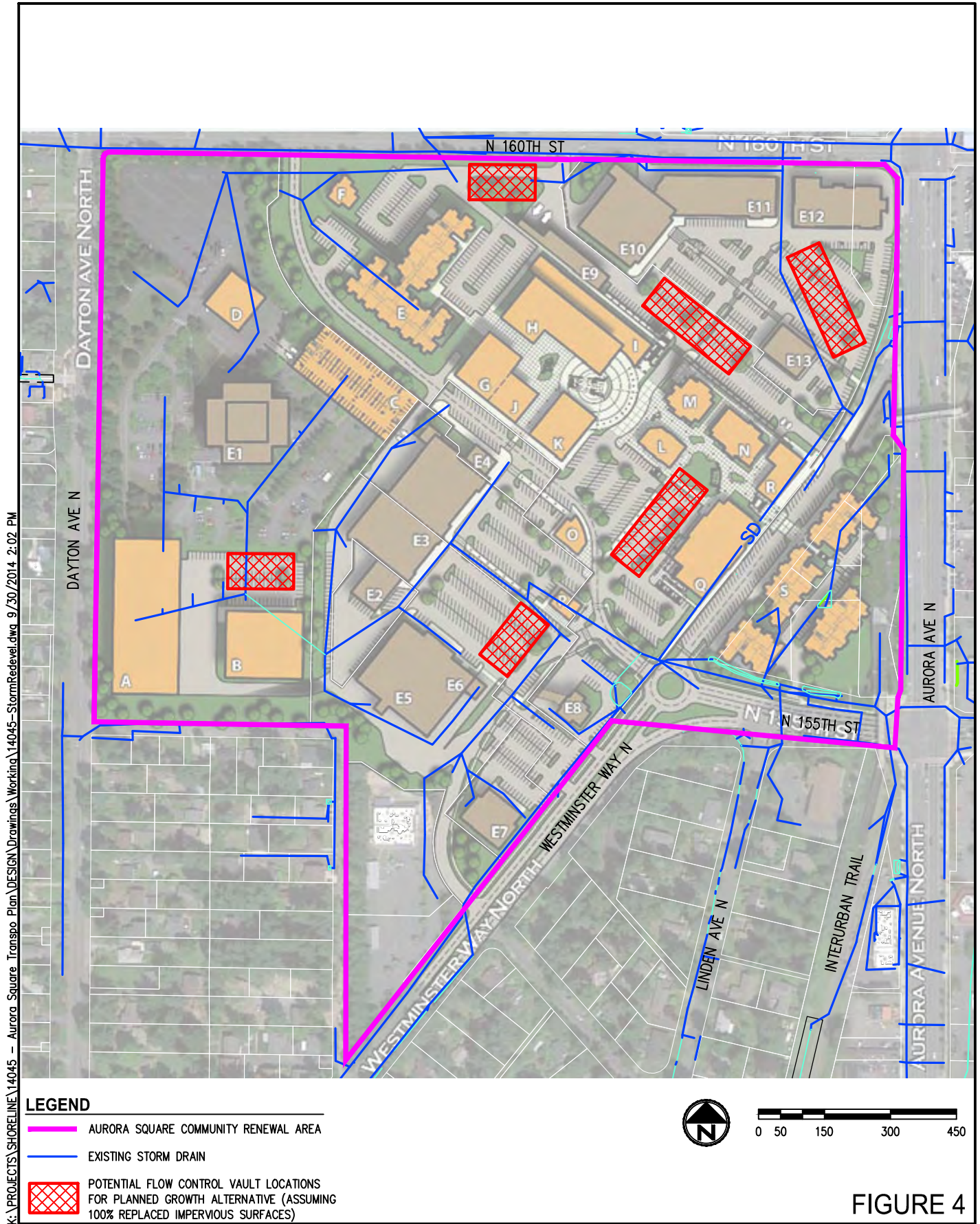


FIGURE 4

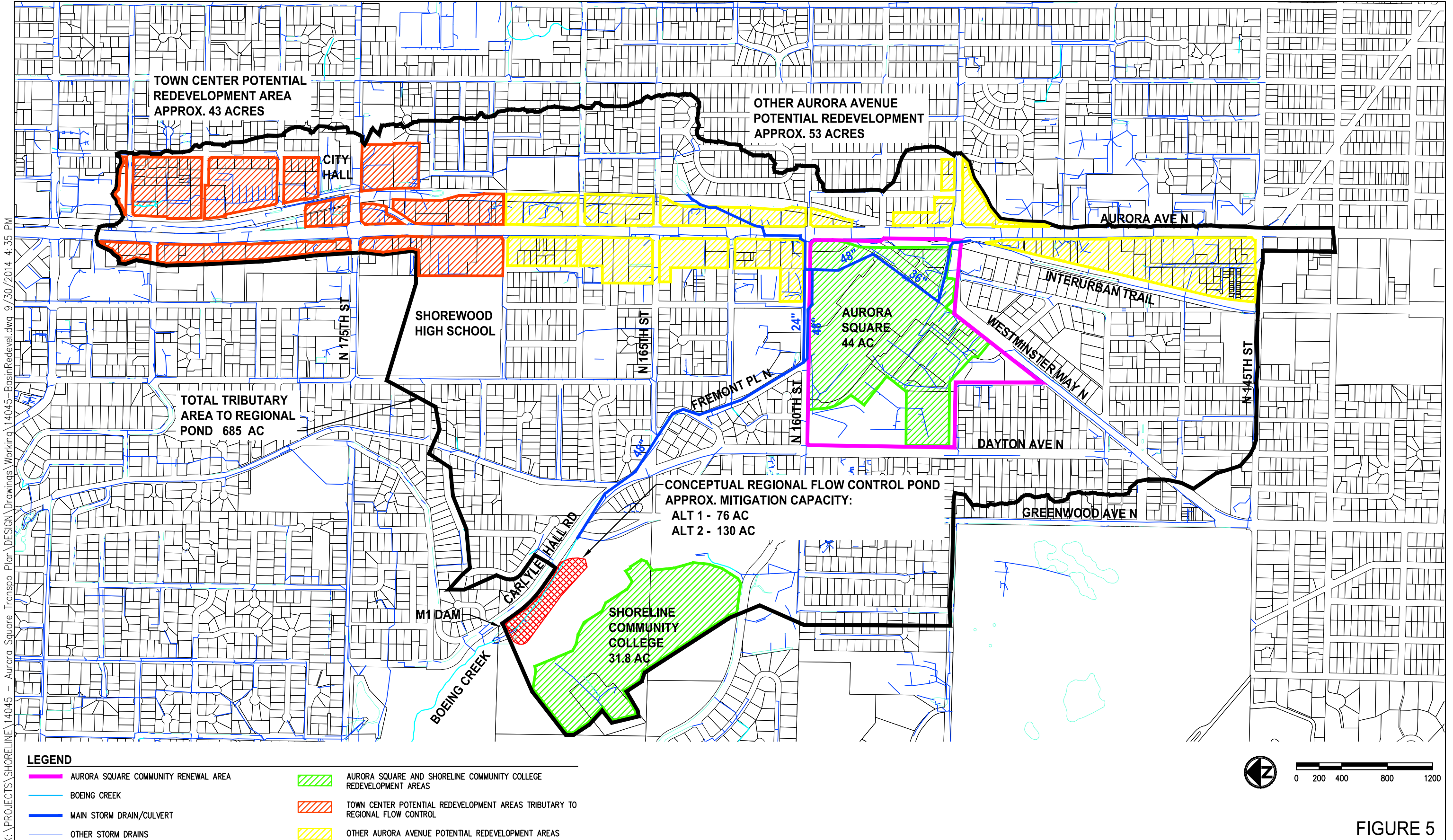
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**ON-SITE FLOW CONTROL CONCEPT**  
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY  
 9a-206

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 Seattle, WA 98109 | Tacoma, WA 98402  
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**LEGEND**

	AURORA SQUARE COMMUNITY RENEWAL AREA		AURORA SQUARE AND SHORELINE COMMUNITY COLLEGE REDEVELOPMENT AREAS
	BOEING CREEK		TOWN CENTER POTENTIAL REDEVELOPMENT AREAS TRIBUTARY TO REGIONAL FLOW CONTROL
	MAIN STORM DRAIN/CULVERT		OTHER AURORA AVENUE POTENTIAL REDEVELOPMENT AREAS
	OTHER STORM DRAINS		

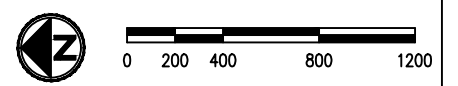


FIGURE 5



**REGIONAL FLOW CONTROL CONCEPT AND TRIBUTARY AREAS**  
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY



**APPENDIX A – Standards Applicability Flowchart**

DRAFT

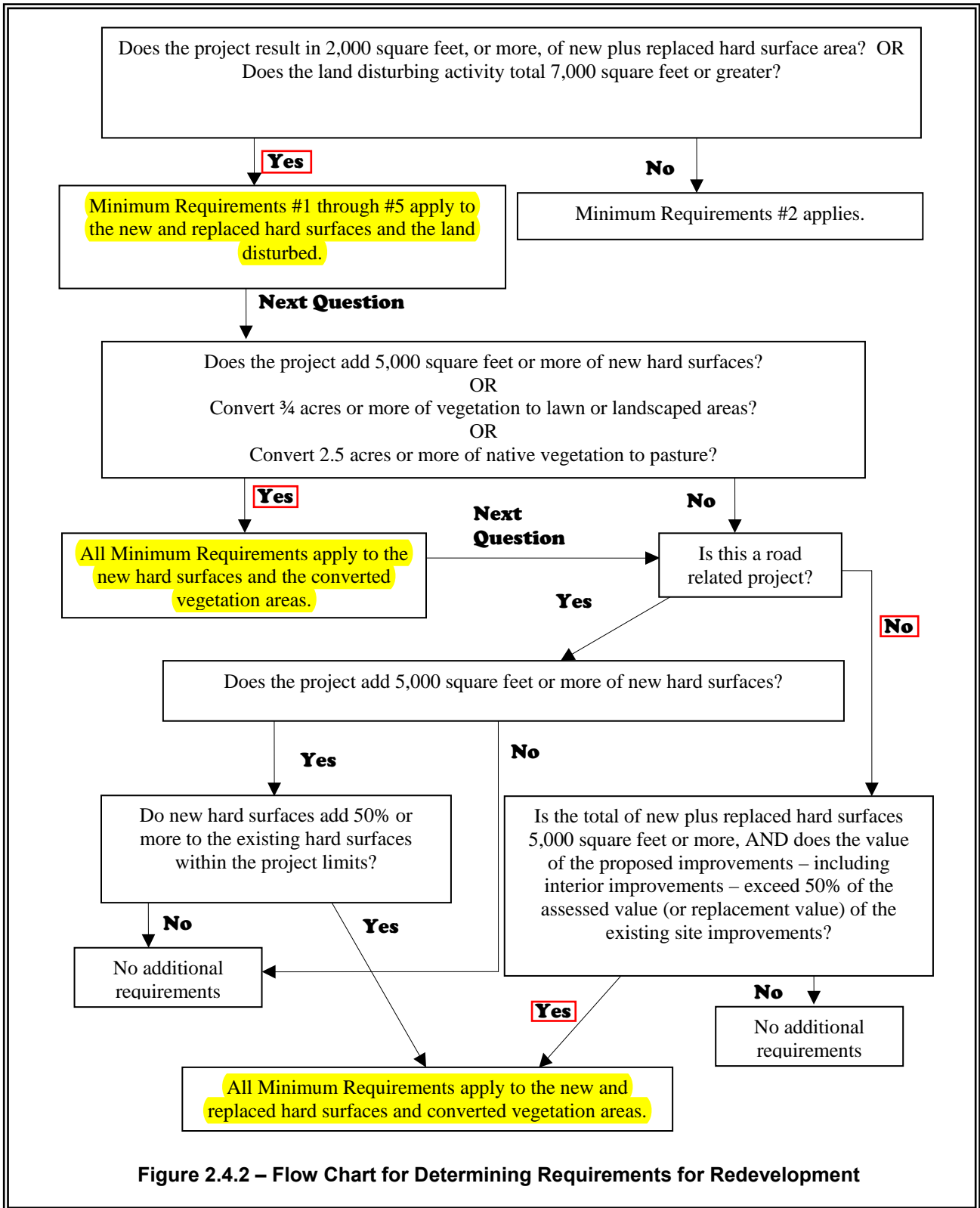


Figure 2.4.2 – Flow Chart for Determining Requirements for Redevelopment

**APPENDIX B – Preliminary Flow Control Sizing  
Calculations**

DRAFT

**Flow Control Sizing Calcs – Alt. 1 (On-Site) – Planned Growth**  
**44 ac Aurora Square tributary area with 80% impervious coverage**

WVHM4  
 PROJECT REPORT

Project Name: Aurora-Sq-44ac  
 Site Name: Aurora Square  
 Site Address:  
 City :  
 Report Date: 9/30/2014  
 Gage : Seatac  
 Data Start : 1948/10/01  
 Data End : 1998/09/30  
 Precip Scale: 0.83  
 Version : 2014/02/14

Low Flow Threshold for POC 1 : 50 Percent of the 2 Year

High Flow Threshold for POC 1: 50 year

PREDEVELOPED LAND USE

Name : Basin 1  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Forest, Mod	44
Pervious Total	44
<u>Impervious Land Use</u>	<u>Acres</u>
Impervious Total	0
Basin Total	44

Element Flows To:		
Surface	Interflow	Groundwater

MITIGATED LAND USE

Name : Basin 1  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Lawn, Flat	8.8
Pervious Total	8.8
<u>Impervious Land Use</u>	<u>Acres</u>
PARKING FLAT	35.2
Impervious Total	35.2
Basin Total	44



Element Flows To:  
 Surface                      Interflow                      Groundwater  
 Vault 1                      Vault 1

Name : Vault 1  
 Width : 137.708921570869 ft.  
 Length : 688.544607854334 ft.  
 Depth: 11 ft.  
Discharge Structure  
 Riser Height: 10 ft.  
 Riser Diameter: 18 in.  
 Orifice 1 Diameter: 2.25 in. Elevation: 0 ft.  
 Orifice 2 Diameter: 4.1 in. Elevation: 6.67 ft.  
 Orifice 3 Diameter: 2.5 in. Elevation: 7.5 ft.

Element Flows To:  
 Outlet 1                      Outlet 2

Vault Hydraulic Table

Stage(ft)	Area(ac)	Volume(ac-ft)	Discharge(cfs)	Infilt(cfs)
0.0000	2.176	0.000	0.000	0.000
0.1222	2.176	0.266	0.046	0.000
0.2444	2.176	0.532	0.065	0.000
0.3667	2.176	0.798	0.080	0.000
0.4889	2.176	1.064	0.093	0.000
0.6111	2.176	1.330	0.103	0.000
0.7333	2.176	1.596	0.113	0.000
0.8556	2.176	1.862	0.123	0.000
0.9778	2.176	2.128	0.131	0.000
1.1000	2.176	2.394	0.139	0.000
1.2222	2.176	2.660	0.147	0.000
1.3444	2.176	2.926	0.154	0.000
1.4667	2.176	3.192	0.161	0.000
1.5889	2.176	3.458	0.167	0.000
1.7111	2.176	3.724	0.173	0.000
1.8333	2.176	3.990	0.180	0.000
1.9556	2.176	4.256	0.185	0.000
2.0778	2.176	4.522	0.191	0.000
2.2000	2.176	4.788	0.197	0.000
2.3222	2.176	5.054	0.202	0.000
2.4444	2.176	5.320	0.207	0.000
2.5667	2.176	5.587	0.213	0.000
2.6889	2.176	5.853	0.218	0.000
2.8111	2.176	6.119	0.222	0.000
2.9333	2.176	6.385	0.227	0.000
3.0556	2.176	6.651	0.232	0.000
3.1778	2.176	6.917	0.237	0.000
3.3000	2.176	7.183	0.241	0.000
3.4222	2.176	7.449	0.246	0.000
3.5444	2.176	7.715	0.250	0.000
3.6667	2.176	7.981	0.254	0.000
3.7889	2.176	8.247	0.258	0.000
3.9111	2.176	8.513	0.263	0.000
4.0333	2.176	8.779	0.267	0.000
4.1556	2.176	9.045	0.271	0.000
4.2778	2.176	9.311	0.275	0.000
4.4000	2.176	9.577	0.278	0.000
4.5222	2.176	9.843	0.282	0.000
4.6444	2.176	10.11	0.286	0.000
4.7667	2.176	10.37	0.290	0.000
4.8889	2.176	10.64	0.294	0.000

5.0111	2.176	10.90	0.297	0.000
5.1333	2.176	11.17	0.301	0.000
5.2556	2.176	11.44	0.304	0.000
5.3778	2.176	11.70	0.308	0.000
5.5000	2.176	11.97	0.311	0.000
5.6222	2.176	12.23	0.315	0.000
5.7444	2.176	12.50	0.318	0.000
5.8667	2.176	12.77	0.322	0.000
5.9889	2.176	13.03	0.325	0.000
6.1111	2.176	13.30	0.328	0.000
6.2333	2.176	13.56	0.332	0.000
6.3556	2.176	13.83	0.335	0.000
6.4778	2.176	14.10	0.338	0.000
6.6000	2.176	14.36	0.341	0.000
6.7222	2.176	14.63	0.445	0.000
6.8444	2.176	14.89	0.532	0.000
6.9667	2.176	15.16	0.591	0.000
7.0889	2.176	15.43	0.639	0.000
7.2111	2.176	15.69	0.681	0.000
7.3333	2.176	15.96	0.719	0.000
7.4556	2.176	16.22	0.754	0.000
7.5778	2.176	16.49	0.832	0.000
7.7000	2.176	16.76	0.890	0.000
7.8222	2.176	17.02	0.939	0.000
7.9444	2.176	17.29	0.982	0.000
8.0667	2.176	17.55	1.023	0.000
8.1889	2.176	17.82	1.060	0.000
8.3111	2.176	18.09	1.096	0.000
8.4333	2.176	18.35	1.131	0.000
8.5556	2.176	18.62	1.163	0.000
8.6778	2.176	18.88	1.195	0.000
8.8000	2.176	19.15	1.225	0.000
8.9222	2.176	19.42	1.255	0.000
9.0444	2.176	19.68	1.284	0.000
9.1667	2.176	19.95	1.312	0.000
9.2889	2.176	20.21	1.339	0.000
9.4111	2.176	20.48	1.365	0.000
9.5333	2.176	20.75	1.391	0.000
9.6556	2.176	21.01	1.417	0.000
9.7778	2.176	21.28	1.441	0.000
9.9000	2.176	21.55	1.466	0.000
10.022	2.176	21.81	1.538	0.000
10.144	2.176	22.08	2.315	0.000
10.267	2.176	22.34	3.548	0.000
10.389	2.176	22.61	5.101	0.000
10.511	2.176	22.88	6.919	0.000
10.633	2.176	23.14	8.966	0.000
10.756	2.176	23.41	11.21	0.000
10.878	2.176	23.67	13.66	0.000
11.000	2.176	23.94	16.27	0.000
11.122	2.176	24.21	19.05	0.000
11.244	0.000	0.000	21.98	0.000

---

**ANALYSIS RESULTS**

---

**Predeveloped Landuse Totals for POC #1**  
**Total Pervious Area:44**  
**Total Impervious Area:0**

---

**Mitigated Landuse Totals for POC #1**  
**Total Pervious Area:8.8**  
**Total Impervious Area:35.2**

---

**Flow Frequency Return Periods for Predeveloped. POC #1**

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	0.682475
5 year	1.261437
10 year	1.614162
25 year	1.996952
50 year	2.234943
100 year	2.436155

**Flow Frequency Return Periods for Mitigated. POC #1**

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	0.400633
5 year	0.654066
10 year	0.87275
25 year	1.217444
50 year	1.531049
100 year	1.899865

---

**Annual Peaks for Predeveloped and Mitigated. POC #1**

<u>Year</u>	<u>Predeveloped</u>	<u>Mitigated</u>
1949	0.884	0.276
1950	1.572	0.715
1951	2.072	1.460
1952	0.549	0.250
1953	0.394	0.675
1954	0.678	0.336
1955	1.195	0.286
1956	0.986	1.079
1957	0.474	0.298
1958	0.777	0.324
1959	0.677	0.340
1960	1.036	0.713
1961	0.711	0.741
1962	0.319	0.257
1963	0.418	0.325
1964	0.669	0.654
1965	0.401	0.340
1966	0.488	0.330
1967	1.178	0.751
1968	0.686	0.300
1969	0.614	0.323
1970	0.400	0.331
1971	0.492	0.305
1972	1.504	1.214
1973	0.586	0.538
1974	0.625	0.481
1975	0.801	0.309
1976	0.562	0.315
1977	0.008	0.223
1978	0.468	0.328
1979	0.234	0.215
1980	0.646	1.037
1981	0.387	0.314
1982	0.496	0.336
1983	0.768	0.336
1984	0.476	0.287
1985	0.226	0.253
1986	1.511	0.304
1987	1.114	0.618
1988	0.293	0.281
1989	0.265	0.285
1990	2.037	0.548
1991	1.826	1.098
1992	0.465	0.308
1993	0.568	0.228
1994	0.079	0.226
1995	0.949	0.597
1996	1.911	1.375
1997	1.621	1.193
1998	0.304	0.292

---

**Ranked Annual Peaks for Predeveloped and Mitigated. POC #1**

Rank	Predeveloped	Mitigated
1	2.0717	1.4599
2	2.0366	1.3745
3	1.9106	1.2137
4	1.8262	1.1932
5	1.6213	1.0976
6	1.5721	1.0786
7	1.5114	1.0370
8	1.5040	0.7506
9	1.1951	0.7408
10	1.1782	0.7146
11	1.1140	0.7127
12	1.0358	0.6751
13	0.9864	0.6544
14	0.9491	0.6184
15	0.8842	0.5966
16	0.8010	0.5476
17	0.7773	0.5376
18	0.7677	0.4806
19	0.7112	0.3403
20	0.6863	0.3396
21	0.6778	0.3362
22	0.6769	0.3362
23	0.6691	0.3362
24	0.6463	0.3313
25	0.6249	0.3297
26	0.6135	0.3282
27	0.5858	0.3246
28	0.5683	0.3243
29	0.5619	0.3226
30	0.5492	0.3148
31	0.4959	0.3142
32	0.4923	0.3094
33	0.4884	0.3076
34	0.4759	0.3046
35	0.4744	0.3042
36	0.4684	0.3000
37	0.4653	0.2981
38	0.4183	0.2920
39	0.4007	0.2868
40	0.3996	0.2856
41	0.3935	0.2855
42	0.3868	0.2809
43	0.3191	0.2763
44	0.3036	0.2571
45	0.2932	0.2533
46	0.2649	0.2504
47	0.2345	0.2276
48	0.2265	0.2257
49	0.0794	0.2227
50	0.0084	0.2149

**POC #1**  
**The Facility PASSED**

**The Facility PASSED.**

Flow(cfs)	Predev	Mit	Percentage	Pass/Fail
0.3412	3945	3132	79	Pass
0.3604	3536	2860	80	Pass
0.3795	3201	2722	85	Pass
0.3986	2910	2574	88	Pass
0.4178	2650	2437	91	Pass
0.4369	2432	2303	94	Pass
0.4560	2233	2142	95	Pass
0.4751	2065	2004	97	Pass
0.4943	1895	1872	98	Pass
0.5134	1766	1745	98	Pass

# Attachment B

0.5325	1646	1640	99	Pass
0.5516	1536	1507	98	Pass
0.5708	1440	1387	96	Pass
0.5899	1350	1285	95	Pass
0.6090	1253	1152	91	Pass
0.6282	1166	1041	89	Pass
0.6473	1084	960	88	Pass
0.6664	1009	864	85	Pass
0.6855	951	792	83	Pass
0.7047	898	722	80	Pass
0.7238	846	658	77	Pass
0.7429	798	599	75	Pass
0.7621	750	555	74	Pass
0.7812	712	538	75	Pass
0.8003	667	523	78	Pass
0.8194	644	507	78	Pass
0.8386	614	481	78	Pass
0.8577	579	462	79	Pass
0.8768	546	435	79	Pass
0.8960	520	408	78	Pass
0.9151	499	384	76	Pass
0.9342	470	361	76	Pass
0.9533	437	335	76	Pass
0.9725	415	306	73	Pass
0.9916	390	280	71	Pass
1.0107	367	260	70	Pass
1.0299	342	238	69	Pass
1.0490	320	208	65	Pass
1.0681	304	192	63	Pass
1.0872	282	174	61	Pass
1.1064	266	156	58	Pass
1.1255	251	147	58	Pass
1.1446	239	133	55	Pass
1.1638	230	117	50	Pass
1.1829	219	105	47	Pass
1.2020	202	92	45	Pass
1.2211	194	83	42	Pass
1.2403	187	77	41	Pass
1.2594	181	72	39	Pass
1.2785	173	65	37	Pass
1.2977	163	57	34	Pass
1.3168	155	51	32	Pass
1.3359	148	45	30	Pass
1.3550	140	38	27	Pass
1.3742	133	25	18	Pass
1.3933	128	18	14	Pass
1.4124	122	11	9	Pass
1.4316	115	8	6	Pass
1.4507	108	5	4	Pass
1.4698	100	0	0	Pass
1.4889	91	0	0	Pass
1.5081	84	0	0	Pass
1.5272	77	0	0	Pass
1.5463	66	0	0	Pass
1.5655	61	0	0	Pass
1.5846	54	0	0	Pass
1.6037	52	0	0	Pass
1.6228	47	0	0	Pass
1.6420	44	0	0	Pass
1.6611	41	0	0	Pass
1.6802	37	0	0	Pass
1.6993	34	0	0	Pass
1.7185	28	0	0	Pass
1.7376	26	0	0	Pass
1.7567	22	0	0	Pass
1.7759	21	0	0	Pass
1.7950	19	0	0	Pass
1.8141	17	0	0	Pass
1.8332	15	0	0	Pass
1.8524	15	0	0	Pass
1.8715	13	0	0	Pass



1.8906	11	0	0	Pass
1.9098	11	0	0	Pass
1.9289	8	0	0	Pass
1.9480	8	0	0	Pass
1.9671	6	0	0	Pass
1.9863	5	0	0	Pass
2.0054	4	0	0	Pass
2.0245	3	0	0	Pass
2.0437	2	0	0	Pass
2.0628	2	0	0	Pass
2.0819	0	0	0	Pass
2.1010	0	0	0	Pass
2.1202	0	0	0	Pass
2.1393	0	0	0	Pass
2.1584	0	0	0	Pass
2.1776	0	0	0	Pass
2.1967	0	0	0	Pass
2.2158	0	0	0	Pass
2.2349	0	0	0	Pass

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**Water Quality BMP Flow and Volume for POC #1**

On-line facility volume: 0 acre-feet

On-line facility target flow: 0 cfs.

Adjusted for 15 min: 0 cfs.

Off-line facility target flow: 0 cfs.

Adjusted for 15 min: 0 cfs.

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**Perlnd and Implnd Changes**

No changes have been made.

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**Flow Control Sizing Calcs – Alt. 2 (Regional, SCC Greenwood Parking Lot, adjacent to Boeing Creek)**

- 44 ac Aurora Square tributary area with 80% impervious coverage
- 31.8 ac Shoreline Community College tributary area per Campus Master Drainage Plan
- 2 in/hour infiltration per SCC preliminary geotechnical study
- Resulting facility size 11.5 ac-ft

WWHM4  
PROJECT REPORT

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Project Name: SCC-2  
 Site Name: Aurora Sq - SCC  
 Site Address:  
 City :  
 Report Date: 9/30/2014  
 Gage : Seatac  
 Data Start : 1948/10/01  
 Data End : 1998/09/30  
 Precip Scale: 0.83  
 Version : 2014/02/14

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Low Flow Threshold for POC 1 : 50 Percent of the 2 Year

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High Flow Threshold for POC 1: 50 year

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**PREDEVELOPED LAND USE**

Name : SCC-LRDP  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Forest, Flat	31.8

Pervious Total	31.8
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<u>Impervious Land Use</u>	<u>Acres</u>
Impervious Total	0

Basin Total	31.8
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Element Flows To:	Interflow	Groundwater
Surface		

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Name : AuroraSq  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Forest, Flat	44

Pervious Total	44
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<u>Impervious Land Use</u>	<u>Acres</u>

Impervious Total                    0  
 Basin Total                            44

Element Flows To:  
 Surface                                Interflow                                Groundwater

MITIGATED LAND USE

Name    : SCC-LRDP  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Lawn, Flat	6.6

Pervious Total                        6.6

<u>Impervious Land Use</u>	<u>Acres</u>
PARKING FLAT	25.2

Impervious Total                      25.2

Basin Total                              31.8

Element Flows To:  
 Surface                                Interflow                                Groundwater  
 Trapezoidal Pond 1    Trapezoidal Pond 1

Name    : AuroraSq  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Lawn, Flat	8.8

Pervious Total                        8.8

<u>Impervious Land Use</u>	<u>Acres</u>
PARKING FLAT	35.2

Impervious Total                      35.2

Basin Total                              44

Element Flows To:  
 Surface                                Interflow                                Groundwater  
 Trapezoidal Pond 1    Trapezoidal Pond 1

Name    : Trapezoidal Pond 1  
 Bottom Length: 830.47 ft.  
 Bottom Width: 46.14 ft.  
 Depth: 10 ft.

Volume at riser head: 11.4478 acre-ft.  
 Infiltration On  
 Infiltration rate: 2  
 Infiltration safety factor: 1  
 Total Volume Infiltrated (ac-ft): 6862.318  
 Total Volume Through Riser (ac-ft): 83.758  
 Total Volume Through Facility (ac-ft): 6946.076  
 Percent Infiltrated: 98.79  
 Side slope 1: 2 To 1  
 Side slope 2: 2 To 1  
 Side slope 3: 2 To 1  
 Side slope 4: 2 To 1  
Discharge Structure  
 Riser Height: 9 ft.  
 Riser Diameter: 54 in.  
 Notch Type: Rectangular  
 Notch Width: 0.073 ft.  
 Notch Height: 4.720 ft.  
 Orifice 1 Diameter: 3.658 in. Elevation: 0 ft.

Element Flows To:  
 Outlet 1                      Outlet 2

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Pond Hydraulic Table

Stage(ft)	Area(ac)	Volume(ac-ft)	Discharge(cfs)	Infilt(cfs)
0.0000	0.879	0.000	0.000	0.000
0.1111	0.888	0.098	0.117	1.773
0.2222	0.897	0.197	0.165	1.773
0.3333	0.906	0.297	0.202	1.773
0.4444	0.915	0.398	0.234	1.773
0.5556	0.924	0.501	0.261	1.773
0.6667	0.933	0.604	0.286	1.773
0.7778	0.942	0.708	0.309	1.773
0.8889	0.951	0.813	0.331	1.773
1.0000	0.960	0.920	0.351	1.773
1.1111	0.969	1.027	0.370	1.773
1.2222	0.978	1.135	0.388	1.773
1.3333	0.987	1.244	0.405	1.773
1.4444	0.996	1.354	0.422	1.773
1.5556	1.005	1.466	0.438	1.773
1.6667	1.014	1.578	0.453	1.773
1.7778	1.023	1.691	0.468	1.773
1.8889	1.033	1.805	0.483	1.773
2.0000	1.042	1.921	0.497	1.773
2.1111	1.051	2.037	0.510	1.773
2.2222	1.060	2.154	0.523	1.773
2.3333	1.069	2.273	0.536	1.773
2.4444	1.078	2.392	0.549	1.773
2.5556	1.087	2.512	0.561	1.773
2.6667	1.096	2.634	0.573	1.773
2.7778	1.106	2.756	0.585	1.773
2.8889	1.115	2.879	0.597	1.773
3.0000	1.124	3.004	0.608	1.773
3.1111	1.133	3.129	0.619	1.773
3.2222	1.142	3.256	0.630	1.773
3.3333	1.152	3.383	0.641	1.773
3.4444	1.161	3.512	0.652	1.773
3.5556	1.170	3.641	0.662	1.773
3.6667	1.179	3.772	0.672	1.773
3.7778	1.188	3.903	0.683	1.773
3.8889	1.198	4.036	0.693	1.773
4.0000	1.207	4.170	0.702	1.773
4.1111	1.216	4.304	0.712	1.773
4.2222	1.226	4.440	0.722	1.773
4.3333	1.235	4.577	0.734	1.773
4.4444	1.244	4.715	0.756	1.773
4.5556	1.253	4.853	0.783	1.773

4.6667	1.263	4.993	0.813	1.773
4.7778	1.272	5.134	0.845	1.773
4.8889	1.281	5.276	0.878	1.773
5.0000	1.291	5.419	0.912	1.773
5.1111	1.300	5.563	0.948	1.773
5.2222	1.310	5.708	0.983	1.773
5.3333	1.319	5.854	1.021	1.773
5.4444	1.328	6.001	1.064	1.773
5.5556	1.338	6.149	1.108	1.773
5.6667	1.347	6.299	1.154	1.773
5.7778	1.356	6.449	1.300	1.773
5.8889	1.366	6.600	1.359	1.773
6.0000	1.375	6.753	1.421	1.773
6.1111	1.385	6.906	1.484	1.773
6.2222	1.394	7.060	1.549	1.773
6.3333	1.404	7.216	1.615	1.773
6.4444	1.413	7.372	1.683	1.773
6.5556	1.423	7.530	1.752	1.773
6.6667	1.432	7.689	1.823	1.773
6.7778	1.442	7.848	1.895	1.773
6.8889	1.451	8.009	1.969	1.773
7.0000	1.461	8.171	2.044	1.773
7.1111	1.470	8.334	2.120	1.773
7.2222	1.480	8.498	2.198	1.773
7.3333	1.489	8.663	2.277	1.773
7.4444	1.499	8.829	2.357	1.773
7.5556	1.508	8.996	2.438	1.773
7.6667	1.518	9.164	2.521	1.773
7.7778	1.527	9.333	2.605	1.773
7.8889	1.537	9.504	2.690	1.773
8.0000	1.547	9.675	2.776	1.773
8.1111	1.556	9.847	2.863	1.773
8.2222	1.566	10.02	2.952	1.773
8.3333	1.575	10.19	3.042	1.773
8.4444	1.585	10.37	3.132	1.773
8.5556	1.595	10.54	3.224	1.773
8.6667	1.604	10.72	3.317	1.773
8.7778	1.614	10.90	3.411	1.773
8.8889	1.624	11.08	3.506	1.773
9.0000	1.633	11.26	3.602	1.773
9.1111	1.643	11.44	5.231	1.773
9.2222	1.653	11.63	8.206	1.773
9.3333	1.662	11.81	12.05	1.773
9.4444	1.672	12.00	16.61	1.773
9.5556	1.682	12.18	21.78	1.773
9.6667	1.692	12.37	27.49	1.773
9.7778	1.701	12.56	33.70	1.773
9.8889	1.711	12.75	40.38	1.773
10.000	1.721	12.94	47.48	1.773
10.111	1.731	13.13	54.99	1.773

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**ANALYSIS RESULTS**

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Predeveloped Landuse Totals for POC #1  
 Total Pervious Area:75.8  
 Total Impervious Area:0

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Mitigated Landuse Totals for POC #1  
 Total Pervious Area:15.4  
 Total Impervious Area:60.4

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Flow Frequency Return Periods for Predeveloped. POC #1  
Return Period                      Flow(cfs)  
 2 year                                      1.167604



5 year	2.149448
10 year	2.746042
25 year	3.39252
50 year	3.794031
100 year	4.133273

**Flow Frequency Return Periods for Mitigated. POC #1**

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	0
5 year	0
10 year	0
25 year	0
50 year	0
100 year	0

**Annual Peaks for Predeveloped and Mitigated. POC #1**

<u>Year</u>	<u>Predeveloped</u>	<u>Mitigated</u>
1949	1.485	0.000
1950	2.339	0.000
1951	3.563	0.000
1952	0.947	0.000
1953	0.678	0.000
1954	1.169	0.000
1955	2.053	0.000
1956	1.639	0.000
1957	0.818	0.000
1958	1.339	0.000
1959	1.166	0.000
1960	1.779	0.000
1961	1.225	0.000
1962	0.550	0.000
1963	0.721	0.000
1964	1.155	0.000
1965	0.691	0.000
1966	0.842	0.000
1967	1.957	0.000
1968	1.182	0.000
1969	1.058	0.000
1970	0.679	0.000
1971	0.849	0.000
1972	2.577	0.000
1973	1.011	0.000
1974	1.077	0.000
1975	1.383	0.000
1976	0.969	0.000
1977	0.015	0.000
1978	0.808	0.000
1979	0.404	0.000
1980	1.114	0.000
1981	0.667	0.000
1982	0.855	0.000
1983	1.324	0.000
1984	0.819	0.000
1985	0.390	0.000
1986	2.604	0.000
1987	1.920	0.000
1988	0.505	0.000
1989	0.456	0.000
1990	3.409	0.000
1991	3.103	0.000
1992	0.803	0.000
1993	0.980	0.000
1994	0.137	0.000
1995	1.635	0.000
1996	3.271	0.000
1997	2.786	0.000
1998	0.524	0.000

**Ranked Annual Peaks for Predeveloped and Mitigated. POC #1**

Rank	Predeveloped	Mitigated
1	3.5632	0.0000
2	3.4094	0.0000
3	3.2715	0.0000
4	3.1029	0.0000
5	2.7865	0.0000
6	2.6041	0.0000
7	2.5767	0.0000
8	2.3390	0.0000
9	2.0525	0.0000
10	1.9567	0.0000
11	1.9195	0.0000
12	1.7793	0.0000
13	1.6391	0.0000
14	1.6355	0.0000
15	1.4854	0.0000
16	1.3830	0.0000
17	1.3391	0.0000
18	1.3236	0.0000
19	1.2248	0.0000
20	1.1819	0.0000
21	1.1688	0.0000
22	1.1656	0.0000
23	1.1547	0.0000
24	1.1136	0.0000
25	1.0774	0.0000
26	1.0580	0.0000
27	1.0110	0.0000
28	0.9797	0.0000
29	0.9689	0.0000
30	0.9474	0.0000
31	0.8553	0.0000
32	0.8490	0.0000
33	0.8423	0.0000
34	0.8188	0.0000
35	0.8183	0.0000
36	0.8079	0.0000
37	0.8029	0.0000
38	0.7208	0.0000
39	0.6908	0.0000
40	0.6788	0.0000
41	0.6785	0.0000
42	0.6670	0.0000
43	0.5502	0.0000
44	0.5237	0.0000
45	0.5053	0.0000
46	0.4561	0.0000
47	0.4041	0.0000
48	0.3903	0.0000
49	0.1367	0.0000
50	0.0145	0.0000

**POC #1**

**The Facility PASSED**

**The Facility PASSED.**

Flow(cfs)	Predev	Mit	Percentage	Pass/Fail
0.5838	4004	0	0	Pass
0.6162	3587	0	0	Pass
0.6487	3237	0	0	Pass
0.6811	2933	0	0	Pass
0.7135	2694	0	0	Pass
0.7459	2462	0	0	Pass
0.7784	2281	0	0	Pass
0.8108	2099	0	0	Pass
0.8432	1935	0	0	Pass
0.8756	1797	0	0	Pass
0.9081	1669	0	0	Pass
0.9405	1566	0	0	Pass

# Attachment B

0.9729	1471	0	0	Pass
1.0053	1381	0	0	Pass
1.0378	1293	0	0	Pass
1.0702	1192	0	0	Pass
1.1026	1115	0	0	Pass
1.1351	1033	0	0	Pass
1.1675	978	0	0	Pass
1.1999	917	0	0	Pass
1.2323	869	0	0	Pass
1.2648	818	0	0	Pass
1.2972	773	0	0	Pass
1.3296	730	0	0	Pass
1.3620	689	0	0	Pass
1.3945	655	0	0	Pass
1.4269	626	0	0	Pass
1.4593	599	0	0	Pass
1.4917	565	0	0	Pass
1.5242	535	0	0	Pass
1.5566	508	0	0	Pass
1.5890	488	0	0	Pass
1.6215	449	0	0	Pass
1.6539	428	0	0	Pass
1.6863	407	0	0	Pass
1.7187	381	0	0	Pass
1.7512	359	0	0	Pass
1.7836	338	0	0	Pass
1.8160	315	0	0	Pass
1.8484	301	0	0	Pass
1.8809	280	0	0	Pass
1.9133	260	0	0	Pass
1.9457	250	0	0	Pass
1.9781	237	0	0	Pass
2.0106	227	0	0	Pass
2.0430	213	0	0	Pass
2.0754	198	0	0	Pass
2.1079	193	0	0	Pass
2.1403	186	0	0	Pass
2.1727	178	0	0	Pass
2.2051	172	0	0	Pass
2.2376	161	0	0	Pass
2.2700	154	0	0	Pass
2.3024	147	0	0	Pass
2.3348	142	0	0	Pass
2.3673	132	0	0	Pass
2.3997	128	0	0	Pass
2.4321	119	0	0	Pass
2.4645	112	0	0	Pass
2.4970	101	0	0	Pass
2.5294	96	0	0	Pass
2.5618	91	0	0	Pass
2.5942	82	0	0	Pass
2.6267	77	0	0	Pass
2.6591	65	0	0	Pass
2.6915	61	0	0	Pass
2.7240	55	0	0	Pass
2.7564	51	0	0	Pass
2.7888	48	0	0	Pass
2.8212	43	0	0	Pass
2.8537	42	0	0	Pass
2.8861	36	0	0	Pass
2.9185	34	0	0	Pass
2.9509	29	0	0	Pass
2.9834	27	0	0	Pass
3.0158	25	0	0	Pass
3.0482	21	0	0	Pass
3.0806	19	0	0	Pass
3.1131	18	0	0	Pass
3.1455	15	0	0	Pass
3.1779	14	0	0	Pass
3.2104	11	0	0	Pass
3.2428	11	0	0	Pass

3.2752	9	0	0	Pass
3.3076	8	0	0	Pass
3.3401	8	0	0	Pass
3.3725	8	0	0	Pass
3.4049	5	0	0	Pass
3.4373	3	0	0	Pass
3.4698	3	0	0	Pass
3.5022	2	0	0	Pass
3.5346	2	0	0	Pass
3.5670	0	0	0	Pass
3.5995	0	0	0	Pass
3.6319	0	0	0	Pass
3.6643	0	0	0	Pass
3.6968	0	0	0	Pass
3.7292	0	0	0	Pass
3.7616	0	0	0	Pass
3.7940	0	0	0	Pass

---

---

**Water Quality BMP Flow and Volume for POC #1**

On-line facility volume: 0 acre-feet

On-line facility target flow: 0 cfs.

Adjusted for 15 min: 0 cfs.

Off-line facility target flow: 0 cfs.

Adjusted for 15 min: 0 cfs.

---

**Perlnd and Implnd Changes**

No changes have been made.

---

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**Flow Control Sizing Calcs – Alt. 3 (Regional, SCC Greenwood Parking Lot, Expansion behind M1 Dam)**

- 44 ac Aurora Square tributary area with 80% impervious coverage
- 31.8 ac Shoreline Community College
- 55 ac additional tributary area from Town Center and Aurora Ave redevelopment
- 2 in/hour infiltration per SCC preliminary geotechnical study
- Resulting facility size 20.7 ac-ft (as expansion to existing facility)

WWHM4  
PROJECT REPORT

Project Name: SCC-1  
 Site Name: Aurora Sq - SCC  
 Site Address:  
 City :  
 Report Date: 9/30/2014  
 Gage : Seatac  
 Data Start : 1948/10/01  
 Data End : 1998/09/30  
 Precip Scale: 0.83  
 Version : 2014/02/14

Low Flow Threshold for POC 1 : 50 Percent of the 2 Year

High Flow Threshold for POC 1: 50 year

PREDEVELOPED LAND USE

Name : SCC-LRDP  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Forest, Flat	31.8

Pervious Total 31.8

<u>Impervious Land Use</u>	<u>Acres</u>
Impervious Total	0

Basin Total 31.8

Element Flows To:	Interflow	Groundwater
Surface		

Name : AuroraSq  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Forest, Flat	44

Pervious Total 44

<u>Impervious Land Use</u>	<u>Acres</u>
Impervious Total	



Impervious Total                    0  
 Basin Total                            44

---

Element Flows To:  
 Surface                                Interflow                                Groundwater

---

Name : Boeing  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Forest, Flat	55

Pervious Total                        55

<u>Impervious Land Use</u>	<u>Acres</u>
Impervious Total	0
Basin Total	55

Impervious Total                        0

Basin Total                              55

---

Element Flows To:  
 Surface                                Interflow                                Groundwater

---

**MITIGATED LAND USE**

Name : SCC-LRDP  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Lawn, Flat	6.6

Pervious Total                        6.6

<u>Impervious Land Use</u>	<u>Acres</u>
PARKING FLAT	25.2

Impervious Total                        25.2

Basin Total                              31.8

---

Element Flows To:  
 Surface                                Interflow                                Groundwater  
 Trapezoidal Pond 1    Trapezoidal Pond 1

---

Name : AuroraSq  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Lawn, Flat	8.8
<b>Pervious Total</b>	<b>8.8</b>
<u>Impervious Land Use</u>	<u>Acres</u>
PARKING FLAT	35.2
<b>Impervious Total</b>	<b>35.2</b>
<b>Basin Total</b>	<b>44</b>

Element Flows To:  
 Surface                      Interflow                      Groundwater  
 Trapezoidal Pond 1    Trapezoidal Pond 1

Name : Trapezoidal Pond 1  
 Bottom Length: 606.28 ft.  
 Bottom Width: 93.27 ft.  
 Depth: 13 ft.  
 Volume at riser head: 20.6990 acre-ft.  
 Infiltration On  
 Infiltration rate: 2  
 Infiltration safety factor: 1  
 Total Volume Infiltrated (ac-ft): 10268.126  
 Total Volume Through Riser (ac-ft): 1730.014  
 Total Volume Through Facility (ac-ft): 11998.14  
 Percent Infiltrated: 85.58  
 Side slope 1: 2 To 1  
 Side slope 2: 2 To 1  
 Side slope 3: 2 To 1  
 Side slope 4: 2 To 1  
Discharge Structure  
 Riser Height: 12 ft.  
 Riser Diameter: 54 in.  
 Notch Type: Rectangular  
 Notch Width: 0.078 ft.  
 Notch Height: 6.613 ft.  
 Orifice 1 Diameter: 4.336 in.    Elevation: 0 ft.

Element Flows To:  
 Outlet 1                      Outlet 2

**Pond Hydraulic Table**

<u>Stage(ft)</u>	<u>Area(ac)</u>	<u>Volume(ac-ft)</u>	<u>Discharge(cfs)</u>	<u>Infilt(cfs)</u>
0.0000	1.298	0.000	0.000	0.000
0.1444	1.307	0.188	0.187	2.618
0.2889	1.316	0.377	0.265	2.618
0.4333	1.326	0.568	0.325	2.618
0.5778	1.335	0.760	0.375	2.618
0.7222	1.344	0.954	0.419	2.618
0.8667	1.354	1.149	0.459	2.618
1.0111	1.363	1.345	0.496	2.618
1.1556	1.372	1.543	0.530	2.618
1.3000	1.382	1.742	0.563	2.618
1.4444	1.391	1.942	0.593	2.618
1.5889	1.401	2.144	0.622	2.618
1.7333	1.410	2.347	0.650	2.618
1.8778	1.420	2.551	0.676	2.618
2.0222	1.429	2.757	0.702	2.618
2.1667	1.439	2.964	0.726	2.618

# Attachment B

2.3111	1.448	3.173	0.750	2.618
2.4556	1.458	3.383	0.773	2.618
2.6000	1.467	3.594	0.796	2.618
2.7444	1.477	3.807	0.818	2.618
2.8889	1.486	4.021	0.839	2.618
3.0333	1.496	4.236	0.860	2.618
3.1778	1.506	4.453	0.880	2.618
3.3222	1.515	4.672	0.900	2.618
3.4667	1.525	4.891	0.919	2.618
3.6111	1.535	5.112	0.938	2.618
3.7556	1.544	5.335	0.956	2.618
3.9000	1.554	5.558	0.975	2.618
4.0444	1.564	5.784	0.993	2.618
4.1889	1.573	6.010	1.010	2.618
4.3333	1.583	6.238	1.027	2.618
4.4778	1.593	6.468	1.044	2.618
4.6222	1.603	6.699	1.061	2.618
4.7667	1.612	6.931	1.078	2.618
4.9111	1.622	7.164	1.094	2.618
5.0556	1.632	7.400	1.110	2.618
5.2000	1.642	7.636	1.126	2.618
5.3444	1.652	7.874	1.141	2.618
5.4889	1.661	8.113	1.165	2.618
5.6333	1.671	8.354	1.202	2.618
5.7778	1.681	8.596	1.245	2.618
5.9222	1.691	8.840	1.292	2.618
6.0667	1.701	9.085	1.342	2.618
6.2111	1.711	9.331	1.392	2.618
6.3556	1.721	9.579	1.444	2.618
6.5000	1.731	9.829	1.503	2.618
6.6444	1.741	10.08	1.565	2.618
6.7889	1.751	10.33	1.727	2.618
6.9333	1.761	10.58	1.810	2.618
7.0778	1.771	10.84	1.897	2.618
7.2222	1.781	11.09	1.987	2.618
7.3667	1.791	11.35	2.079	2.618
7.5111	1.801	11.61	2.175	2.618
7.6556	1.811	11.87	2.273	2.618
7.8000	1.821	12.13	2.374	2.618
7.9444	1.831	12.40	2.477	2.618
8.0889	1.841	12.66	2.583	2.618
8.2333	1.852	12.93	2.691	2.618
8.3778	1.862	13.20	2.802	2.618
8.5222	1.872	13.47	2.915	2.618
8.6667	1.882	13.74	3.030	2.618
8.8111	1.892	14.01	3.148	2.618
8.9556	1.903	14.29	3.267	2.618
9.1000	1.913	14.56	3.389	2.618
9.2444	1.923	14.84	3.512	2.618
9.3889	1.933	15.12	3.638	2.618
9.5333	1.944	15.40	3.766	2.618
9.6778	1.954	15.68	3.895	2.618
9.8222	1.964	15.96	4.027	2.618
9.9667	1.975	16.25	4.160	2.618
10.111	1.985	16.53	4.296	2.618
10.256	1.995	16.82	4.433	2.618
10.400	2.006	17.11	4.572	2.618
10.544	2.016	17.40	4.713	2.618
10.689	2.026	17.69	4.855	2.618
10.833	2.037	17.98	4.999	2.618
10.978	2.047	18.28	5.145	2.618
11.122	2.058	18.58	5.293	2.618
11.267	2.068	18.87	5.442	2.618
11.411	2.079	19.17	5.593	2.618
11.556	2.089	19.48	5.746	2.618
11.700	2.100	19.78	5.900	2.618
11.844	2.110	20.08	6.056	2.618
11.989	2.121	20.39	6.213	2.618
12.133	2.131	20.69	8.368	2.618
12.278	2.142	21.00	12.66	2.618
12.422	2.152	21.31	18.27	2.618

12.567	2.163	21.63	24.96	2.618
12.711	2.174	21.94	32.55	2.618
12.856	2.184	22.25	40.96	2.618
13.000	2.195	22.57	50.12	2.618
13.144	2.206	22.89	59.96	2.618

Name : Town Ctr & Aurora  
 Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
C, Lawn, Flat	11

Pervious Total 11

<u>Impervious Land Use</u>	<u>Acres</u>
PARKING FLAT	44

Impervious Total 44

Basin Total 55

Element Flows To:  
 Surface Interflow Groundwater  
 Trapezoidal Pond 1 Trapezoidal Pond 1

ANALYSIS RESULTS

Predeveloped Landuse Totals for POC #1  
 Total Pervious Area:130.8  
 Total Impervious Area:0

Mitigated Landuse Totals for POC #1  
 Total Pervious Area:26.4  
 Total Impervious Area:104.4

Flow Frequency Return Periods for Predeveloped. POC #1

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	2.014809
5 year	3.709073
10 year	4.738551
25 year	5.854109
50 year	6.546955
100 year	7.132348

Flow Frequency Return Periods for Mitigated. POC #1

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	1.556611
5 year	2.715601
10 year	3.767813
25 year	5.498113
50 year	7.132244
100 year	9.112687

Annual Peaks for Predeveloped and Mitigated. POC #1

<u>Year</u>	<u>Predeveloped</u>	<u>Mitigated</u>
1949	2.563	1.104

# Attachment B

1950	4.036	1.657
1951	6.149	5.407
1952	1.635	1.020
1953	1.171	1.091
1954	2.017	1.132
1955	3.542	2.565
1956	2.828	1.626
1957	1.412	1.338
1958	2.311	1.291
1959	2.011	1.209
1960	3.070	4.969
1961	2.113	1.298
1962	0.949	0.934
1963	1.244	1.201
1964	1.993	1.237
1965	1.192	1.542
1966	1.453	0.973
1967	3.376	2.067
1968	2.040	1.040
1969	1.826	1.248
1970	1.171	1.155
1971	1.465	1.499
1972	4.446	3.415
1973	1.745	1.061
1974	1.859	0.980
1975	2.387	2.438
1976	1.672	1.223
1977	0.025	0.980
1978	1.394	1.564
1979	0.697	0.937
1980	1.922	3.345
1981	1.151	1.043
1982	1.476	5.249
1983	2.284	1.746
1984	1.413	1.030
1985	0.673	1.250
1986	4.494	4.166
1987	3.312	5.126
1988	0.872	1.048
1989	0.787	0.731
1990	5.883	4.092
1991	5.354	5.596
1992	1.385	1.065
1993	1.691	1.162
1994	0.236	0.727
1995	2.822	1.854
1996	5.645	5.128
1997	4.808	6.151
1998	0.904	1.058

---

**Ranked Annual Peaks for Predeveloped and Mitigated. POC #1**

<b>Rank</b>	<b>Predeveloped</b>	<b>Mitigated</b>
1	6.1487	6.1514
2	5.8832	5.5961
3	5.6453	5.4073
4	5.3544	5.2488
5	4.8083	5.1281
6	4.4936	5.1264
7	4.4464	4.9685
8	4.0361	4.1660
9	3.5418	4.0915
10	3.3765	3.4151
11	3.3123	3.3447
12	3.0704	2.5648
13	2.8285	2.4377
14	2.8222	2.0672
15	2.5631	1.8538
16	2.3865	1.7456
17	2.3108	1.6573
18	2.2840	1.6261



19	2.1134	1.5636
20	2.0395	1.5424
21	2.0169	1.4985
22	2.0114	1.3377
23	1.9925	1.2984
24	1.9217	1.2913
25	1.8592	1.2503
26	1.8257	1.2479
27	1.7446	1.2372
28	1.6906	1.2232
29	1.6719	1.2087
30	1.6348	1.2012
31	1.4759	1.1615
32	1.4650	1.1547
33	1.4535	1.1322
34	1.4129	1.1042
35	1.4121	1.0910
36	1.3942	1.0652
37	1.3854	1.0605
38	1.2438	1.0578
39	1.1920	1.0480
40	1.1713	1.0428
41	1.1708	1.0399
42	1.1510	1.0299
43	0.9493	1.0199
44	0.9037	0.9800
45	0.8720	0.9796
46	0.7871	0.9734
47	0.6974	0.9370
48	0.6735	0.9340
49	0.2359	0.7311
50	0.0250	0.7271

**POC #1**  
**The Facility PASSED**

**The Facility PASSED.**

Flow(cfs)	Predev	Mit	Percentage	Pass/Fail
1.0074	3996	2486	62	Pass
1.0634	3587	2016	56	Pass
1.1193	3230	1572	48	Pass
1.1753	2933	1293	44	Pass
1.2312	2692	1153	42	Pass
1.2872	2458	1050	42	Pass
1.3431	2278	975	42	Pass
1.3991	2094	900	42	Pass
1.4550	1934	830	42	Pass
1.5110	1796	762	42	Pass
1.5670	1672	711	42	Pass
1.6229	1566	681	43	Pass
1.6789	1469	658	44	Pass
1.7348	1382	635	45	Pass
1.7908	1292	616	47	Pass
1.8467	1194	588	49	Pass
1.9027	1114	562	50	Pass
1.9586	1034	539	52	Pass
2.0146	978	510	52	Pass
2.0706	914	494	54	Pass
2.1265	869	475	54	Pass
2.1825	816	462	56	Pass
2.2384	773	446	57	Pass
2.2944	730	435	59	Pass
2.3503	689	422	61	Pass
2.4063	655	404	61	Pass
2.4622	626	388	61	Pass
2.5182	599	375	62	Pass
2.5741	565	358	63	Pass
2.6301	535	345	64	Pass
2.6861	508	331	65	Pass

# Attachment B

2.7420	488	314	64	Pass
2.7980	449	300	66	Pass
2.8539	428	286	66	Pass
2.9099	407	278	68	Pass
2.9658	380	271	71	Pass
3.0218	360	259	71	Pass
3.0777	338	250	73	Pass
3.1337	316	232	73	Pass
3.1897	301	221	73	Pass
3.2456	280	212	75	Pass
3.3016	260	198	76	Pass
3.3575	250	186	74	Pass
3.4135	237	179	75	Pass
3.4694	227	172	75	Pass
3.5254	212	164	77	Pass
3.5813	198	160	80	Pass
3.6373	193	153	79	Pass
3.6932	186	148	79	Pass
3.7492	178	143	80	Pass
3.8052	172	136	79	Pass
3.8611	161	133	82	Pass
3.9171	154	128	83	Pass
3.9730	147	123	83	Pass
4.0290	142	120	84	Pass
4.0849	132	110	83	Pass
4.1409	128	102	79	Pass
4.1968	121	98	80	Pass
4.2528	112	95	84	Pass
4.3088	101	90	89	Pass
4.3647	96	87	90	Pass
4.4207	91	85	93	Pass
4.4766	82	80	97	Pass
4.5326	76	73	96	Pass
4.5885	65	68	104	Pass
4.6445	61	65	106	Pass
4.7004	55	59	107	Pass
4.7564	51	55	107	Pass
4.8123	47	48	102	Pass
4.8683	43	45	104	Pass
4.9243	42	40	95	Pass
4.9802	36	36	100	Pass
5.0362	34	33	97	Pass
5.0921	29	28	96	Pass
5.1481	27	24	88	Pass
5.2040	24	20	83	Pass
5.2600	21	16	76	Pass
5.3159	19	13	68	Pass
5.3719	18	12	66	Pass
5.4279	15	9	60	Pass
5.4838	14	9	64	Pass
5.5398	11	7	63	Pass
5.5957	11	6	54	Pass
5.6517	9	5	55	Pass
5.7076	8	5	62	Pass
5.7636	8	4	50	Pass
5.8195	8	3	37	Pass
5.8755	5	3	60	Pass
5.9314	3	3	100	Pass
5.9874	3	3	100	Pass
6.0434	2	2	100	Pass
6.0993	2	1	50	Pass
6.1553	0	0	50	Pass
6.2112	0	0	0	Pass
6.2672	0	0	0	Pass
6.3231	0	0	0	Pass
6.3791	0	0	0	Pass
6.4350	0	0	0	Pass
6.4910	0	0	0	Pass
6.5470	0	0	0	Pass

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Water Quality BMP Flow and Volume for POC #1  
On-line facility volume: 0 acre-feet  
On-line facility target flow: 0 cfs.  
Adjusted for 15 min: 0 cfs.  
Off-line facility target flow: 0 cfs.  
Adjusted for 15 min: 0 cfs.

---

**Perlnd and Implnd Changes**  
No changes have been made.

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**APPENDIX C – Planning-Level Cost Estimates**

DRAFT

**CITY OF SHORELINE  
 AURORA SQUARE COMMUNITY RENEWAL AREA  
 STORMWATER CONCEPT DEVELOPMENT**



Planning Level Cost Estimate  
 Stormwater Flow Control Alternatives Analysis  
 October 2014

**ALTERNATIVE 1 - ON-SITE FLOW CONTROL - VAULTS**

<b>Bid Item No.</b>	<b>Item</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Total Cost</b>
	Mobilization	1	LS	\$ 623,000.00	\$ 623,000.00
	Concrete Detention Vault(s)	958320	CF	\$ 13.00	\$ 12,458,160.00
Subtotal					\$ 13,081,160.00
Contingency (20%)					\$ 2,616,232.00
Construction Subtotal (Rounded)					\$ 15,700,000.00
Sales Tax (9.5%)					\$ 1,491,500.00
Prelim. Engineering, Final Engineering, Admin. (25%)					\$ 3,925,000.00
Construction Management (10%)					\$ 1,570,000.00
Permitting (0%)					\$ -
<b>Total Planning-Level Cost Estimate (Rounded)</b>					<b>\$ 22,700,000.00</b>

Notes:

1. This planning-level cost estimate has been prepared for the purpose of alternatives analysis only.



**CITY OF SHORELINE  
AURORA SQUARE COMMUNITY RENEWAL AREA  
STORMWATER CONCEPT DEVELOPMENT**



Planning Level Cost Estimate  
Stormwater Flow Control Alternatives Analysis  
October 2014

**ALTERNATIVE 2 - REGIONAL FLOW CONTROL POND CONCEPT #1 (ADJACENT TO STREAM)**

Bid Item No.	Item	Quantity	Unit	Unit Price	Total Cost
1	Mobilization (8%)		LS	\$ 196,000.00	\$ 196,000.00
2	Pond Earthwork - Complete	43896	CY	\$ 20.00	\$ 877,920.00
3	Control Structure	1	EA	\$ 10,000.00	\$ 10,000.00
4	Hydrodynamic Separator	3	EA	\$ 40,000.00	\$ 120,000.00
5	Flow Splitter - Vault	1	EA	\$ 20,000.00	\$ 20,000.00
6	Control Structure	1	EA	\$ 8,000.00	\$ 8,000.00
7	48" Manhole	2	EA	\$ 3,500.00	\$ 7,000.00
8	18" Storm Drain Pipe	750	LF	\$ 75.00	\$ 56,250.00
9	24" Storm Drain Pipe	260	LF	\$ 85.00	\$ 22,100.00
10	Landscaping - Slopes and Buffers	65000	SF	\$ 1.00	\$ 65,000.00
11	Temporary Erosion Control (10%)		LS	\$ 244,000.00	\$ 244,000.00
Subtotal					\$ 1,626,270.00
Contingency (50%)					\$ 813,135.00
Construction Subtotal (Rounded)					\$ 2,440,000.00
Sales Tax (9.5%)					\$ 231,800.00
Prelim. Engineering, Final Engineering, Admin. (35%)					\$ 854,000.00
Construction Management (20%)					\$ 488,000.00
Permitting (10%)					\$ 244,000.00
<b>Total Planning-Level Cost Estimate (Rounded)</b>					<b>\$ 4,260,000.00</b>

Notes:

1. This planning-level cost estimate has been prepared for the purpose of alternatives analysis only.

**CITY OF SHORELINE  
AURORA SQUARE COMMUNITY RENEWAL AREA  
STORMWATER CONCEPT DEVELOPMENT**



Planning Level Cost Estimate  
Stormwater Flow Control Alternatives Analysis  
October 2014

**ALTERNATIVE 3 - REGIONAL FLOW CONTROL POND CONCEPT #2 (IN-STREAM)**

Item No.	Item	Quantity	Unit	Unit Price	Total Cost
1	Mobilization (8%)		LS	\$ 268,000.00	\$ 268,000.00
2	Pond Earthwork - Complete	69700	CY	\$ 20.00	\$ 1,394,000.00
3	Control Structures - For Added Pond Cells	2	EA	\$ 10,000.00	\$ 20,000.00
4	Hydrodynamic Separator	2	EA	\$ 40,000.00	\$ 80,000.00
5	Control Structure	2	EA	\$ 10,000.00	\$ 20,000.00
6	48" Manhole	3	EA	\$ 3,500.00	\$ 10,500.00
7	18" Storm Drain Pipe	180	LF	\$ 75.00	\$ 13,500.00
8	Landscaping - Slopes and Buffers	90000	SF	\$ 1.00	\$ 90,000.00
9	Temporary Erosion Control (10%)		LS	\$ 335,000.00	\$ 335,000.00
Subtotal					\$ 2,231,000.00
Contingency (50%)					\$ 1,115,500.00
Construction Subtotal (Rounded)					\$ 3,350,000.00
Sales Tax (9.5%)					\$ 318,250.00
Prelim. Engineering, Final Engineering, Admin. (35%)					\$ 1,172,500.00
Construction Management (20%)					\$ 670,000.00
Permitting (20%)					\$ 670,000.00
<b>Total Planning-Level Cost Estimate (Rounded)</b>					<b>\$6,180,000.00</b>

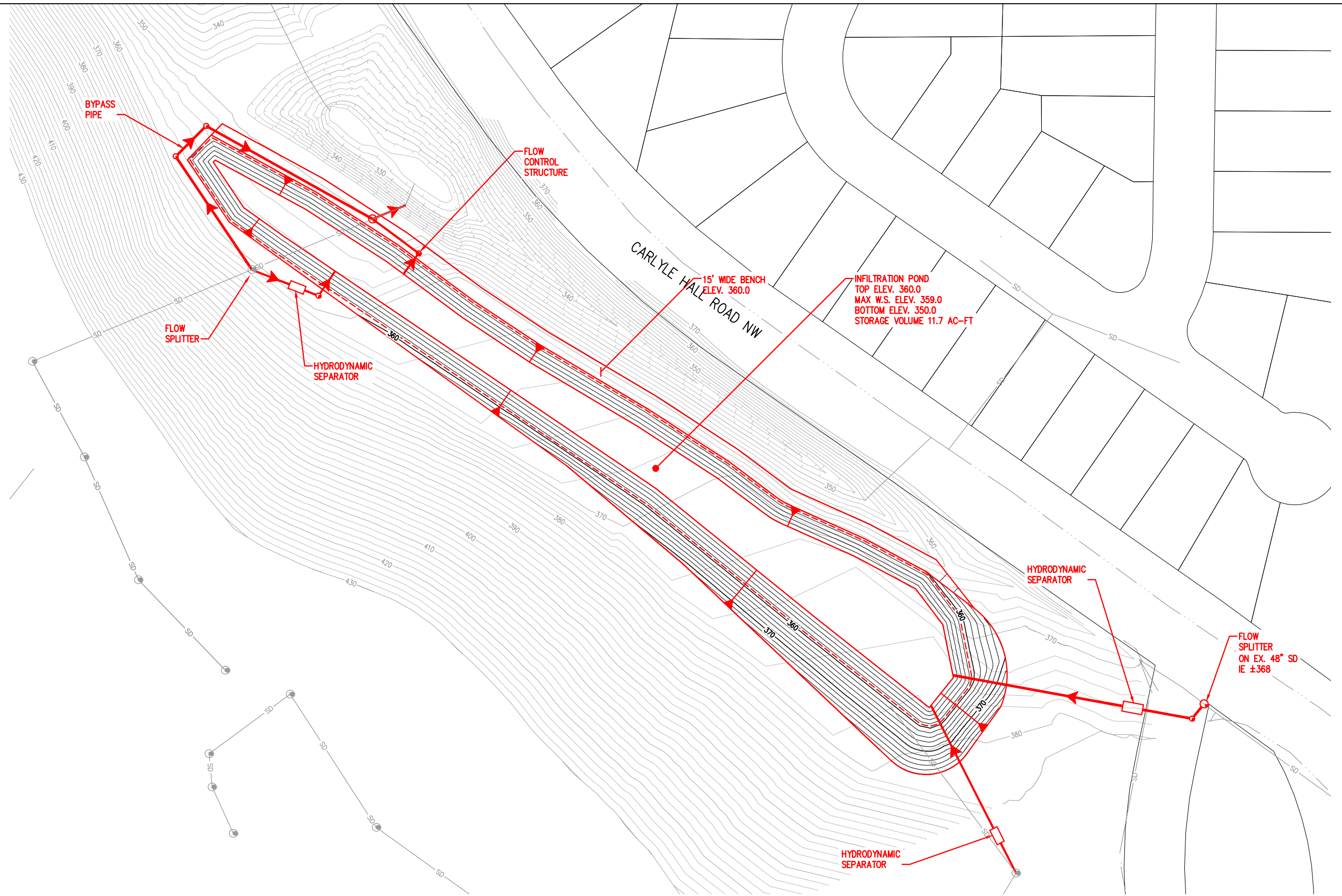
Notes:

1. This planning-level cost estimate has been prepared for the purpose of alternatives analysis only.

**APPENDIX D – Regional Facility Conceptual Layouts**

DRAFT

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D1

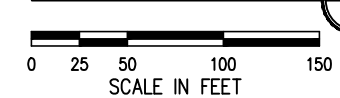


### REGIONAL FLOW CONTROL POND CONCEPT #1

AURORA SQUARE CRA STORMWATER CONCEPT STUDY

9a-240

PLAN

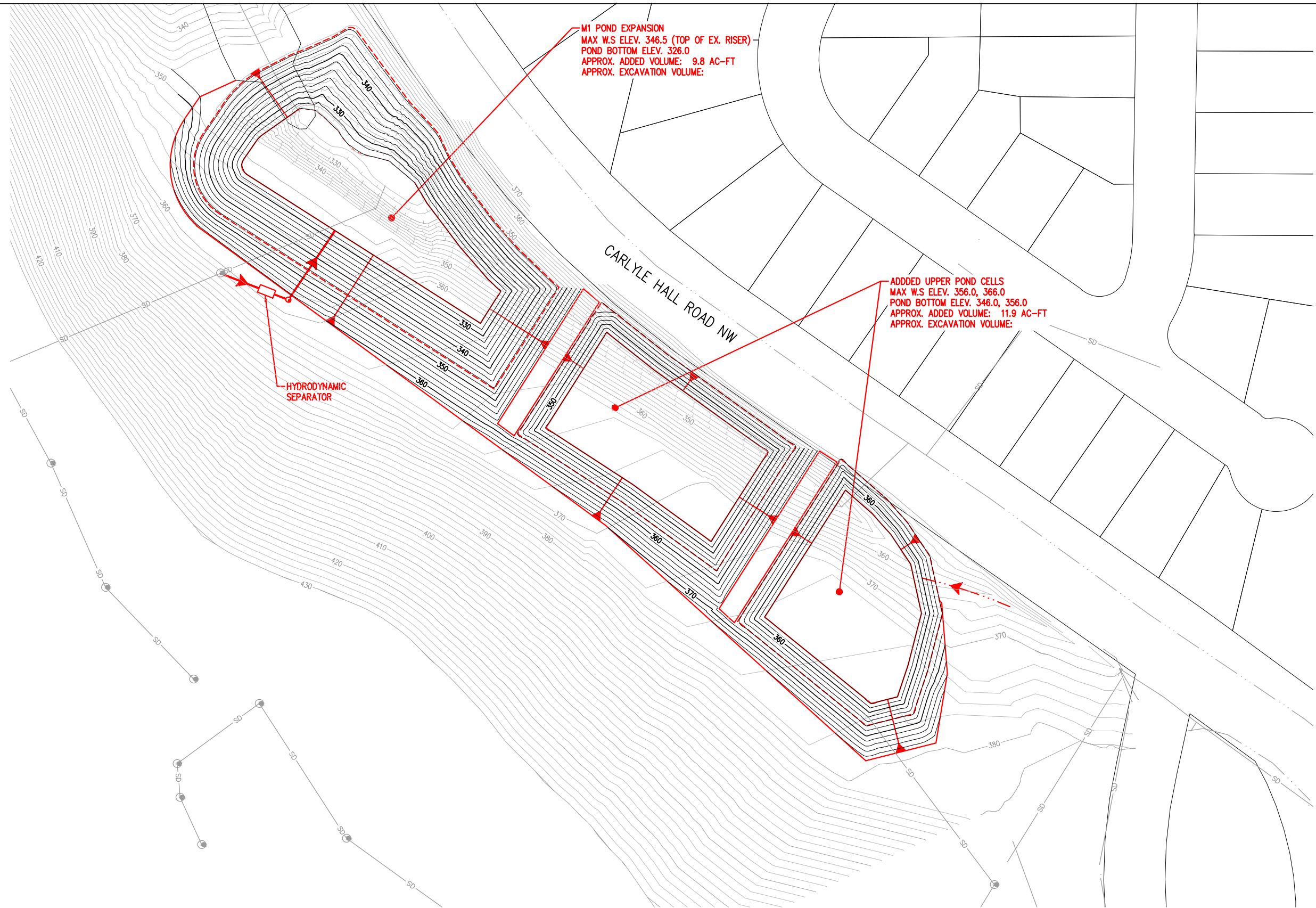


753 9th Ave N  
Seattle, WA 98109  
(206) 266-1640  
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2502 Jefferson Ave  
Tacoma, WA 98402  
(253) 627-0720



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D2

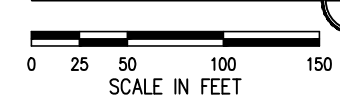


### REGIONAL FLOW CONTROL POND CONCEPT #2

AURORA SQUARE CRA STORMWATER CONCEPT STUDY

9a-241

PLAN



753 9th Ave N  
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**APPENDIX D: DRAFT PLANNED ACTION ORDINANCE**



**ORDINANCE NO XX**

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, ESTABLISHING A PLANNED ACTION FOR THE AURORA SQUARE COMMUNITY RENEWAL AREA PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Shoreline (“City”); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC), and Section 16.10.180 of the Shoreline Municipal Code (SMC) allow for and govern the adoption and application of a planned action designation under SEPA; and

WHEREAS, the State Department of Commerce (DOC) has studied planned actions in various communities throughout the state and found that predefined mitigation as allowed under a planned action ordinance has resulted in increased certainty and predictability for development, time and cost savings for development project proponents and cities, and increased revenues for cities when used with other economic development tools; and

WHEREAS, the designation of a planned action expedites the permitting process for projects of which the impacts have been previously addressed in an environmental impact statement (EIS); and

WHEREAS, a subarea of the City commonly referred to as the “Aurora Square Community Renewal Area (Aurora Square CRA)”, as depicted on the map attached hereto as Exhibit A and incorporated herein by this reference, on September 4, 2012, was designated as a Community Renewal Area by Resolution No. 333 and identified as a planned action area for future redevelopment (“Planned Action Area”); and

WHEREAS, the City has developed and adopted a Community Renewal Plan complying with the GMA (RCW 36.70A), dated July 8, 2013, Res. No. 345, to guide the redevelopment of the Planned Action Area (“Aurora Square Community Renewal Plan”); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Aurora Square Planned Action Final Environmental Impact Statement (“FEIS”) dated XXX, 2015 which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Aurora Square Community Renewal Plan; the FEIS includes by incorporation the Aurora Square Planned Action Draft Environmental Impact Statement issued on December 12, 2014 (collectively referred to herein as the “Planned Action EIS”); and

WHEREAS, the City desires to designate a planned action under SEPA for the Aurora Square CRA (“Planned Action”); and

WHEREAS, adopting a Planned Action for the Aurora Square CRA with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City has adopted development regulations and ordinances that will help protect the environment and will adopt regulations to guide the allocation, form, and quality of development in the Aurora Square CRA; and

WHEREAS, the City Council finds that adopting this Ordinance is in the public interest and will advance the public health, safety, and welfare;

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

**Section I. Purpose.** The purpose of this Ordinance is to:

- A. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the Planned Action EIS to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;
- B. Designate the Aurora Square CRA subarea shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;
- C. Determine that the Planned Action EIS meets the requirements of a planned action EIS pursuant to SEPA;
- D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as “Planned Action Projects” consistent with RCW 43.21C.440;
- E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;
- F. Streamline and expedite the land use permit review process by relying on the Planned Action EIS; and
- G. Apply applicable regulations within the City’s development regulations and the mitigation framework contained in this Ordinance for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

**Section II. Findings.** The City Council finds as follows:

- A. The Recitals above are adopted herein as Findings of the City Council.
- B. The City is subject to the requirements of the GMA.
- C. The City has adopted a Comprehensive Plan and zoning complying with the GMA.
- D. The City has adopted the Aurora Square Community Renewal Plan consistent with RCW 35.81.
- E. The City is adopting Comprehensive Plan capital facility element, sign code, and noise development regulations to implement said Plans in subsection C and D, including this Ordinance.
- F. The Planned Action EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.
- G. The mitigation measures identified in the Planned Action EIS, attached to this Ordinance as Exhibit C and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.
- H. The Aurora Square Community Renewal Plan and Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action.
- I. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.
- J. The City provided several opportunities for meaningful public involvement and review in the Aurora Square CRA Planned Action EIS processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

**K.** Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

**L.** The designated Planned Action Area is located entirely within a UGA.

**M.** Implementation of the mitigation measures identified in the Planned Action EIS will provide for adequate public services and facilities to serve the proposed Planned Action Area.

**Section III. Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.**

**A. Planned Action Area.** This “Planned Action” designation shall apply to the area shown in Exhibit A of this Ordinance.

**B. Environmental Document.** A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in Exhibit C of this Ordinance are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

**C. Planned Action Project Designated.** Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Subsection III.D of this Ordinance and the mitigation measures contained in Exhibit C 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 Subsection III.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

**D. 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 A of this Ordinance;
- ii. it is within one or more of the land use categories studied in the EIS: retail, office, residential, entertainment, and open space; 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:



Feature	Alternative 2 – Phased Development	Alternative 3 - Planned Development
Residential Dwellings (units)	500	1,000
Retail Square Feet	125,000	250,000
Office Square Feet	125,000	250,000

- (b) Shifting development amounts between land uses in identified in Subsection III.D(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. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action EIS for 2035 is as follows:

**Peak Hour Inbound and Outbound trips during the PM Peak Hour by Alternative**

	No Action Alternative 1	Phased Growth Alternative 2	Alternative 2 Net Trips	Planned Growth Alternative 3	Alternative 3 Net Trips
Inbound Trips	553	933	380	1,313	760
Outbound Trips	737	1,159	422	1,581	844
Total Trips	1,289	2,092	803	2,894	1,605

Source: KPG 2014

- (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.
- (c) Access and Circulation. All Planned Action Projects shall meet access standards established in SMC 20.60.150 Adequate Access. All Planned Action Projects shall provide frontage improvements for public roadways per Exhibit C. All Planned Action Projects shall provide for a coordinated onsite circulation system per Exhibit C.
- (d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection III.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection III.D(3)(b), and that the project has mitigated impacts consistent with Subsection III.D (3)(c).
- (e) 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.

**E. 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 III.D of this Ordinance;
  - (c) the project is within the Planned Action thresholds and other criteria of Subsection III.D of this Ordinance;
  - (d) the project is consistent with the Shoreline Comprehensive Plan including the policies of the Aurora Square Community Renewal 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 C 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 the Subarea SEPA Checklist form included in Exhibit B to this Ordinance and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

**F. 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 III.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.

**G. 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 the Subarea SEPA checklist included in Exhibit B of this Ordinance;
  - (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 IV. Monitoring and Review.**

**A.** The City should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of this Ordinance 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 Planned Action Area.

**B.** This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five (5) years from its effective date in conjunction with the City's regular Comprehensive Plan review cycle, as applicable. The timing of subsequent reviews after the first review shall be determined with the completion of the first review. 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 as analyzed in the Planned Action Checklist (Exhibit B), required mitigation measures (Exhibit C) and Public Agency Actions and Commitments (Exhibit D). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action EIS.

**Section V. Conflict.** In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any ordinance or regulation of the City, the provisions of this Ordinance shall control.

**Section VI. Severability.** If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

**Section VII. Effective Date.** This Ordinance shall take effect and be in force ten (10) days after publication as provided by law.

Passed by the City Council of the City of Shoreline the XXth day of XX 2015.

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Mayor

ATTESTED:

PUBLISHED: XX, 2015

EFFECTIVE: XX, 2015

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City Clerk

APPROVED AS TO FORM:

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City Attorney

DRAFT

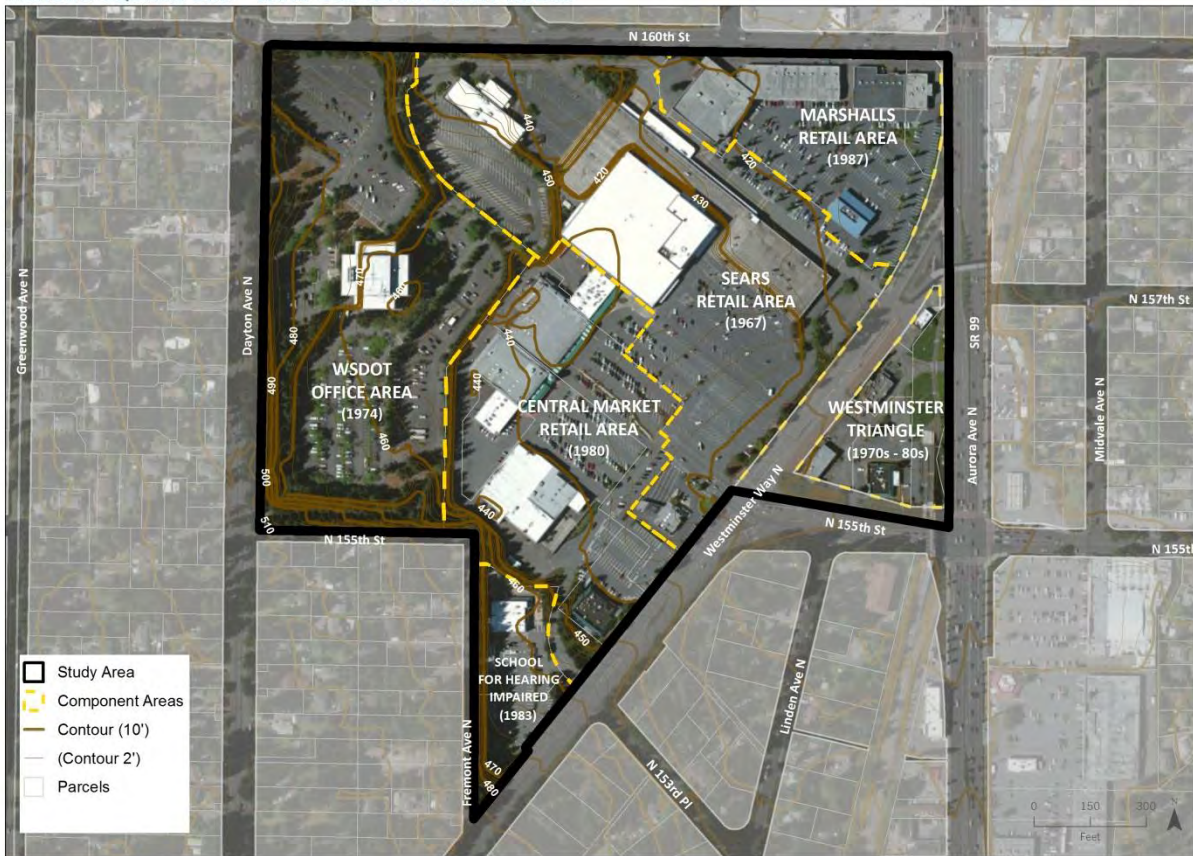


# EXHIBIT A

## Planned Action Area

The Planned Action includes the CRA parcels and the abutting rights of way.

AURORA SQUARE CRA - LAND USE COMPONENT AREAS



BERK Date: September 2014  
Source: City of Shoreline, King County, BERK

## EXHIBIT B

### Planned Action Checklist

Note: SEPA allows a customized checklist to be integrated into the Planned Action Ordinance. Alternatively, the standard SEPA Checklist can be used.

DRAFT

## EXHIBIT C

# Planned Action Ordinance Mitigation Document Mitigation Required for Development Applications

## INTRODUCTION

The Planned Action EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts. Please see Final EIS Chapter 1 Summary for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this **Exhibit C** to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action EIS. The mitigation measures in this **Exhibit C** shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action EIS and which are located within the Planned Action Area (see **Exhibit A**).

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. 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 Project. 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.

Any and all references to decisions to be made or actions to be taken by the City’s SEPA Responsible Official may also be performed by the City’s SEPA Responsible Official’s authorized designee.

## MITIGATION MEASURES

See Draft EIS Chapter 1 for a list of mitigation measures that would be integrated with more details on responsibility and timing in the Planned Action Ordinance.

**Land Use**

**Light and Glare**

**Transportation**

**Stormwater**

**Sewer and Water**

**Schools and Parks**

# EXHIBIT D

## Public Agency Actions and Commitments

### INTRODUCTION

Under some elements of the Planned Action EIS, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for implementing regulations and infrastructure investments in order to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below in Table D.1.

Actions identified as “Proposed Concurrent Actions” refer to legislative actions proposed for adoption together with the Preferred Alternative. Longer term and other agency actions will occur in the future, depending on need. The projected timeframe and responsible departments are identified and will be used in monitoring the implementation of this Ordinance.

This Exhibit D will be used in the monitoring process established in Section IV of this Ordinance.

**Table C.1**  
**Public Agency Mitigation Measures**

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department

**The City of Shoreline Notice of Draft Environmental Impact Statement, and Public Hearing of the Planning Commission**

**Description of Proposal:** The City of Shoreline proposes to adopt a Planned Action Ordinance for the area known as the Aurora Square Community Renewal Area (CRA). The CRA is approximately 70 acres and is generally located at the southwest corner of Aurora Avenue N and N 155<sup>th</sup> Street. The current land uses within the CRA include low-rise commercial uses such as Sears and Central Market and offices for Washington State Department of Transportation. The CRA is zoned Mixed-Business (MB) which allows commercial, retail, multi-family housing and any mix of residential/commercial uses. The CRA Planned Action will consider transportation impacts generated from potentially changing circulation patterns onsite as well as potentially changing the configuration of adjacent roadways such as the re-channelization of N. 160<sup>th</sup> Street, improvements to the Aurora Avenue/N. 160<sup>th</sup> Street intersection, improvements to the Westminster Way/N. 155<sup>th</sup> Street intersection, and potentially creating an alternative access point on Aurora Avenue to the CRA. The CRA Planned Action will also consider transportation facilities for transit, pedestrian, and bicycles to support redevelopment; identifying opportunities for better pedestrian access to and from the CRA; opportunities and incentives for low-impact and eco-district improvements; providing exceptional signage and wayfinding for the site; analyzing alternative transition standards; and creating visual openings in to the site that will allow better connection between pedestrians and businesses.

**DRAFT ENVIRONMENTAL IMPACT STATEMENT**

The City has prepared a Draft Environmental Impact Statement (DEIS) for the Aurora Square Community Renewal Area (CRA). The DEIS analyzes potential impacts of three alternatives (two action alternatives and one no action alternative) for the redevelopment of the CRA. Potential impacts include transportation, aesthetics, signage, and stormwater. The DEIS was made available for public review on December 12, 2014.

Interested persons are encouraged to provide written comments regarding DEIS. Written comments must be received at the address listed below before **5:00 p.m. March 19, 2015**. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Steven Szafran, AICP 17500 Midvale Avenue N, Shoreline, WA

The City of Shoreline, as lead agency, issued a SEPA Determination of Significance (DS) on August 14, 2014. An Environmental Impact Statement (EIS) is required under RCW 43.21C.030(2)(c) and will be available for review on December 12, 2014. The DEIS can be found here when available:

<http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

**PUBLIC HEARING**

The Planning Commission is holding a second public hearing due to technical difficulties as the public hearing on January 29 was not recorded. The Planning Commission is responsible for evaluating the impacts of the proposal, soliciting community input, and forwarding a recommendation to the City Council. The Planning Commission will take public comment on the three alternatives and make a recommendation to City Council on the preferred alternative at the public hearing. The preferred alternative will be identified as the Planned Action in the Final Environmental Impact Statement.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at a public hearing. The hearing is scheduled for **Thursday, March 19, 2015 at 7:00 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Copies of the proposal, SEPA Checklist and applicable codes are available for review at the City Hall, 17500 Midvale Avenue N.

**Questions or More Information:** Please contact Dan Eernisse, Economic Development Manager at 206-801-2218 or Steven Szafran, Senior Planner, Planning & Community Development at (206) 801-2512.

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered



***Attachment C***

individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.



## **Notice of Community Meeting, Draft Environmental Impact Statement, and Public Hearing of the Planning Commission**

**Description of Proposal:** The City of Shoreline proposes to adopt a Planned Action Ordinance for the area known as the Aurora Square Community Renewal Area (CRA). The CRA is approximately 70 acres and is generally located at the southwest corner of Aurora Avenue N and N 155<sup>th</sup> Street. The current land uses within the CRA include low-rise commercial uses such as Sears and Central Market and offices for Washington State Department of Transportation. The CRA is zoned Mixed-Business (MB) which allows commercial, retail, multi-family housing and any mix of residential/commercial uses. The CRA Planned Action will consider transportation impacts generated from potentially changing circulation patterns onsite as well as potentially changing the configuration of adjacent roadways such as the re-channelization of N. 160<sup>th</sup> Street, improvements to the Aurora Avenue/N. 160<sup>th</sup> Street intersection, improvements to the Westminster Way/N. 155<sup>th</sup> Street intersection, and potentially creating an alternative access point on Aurora Avenue to the CRA. The CRA Planned Action will also consider transportation facilities for transit, pedestrian, and bicycles to support redevelopment; identifying opportunities for better pedestrian access to and from the CRA; opportunities and incentives for low-impact and eco-district improvements; providing exceptional signage and wayfinding for the site; and creating visual openings in to the site that will allow better connection between pedestrians and businesses.

### **COMMUNITY MEETING**

The City will hold a meeting to introduce the Aurora Square Community Renewal Area Plan and Planned Action Environmental Impact Statement to the community. The meeting is scheduled for **Thursday, December 18, 2014 at 5:30 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

### **DRAFT ENVIRONMENTAL IMPACT STATEMENT**

The City is preparing a Draft Environmental Impact Statement (DEIS) for the Aurora Square Community Renewal Area (CRA). The DEIS analyzes potential impacts of three alternatives (two action alternatives and one no action alternative) for the redevelopment of the CRA. Potential impacts include transportation and stormwater. The DEIS will be available for public review on December 12, 2014.

Interested persons are encouraged to provide written comments regarding DEIS. **This may be your only opportunity to submit written comments.** Written comments must be received at the address listed below before **5:00 p.m. January 12, 2014**. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Steven Szafran, AICP 17500 Midvale Avenue N, Shoreline, WA

The City of Shoreline, as lead agency, issued a SEPA Determination of Significance (DS) on August 14, 2014. An Environmental Impact Statement (EIS) is required under RCW 43.21C.030(2)(c) and will be available for review on December 12, 2014. The DEIS can be found here when available: <http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

**PUBLIC HEARING**

The Planning Commission is required to hold a public hearing on the CRA Planned Action EIS. The Planning Commission is responsible for evaluating the impacts of the proposal, soliciting community input, and forwarding a recommendation to the City Council. The Planning Commission will take public comment on the three alternatives and make a recommendation to City Council on the preferred alternative at the public hearing. The preferred alternative will be identified as the Planned Action in the Final Environmental Impact Statement.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for **Thursday, January 29, 2015 at 7:00 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Copies of the proposal, SEPA Checklist and applicable codes are available for review at the City Hall, 17500 Midvale Avenue N.

**Questions or More Information:** Please contact Dan Eernisse, Economic Development Manager at 206-801-2218 or Steven Szafran, Senior Planner, Planning & Community Development at (206) 801-2512.

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

**From:** Neuman, Martha [<mailto:Martha.Neuman@seattle.gov>]  
**Sent:** Thursday, January 08, 2015 11:02 AM  
**To:** Steve Szafran  
**Cc:** Mark Relph; Mantchev, Eugene  
**Subject:** RE: Aurora Square EIS comment

Resending as I goofed the spelling.

**From:** Neuman, Martha  
**Sent:** Thursday, January 08, 2015 10:51 AM  
**To:** 'sszafrasan@shoreline.wa.gov'  
**Cc:** Mark Relph ([mrelph@shorelinewa.gov](mailto:mrelph@shorelinewa.gov)); Mantchev, Eugene  
**Subject:** Aurora Square EIS comment

Hello Steven,

Thank you for the opportunity to review the Draft EIS for the Aurora Square Community Renewal Area. Seattle Public Utilities does not have comment on the document. If you have questions for SPU, we are available to discuss at your convenience.

1-1

Best regards,

Martha Neuman  
**Martha Neuman**  
Cross Utility Advisor  
Seattle Public Utilities, Corporate Policy  
Office: 206-733-9036 | Mobile: 206-496-4917  
[martha.neuman@seattle.gov](mailto:martha.neuman@seattle.gov)

**From:** Anderson, Dawn [<mailto:AnderDM@wsdot.wa.gov>]  
**Sent:** Monday, January 12, 2015 4:24 PM  
**To:** Steve Szafran  
**Cc:** Pazooki, Ramin; Bolotin, Leah  
**Subject:** FW: SR 99 Aurora Square CRA DEIS Comments

Good Afternoon Steven,

I have attached comments regarding the Aurora Square CRA from the WA State Dept. of Transportation. Please let me know if you have any questions.

**Thank you,**  
**Dawn M. Anderson**  
**Washington State Dept. of Transportation**  
**Development Services Engineer**  
**Sno/King Counties**  
**15700 Dayton Ave N**  
**PO Box 330310 MS 240**  
**Seattle, WA 98133**  
**206-440-4712 Office**  
**206-440-4808 Fax**  
[anderdm@wsdot.wa.gov](mailto:anderdm@wsdot.wa.gov)



January 12, 2015

TO: Ramin Pazooki/Dawn Anderson, MS 240

FROM: Rob Brown/Frank Gunderson, MS 120

SUBJECT: SR 99, MP 41.23 Vic.  
Aurora Square Planned Action  
Draft EIS

We have reviewed the Draft EIS for Aurora Square Planned Action. The development site is about 70 gross acres to the west of SR 99 (Aurora Avenue N) between Fremont Avenue N and NE 160<sup>th</sup> Street. The Draft EIS analyzes three (3) alternatives for review, each alternative is summarized below:

**Alternative 1:** No Action Alternative for comparing other alternatives. Existing building area is 582,725 SF and generates 1,289 PM peak-hour trips.

**Alternative 2:** Proposes 500 housing units and 250,000 SF of commercial retail/office development. Projected building area of 1,332,725 SF generates 803 net or 2,092 gross PM peak-hour trips.

**Alternative 3:** Proposes 1,000 housing units and approximately 500,000 SF of commercial retail or office development. Projected building area of 2,383,025 SF generates 1,605 net or 2,894 gross PM peak-hour trips.

In chapter 3.3 Transportation, Level of Service subsection, it is stated that Aurora Avenue N. (SR99) is exempt from the City's LOS D standard but the LOS D standard. The LOS D standard does apply to Aurora Avenue N because SR 99 is a Highway of Statewide Significance in an urban area. Aurora Avenue N. intersections should meet the LOS D standard.

2-1

We are concerned that all alternatives show SR 99 and N 155<sup>th</sup> Street intersection is LOS F during PM peak-hour by 2030. We cannot support any development that increases delay above existing levels or 97 seconds as noted by Table 3-14 for Alternative 1 in 2030. We support adding a second NB left-turn and note additional measures are necessary since delay will still exceeds existing levels.

2-2

We are concerned about the intersection spacing between show SR 99 and N 155<sup>th</sup> Street intersection and Westminster Way N and N 155<sup>th</sup> Street intersection. With the increased trips on 155<sup>th</sup> as the gateway to the area we believe that queuing from Westminster east to Aurora may exceed the distance between the two intersections. We request a traffic analysis that analyzes the potential for queue blocking between these intersections.

We question the determination of the LOS E during PM peak-hour in 2030 at SR 99 and N 160<sup>th</sup> Street for Alternative 2 and Alternative 3. This intersection currently has two NB

Aurora Square Planned Action  
Draft EIS

left-turn lanes. The future configurations still have two NB turn-lanes but the short distance WB on 160<sup>th</sup> between the intersection and the lane reduction will heavily distribute the left-turns into the eastern of the two left-turn lanes. This will reduce the efficiency of the double left-turn and reduce the overall efficiency of the intersections. Was this considered during the traffic modeling?

We also have concerns about the trip distribution in Alternatives 2 and 3. We suspect vehicles will avoid N 155<sup>th</sup> Street intersections and divert to N 160<sup>th</sup> Street to make the EB left turn onto Aurora. This diversion may require an additional EB left turn lane to keep the intersection from failing. Revising the site plan to encourage such a diversion may provide a needed relief for the over saturated condition SR 99 and N 155<sup>th</sup> Street intersection.

Why were the two new site access locations not modeled for the 2030 build alternatives (Figure 3-20)? These access locations would change traffic patterns, especially the 450 projected trips southbound on Westminster that would be redistributed to 155<sup>th</sup> and 156<sup>th</sup>. Volumes this high could impact SB transit service using the BAT lane.

If you have any questions, please contact Rob Brown at (206) 440-4413.

2-2

**From:** John Ramsdell [<mailto:johnmramsdell@gmail.com>]  
**Sent:** Monday, December 29, 2014 8:02 PM  
**To:** Dan Eernisse  
**Cc:** Rosie O'Brien-Ochs; Paul Cohen; Nora Smith; Steve Szafran; Brianne Zorn; Jennifer Rothwell; [cookhousecat@aol.com](mailto:cookhousecat@aol.com); Shari Winstead  
**Subject:** Re: two building permits in Westminster

*Hello Dan,*

*Thank you for your thoughtful reply (colored in blue) to the email that I originally sent to the Westminster Leadership group expressing my initial concerns (colored black) regarding the apartment building proposal at the site of 155th and Aurora. For those who are jumping late into the conversation I am responding (in italicized green) to your reply . Hopefully that will make it easier to follow the conversation for others. I am including to the list of recipients several Westminster Triangle residents and Mayor Winstead who may share my interest on the matter.*

*I want to reiterate that I am an enthusiastic supporter of developing the neglected lots on 155th and Aurora and applaud you for your efforts in facilitating the process. The overall direction that this project is taking looks very promising.*

3-1

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

*I am sorry to hear that there are no public meetings planned regarding Potala. I think the City is missing a opportunity to garner valuable feedback from Westminster Triangle residents. The announcement of the December 18, 2014 Aurora Square meeting scheduled for 5 PM made no mention of the Potala proposal. I do not feel that there was a legitimate effort to convey information regarding the proposed development or elicit input from Westminster residents. I would strongly urge yourself and City planners to reconsider the decision not to have a community meeting to address this specific proposal. I would also urge you to hold a meeting during a time of the day that most working people are able to attend. 5 PM is too early a start for most folks in my neighborhood. If I recall, there was a large turnout at the first meeting, which started at 7 PM.*

3-2

However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

*Based on your earlier comment it does not appear that the DEIS is an appropriate conduit to express my specific parking concerns regarding the Potala proposal. Please correct me if I am wrong.*

An immediate concern for me is that the development proposes 324 units with 297 parking spaces. Based on my cursory investigation, one parking spot per unit seems to be a minimum standard in most densely populated cities. If this is the case, without sufficient on site and off-street parking, the logical option for residents in this proposed development will be to park on Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

The Potala application seems to be meeting Shoreline's parking regulations without requesting any reductions.

*Based on the "King County Metro: Right Size Parking Project Analysis Summary (6/6/13)", Shoreline's current parking standards are 1.2 spaces per studio unit, 1.5 for a 1 BR, 1.8 spaces for a 2 BR unit. Unless parking standards have recently changed, the Potala proposal falls far short of Shoreline's current parking regulations.*

It is a worthy science and art to determine the "right" amount of parking to require, since expensive structured parking weighs down development, not enough parking impacts neighbors, and there are so many environmental concerns with encouraging unnecessary auto use (you can Google "high cost of free parking" to read more).

*Yes, I am aware that parking requirements place a burden on the developer. However, the proposal seems to place an unfair burden on Westminster residents living on Linden Ave. if the parking spaces proposed in the Potala permit application are approved.*

You might find it interesting to look at King County's [new web tool for calculating parking](#). It is a cutting-edge tool that takes into account parcel-specific factors such as area density, jobs, transit, etc. The tool shows the base unbundled (i.e. parking not included in rent) ratio at 0.95 for the Denny's triangle parcels (very close to your 1.0/unit estimate), but when the unit mix of Potala's 325 units is entered (lots of small units, FYI) it shows an unbundled ratio of 0.84 (273 stalls). This tool, at least, indicates that the project's parking demand is within the acceptable range. Interestingly, the website recognizes that less stalls are required if the project charges for parking on top of the rent (unbundles the parking), which I am confident Potala plans to do.

3-3

*Denny Triangle parcels in the heart of downtown Seattle to suburban Shoreline is not an adequate comparison based on average motor vehicle ownership, population density, zoning, travel to amenities, entertainment, shopping and parking requirements. I was a real estate appraiser years ago and I know a little about comps.*

*Thanks for the recommendation on King County's parking calculation tool. I used it and derived a different value than what you quoted. I attached a screenshot of the model's result of 1.22/unit for bundled and 1.01 for unbundled. This only confirms my concern regarding the inadequacy of the 273 parking stalls proposed. Based on the King County parking calculator, again Potala falls short in providing adequate parking by 122 spaces (395 vs. 273) for bundled and 54 spaces for unbundled.*

*Of note, I examined the King County parking model closely and discovered that it does not take into account a critical variable present at the Potala location. The model assumes that parking options are uniform surrounding a plot being evaluated in the model. The area surrounding Potala is quite the opposite of "uniform" with commercial activity dominating the surrounding area, except the small Westminster Triangle neighborhood.*

*Unfortunately there is no ability in the model to adjust for on-street parking availability in the "location variables". In the case of the Potala proposal, **the most likely parking option for the inevitable overflow of cars would be to the South on Linden Avenue. There appears to be no other practical options to the North, East or West. For these reasons I would argue that this lack of parking options indicate that there will be an even greater impact on the Westminster Triangle than what the King County parking model seems to indicate.***

Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

Many other questions arise. Will there be retail on the first floor as previously mentioned? If so, what are the plans to accommodate parking for customers?

No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept](#) design). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

*Shoot! I was hoping for a cool little Italian restaurant to open within walking distance.*

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

Since the application is compliant with our zoning, I don't believe the residents can influence the scale or parking. However, as I've noted above, perhaps WT residents can collaborate with the City to come up with ways to better manage right-of-way in the WT, especially if it proves to be a problem in the future.

*That's unfortunate that we have no influence on a project that will negatively impact the neighborhood if approved as written.*

*What is preventing the City from enforcing it's own parking requirements?*

3-3  
cont.



How are businesses at Aurora Square reacting to the proposed development?

They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

3-3  
Cont.

*Since the businesses at Aurora Square will be the ones to benefit the most, perhaps they can take responsibility for overflow parking. The parking lot at Aurora Square, especially in front of Sears, is underutilized and could provide a practical solution for overflow parking from Potala. Seems fair that those who would benefit most share most of the burden. Thoughts?*

What percentage of the units are designated for low income residents; seniors or other special populations?

None are required, but I anticipate that Potala will take advantage of the 12-year Multifamily Property Tax Exemption program that the City offers that requires that 20% of the units be "affordable," which is defined in our code as what many would characterize as "workforce" levels.

What will this building look like?

3-4

We have received initial renderings as part of the application, and they are available for review at City Hall. Briefly, five stories of wood construction over two stories of parking/amenities (the latter is partially below grade). I would characterize the architectural style as modern with lots of straight lines, rectangles, and splashes of bold color. Caron Architect is the designer, and they have [examples online](#); from what I can see, Potala appears similar to their other work.

What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

3-5

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

*Thanks Dan. I very much appreciate your willingness to engage in conversation and I hope it continues. I know there is an amicable solution out there that has yet to be identified.*

*Take Care,  
-John Ramsdell  
Westminster Triangle Resident*

On Mon, Dec 29, 2014 at 12:12 PM, Dan Eernisse <[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)> wrote:

Mr. Ramsdell --- Rosie passed along your thoughtful letter (below), and since I'm one of the few that is working this week and Aurora Square so near and dear to me, I thought I'd take a minute to respond to your letter. However, please note that I'm not a planner (I'm the Economic Development Manager). The Planners may have more formal comments to add. I did copy Steve Szafran, who is a planner working on the Planned Action Ordinance referenced below, as I believe that your comments on this project also have relevance for the Planned Action.

Rosie -- Thanks for forwarding this letter to me, and please feel free to pass along this email as you think appropriate.

Paul -- When you return from vacation I'd appreciate you filling in any pertinent information for Mr. Ramsdell.

Cheers,

**Dan Eernisse**

**Economic Development Manager**

[206-801-2218](tel:206-801-2218) (o) [206-391-8473](tel:206-391-8473) (m)

**From:** Rosie O'Brien-Ochs  
**Sent:** Monday, December 29, 2014 10:19 AM  
**To:** Paul Cohen  
**Cc:** Dan Eernisse  
**Subject:** FW: two building permits in Westminster

**From:** John Ramsdell [mailto:[johnmramsdell@gmail.com](mailto:johnmramsdell@gmail.com)]  
**Sent:** Wednesday, December 24, 2014 12:16 PM  
**To:** Rosie O'Brien-Ochs  
**Cc:** Brianne Zorn; Jennifer Rothwell; [richardsherry1@comcast.net](mailto:richardsherry1@comcast.net); Michele Moyes  
[cookhousecat@aol.com](mailto:cookhousecat@aol.com); Krista Tenney (HTNA) ([tenney@earthlink.net](mailto:tenney@earthlink.net)); Scott Shiebler  
**Subject:** Re: two building permits in Westminster

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

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However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

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No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept](#) design). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

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They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

What percentage of the units are designated for low income residents; seniors or other special populations?

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What will this building look like?

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What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

Happy Holidays Everyone!

- John Ramsdell

On Tue, Dec 23, 2014 at 4:01 PM, Rosie O'Brien-Ochs <[robrien-ochs@shorelinewa.gov](mailto:robrien-ochs@shorelinewa.gov)> wrote:

Hi Brianne and All,

I wondered if you would post this information on Westminster's Nextdoor site and share with neighbors so that as many residents as possible can be aware of this meeting. I know 56 residents will receive a mailing notification to their homes, so between your nextdoor and the mailings, I am hoping those who care will be able to attend and get all of their questions answered. I am also sharing with Highland Terrace, as the apartment complex will probably feed some traffic into their neighborhood. Krista and Scott, please share information in every way you can think of. Thanks!

Rosie O'Brien-Ochs



City of Shoreline Neighborhood Coordinator

17500 Midvale Avenue North

Shoreline, WA 98133-4905

[\(206\) 801-2256](tel:(206)801-2256)

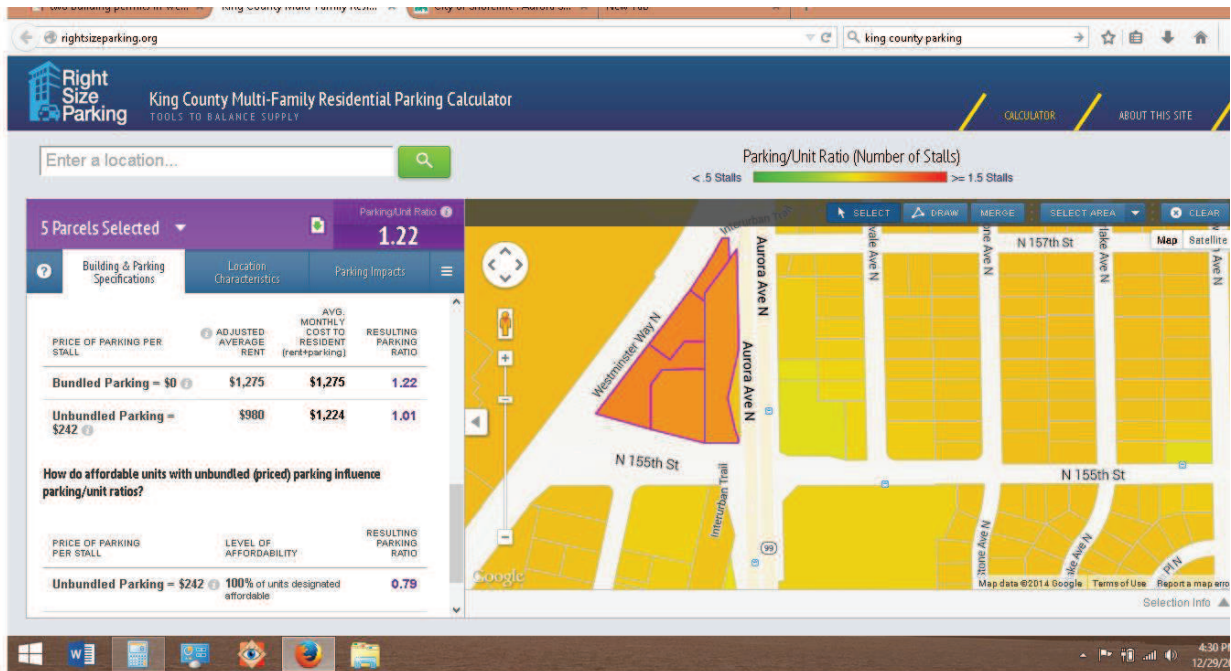
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To: [lisa@berkconsulting.com](mailto:lisa@berkconsulting.com) [Remove](#) this sender from my allow list

From: [deernissee@shorelinewa.gov](mailto:deernissee@shorelinewa.gov)

You received this message because the sender is on your allow list.



**From:** Brianne Zorn [<mailto:brianne@kruckeberg.org>]  
**Sent:** Wednesday, December 31, 2014 1:16 PM  
**To:** Dan Eernisse  
**Subject:** Re: two building permits in Westminster

That is an acceptable answer. :) I won't cause any problems at the next meeting, then.  
Happy new year!  
Brianne

On Wednesday, December 31, 2014, Dan Eernisse <[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)> wrote:

Good question -- and you're going to get my own opinion as a former real estate developer here:

1) Mixed use buildings are expensive and complicated, and my own opinion is that they only work really well in much more dense settings on a much larger scale (i.e. think 10+ stories and concrete/steel construction). Therefore, what I advocate for is "horizontal mixed-use" in single-use buildings with good connectivity between them. That's why I'm very happy to see a multifamily being proposed to the Aurora Square development, b/c it makes the center more mixed, even though the building itself is single-use.

2) Most developers are either residential builders or retail builders, so "making" them do both in the same building is swimming upstream. Most municipalities -- even Seattle -- has moved away from that model. That said, we do require that they build the street level to construction standards that can house retail or office, even if they choose to use them for residential. In this project's case, they will not use that space for residential, but it will be used for their own offices and amenities.

3) I'm VERY confident that you will see more retail and services brought to Aurora Square. Retailers literally count "rooftops" surrounding potential properties, and then they look at the demographics (which rock around Aurora Square). Adding 324 rooftops on site and 128 across the street at Malmo is the best thing to encourage retail. But retail needs to be clustered around strong anchors (Central Market for example) and the further away and more obstacles (i.e. Westminster) makes their performance drop off. Therefore, I anticipate you'll eventually see retail on the west side of Westminster, but it will probably be minimal along Westminster and more on the second story facing Central Market and whatever Sears does (I'm talking to Sears about a MAJOR remodel of its property, BTW).

Hope that's helpful information.

Happy New Year,

**Dan Eernisse**

206-801-2218 (o) 206-391-8473 (m)

**From:** Brianne Zorn [mailto:[brianne@kruckeberg.org](mailto:brianne@kruckeberg.org)]  
**Sent:** Wednesday, December 31, 2014 12:53 PM  
**To:** Dan Eernisse  
**Subject:** Re: two building permits in Westminster

Hi Dan,

Thank you for being so responsive to my neighbors' concerns. I wasn't able to attend the most recent meeting about this development. So, I had one question. Based on my review of the permit documents, this appears to be completely residential with no added retail spaces. Is this correct? I was hoping that as the aurora square area was developed there would be more mixed use spaces. Is this something that 1. You can require of the applicant or 2. Something the City is interested in requiring of the applicant?

4-1

Thanks and hope you have a wonderful New Years.

Brianne

On Tuesday, December 30, 2014, Dan Eernisse <[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)> wrote:

John,

Again, I appreciate your thoughtful response. Let me address the main issues from your email that I believe will be most accurate:

1) As you stated in a subsequent email to me, you understand that I did mean the triangle property that the Shoreline Denny's restaurant was on rather than the downtown Denny's Triangle parcel. Sorry for the confusion.

2) I believe that the parking requirements you quoted are out of date. Our current parking standards are 1.5 stalls for a 2+ bedroom unit, 0.75 stalls for a studio or 1-bedroom unit, and 1 stall for every 400sf of office/retail. That equates to 297.33 stalls for this project given their unit mix of predominantly small units. Our code also allows for a reduction in parking of up to 25% with proven proximity to transit and other factors such as sustainable parking practices; however, the applicant doesn't appear to be asking for a reduction even though they have excellent transit, are providing a million bike stalls (hyperbole), etc. Therefore, by providing 297 stalls the applicant is satisfying our base requirements without exception made.

3) The Right-sized parking calculator is helpful, but of course not something that our City requires of the developer. For the results I got I selected only the three western parcels (the long eastern one is SCL right-of-way, and the northern small property is being dedicated to the City), and then I entered the following unit mix from the Potala application: 55 studios, 205 1-bedrooms, 64 2-bedrooms, and 0 3-bedrooms. In the affordable cell I put 65 units (20%). It appears that I incorrectly had 325 units yesterday; now I'm getting an overall parking ratio of 0.96 (311 stalls), a bundled ratio of 1.04 (337), and an unbundled ratio of 0.84 (272). I do believe that it is likely that the project will have unbundled parking, and I also anticipate that they will charge more than \$50 (which further reduces the parking demand/use). One more thing: because of the proximity of Potala to Shoreline Community College, I anticipate that it will be particularly attractive to students, many of whom do not drive. Likewise, demographers are finding that the overall demand for parking in multifamily buildings is dropping rather than growing, and they anticipate that this trend will continue.

4) As I stated in my first response, the City is looking for ways to collaborate with neighborhoods and developments to manage the City-owned off-site parking in the right-of-way in front of single-family homes. In North City, for example, we are implementing a variety of measures around a recently completed project that has much more convenient off-site parking than Linden is to Potala. I anticipate that by the time Potala is occupied -- probably no sooner than 2017 -- Westminster Triangle residents will be able to choose from new policies and practices to manage parking on Linden. Therefore, even though the DEIS doesn't call out this or other projects specifically, it does study the impacts of up to 1,000 new residential units generally, so I would recommend that you definitely voice your concerns both in the DEIS process as well as in the SEPA process for Potala.

Thank you again for your responses.

Sincerely,

**Dan Eernisse**

206-801-2218 (o) 206-391-8473 (m)

**From:** John Ramsdell [<mailto:johnmramsdell@gmail.com>]

**Sent:** Monday, December 29, 2014 8:02 PM

**To:** Dan Eernisse

**Cc:** Rosie O'Brien-Ochs; Paul Cohen; Nora Smith; Steve Szafran; Brianne Zorn; Jennifer Rothwell; [cookhousecat@aol.com](mailto:cookhousecat@aol.com); Shari Winstead

**Subject:** Re: two building permits in Westminster

*Hello Dan,*

*Thank you for your thoughtful reply (colored in blue) to the email that I originally sent to the Westminster Leadership group expressing my initial concerns (colored black) regarding the apartment building proposal at the site of 155th and Aurora. For those who are jumping late into the conversation I am responding (in italicized green) to your reply . Hopefully that will make it easier to follow the conversation for others. I am including to the list of recipients several Westminster Triangle residents and Mayor Winstead who may share my interest on the matter.*

*I want to reiterate that I am an enthusiastic supporter of developing the neglected lots on 155th and Aurora and applaud you for your efforts in facilitating the process. The overall direction that this project is taking looks very promising.*

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

*I am sorry to hear that there are no public meetings planned regarding Potala. I think the City is missing a opportunity to garner valuable feedback from Westminster Triangle residents. The announcement of the December 18, 2014 Aurora Square meeting scheduled for 5 PM made no*



*mention of the Potala proposal. I do not feel that there was a legitimate effort to convey information regarding the proposed development or elicit input from Westminster residents. I would strongly urge yourself and City planners to reconsider the decision not to have a community meeting to address this specific proposal. I would also urge you to hold a meeting during a time of the day that most working people are able to attend. 5 PM is too early a start for most folks in my neighborhood. If I recall, there was a large turnout at the first meeting, which started at 7 PM.*

However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

*Based on your earlier comment it does not appear that the DEIS is an appropriate conduit to express my specific parking concerns regarding the Potala proposal. Please correct me if I am wrong.*

An immediate concern for me is that the development proposes 324 units with 297 parking spaces. Based on my cursory investigation, one parking spot per unit seems to be a minimum standard in most densely populated cities. If this is the case, without sufficient on site and off-street parking, the logical option for residents in this proposed development will be to park on Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

The Potala application seems to be meeting Shoreline's parking regulations without requesting any reductions.

*Based on the "King County Metro: Right Size Parking Project Analysis Summary (6/6/13)", Shoreline's current parking standards are 1.2 spaces per studio unit, 1.5 for a 1 BR, 1.8 spaces for a 2 BR unit. Unless parking standards have recently changed, the Potala proposal falls far short of Shoreline's current parking regulations.*

It is a worthy science and art to determine the "right" amount of parking to require, since expensive structured parking weighs down development, not enough parking impacts neighbors, and there are so many environmental concerns with encouraging unnecessary auto use (you can Google "high cost of free parking" to read more).

*Yes, I am aware that parking requirements place a burden on the developer. However, the proposal seems to place an unfair burden on Westminster residents living on Linden Ave. if the parking spaces proposed in the Potala permit application are approved.*

You might find it interesting to look at King County's [new web tool for calculating parking](#). It is a cutting-edge tool that takes into account parcel-specific factors such as area density, jobs, transit, etc. The tool shows the base unbundled (i.e. parking not included in rent) ratio at 0.95 for the Denny's triangle parcels (very close to your 1.0/unit estimate), but when the unit mix of Potala's 325 units is entered (lots of small units, FYI) it shows an unbundled ratio of 0.84 (273 stalls). This tool, at least, indicates that the project's parking demand is within the acceptable range. Interestingly, the website recognizes that less stalls are required if the project charges for parking on top of the rent (unbundles the parking), which I am confident Potala plans to do.

*Denny Triangle parcels in the heart of downtown Seattle to suburban Shoreline is not an adequate comparison based on average motor vehicle ownership, population density, zoning, travel to amenities, entertainment, shopping and parking requirements. I was a real estate appraiser years ago and I know a little about comps.*

*Thanks for the recommendation on King County's parking calculation tool. I used it and derived a different value than what you quoted. I attached a screenshot of the model's result of 1.22/unit for bundled and 1.01 for unbundled. This only confirms my concern regarding the inadequacy of the 273 parking stalls proposed. Based on the King County parking calculator, again Potala falls short in providing adequate parking by 122 spaces (395 vs. 273) for bundled and 54 spaces for unbundled.*

*Of note, I examined the King County parking model closely and discovered that it does not take into account a critical variable present at the Potala location. The model assumes that parking options are uniform surrounding a plot being evaluated in the model. The area surrounding Potala is quite the opposite of "uniform" with commercial activity dominating the surrounding area, except the small Westminster Triangle neighborhood.*

*Unfortunately there is no ability in the model to adjust for on-street parking availability in the "location variables". In the case of the Potala proposal, **the most likely parking option for the inevitable overflow of cars would be to the South on Linden Avenue. There appears to be no other practical options to the North, East or West. For these reasons I would argue that this lack of parking options indicate that there will be an even greater impact on the Westminster Triangle than what the King County parking model seems to indicate.***

Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

Many other questions arise. Will there be retail on the first floor as previously mentioned? If so, what are the plans to accommodate parking for customers?

No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept design](#)). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

*Shoot! I was hoping for a cool little Italian restaurant to open within walking distance.*

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

Since the application is compliant with our zoning, I don't believe the residents can influence the scale or parking. However, as I've noted above, perhaps WT residents can collaborate with the City to come up with ways to better manage right-of-way in the WT, especially if it proves to be a problem in the future.

*That's unfortunate that we have no influence on a project that will negatively impact the neighborhood if approved as written.*

*What is preventing the City from enforcing it's own parking requirements?*

How are businesses at Aurora Square reacting to the proposed development?

They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

*Since the businesses at Aurora Square will be the ones to benefit the most, perhaps they can take responsibility for overflow parking. The parking lot at Aurora Square, especially in front of Sears, is underutilized and could provide a practical solution for overflow parking from Potala. Seems fair that those who would benefit most share most of the burden. Thoughts?*

What percentage of the units are designated for low income residents; seniors or other special populations?

None are required, but I anticipate that Potala will take advantage of the 12-year Multifamily Property Tax Exemption program that the City offers that requires that 20% of the units be "affordable," which is defined in our code as what many would characterize as "workforce" levels.

What will this building look like?

We have received initial renderings as part of the application, and they are available for review at City Hall. Briefly, five stories of wood construction over two stories of parking/amenities (the latter is partially below grade). I would characterize the architectural style as modern with lots of straight lines, rectangles, and splashes of bold color. Caron Architect is the designer, and they have [examples online](#); from what I can see, Potala appears similar to their other work.

What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

*Thanks Dan. I very much appreciate your willingness to engage in conversation and I hope it continues. I know there is an amicable solution out there that has yet to be identified.*

*Take Care,*

*-John Ramsdell*

*Westminster Triangle Resident*

On Mon, Dec 29, 2014 at 12:12 PM, Dan Eernisse <[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)> wrote:

Mr. Ramsdell --- Rosie passed along your thoughtful letter (below), and since I'm one of the few that is working this week and Aurora Square so near and dear to me, I thought I'd take a minute to respond to your letter. However, please note that I'm not a planner (I'm the Economic Development Manager). The Planners may have more formal comments to add. I did copy Steve Szafran, who is a planner working on the Planned Action Ordinance referenced below, as I believe that your comments on this project also have relevance for the Planned Action.

Rosie -- Thanks for forwarding this letter to me, and please feel free to pass along this email as you think appropriate.

Paul -- When you return from vacation I'd appreciate you filling in any pertinent information for Mr. Ramsdell.

Cheers,

**Dan Eernisse**

**Economic Development Manager**

[206-801-2218](tel:206-801-2218) (o) [206-391-8473](tel:206-391-8473) (m)

**From:** Rosie O'Brien-Ochs  
**Sent:** Monday, December 29, 2014 10:19 AM  
**To:** Paul Cohen  
**Cc:** Dan Eernisse  
**Subject:** FW: two building permits in Westminster

**From:** John Ramsdell [<mailto:johnmramsdell@gmail.com>]  
**Sent:** Wednesday, December 24, 2014 12:16 PM  
**To:** Rosie O'Brien-Ochs  
**Cc:** Brianne Zorn; Jennifer Rothwell; [richardsherry1@comcast.net](mailto:richardsherry1@comcast.net); Michele Moyes [cookhousecat@aol.com](mailto:cookhousecat@aol.com); Krista Tenney (HTNA) ([tenney@earthlink.net](mailto:tenney@earthlink.net)); Scott Shiebler  
**Subject:** Re: two building permits in Westminster

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

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Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

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Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

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What percentage of the units are designated for low income residents; seniors or other special populations?

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What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

Happy Holidays Everyone!

- John Ramsdell

On Tue, Dec 23, 2014 at 4:01 PM, Rosie O'Brien-Ochs <[robrien-ochs@shorelinewa.gov](mailto:robrien-ochs@shorelinewa.gov)> wrote:

Hi Brianne and All,

I wondered if you would post this information on Westminster's Nextdoor site and share with neighbors so that as many residents as possible can be aware of this meeting. I know 56 residents will receive a mailing notification to their homes, so between your nextdoor and the mailings, I am hoping those who care will be able to attend and get all of their questions answered. I am also sharing with Highland Terrace, as the apartment complex will probably feed some traffic into their neighborhood. Krista and Scott, please share information in every way you can think of. Thanks!

Rosie O'Brien-Ochs

City of Shoreline Neighborhood Coordinator

17500 Midvale Avenue North

Shoreline, WA 98133-4905

[\(206\) 801-2256](tel:(206)801-2256)

--

Brianne Zorn

Kruckeberg Botanic Garden Foundation

[www.kruckeberg.org](http://www.kruckeberg.org)

206-546-1281 x20

KBG and MsK Nursery

Hours: Friday, Saturday, Sunday | 10 am - 5 pm

20312 15th Ave NW, Shoreline, WA 98177

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Brianne Zorn  
Kruckeberg Botanic Garden Foundation  
[www.kruckeberg.org](http://www.kruckeberg.org)  
206-546-1281 x20

KBG and MsK Nursery  
Hours: Friday, Saturday, Sunday | 10 am - 5 pm  
20312 15th Ave NW, Shoreline, WA 98177

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From: [deernissee@shorelinewa.gov](mailto:deernissee@shorelinewa.gov)

*You received this message because the sender is on your allow list.*

**From:** PCD  
**Sent:** Monday, January 05, 2015 12:57 PM  
**To:** Dan Eernisse; Rachael Markle; Paul Cohen  
**Subject:** FW: Potala

Rachael,  
Not sure if your email address was correct in the original email.

Dan,  
They mentioned Economic Development in the email below.

Thanks!

-Jarrod

**From:** John Ramsdell [<mailto:johnmramsdell@gmail.com>]  
**Sent:** Monday, January 05, 2015 12:28 PM  
**To:** Kimberly Lehmborg; PCD; [rmarklet@shorelinewa.gov](mailto:rmarklet@shorelinewa.gov); Steve Szafran; Juniper Nammi; Rosie O'Brien-Ochs  
**Subject:** Potala

Hi Kim,  
Thank you for your earlier reply to my email from last week. I want to provide you with a quick update of the neighborhood's sentiment on the Potala development. I am including Rachael Markle, Juniper Nammi, Steve Szafran and Rosie O'Brien-Ochs in this email.

I canvassed part of the Westminster Triangle neighborhood near Potala over the weekend collecting signatures for a petition requesting a community meeting on the Potala proposal. Of the thirty three signatures collected, only three residents reported receiving notification of the December 2, 2014 meeting. Apparently I was not the only person who did not receive notification, despite contrary claims.

5-1

In addition to the thirty-three signatures collected over the weekend while going door- to-door, Twenty-Five residents signed an electronic petition distributed on Facebook and Next Door requesting a meeting on the Potala development. There is growing concern and support for a meeting among Highland Terrace residents as well.

Most of us, including me, are supportive of the Denny's lot being developed and the overall mission of the Aurora Square CRA. However, many residents are concerned with overflow parking on Linden Avenue and increased traffic in the neighborhood as a result of inadequate parking designated for Potala.

5-2

It would be a wonderful opportunity for all concerned to have a community meeting to hear what Planning and Community Development Services, Dargey Enterprises Inc. and the Economic Development department plan to do to mitigate the likely impact on the neighborhood as a result of the Potala development.

5-3

I would appreciate any advice or assistance you or your colleagues may be able to lend to facilitate such a meeting.

Sincerely,



John Ramsdell

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To: [lisa@berkconsulting.com](mailto:lisa@berkconsulting.com)      [Remove](#) this sender from my allow list  
From: [deernissee@shorelinewa.gov](mailto:deernissee@shorelinewa.gov)

*You received this message because the sender is on your allow list.*

**From:** [grhilborn@comcast.net](mailto:grhilborn@comcast.net) [<mailto:grhilborn@comcast.net>]  
**Sent:** Tuesday, January 06, 2015 7:54 AM  
**To:** Paul Cohen; [swintead@shorelinewa.gov](mailto:swintead@shorelinewa.gov); Chris Eggen; Keith McGlashan; Will Hall;  
[dmcconell@shorelinewa.gov](mailto:dmcconell@shorelinewa.gov); Jesse Salomon; Chris Roberts; Rachael Markle; Steve Szafran; Dan Eernisse  
**Subject:** Potala neighborhood meeting notice

Dear Mr. Cohen, Mayor, City Council Members, Mr. Eernisse, Ms. Markle and Mr. Szafran,

We live at 840 N 153rd Pl (corner of N 153rd Pl and Linden) in Westminster Triangle neighborhood and did not receive any notice of a neighborhood meeting for the Potala apartment development. We definitely would have attended, just as we attended the neighborhood meeting for the project proposed for the China Buffet property along Westminster Way and for the short plat going on up the street from us.

6-1

These meetings are critical for community input and concerns.

We are mainly concerned about lack of sufficient parking at both of these projects and that it will overflow into our residential neighborhoods and also the traffic impacts from the increase in residents.

6-2

Please have the developer conduct a neighborhood meeting and it should include a much wider mailing range than just 500 feet (the minimum required in the code) as this development will affect the entire surrounding areas of Westminster Triangle and Highland Terrace Neighborhoods and really all of the Aurora area from 145th to 175th.

6-3

We look forward to hearing from you regarding this concern.

Sincerely,

Greg and Ruth Hilborn  
840 N 153rd Pl  
Shoreline, WA 98133  
206-362-5263

---

Total Control Panel

[Login](#)

To: [lisa@berkconsulting.com](mailto:lisa@berkconsulting.com) [Remove](#) this sender from my allow list  
From: [deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)

*You received this message because the sender is on your allow list.*



1/27/15

Planning Commission Shoreline City Hall  
17500 Midvale Avenue N  
Shoreline, WA 98133

Re: **Comment on Draft Environmental Impact Statement for the Aurora Square CRA -**  
Zoning Code required step back requirements

Dear Planning Commissioners,

I'm a development manager working to purchase and entitle a piece of land located in the Aurora Square Community Renewal Area, for the purpose of constructing market rate apartment homes. Our triangular shaped parcel(s) is locally known as the Westminster Triangle, and borders on Aurora Ave, Westminster Way N and 155<sup>th</sup> street. Due to the odd shape of the parcel we have various spatial inefficiencies we are striving to overcome. I wish to provide comment on the DEIS for the Aurora Square CRA in an effort to remedy some our difficulties with this parcel.

We are asking for your consideration to eliminate a Transition Area requirement (SMC 20.50.021) burdening our project with a 30' step back requirement along the 155<sup>th</sup> street frontage. Our property is zoned Mixed Business, the properties across the street are zoned R4. The 155<sup>th</sup> street right of way width varies between 115'-195'. This step back requirement is most appropriately applied to commercial projects across from residential areas with much narrower (i.e. 60') right-of-way widths, where the impact of scale is more significant. We seek to have the step back requirement deleted for properties in the Aurora Square CRA, when abutting major arterials such as 155<sup>th</sup> street.

Our recommendation is a change to the code, implemented through adoption of the Aurora Square CRA Planned Action Ordinance, which would eliminate the transition area. This change would only apply to the Aurora Square CRA. Such a change allows for more efficient use of our property and achieves the goals of the Aurora Square CRA Renewal Plan. We hope to start construction this summer on this exciting new project.

Thank you for the work you do.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Rasmusson". The signature is fluid and cursive, written over the printed name.

Dan Rasmusson  
Development Manager  
Dargey Development

7-1

Ruoxi Zhang  
2354 NE 94<sup>th</sup> Street  
Seattle, WA 98115  
[Ruoxi3@gmail.com](mailto:Ruoxi3@gmail.com)

January 28, 2015

Planning Commission, City of Shoreline  
17500 Midvale Avenue North  
Shoreline, WA 981333

Re: Comments on Draft Environmental Impact Statement for the Aurora Square CRA – Request for Departure from Setback Requirement or Code Modification

Dear Planning Commissioners,

I am the owner of the property located at 15323 Westminster Way N within the Aurora Square CRA. I am working on a multifamily mixed-use development for this property. The purpose of this letter is to provide comments on the DEIS for the Aurora Square CRA and to request the Commission to allow a departure from the existing code's transition requirement or, in the alternative, a limited code modification, to achieve a successful and sustainable development of this project.

During the neighborhood meeting when we shared our proposed plan to the community, the main comments we received included praise for our proposed site plan and requested to not develop this site as an exclusive low-income development. According to the City of Shoreline CRA vision, the City expects Aurora Square's economic renewal to deliver multifaceted public benefits. The adopted CRA plan states, "the City is empowered to partner with private enterprise to encourage 21st century renewal." As a socially and professionally responsible developer, my team and I seek to complete a sustainable development for this site that is in line with this vision and can meet today's urban development goals: economic viability, social equity and ecological sustainability.

8-1

The existing City Code imposes a transition area requirement (SMC 20.50.021) that burdens our project with a total 40' setback and step back for 180' along Westminster Way for this 150' wide lot because it is across the street from R4 zoning. We understand the purpose and benefit of setback and step back requirements when a proposed commercial building abuts or is close to a residential area with a regular pattern of residential streets. However, because the residents on the other side of Westminster Way N are separated by a very wide (110 - 125') and busy arterial and are protected by well-planted trees and slopes, the burdensome transition requirements will not add value. Instead, these requirements will restrict the design of the building and will reduce our flexibility to develop a property that meets the needs of a variety of incomes and ages. This transition requirement conflicts with the CRA and sustainable development goals of land use efficiency and community benefits in Aurora Square.

8-2

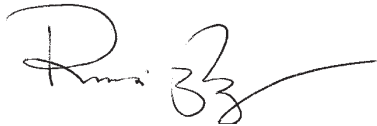
Aurora Square is an old commercial district with an inadequate layout that the City has acknowledged needs to be renewed. The “Planning and Zoning” paragraph of the adopted CRA plan states, “With a CRA, a city can use its resources to master plan private property or create a special district with unique rules.” We request that the development in the Aurora Square CRA be allowed to depart from the existing transition requirements as a “unique rule” pursuant to the CRA, the council approved special district. This departure is necessary for the development of my property to fulfill the goals of the CRA master plan. Further, similar special rules are frequently practiced in the development of downtown and other special districts in City of Seattle. In the alternative, we request a code modification to eliminate the transition area to apply to the Aurora Square CRA only.

8-2  
Cont.

We believe that departures from the transition requirements in this case would result in an Aurora Square CRA development that better meets the intent of adopted design guidelines.

Thank you for your attention and consideration.

Sincerely,



Ruoxi Zhang  
Property Owner,  
15323 Westminster Way N  
Shoreline WA 98133

**From:** [Plancom](#)  
**To:** [Donna M. Moss](#); [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Keith Scully](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#)  
**Subject:** FW: Aurora square PAO  
**Date:** Thursday, January 29, 2015 4:16:28 PM

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-----  
**From:** Dave LaClergue[SMTP:D\_LACLERGUE@YAHOO.COM]  
**Sent:** Thursday, January 29, 2015 4:16:18 PM  
**To:** Rosie O'Brien-Ochs; Plancom; Steve Szafran; Dan Eernisse  
**Cc:** johnmramsdell@gmail.com; Brianne Zorn; Jennifer Rothwell (jennifer\_rothwell@comcast.net); Michele Moyes cookhousecat@aol.com; Richard Sherry (richardsherry1@comcast.net); norton; Krista Tenney; Scott Shiebler; Keirdwyn Cataldo; cindirob@uw.edu; Paula Rogers; slaclerg@gmail.com; Gillian  
**Subject:** Aurora square PAO  
**Auto forwarded by a Rule**

Dear City of Shoreline Planning Commissioners and staff:

I'm a resident at [15038 Dayton Avenue North](#), one block west of Aurora Square, a regular shopper at Aurora Square businesses, and a participant in the Highland Terrace Neighborhood Association. Thank you for considering the Aurora Square Planned Action Ordinance. The potential for good, thoughtful redevelopment on this underutilized property is exciting, and neighbors appreciate the City's hard work to date on developing a vision and adopting the CRA.

I'm unable to attend your meeting [tonight](#), but as an interested neighbor and a professional planner, I'd like to share some comments. After reviewing the EIS and the draft legislation, here are my impressions:

Positive aspects of the proposal

Increasing commercial and residential density on the site would be a win for the neighborhood and for Shoreline. Aurora Square is a great location to accommodate new homes, jobs, and amenities for Shoreline and north Seattle. It's easy to get to and well connected, and can be developed at a higher intensity with relatively few impacts to surrounding areas. Neighbors love the idea of this as a livelier place with other draws to complement our treasured Central Market!



9-1



· The proposed environmental strategies are generally good – low impact development stormwater management, a cycle track on 160<sup>th</sup>, new public open spaces, and increased permeability for pedestrians (“windows to the site”) are all great ideas. A few don’t seem to go far enough – see below.

9-2

· I like the idea of amending noise regulations to allow concerts and events after [10:30](#).

9-3

Areas of concern

· I see a lot of improvements for pedestrians and cyclists on the east and north sides of Aurora Square, but nothing about to the west and not enough about the south. Pedestrian circulation is bad in Highland Terrace because of very long blocks and few sidewalks. Aurora Square already compounds this by creating a very long barrier to east/west movement for Dayton pedestrians. As it densifies, there will be spillover trips on Dayton and Westminster, as noted by peak hour trip projections in the EIS. To help mitigate, provide more and better pedestrian connections to/from Dayton – stairs and/or paths that connect directly down to the commercial area would allow safer and more direct routes for people on foot.

9-4

· Similarly, the improvements on Westminster don’t appear to do enough to improve pedestrian safety. The stretch from Aurora Square up to Fremont and Dayton is very unsafe for walkers – no sidewalks, no street trees, and insufficient lighting. The planned action mitigation measures should fix this to mitigate the increase car load using Westminster in the future. (As far as I could tell, the recommended improvements on Westminster only extend from Aurora to 155<sup>th</sup> at the Central Market main entrance?) It also seems like Westminster would work better as a 3-lane arterial rather than a 4-5 lane arterial.

9-5

· Changing the sign code to allow moving text signs is probably fine, but please be careful to draft in a way that clearly does not allow digital image signs (“flat screen TVs”). The latter are distracting to drivers and aesthetically obnoxious. It is very difficult for municipalities to regulate what owners show on them – it’s leading to a lot of frustration in Seattle neighborhoods. I don’t think that’s what you’re proposing, but please be careful not to inadvertently allow them.

9-6

· The EIS identifies a wide range of possible mitigations. By necessity, the project planners will narrow this down into the required mitigations adopted as part of the Planned Action Ordinance. Please provide neighbors with an opportunity to review the draft proposal before transmitting recommendations to Council.

9-7

## ***Attachment C***

Thanks for your thoughtful approach to this project, and for considering the concerns I raise.

-Dave LaClergue

## **Attachment C**

From: Rosie O'Brien-Ochs  
Sent: Wednesday, February 04, 2015 9:54 AM  
To: Paul Cohen; Dan Eernisse; Kendra Dedinsky  
Cc: Rob Beem; Nora Smith; Debbie Tarry  
Subject: RE: Meeting

Good Morning, to all. I thought last night's meeting rendered solid, detailed questions and a reasonable discussion that was informing, for the most part. Paul and Kendra, thank you for coming and for your attentive responses. Many aspects of concerns were expressed by residents, primarily from Westminster Triangle. Here are my draft notes; I am sure some points were missed when getting more chairs or engaged in side conversations out of room, but these were my gleanings.

Paul, I will get the original sign in sheets from the meeting to you today. The bullet points in my notes are the issues that were documented on the flip chart at the beginning of the meeting.

Kendra, attached is John Ramsdell's contact information.

Rosie

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

From: Dan Eernisse  
Sent: Wednesday, February 04, 2015 9:26 AM  
To: Paul Cohen; Rosie O'Brien-Ochs  
Subject: Meeting

Sorry I just couldn't make it last night. Did it go well?

Dan Eernisse  
206.801.2218 w 206.391.8473 m

## February 3 Westminster Triangle Meeting Summary Notes

**Attendees:** 56 residents signed in; estimated additional 6 residents arrived late & may not have signed.

**Bullet points** represent issues/concerns that attendees identified as the reason they came to meeting

**Red text** represents comments made by residents regarding specific category

Black text following red text represents general response by City staff

- **Traffic concerns**

Concerns regarding foot traffic from SCC on 160<sup>th</sup>, and Dayton to Greenwood; also general concerns for safety of kids walking to school, SCC students walking to & from college. Response: Paul informed group that recently approved SCC master plan requires sidewalk improvements with any building additions.

Additional stated concerns about traffic improvements between proposed development at China Buffet and School for the Deaf, as well as height of apt. building (6 stories) and its impact on the school

Will traffic impacts be analyzed separately or together for these developments? Answer: Kendra informed group that the answer was both; each project will be considered on its individual application, but also the joint impact will be considered because of their proximity

- **Parking (lack of, and overflow into neighborhood)**

Potala: if 324 units and 303 parking spots, **where will visitors park?** With 324 units, not all studio or 1 bedroom, there could be as many as 500 occupants—where will they all park? Developers asked if they will charge for parking—“not planning to charge”

How did .75 parking code per occupant come to be accepted; questions raised about sample size of study, validity of the interpretation of the King County Metro study, upon which this ratio was based; Data from that report might suggest that Shoreline may have set its parking requirements too low in comparison to other nearby areas (Tukwila, Alkali, UW, Seatac, Kenmore....) Developer was questioned about his statement regarding the adequacy of parking in Dargery developments in other cities where less than one parking spot per tenant proved adequate for the tenant parking needs —“**Does this comparison or the King County Metro Study equate an apples to apples comparison?**”

- **Visibility (of Aurora Square from Aurora with a large Apt complex at the Denny lot?)**

- **Vegetation removal**

Concern state here was potential loss of trees

- **Storm water management**

- **Utilities**

- **Access to Linden Avenue**

- **Fire truck access to 6<sup>th</sup> story?**

- **Pedestrian and Wheel chair safety**

- **Air Pollution**

- **Public Transportation**

- **Impacts to property owners (real estate value loss?)**

- **Crime Up with high density multi-family structures?**

10-1

10-2

10-3

Cited 143<sup>rd</sup> & Greenwood “Tressa” units in Seattle as example where “crime has gone up” traffic accidents have increased, and pedestrians are in more danger

- Recreation and open space
- Schools (impact)

Dayton is boundry line for district-any students would go to Parkwood, not Highland Terrace

- Notification issues about these developments
- Property Tax exemption for developers (12 year)—why was this approved

Suggestion from resident that this deferral transfers costs of development from developer to residents. Feelings expressed that when economy was bad, it made sense, but now that economy is turning around, **why keep this provision operant?** Answer: Paul explained that this measure had been passed to stimulate growth and now that was beginning to happen; since we are not far enough in to economic recovery yet, exemption remains available. If/when it is determined that the recent recovery signs are not just a blip, the need for this exemption will be re-evaluated

- Reasoning behind high density push?

**What is the Management Plan for density push?** Who is responsible for oversight of that plan?

One resident stated they had read the DEIS for CRA and it proposes 2, 200 residential units within that small area. Multiple concerns were stated about the current arterials (Aurora, Westminster, Dayton, Greenwood) being unable to support such growth safely)

**Who made the decision to build these two developments here?** Answer: Property Owners filed permit application and City is reviewing those permits. All aspects of concerns (environmental, traffic, pedestrian safety, etc.) will be reviewed, public comments considered and factored into discussions with developers.

- Low income housing stats
- Building height
- Retail space (lack of)
- Effect of high density on current City of Shoreline culture
- Long term vision for Shoreline—what is it?
- Information about all proposed developments from 145<sup>th</sup> to 155<sup>th</sup>
- Are these developments a “done deal”?
- Exemptions, if any?
- What control/input options do we (residents) have?

Paul & Kendra encouraged group to submit public comment in person, by mail or by email; he also let them know that that the January 29<sup>th</sup> meeting before Planning Commission was not recorded due to technical issues and thus has been rescheduled for March 5<sup>th</sup>; and that there will be a hearing on CRA on March 30. He also offered to meet with individuals and/or small groups by appointment at City Hall and encouraged residents to inform city staff about the specific details of their concerns because they know their neighborhoods the best and can inform the planning process of impact factors that might not come out in other formal planning processes.

10-3  
Cont.

10-4

10-5

10-6

10-7

10-8

10-9

Steven Szafran, AICP, Senior Planner  
City of Shoreline Planning & Community Development Department  
17500 Midvale Ave N  
Shoreline, WA 98133  
[sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov)

RE: DEIS for the Aurora Square Community Renewal Area

After reviewing the Aurora Square Planned Action Draft Environmental Impact Statement posted on the City of Shoreline website, I would urge the Planning Commission adopt the *Phased Growth* (moderate level of development which includes up to 500 dwelling units and up to 250,000 square feet of retail and office space beyond present development space) alternative.

11-1

I have several concerns / questions with statements in the DEIS that I ask become part of the Public Hearing Record :

- **Transportation :**

Page 1-7 (and 3-56/65) reference "2030 PM Peak Hour" traffic volumes. This needs to be clarified. Are the Levels of Service (LOS) actually based on traffic volumes at 8:30PM? If so, this would seem to be a totally inaccurate traffic study. I would hope that a traffic study that incorporates current and projected peak volumes, Monday through Friday as well as current and projected volumes on weekends would be submitted to the Commission and incorporated into the overall CRA design.

11-2

Two building permit applications (122979, 123038) were submitted for apartments in the CRA totaling 530 units. Will the existing traffic study for the CRA be revised to include these developments?

11-3

Construction impacts noted on Page 1-8 include "detour" routes. Will any of these detours be routed through existing residential neighborhoods?

11-4

- **Zoning :**

Page 3-21 shows "Maximum building height for any use in the MB zone is 65 feet. *MB regulations limit heights directly across street rights-of-way from R-4, R-6, or R-8 zones to 35 feet for 10 feet horizontally from the required building setback and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height allowed (SMC 20.50.021).* There are additional density bonuses available for multifamily residential buildings up to a maximum of 50 % above the underlying base density when affordable housing units are provided as part of the development (SMC 20.40.230)". With the existing R4 classification for the Westminster Triangle Neighborhood, how can the proposed Potala development be 65 feet tall?

11-5

- **Noise Standards :**

I DO NOT agree with the proposed change to the City noise regulations. Any outdoor entertainment / concerts should be limited to 10P Sunday through Thursday, and 10:30P Friday and Saturday.

11-6



I would also like to see wording within the noise regulations regarding decibel levels. An acoustic performance is drastically different than an electronic or orchestral performance and appropriate levels should be set for each type of outdoor / open air performance.

11-6  
Cont.

- **Signage :**

Can the proposed pylon signage requirements (LED, neon, digital, etc) have time of day limitations so that the signs are dimmed or turned off in the late evening hours to help with the light pollution that will affect the surrounding residential areas?

11-7

Will the existing signs in various areas of the CRA be grandfathered or will they be removed?

- **Access To/From the CRA:**

The DEIS mentions the possibility of removing the "slip" lane from Northbound SR 99 to Westminster. Isn't that spur designated a Truck Route by the State of Washington? If it is closed, what is the impact of trucks having to turn at 155<sup>th</sup> and again at Westminster? Is the turning radius adequate?

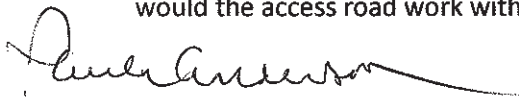
11-8

If a second left turn lane from SR 99 at 155<sup>th</sup> is added, how will the traffic lights be monitored so that cars will not be blocking the intersection if there is a bottleneck going into the Aurora Square property?

11-9

The DEIS mentions the possibility of a turn at "156<sup>th</sup>". Currently there is no through street from SR 99 to 156<sup>th</sup>. What would be the benefit of a third traffic light between 155<sup>th</sup> and 160<sup>th</sup>? How would the access road work with the proposed Potala development?

11-10



Paula Anderson  
722 N 148<sup>th</sup>  
Shoreline, WA 98133  
206-363-2627

**Lisa Basher**

---

**From:** Plancom [plancom@shorelinewa.gov]  
**Sent:** Thursday, March 19, 2015 8:02 AM  
**To:** Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com  
**Subject:** FW: Public Comment letter DEIS CRA  
**Attachments:** CRA DEIS letter.docx

-----  
**From:** [grhilborn@comcast.net](mailto:grhilborn@comcast.net)[SMTP:GRHILBORN@COMCAST.NET]  
**Sent:** Thursday, March 19, 2015 8:02:15 AM  
**To:** Steve Szafran; Plancom  
**Cc:** Hilborn, Greg  
**Subject:** Public Comment letter DEIS CRA  
**Auto forwarded by a Rule**

Please include our letter (here in the e-mail and as an attachment word document) as part of the public comments for the DEIS for the CRA.

Thank you,

Greg and Ruth Hilborn

840 N. 153<sup>rd</sup> Pl.

Shoreline, WA 98133

March 18, 2015

City of Shoreline Planning Commission

Steve Szafran, City of Shoreline

Re: DEIS for the CRA

Dear Planning Commission Members and Mr. Szafran,

We have lived in the Westminster Triangle Neighborhood for 28 years and are very concerned about the Draft Impact Statement for the CRA.

Our main concerns are:

1. **Lack of required parking for residents of the apartments.** We are concerned that they will park along the streets of Linden Ave. N. and N. 153rd Pl. instead of on their property. These streets are too narrow for parking on both sides and would create a danger to all residents and limit access to our homes and off street parking us. If parking is not increased to provide sufficient parking for the new buildings then there will need to be restrictions on parking in our neighborhood - such as no overnight parking, resident parking permits, etc. and parking enforcement officers will need to be hired by the city. This will be the same problem as in North City and other projects.

12-1

2. **Traffic** - increase in "cut through" in our neighborhood, due to back up on Westminster Way and 155th streets, increase in cars searching for parking.

12-2

3. **Access to our neighborhood** - possible need for traffic light at N. 153rd Pl/Westminster Way and also at Linden Ave N/N 155th so we can get in and out during high volume traffic times.

12-3

4. **Closing or minimizing Westminster Way exit** southbound off of Aurora Ave N. This roadway performs as a "relief valve" for southbound during morning rush hour and other times and is truck route to Greenwood and Ballard communities. It will cause a "bottle neck" starting at 155th which will cause major back ups on Aurora from cars trying to turn right. This back up will then cause commuters to use side streets, such as Fremont, Greenwood, Dayton, Carlyle Hall Rd. and NW Innis Arden Way. We don't need higher volumes of traffic especially around the new Shorewood High School and the expanding Shoreline Community College.

12-4

5. **Connection, communication, consideration** needs to be taken for all west side Shoreline projects and how they will affect each other, not just within 500 feet of project.

12-5

A. Shoreline CC upgrade/expansion

- B. Point Wells
- C. Sears/CRA
- D. Apartment Developments along Westminster.
- E. Aurora Corridor completion
- F. New Shorewood High School

12-5  
Cont.

**6. Protection of our Westover Community Club private parks.** As a board member of the Westover Community Club we are greatly concerned that the influx of residents from these developments will attempt to use these private parks as public spaces and they are not. They are paid for and maintained by the approximately 55 homeowners surrounding the parks as deeded by William Boeing in the early 1950's. We are now being forced to fortify our security by adding fencing and locked gates.

12-6

**7. Possibly drainage variance** is grossly unfair to those other projects that have had to follow code and pay for and provide on site retention systems, such as the ones required by the city to be installed at Shorewood and Shorecrest High Schools.

12-7

**8. Keep noise ordinance as it is** – there are residential neighborhoods surrounding Aurora Square and we can hear the small bands playing at Central Market let alone larger events.

12-8

**9. We urge you to recommend limiting the CRA to 500 units** – which will be about at that limit with the two apartment developments that have already been applied for permits. Do not allow up to 1000 as it will create a huge area of apartments, not the retail, business, movie theater type area that the CRA is supposed to be aiming for.

12-9

**Please seriously consider our concerns. They are echoed by many of our neighbors and other Shoreline residents, many as far north as Richmond Beach and even Edmonds and Mountlake Terrace.**

**We also request a copy of the decision once it has been made.**

Sincerely,

Greg and Ruth Hilborn

206-362-5263

[grhilborn@comcast.net](mailto:grhilborn@comcast.net)

Lisa Basher

**From:** Plancom [plancom@shorelinewa.gov]  
**Sent:** Thursday, March 19, 2015 11:53 AM  
**To:** Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com  
**Subject:** FW: Aurora Square CRA Public Comment - Addendum  
**Attachments:** download.pdf

-----  
From: Debbie Kellogg[SMTP:KELLOGG.DEBBIE@GMAIL.COM]  
Sent: Thursday, March 19, 2015 11:52:38 AM  
To: Plancom  
Subject: Aurora Square CRA Public Comment - Addendum Auto forwarded by a Rule

In addition to the comments I submitted last night, I would like to point out that the City has been remiss in CONSULTING with the tribes and WSDOT (rather than simply noticing them on the SEPA EIS) concerning the Martinez case regarding NW Indian Tribes and the culvert case.

13-1

Aurora is a State Highway of Significance and Westminster Way as a truck route is part of Highway 99. The City has maps showing that Boeing Creek has been a system of culverts under Highway 99 (Aurora) as shown in the maps they have attached in the DEIS and in the map I included in my previous comment. In this case:

<http://futurewise.org/action/CLE-presentations-green-meets-blue/Stay%20Treaty%20Rights%20Presentation%20handout.pdf/>

13-2

it is clear that Futurewise strongly advises that these culverts be removed. Futurewise has been a partner with the City in the 145th and 185th light rail station community councils and the PSRC, so clearly the City values their input. Therefore, it is incumbent upon the City to take the recommendations of Futurewise to consider the proposed stormwater mitigation I proposed in daylighting the relevant sections of Boeing Creek along Westminster Way and 160th Street.



Lisa Basher

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**From:** Plancom [plancom@shorelinewa.gov]  
**Sent:** Thursday, March 19, 2015 5:16 AM  
**To:** Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com  
**Subject:** FW: Public Comment for the record - Aurora Square CRA  
**Attachments:** aurora square cra public comment.docx

-----  
**From:** Debbie Kellogg[SMTP:[KELLOGG.DEBBIE@GMAIL.COM](mailto:KELLOGG.DEBBIE@GMAIL.COM)]  
**Sent:** Thursday, March 19, 2015 5:15:50 AM  
**To:** Plancom  
**Subject:** Fwd: Public Comment for the record - Aurora Square CRA  
**Auto forwarded by a Rule**

----- Forwarded Message -----  
**Subject:**Public Comment for the record - Aurora Square CRA  
**Date:**Thu, 19 Mar 2015 05:02:57 -0700  
**From:**Debbie Kellogg <[kellogg.debbie@gmail.com](mailto:kellogg.debbie@gmail.com)>  
**To:**[plancom@shorelinewa.gov](mailto:plancom@shorelinewa.gov)

Attached are my comments for the public hearing on 3/19/2015

I would like to a summary:

There should a traffic modification to the site plan to protect the students of the NW School for the Deaf  
Final decision on the Aurora Square CRA DEIS should be held until the completion of the 145th St. Traffic Study  
SEPA was not done correctly, it was piecemealed by separating two project actions from the main project action  
Daylighting/Swale creation of Boeing Creek should be done to create a gathering space to address sedimentation, open space/park impacts, and surface water management  
Soils concerns have not been addressed and their impact on proposed development  
Traffic on 155th and its relationship to the 145th light rail station has not been addressed  
Westminster Way is a truck route as classified in the TMP/Comprehensive Plan, and as such, the DEIS is inconsistent with existing plans

13-3

Documents have not been attached as the email is too large to send, hyperlinks have been included my comments

**DEBBIE KELLOGG  
AURORA SQUARE CRA  
PUBLIC COMMENT**

**SEPA IS NOT TO BE CONSIDERED IN A PIECEMEAL FASHION**

It concerns me that the DEIS was issued separately from the RLD development at the Super China Buffet for a 160 unit multi-family apartment building on 12/31/2014 after the DEIS was posted on 12/3/2014. The staff asserted to the council that no SEPA was required when it was adopted in July 2013 and no public hearing or comment was solicited at that time. Without any notice a land use action notice was posted and written comments were requested just before the Christmas holidays. Then a second SEPA application is being processed separately for a 330 unit apartment building at the former Joshua Green site. Both of these projects are within the Aurora Square CRA and total 490 dwelling units, which is nearly 50% of the 1,000 dwelling units the staff has described for the Aurora Square CRA.

Several cases in Richard Settle’s Treatise on SEPA discuss where EIS must not piecemeal projects in isolation from complete environmental review, which is exactly what is happening here, largely due to the incompetence due to the staff intransigence in 2013 in denying the need to do SEPA. The community should not be subject to staff mistakes and negligence in refusing to perform their due diligence and serve the public as they are employed to do. Specifically, the case cited by Settle and the 2003 Department of Ecology Handbook is this one:

Cathcart - Maltby - Clearview Community Council v. Snohomish County, 96 Wn.2d 201, 634 P.2d 853 (1981)

Approved phased or "piecemeal" EIS. A "bare bones" EIS on a rezone for a large residential development is okay so long as more complete compliance is done for the later, more detailed approval stages

The non-project action should precede the project actions, they have been reversed in this process. As stated in the SEPA Handbook, “SEPA Rules do allow phased review under certain circumstances, as defined in WAC 197-11-060(5).” As usually stated in by the Washington State Department of Ecology in referring to SEPA, review should begin as soon as possible in order to evaluate alternatives and all environmental impacts.

**WESTMINSTER WAY TRUCK ROUTE**

The Transportation Master Plan (TMP) with all its amendments shows Westminster Way classified as a designated truck route where it exits Aurora (Hwy 99) at 160<sup>th</sup> until it reaches Greenwood. Aurora/Hwy 99 is a State Highway of Significance, which is the reason why the City was able to obtain the federal and state funding for the 3 mile Corridor. The DEIS has incorrectly classified it as principle arterial. The TMP has not been amended to remove its designation as a truck route, therefore, the Aurora Square CRA is inconsistent with the Comprehensive Plan as the TMP is incorporated by reference into the Comprehensive Plan.

13-4

13-5

Additionally, the Aurora Corridor EIS as approved by the Federal Highway Administration required a public process before the truck route was removed. As this plan is proposed, the DEIS pretends that the truck route removal has already undergone a formal public process for removal and the TMP was amended to indicate such action - BUT IT HAS NOT. The original Aurora Corridor EIS and highlighted the specific item in the 27 points required by FHWA.

13-5

The curbs at 155<sup>th</sup> and Aurora have not been designed to accommodate buses and tractor-trailer combinations, the public works department has discussed how to redesign the curbs and right hand lanes for southbound Aurora to safely allow trucks turning right but the staff has not included this as part of the mitigation for the Aurora Square CRA or any alternative. This should be considered as part of the removal of Westminster Way as a truck route.

**NORTHWEST SCHOOL FOR DEAF**

No provision has been made as required by federal law to include accommodation for the special needs of the deaf children in the site plan. At the present time there is cut through traffic from 160<sup>th</sup> to the west of Westminster Way to avoid the light, exiting near the NW School for the Deaf to the south of the light. Bollard or some other kind of closure of this driveway should be installed to prevent this cut-through traffic. In the 1960s this may have been adequate but it is not considered adequate to protect a federally protected class under the American with Disabilities Act or the Federal Rehabilitation Act in the present day.

13-6

The City of Shoreline Ethics Policy states that all citizens should be treated with respect and that Shoreline should be a safe and healthy place for people to live, work and play. The lack of attention in designing a site plan that would protect vulnerable students at one of the few schools in the state that serve deaf children demonstrate a blatant disregard for the disabled on the part of the staff and council; they should be ashamed for the inattention due to their focus on the almighty dollar.

**BOEING CREEK**

The headwaters of Boeing Creek are located in Darnell Park at 165th and Midvale as well as the Aurora Square CRA. As found in this report by WRIA 8 (of which the City of Shoreline has representation by an elected) found at this link:

[http://www.pugetsoundnearshore.org/supporting\\_documents/WRIA\\_8\\_LFR\\_FINAL.pdf](http://www.pugetsoundnearshore.org/supporting_documents/WRIA_8_LFR_FINAL.pdf) It clearly states at the beginning of the description of Boeing Creek on page 84 that:

13-7

The headwaters of Boeing Creek (08.0017) are in the Aurora Square commercial development, and the mainstem is tightlined through the developed area to the stormwater facility at Shoreline Community College...Urbanization within the Boeing Creek basin has resulted in the substantial increase of impervious surfaces (approximately 40 percent of the entire basin) and a corresponding increase in peak stormwater discharges (Boehm 1994). Boeing Creek is representative of many of the problems typically associated with urbanized stream systems: "flashy" storm flows, downcutting and erosion, sedimentation, embeddedness, loss of large woody debris, and decrease in size and number of large pools. Sedimentation is exacerbated due to the natural features of the subarea such as steep, unstable slopes and soils, and source bed deposits of sediments.

Urban development on the surrounding plateau of the Boeing Creek basin has removed the historic forest and most of the wetlands. These habitats historically stored water and released it over a longer period of time. Under historic forested land cover conditions there was almost no run-off produced except during very large storm events or rain-on-snow events (Booth 1991). The urbanization of Boeing Creek has resulted in impervious surfaces covering approximately 40 percent of the total land area (Boehm 1994).

The City of Shoreline Boeing Creek Basin Report

(<http://www.shorelinewa.gov/home/showdocument?id=5470>) indicates these species are present:

- Chinook (King) Salmon
- Coho (Red) Salmon
- Cut Throat Trout

13-7  
Cont.

The creek that is found at Darnell Park has a tributary that runs north along Midvale all the way north to 185<sup>th</sup> under the strip mall at Gateway Plaza. Originally this mall was intended to be a multi-family residential project, however, after soil borings and geologic studies were done, it was discovered that soil conditions would not support such a structure due to the high water table and the sandy, loose soil. As a result, after a street vacation was granted by the City, only a strip mall could be construction. Does this sound familiar? It is exactly what has been built on the northern edge of Aurora Square where Boeing Creek is a piped stream.

Furthermore, the Comprehensive Plan allows the development code to include surface water impact fees yet the DEIS fails to address this as a possible mitigation factor.

On the map included in the DEIS for the Aurora Square CRA, this stream can be seen in this map, it clearly shows the culverts along Westminster Way and 160<sup>th</sup>.



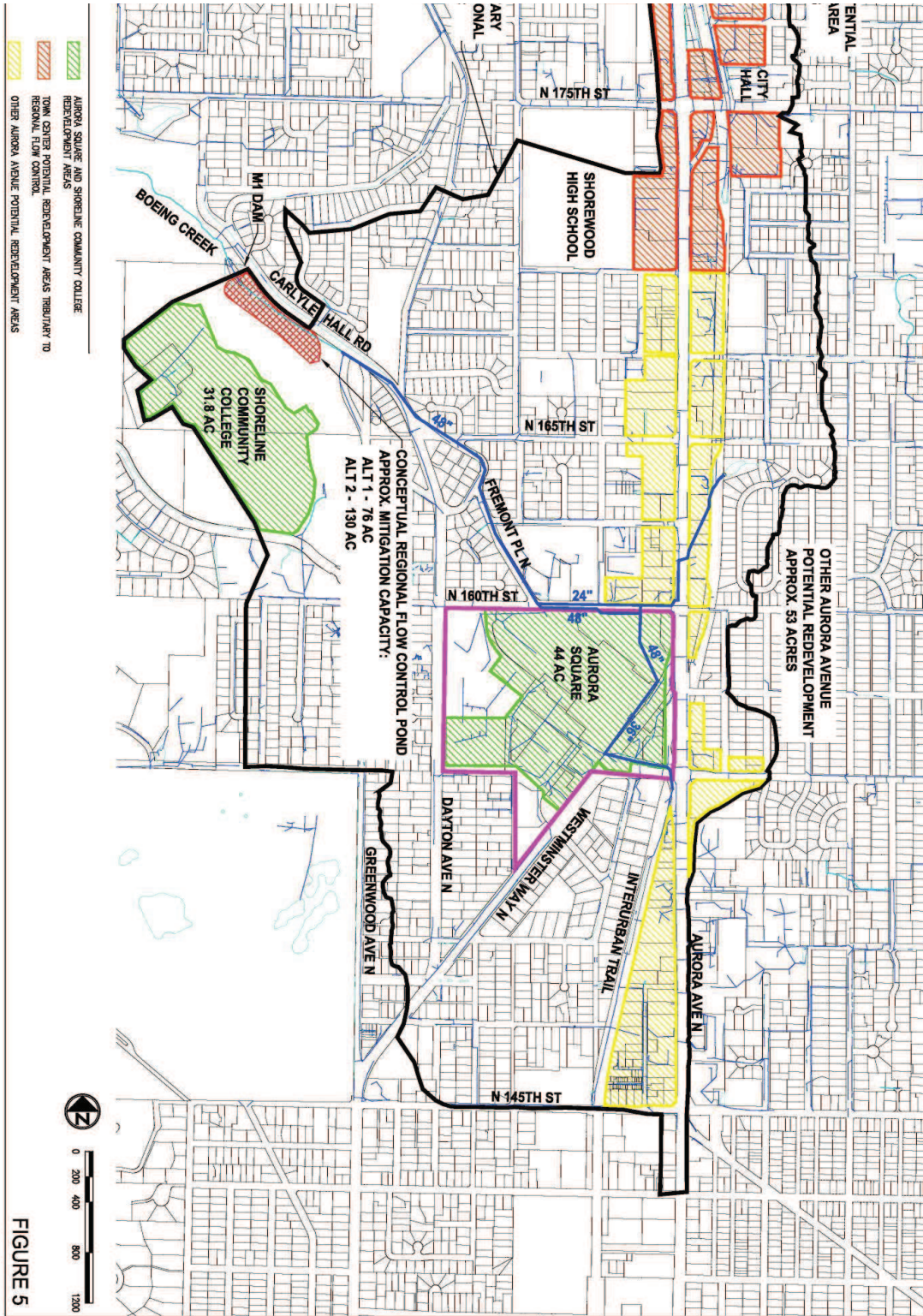


FIGURE 5

**REGIONAL FLOW CONTROL CONCEPT AND TRIBUTARY AREAS**  
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY

13-7  
 Cont.

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Table ES.1 List of Viable Alternatives

Alternative	Why?	Estimated Costs		
		One-time	Annual	Total (over 10-year timeframe)
Status Quo (keep dredging)	No-action alternative	\$0	\$54,000 (based on current annual average cost)	\$540,000
Cease Dredging	No-cost alternative	\$0	\$2,500 (outlet maintenance)	\$25,000
Remove Dam	Closest to "restoration"	\$600,000	\$8,000 (for 5 years of vegetation monitoring and maintenance)	\$640,000
Lower Outlet with Cessation of Dredging	Intermediate solution though likely not that effective	\$160,000	\$2,500 (outlet maintenance)	\$185,000
Upstream Flow Control*	Basin-wide benefits, possible very high cost	>\$10,000,000	Varies	>\$10,000,000

\* As redevelopment occurs, upstream flow control should be pursued to begin reversing stream channel degradation, which is the result of decades of urban development without stormwater flow control. The cost estimate shown is based on implementation of flow control across the basin at the level needed to reduce degradation. Incremental steps to control flow are worthwhile.

13-7  
Cont.

The upstream flow control referred to are located in the Boeing Creek segments in this table as piped stream segments BC10, BC11, and BC12:



TABLE 1.  
PHASE I DATA.

Reach <sup>d</sup>	Channel Type	Slope (%)	Fish Used for Ranking	Phase I Ranking	Impervious Area <sup>a</sup>	Modifications to Channel or Flow <sup>b</sup>	Riparian Breaks <sup>b</sup>	Section 303(d) listings <sup>b</sup>	Overall Level of Alteration <sup>a</sup>	Phase I Adjusted Ranking <sup>a</sup>
BC1	MGC	5.2	coho	Secondary	15	M	L	—	Moderate	Secondary
BC1A	E	2.0	coho	Secondary	15	M	L	—	Moderate	Secondary
BC2	HGC	7.1	coho	Negligible	23	H	L	—	High	Negligible
BC3	HGC	12.8	coho	Negligible	23	M	L	—	Moderate	Negligible
BC4	HGC	24.2	coho	Negligible	23	H	H	—	High	Negligible
BC5	HGC	11.4	coho	Negligible	23	H	H	—	High	Negligible
BC6	MGC	4.4	coho	Secondary	51	H	H	—	High	Secondary
BC7	MGC	4.3	coho	Secondary	51	H	M	—	High	Secondary
BC8	MGC	5.3	coho	Secondary	51	H	M	—	High	Secondary
BC9	HGC	2.7	coho	Negligible	51	H	L	—	High	Negligible
BC10	Piped									
BC11	Piped									
BC12	Piped									

13-7  
Cont.

The source can be found here:

[http://www.cityofmlt.com/cityServices/publicWorks/stormWaterDivision/pdf/54-stream\\_wetland\\_inventory\\_shoreline\\_2007.pdf](http://www.cityofmlt.com/cityServices/publicWorks/stormWaterDivision/pdf/54-stream_wetland_inventory_shoreline_2007.pdf) -- strangely enough, this report is found on the City of Mountlake Terrace more easily than on the City of Shoreline website.

Segment BC10 could be daylighted, Segment BC12 essentially is Darnell Park and the City of Shoreline has already invested surface water bond management project funds in addressing flooding issues at its location at N. 165<sup>th</sup> and Midvale. Daylighting or creating a large swale would implement the recommendation in the Hidden Lake report.

The City of Shoreline, three (3) months before the completion of the DEIS for the Aurora Square CRA had available the recommendation for the best possible alternative for the Hidden Lake Management Plan, which would be to daylight or create a large swale like the one at Thornton Creek development at the present Northgate Park & Ride and soon to be completed Sound Transit Light Rail Station.

What I propose is that a large swale as the centerpiece of a pocket park be developed in the NE corner of the Aurora Square CRA on the west side of Westminster Way, there are few public parks for recreation in the immediate area. A gazebo like structure like the one at Cromwell Park could possibly be used as a model and would serve as the proposed venue for outdoor concerts, holiday events, weddings, evening for the multi-family residents to relax and recreate at without using a motor vehicle or require taking a bus as described in xxxx.

There are grants available to facilitate this development from WRIA8 (of which the City of Shoreline is a member) and can be found here: <http://www.govlink.org/watersheds/8/funding/default.aspx>

Another funding opportunity is here, the NOAA Pacific Salmon Recovery Fund:

[http://www.westcoast.fisheries.noaa.gov/protected\\_species/salmon\\_steelhead/recovery\\_planning\\_and\\_implementation/pacific\\_coastal\\_salmon\\_recovery\\_fund.html](http://www.westcoast.fisheries.noaa.gov/protected_species/salmon_steelhead/recovery_planning_and_implementation/pacific_coastal_salmon_recovery_fund.html)

There are non-profits that can be partnered with in order to facilitate this project, the City staff needs to work collaboratively together between the economic development coordinator and the surface water management utility in the public work department to make it happen. A sample list of some of the non-profits the City could work together on daylighting the headwaters of Boeing Creek are:

- Wildfish Conservancy
- Save Our Wild Salmon Coalition
- Puget Sound Restoration Fund
- Marine Conservation Institute
- ForTerra

What I have proposed is consistent with the phased action plan that Council adopted for addressing the phased action plan on September 8, 2014 to address the Hidden Lake Sedimentation problem on a long-term basis given a rare opportunity to:

- restore salmon habitat,
- locate at the lowest point at the site where flooding occurs
- address the Hidden Lake sedimentation problem
- provide a recreational opportunity in a high density developed area while requiring no use of a car,
- allow Shoreline to adhere to its green principles, and
- create a gathering space consistent with the comprehensive plan goals

The DEIS identifies the need for additional open space and parks but provides no guidance on how to achieve this impact, I have proposed a way to mitigate both surface water and parks/open space impacts to the environment.

**WSDOT LOCATION**

Staff have proposed a parking garage at the present site where WSDOT presently has a parking lot. Over the protests of WSDOT, they have persisted in retaining this plan. WSDOT has plans to build a seismically safe building that will serve as a regional multi-county emergency service center for the Washington State Patrol (WSP) and WSDOT. In spite of the powers the City has invoked in the CRA for eminent domain, they cannot use them against the State of Washington when they have plans for an essential public service facility.

Furthermore, the staff has not presented a persuasive argument for the economic feasibility for a movie studio, sound stage, and attendant facility for the construction of sets at Aurora Square. With no experience and no consultation with experts in the field, they have estimated the cost to be \$1 million when in fact the cost is actually in the range of tens of millions of dollars. They also have not considered the truck traffic, the need to park these trucks, the trailers required, and the hotel/restaurant

13-7  
Cont.

13-8

accommodations required for talent to stay in while filming (these are not nearby, suitable accommodations are to be found in Downton Seattle).

About 30 years ago these facilities were constructed in Fremont and the venture failed. The University of Washington about that time closed their communications department and their film department because of the high cost of maintaining these programs, the technology quickly becomes obsolete and must be regularly replaced. With all due respect to the Shoreline Community College film and video program, it is not competitive with the Vancouver Film School in Canada, which has a very active commercial film and television industry based on companies out of Los Angeles.

13-8

My sister was a financial analyst at Warner Film, and the reason they used Vancouver, BC is due to the tax credits and other incentives they receive from the Province and Canada. Other states in the US provide generous tax credits and other incentives while Washington State provides none, making Washington very unattractive for major productions. The major news stations in the Seattle market have largely closed their shops to outside productions due to the large cost of maintaining the facility for anything other than news production. I have seen little evidence from the staff that they have thoroughly researched the highly competitive market in the development of a full service movie production facility, and suggest the planning commission and city council consider other economic development alternatives that would provide permanent, year-round employment at Aurora Square.

**JOBS CREATED**

No methodology or documentation for the number and type of jobs created is provided in the SEPA checklist. Detail as to whether or not these jobs are permanent, full-time jobs, temporary, project related jobs, the expected wages for these jobs is provided in the SEPA checklist. They appear to be pie in the sky number just pulled out of a hat numbers and completely unreliable.

13-9

**SOILS**

On the north border of Aurora Square, the piped stream is a clear indicator of the underground streams that are present. Additionally, Westminster Way regularly floods in any period of heavy rain and the Shoreline CRT staff has to respond to put hazard barriers out on the street to warn drivers of standing pools of water. The former Dairy Queen on the Joshua Green site where the 330 unit apartment complex is proposed used to regularly have plumbing problems because of the high water table.

13-10

During Phase I of the Aurora Corridor Project, the staff discovered as they designed the Interurban Bridge over 155<sup>th</sup> that the soils on the north side of 155<sup>th</sup> were inadequate on the west side of the corner of NW 155<sup>th</sup> & Aurora, they had to design the footings of the bridge in a North-South orientation as a result. I doubt that the developer of the property of the former Joshua Green property has done any soil borings or geologic studies at the site or they would have discovered this by now.

And why is that? My brother used to work for a geotech driller, they did a job at Aurora Square and it has wet, sandy soil at a great depth with a high water table due to the influence of the headwaters of Boeing Creek. A fairly prominent business member of Shoreline who grew up in Shoreline used to play in the pond, that eventually turned into a bog and then became the Joshua Green property also knows about the high water table. A retired Seattle Public Utilities engineer is familiar with the boggy, high water table along the low lying properties (i.e., Joshua Green and parts of the Sears parking lot) in the same area. Yet the staff persists in the belief that these same properties can support 4-7 story multi-

family residential structures with underground parking. No geotechnical studies have performed, which is why I proposed that at least some of these areas be repurposed as a gathering area to serve a triple purpose:

13-10

- address the sedimentation problems at Boeing Creek,
- manage surface water, and
- provide recreation

### 145<sup>TH</sup> STREET CORRIDOR STUDY

The light rail station at 145<sup>th</sup> is only 2.1 miles away via 145<sup>th</sup> yet no consideration has been given to how much traffic will be added to this route. Any decision on the Aurora Square CRA should be postponed until this study is complete. Additionally, the intersection at Greenwood and 145<sup>th</sup> has been identified by the public works department as a problem.

Another problem intersection identified by the public works department are along 160<sup>th</sup> and Greenwood, any reduction in traffic that was expected from construction of a dormitory at Shoreline Community College is gone as a potential as the Chinese investors who were going to build it have backed out. The proposed movie studio would have added traffic to 160<sup>th</sup> entering the site either via 145<sup>th</sup> and Greenwood and turning on 160<sup>th</sup> or transiting Aurora and entering via 160<sup>th</sup> and Dayton, yet no traffic study exists to reflect this traffic. The DEIS is incomplete and should be rejected as such at this time.

13-11

Another problem is that 155<sup>th</sup> is part of the 145<sup>th</sup> light rail network of arterials, SEPA requires all interrelated pieces to be integrated and traffic concurrency to be met. Yet the staff has decided that the light rail study end at Meridian and 155<sup>th</sup>, leaving out the blocks long stretch between Meridian and Aurora. This seems to be arbitrary and capricious. It is only 1.8 miles to northbound I-5 from Aurora Square to avoid the problematic intersection at I-5 and 145<sup>th</sup>, yet the staff has not analyzed this alternative route to both I-5 and the light rail station. If they are trying to foster light rail use, they should consider this traffic in their studies.

Finally, at the last team-building city council retreat, the public works department presented right-angle collision data for intersection on Aurora in support for red-light cameras and proposed locations on Aurora. The intersection with the highest frequency of right angle collisions on Aurora was at 155<sup>th</sup> and Aurora, yet this information was NOT included in the Aurora Square CRA. The staff has not presented a complete traffic study for the DEIS and needs to go back and present a better traffic analysis.

Preliminary review of collision data shows that there may not be a good location on Aurora for implementation of a Red Light Camera. From 2012 through 2014, there are few reported right-angle collisions along the Aurora corridor:

Location	Number of Right Angle Collisions (2012-2014)
AURORA AVE N & N 200TH ST - CITY SIGNAL (Currently under construction – recommend waiting to evaluate after signal is rebuilt)	8
AURORA AVE N & N 155TH ST - CITY SIGNAL	7
AURORA AVE N & N 175TH ST - CITY SIGNAL	4
AURORA AVE N & FIRLANDS WAY N & N 185TH ST - CITY SIGNAL	3
AURORA AVE N & N 160TH ST - CITY SIGNAL	3
AURORA AVE N & N 165TH ST - CITY SIGNAL	1

13-11



Alan Stay

## Indian Treaty Rights & Protection of Natural Resources

The comments of Alan Stay are his alone and are not necessarily the views of the Muckleshoot Indian Tribe

## Scope of treaty right asserted by Tribes in federal litigation

- The right to an allocation ultimately held to be fair share: 50% or a moderate living - Decided
- Access to usual and accustomed fishing grounds and stations - Decided
- Protection of the fish habitat - to assure there are fish to be caught and the needs of the Tribes met - Phase II/Culvert case
- Right of Tribes to manage their fisheries and to co-manage with the State generally and limits on State regulation of treaty fishing - Decided

## Habitat Protection – Prior Litigation

- In 1980, the district court for the Western District of Washington recognized a treaty right and protection of fish habitat. It held that the state must not degrade or authorize degradation of salmon habitat that interferes with “moderate living.”
- The Ninth Circuit at first limited this ruling to require “reasonable steps . . . to preserve and enhance the fishery,” but then vacated the ruling and declined to explore this right until a concrete dispute was presented.
- Tribes added to complaint in 1970 – knew without a vibrant habitat no fish and thus no right.

## Habitat Protection – Culvert Litigation

- In January 2001, tribes with treaty rights in Puget Sound and along the Washington coast filed an action claiming that culverts designed and maintained by the State violated their treaty rights by harming salmon habitat.
- The State study estimated that between 50 and 300 culverts significantly impair fish passage, the repair of which would result in a return of an additional 200,000 salmon.
- Easiest and perhaps most important thing can do – connect habitat, allow fish to spawn and develop

## Time Frame

- Treaties negotiated 1854-55
- US v. Washington filed 1970
- US v Washington decided 1974, 1979 (S.Ct.)
- Phase II began late 1970’s
- Phase II decided 1980, 1995
- Culverts case filed January 2001
- Summery Judgment 2007
- Injunction 2013

## Why Culverts?

- In 1997 State says 200,000 additional salmon would return to Western Washington with state culverts fixed.
- In 2001 State says would take up to 100 years to fix state owned barrier culverts
- Between 1991 and 2008 State fixed 9% of its barrier culvert – 218
- 2011 State report: 850 blocking culverts with significant habitat, 183 corrected to date – planned to correct 8 in 2011



## Culvert Case

- Summary Judgment
- Judge Martinez grants Summary Judgment to Tribes “find[ing] that the Treaties do impose a duty upon the State to refrain from building or maintaining culverts . . .” that block fish passage.
- SJ Order at pg. 12.

## SJ Ruling - Causation

“The Tribes’ showing that fish harvests have been substantially diminished, together with the logical inference that a significant portion of this diminishment is due to the blocked culverts which cut off access to spawning grounds and rearing areas, is sufficient to support a declaration regarding the culverts’ impairment of treaty rights.”  
SJ Slip Op. at 8.

8

## Intent of the Parties (1)

- “. . . the Governor’s promises that the treaties would protect that source of food and commerce were crucial in obtaining the Indians’ assent.” Treaty canons of construction look to what tribes/Indians understood and intended
- SJ Order at pg. 9, citing *State of Washington, et al., v. Washington State Commercial Passenger Fishing Vessel Association, et al.*, 443 U.S. 658 (1979) (emphasis added by Judge Martinez).

## Intent of the Parties (2)

- “It was thus the government’s intent, and the Tribes’ understanding, that they would be able to meet their own subsistence needs forever . . .”
- SJ Order at pg. 10.
- “I want that you shall not have simply food and drink now but that you may have them forever.”
- SJ Order at pg. 10, citing Decl. of Richard White, DKT. #296, ¶¶13, 14 which quotes Governor Stevens (emphasis added by Judge Martinez).

## Environmental Protection (1)

- “. . . and the related right not to have the fishery habitat degraded to the extent that the minimum standard cannot be met. I also agree that the State has a correlative duty to refrain from degrading or authorizing others to degrade the fish habitat in such a manner.”
- SJ Order at pg. 7, citing *United States v. Washington*, 694 F.2d 1353, 1367 (9<sup>th</sup> Cir. 1982) (emphasis added by Judge Martinez).

## Environmental Protection (2)

- “It was thus the right to take fish, not just the right to fish, that was secured by the treaties.”
- SJ Order at pg. 10.
- A right to fish without fish was no right at all – no consideration for land ceded

## Environmental Protection (3)

- “These assurances would only be meaningful if they carried the implied promise that neither the negotiators nor their successors would take actions that would significantly degrade the resource.”
- SJ Order at pg. 11.
- The law: US v. Winans and Winters v. US key. Canons where no direct statement needed to infer from purpose of treaties and duty to carry out that purpose.

## Remedy

- Create a list of all blocking culverts as of date of injunction (3/29/13) – DOT, WDFW, Parks and DNR – done
- DOT – within 17 years fix DOT culverts on list with blocked habitat of 200 meters or more; fix rest at end of useful life or part of highway project
- WDFW, DNR and Parks fix there culverts of list by 2016
- Continue to assess culverts to assure do not become barriers
- Newly identified barrier culverts fixed in a reasonable time after discovery
- Generally use stream simulation (or best science) if fixing culverts. – design culverts to pass fish at all life stages and all flows
- State to monitor culverts to see not blocking and take reasonable steps to keep culverts from becoming blockages
- State – consult with tribes

## Impacts of decision

- Fact specific – culverts owned by state in case area, but could be guidance where:
- Discrete action causes a particularized impact to fish habitat where loss of fish would affect tribes right to make a moderate living and impact is more than *de minimis* (absent cumulative effect) and equitable factors do not mitigate against corrective action.
- Remedy will change right will not – remedy will be defined by future cases. This is key to protection in future

## SJ Ruling:

### *Do the Treaties contain an environmental servitude?*

#### Treaty-based duty:

“[T]his Court finds that the Treaties do impose a duty upon the State to refrain from building or maintaining culverts in such a manner as to block the passage of fish upstream or down, to or from the Tribes’ usual and accustomed fishing places. *This is not a broad “environmental servitude” or the imposition of an affirmative duty to take all possible steps to protect fish runs as the State protests, but rather a narrow directive to refrain from impeding fish runs in one specific manner.*” SJ Slip Op. at 12 (emphasis added).

## Do Culverts cost too much to fix?

- For example – two of the longest and deepest culverts (not typical) cost an average of \$1.6 million
- Key State witness at trial within a highway project the correction of a blocking culvert was about as expensive as the guard rails.
- Not free, but not bank breaking – cost of correcting mistakes and treaty violation

## Interplay of Treaty rights

- The moderate living standard defines the share Tribes can take and defines how the habitat right will be implemented - note today courts have held that Tribes are not making a moderate living.
- No duty to provide habitat correction beyond needs of tribes to make a moderate living.
- Right of access to places will affect what development if any can take place at a Tribal U and A. (*Muckleshoot v. Hall*) related right that will impact habitat protection.

## What this all means

- Tribes are governments
- Tribes have a right to co manage the resource
- Tribes have sophisticated management capabilities
- The tribal Treaty right will affect what actions impact fish habitat and development at fishing spots
- Fail to consult with Tribes at ones peril

## Aurora Square Draft EIS Public Hearing Speaking Notes - March 19, 2015

My name is Dave LaClergue. My family has lived on Dayton Avenue near 150<sup>th</sup> St for the past 5 years. We are regular shoppers at Central Market and several other businesses at Aurora Square, and we have a kid at Highland Terrace Elementary. I'd like to make the following comments about the proposal.

- We support the vision that the City is putting forward. Central Market shows the potential for Aurora Square to serve as a hub of community activity in Shoreline, but there is so much wasted space around it. The ocean of unused parking and underutilized buildings do not provide any benefit to the neighborhood. The site's location along a major transportation corridor, and its separation from lower density areas by steep slopes and major arterials suggest that this is an reasonable place for growth with few impacts. 14-1
  
- To me, either action alternative or somewhere in between seem appropriate. In the 500 unit scenario, the density is similar to Seattle's Wallingford neighborhood, and in the 1,000 unit scenario the density is similar to the Greenwood urban village. Either way could be positive for the neighborhood if it comes with a great mix of businesses and well-designed residential buildings. 14-2
  
- A planned action ordinance seems like the right tool for this site. As outlined, it would provide a more cohesive approach to redevelopment than piecemeal projects would otherwise do. The biggest advantage is that a planned action would require a more coordinated mitigation strategy for environmental impacts. The conditions in the EIS for stormwater, views, etc. generally seem good. 14-3
  
- One area of improvement should be better pedestrian connectivity to the west. Aurora Square already create a major north/south barrier to people walking from Fremont, Dayton, and Greenwood. The giant block size in this area already makes walking less pleasant and convenient than it should be, and the huge footprint of Aurora Square makes matters worse. This will be a problem for more people as Aurora Square grows – new residents who want to get kids to Highland Terrace or get themselves to Shoreline Community College will have to take awkward and/or unsafe routes from many parts of the site. Two specific improvements would help: 14-4
  - Pedestrian stairs connecting Aurora Square to 155<sup>th</sup> St and Fremont. This would create an access point roughly in the middle of the site and make it easier for existing residents to shop by foot, and future residents to walk west. For safety, these stairs would ideally be lit at night, provide some landscaping and/or other signs that they are cared for.

- Fix the sidewalk “missing link” on the southwest-bound side of Westminster – a dark and unsafe 400’ stretch from Fremont almost all the way to 150<sup>th</sup> St. This path needs a sidewalk, a streetlight, and ideally a few street trees to separate pedestrians from the fast traffic on Westminster.
  
- Finally, use the planned action ordinance as an opportunity to “lock in” key aspects of how future buildings will be oriented. Property owners may change their minds over time about what development they want to do and how it should be configured – the planned action can help by providing flexibility for reasonable design changes while making sure that the main entrances, building facades, etc. contribute to the whole redevelopment in a positive way.

14-4  
Cont.

14-5

Thank you for your work on the CRA, the Environmental Impact Statement, and the planned action ordinance. Aurora Square really has the potential to become much more than it is today, and a great asset for the entire Shoreline community.

Dave LaClergue  
[d\\_laclergue@yahoo.com](mailto:d_laclergue@yahoo.com)  
15038 Dayton Ave. N

**Lisa Basher**

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**From:** Dan Eernisse  
**Sent:** Thursday, March 19, 2015 9:18 AM  
**To:** Jeff Mann  
**Cc:** Dan Eernisse; Steve Szafran; Lisa Basher  
**Subject:** Re: Aurora Square Community Renewal Area (CRA)

Thank you Jeff. Your comment will be entered into the public record.

I can briefly address one of the issues in the content of your letter: parking overflow. While the SEPA process of the two apartment projects are running separately from the Planned Action, city staff, planning commission, and Council all recognize the need to consider actions to protect surrounding neighborhoods from spillover parking related to multifamily buildings, and we are initiating a process to come up with 'best practices.' That process should be completed long before any of the projects in Aurora Square are completed.

Thank you for your comment.

Sincerely,

Dan Eernisse  
Economic Development Manager, City of Shoreline  
206.801.2218 (O) 206.391.8473 (M)

On Mar 18, 2015, at 8:35 PM, Jeff Mann <[jeffmann01@gmail.com](mailto:jeffmann01@gmail.com)> wrote:

Shoreline Land use /Planning Dept.

RE Aurora Square Community Renewal Area (CRA)

I am an Owner /Resident in the Westminster Triangle Neighborhood, and have some concerns/questions as follows:

1) My concerns/questions are: How will the city mitigate increased density will have on the infrastructure, security, and parking of the surrounding neighborhoods including Westminster Triangle.

15-1

1) Spillover parking from new residents of the proposed new 500-1000 units that may have developer incentives for reduced on site parking?

15-2



2) Will there be extra police patrols or other security prevention in our low density, and poorly lighted neighborhoods?

15-3

3) How will the infrastructure issues be addressed and mitigated, including, traffic, fire, police, utilities, etc.

15-4

Is there a way to limit the number of units that will receive final development approval to 500 rather than 1000?

15-5

Thank You.

Jeff Mann

845 N 153<sup>rd</sup> PL Shoreline (No Mail received here)

Mail: PO Box 77622

Seattle, 98177

March 19, 2015

Aurora Square CRA  
Public Comment

1. Planned Action Ordinance – In order to understand this ordinance, I contacted 5 other cities in the area to see how they have used it (or not) in their development decisions. My findings certainly helped me understand why Shoreline would want to adopt this ordinance. They want to make it as easy as possible for developers to build in Shoreline with as few impediments as possible.
  - **Bellevue** – They do not have this ordinance in place for the following reasons:
    - (1) They think this ordinance is primarily a marketing tool to convince developers the city has done their SEPA in advance
    - (2) They have a design review process that precludes SEPA. Also, they say the GMA Regulations supersede SEPA now and that they only use SEPA as a backup measure
    - (3) Also, they do extensive EIS on transportation related to all projects because it is so important. (It is certainly important as related to Aurora Square.)
  - **Seattle** – They do have this ordinance in place and have only used it once – right now in Yesler Terrace. The only reason they have used it was to get federal funds for the mixed income housing. They feel that any city using the planned action ordinance should understand exactly what the end projects are going to look like, so that if there are multiple developers in an area, it wouldn't work. (I know there are at least 7 owners in Aurora Square so this issue could come into play.)
  - **Lynnwood** – they only used the ordinance for a few projects in the city center area.
  - **Edmonds** – they don't have any large subarea plans so no need for ordinance
  - **Kirkland** – has the ordinance, but recently had a problem recently at Park Place, where the first developer went into bankruptcy; then the 2<sup>nd</sup> developer forced the city to revise the original plan for them, so this added to the city's expenses.
2. My other main concern is the Westminster Way Truck Route. The TMP (Transportation Master Plan) classified Westminster Way as a designated truck route from the corner of Aurora (hwy99) and 160<sup>th</sup> to Greenwood. Aurora/Hwy 99 is a State Highway of Significance, which is why the City was able to obtain federal and state funding for the 3-mile Corridor. The TMP has not been amended to remove Westminster Way's designation as a truck route; therefore, the Aurora Square CRA is inconsistent with the Comprehensive Plan. Also, the Aurora Corridor EIS, approved by the FHA (Federal Highway Administration) required a public process before the truck route was removed. The Aurora Square DEIS pretends that the truck route removal has had a public process for removal, but it has not. This is one more time where the public was not informed properly.
3. I hope you listen to everyone tonight and read comments submitted to you and decide you don't have enough information to make your recommendations to the City Council.

16-1

16-2

16-3

**Ginny Scantlebury**  
19625 – 27<sup>th</sup> Ave NW  
Shoreline, WA 98177

DRAFT

**CITY OF SHORELINE**

**SHORELINE PLANNING COMMISSION  
MINUTES OF REGULAR MEETING**

March 19, 2015  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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**Commissioners Present**

Chair Scully  
Vice Chair Craft  
Commissioner Malek  
Commissioner Maul  
Commissioner Montero  
Commissioner Moss

**Staff Present**

Rachael Markle, Director, Planning and Community Development  
Steve Szafran, Senior Planner, Planning and Community Development  
Dan Eernisse, Economic Development Director  
Julie Ainsworth Taylor, Assistant City Attorney  
Mark Relph, Public Works Director  
Lisa Basher, Planning Commission Clerk

**Commissioners Absent**

Commissioner Mork

**Others Present**

Lisa Grueter, Berk Associates

**CALL TO ORDER**

Planning Commission Clerk, Lisa Basher, 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 Malek, Maul, Montero and Moss. Commissioner Mork was absent.

**APPROVAL OF AGENDA**

The agenda was accepted as presented.

**APPROVAL OF MINUTES**

The minutes of February 19, 2015 were adopted as presented.

**GENERAL PUBLIC COMMENT**

**Bergith Kayyali, Shoreline** voiced concern that the people living in the southwest corner of Shoreline were not notified properly regarding the Community Renewal Area proposal. She asked staff to explain

the City's process for providing adequate and informative notification to the citizens and suggested that the consultant hired to do the study should have been responsible for contacting the people who live nearby. Director Markle said notification requirements are based on the type of action proposed. Residents within 500 feet of the action must be notified by mail if a permit requires notice as per the State Environmental Policy Act (SEPA). For projects that might have a citywide impact, the City publishes articles in *CURRENTS* and provides information on its website. In addition, the City shares information via twitter feed, Facebook and the Council of Neighborhoods. Press releases are also published in the Shoreline area news.

**John Ramsdell, Shoreline**, voiced concern that the 500-foot notification requirement is the same regardless of a project's size. He observed that larger projects can impact a greater geographic area, and it would be prudent for the City to involve a greater number of people.

**Debbie Kellogg, Shoreline**, commented that although the Community Renewal Area process started 2.5 years ago, there has never been an official public hearing where citizens were allowed to provide significant input. The Planning Commission had a general discussion, but no public hearing. There was no adequate public hearing before the City Council, either; although effected property owners were invited to submit comments. Because what little public process there was took place just before Christmas, it seems as though staff is not adhering to the spirit of collecting public input that can be incorporated into the document.

**Harry Keinath, Shoreline**, said he is a resident of the Westminster Triangle area, and he supports the previous comments relative to the lack of notification. He specifically expressed concern about the Property Tax Exemption (PTE) concept that has been proposed for the Community Renewal Area. Although the concept is supported by merchants within the City, it would add a tax burden to the residents and could have unintended impacts on traffic and schools. The mitigation fees for residential units do not come close to mitigating the marginal costs of growth, and encouraging additional subsidies seems ludicrous. He was informed by the City's Economic Development Director that the primary motivation for the proposed PTE is to enable the City of Shoreline to compete with the City of Seattle for multi-family development. He said he finds that ludicrous.

**PUBLIC HEARING: AURORA SQUARE COMMUNITY RENEWAL AREA (CRA) PLANNED ACTION ORDINANCE (PAO)**

Chair Scully reviewed that the Commission previously conducted a public hearing on the proposed POA for the Aurora Square CRA. However, the recording system failed, and the hearing must be redone. He briefly reviewed the rules and procedures for the public hearing and opened the hearing.

**Staff Presentation**

**Mr. Eernisse** explained that over the past four years, it has been established via City Council discussions and decisions that renewal of Aurora Square is not only desired, but it is very strategic for the economic health of the City. The large number of property owners in the area make cohesive planning for growth very difficult, and the City has stepped up to create a Community Renewal Area (CRA) for Aurora Square and institute a plan to shepherd growth in a way that makes sense for the

entire area. It is hoped that this effort will result in a better shopping center, a better residential neighborhood, and a better place for jobs and economic growth. He explained that Aurora Square is an important strategic node along the Aurora Corridor that attracts those who live nearby, as well as those who live throughout the City. He advised that a valuable and useful part of the CRA project is the proposed Planned Action Ordinance (PAO), and the Draft Environmental Impact Statement (DEIS) for the PAO studied the following growth alternatives.

- **Alternative 1.** No Growth
- **Alternative 2.** Growth of 500 units of multi-family development and 250,000 square feet of commercial space.
- **Alternative 3.** Growth of 1,000 units of multi-family development and 500,000 square feet of commercial space.

Mr. Eernisse noted that the alternatives are consistent with the amount of growth that is studied and anticipated in the Comprehensive Plan for Aurora Square. He emphasized that no changes in zoning would be necessary, as the current zoning for the 40-acre area would allow much more growth than what was studied in any of the three alternatives. The purpose of the PAO is to study the impacts and potential mitigation for different levels of build-out based on the current zoning.

Mr. Eernisse reported that the primary areas studied in the PAO include transportation projects and priorities; light, glare and noise; and stormwater management. He reviewed the Draft Environmental Impact Statement (DEIS) process to date, noting that the DEIS was published on December 12<sup>th</sup>. The Planning Commission held a community meeting on December 18<sup>th</sup>, and conducted a public hearing on January 29<sup>th</sup>. Because the recording system failed, a new public hearing was scheduled for March 19<sup>th</sup>. The public comment period was extended to March 19<sup>th</sup>, as well. Following the public hearing on the DEIS, staff will invite the Commission to forward a recommendation to the City Council. At this time, staff is recommending Alternative 3 as the preferred alternative. They are also recommending adoption of the PAO (Ordinance No. 705), as well as the proposed changes to the sign code. He advised that the City Council is scheduled to discuss the Final Environmental Impact Statement (FEIS), as well as the PAO and sign code amendments, on April 13<sup>th</sup>. It is anticipated the Council will take final action on April 29<sup>th</sup>.

Mr. Eernisse explained that the DEIS indicates that the level of impact would be same for Alternatives 2 and 3. Although Alternative 3 identifies more units and greater commercial activity, the concurrency models identified the same results for all the intersections studied. Because the CRA was established for economic renewal, staff is recommending Alternative 3 as the preferred alternative. He reviewed the public comments received to date and staff's response to each one as follows:

- Most people were generally supportive of the idea of Aurora Square redevelopment. While many indicated support for either Alternative 2 or Alternative 3, some supported Alternative 2 over Alternative 3 primarily based on the number of new multi-family residential units. Selecting Alternative 2 as the preferred alternative would not mean the number of multi-family units at Aurora Square would be limited to a maximum of 500, but SEPA review would be required for more than 500 units. However, if no commercial space has been developed, it might be possible to trade the

commercial space for residential units without requiring additional SEPA review, as long as the trips generated would be similar.

- Some people were concerned that the existing road network would be broken by growth. While the DEIS recognizes that redevelopment would likely result in more traffic, traffic modeling confirms that neither Alternative 2 nor Alternative 3 would exceed the City's concurrency levels. The frontage improvement requirements were prioritized and customized to encourage renewal, increase safety, and connect bicycle and pedestrian access throughout the entire CRA. In particular, Westminster Way, between 155<sup>th</sup> Street and Aurora Avenue North, received a lot of attention, as it currently serves to separate the triangular property that has been vacant for a long time from the rest of the Aurora Center.
- There were many comments relative to transportation. The City received a fairly technical letter from the Washington State Department of Transportation (WSDOT) regarding the way the City classifies the different concurrency models, and the City's consultant provided a response.
- In response to applications the City received in late 2014 for two multi-family residential projects (approximately 500 units) close to the Westminster Triangle, a number of citizens voiced concern that parking for the new multi-family residential units would spill over into the adjacent neighborhoods. Based on these comments, a requirement for a parking management plan was added to the mitigation outlined in the DEIS. However, the two current projects would not be subject to the requirements outlined in the PAO, and a separate SEPA review would be required for each one. The staff, City Council, and Planning Commission have all expressed concern about the long-term impacts of very-dense, multi-family residential development next to single-family residential neighborhoods, and a process has been started to identify the best practices for the City to address these concerns. Staff is confident this process will be completed long before any residents move into any of the Aurora Square projects.
- Some people suggested that, rather than studying just the impacts associated with the CRA, the City should study the impacts of all of the development projects taking place in Shoreline. It is important to note that the traffic consultant used the long-term growth estimates identified in the City's current Traffic Management Plan, which considers all the various development throughout the City comprehensively.
- Some people voiced concern about in, out and through traffic at the Westminster Triangle. This is a long-standing issue, and the City recognizes the need for mitigation. Staff can work to address these concerns immediately, rather than waiting for them to be addressed via the PAO.
- Some concern was also expressed about the potential closure of a section of Westminster Way. The option of closing the southbound leg of Westminster Way (adjacent to the Aurora Pedestrian Bridge) was studied, and it was determined that the concept would have some very positive effects on the overall renewal factor for Aurora Square. In turn, a new right in/right out entrance to Aurora Square and Westminster would be created to provide a connection. However, it was recognized that this section of Westminster Way currently serves as a truck route and provides an escape valve. Closing



a section of the street could impact the 155<sup>th</sup> Street intersection, and staff has been working with WSDOT to address these two concerns.

- Citizens also presented very valid concerns about pedestrian access to Aurora Square from the west and east. People have requested a stairway into the site from the west and better pedestrian and bicycle access from the east. The issue was studied in depth by the traffic consultant, and the solution will likely be to rebuild the intersection. Closing Westminster Way will likely help by shortening the length of the crossing in some locations.
- To address issues related to light and glare, staff is proposing a master sign program that results in a more cohesive sign package for Aurora Square. In addition, electronic entry signs are proposed for Aurora Avenue, Westminster Way and North 160<sup>th</sup> Street. Rather than having a sign that advertises each of the businesses, the intent is to use one name for Aurora Square so that those who visit feel they are in a special place. Staff also studied the possibility of expanding on the noise ordinance, but no changes are being proposed at this time.
- Many people voiced concern about potential stormwater impacts. The DEIS studied stormwater and determined that an on-site detention requirement would be a detriment to renewal and redevelopment from a cost standpoint. Instead, staff is proposing a regional detention system, collaborating with Shoreline Community College to expand the college's existing stormwater facility to handle the future needs of both the college and Aurora Square at a fraction of the cost of developing a new facility. A map of the Boeing Creek Drainage Basin was used to illustrate how stormwater flows from the site and the location of the current detention facility on the college property. Once completed, the expanded regional detention system would benefit all future development, and the stormwater utility would be reimbursed for the cost as development occurs.
- One commenter suggested it would be unfair to provide a regional facility. It is important to keep in mind that one purpose of a CRA is to justify why public resources are being spent. In this case, the economic renewal of Aurora Square was seen as being a public good that would benefit the entire City.
- Another commenter suggested that better stormwater solutions exist. At this point, the City has not decided that a regional facility is the right approach. More study will be needed, and the regional facility will have to stand up against other solutions in time.
- A comment was also received voicing concern that no geotechnical studies were completed. In the initial scoping, it was stated that geotechnical studies that would normally be part of an Environmental Impact Statement (EIS) would be pushed to the property owners as a building permit requirement.
- Some people suggested that the triangle property is unsuitable for development. The current property owner believes the property is developable. While enhanced footings were required in some areas, they were considered a reasonable cost.

- Questions were raised about how redevelopment of Aurora Square would impact the current police, fire and utility infrastructure. There is not any one answer to this question beyond the fact that the International Fire Code would still apply and police service would be based on a city-wide level of service standard. Staff has also consulted all of the utility providers to ensure there would be sufficient capacity.
- Another commenter suggested that the City could use the PAO to lock in building orientation. While this may have been a good idea, it is too late in the process to take advantage of it. The City resisted taking the role of site planner; as it believes the private sector and retailers are the experts in that area. Some studies were done to guide the planning effort, but they did not go so far as to lock in building orientation.
- There is at least one public park in the area, and there was concern that growth would have a detrimental impact.
- Some expressed concern about the WSDOT property development that was envisioned in the CRA. This development would have to stand on its own, and the PAO does not do anything beyond studying the impact of commercial and multi-family development.
- A commenter pointed out the need for a sidewalk on Westminster Way south of the CRA. While this is outside of the CRA, the study was extended beyond the CRA to include Westminster Way all the way to North 144<sup>th</sup> Street and North 160<sup>th</sup> Street all the way to the Shoreline Community College. It is well understood that pedestrian and bicycle access on these corridors is important and improvements are needed. Staff just learned that King County Metro recently secured funding to do improvements on North 160<sup>th</sup> Street all the way to Greenwood Avenue. The improvements will be largely a striping project where four lanes will become three lanes, with bike lanes on one side. The City knows that improvements are needed and it is a matter of finding the dollars to move forward.
- The two property owners who applied for the multi-family residential projects called into question the transition area requirements, which include setbacks and stepbacks. Because the properties are located on wide arterials, they did not believe the transition area would provide a benefit other than changing the shading on the street. Staff studied the transition area requirements and found the comments have merit, but they do not believe the PAO would be the appropriate place to propose changes to the code. It was also determined that the changes should be applied more comprehensively throughout the City. The issue may come back to the Commission at some point in the future.

Chair Scully recalled that at a previous presentation, staff provided maps showing the roadway improvements that would be made as part of the process. Mr. Eernisse indicated that the maps were part of the Commission's packet, but he does not have them for visual display.

Commissioner Moss asked if development agreements would be an option for development within the CRA. Mr. Eernisse said development agreements are an option via State code. In addition, the City Council codified a development agreement provision last week.

Commissioner Moss asked what measures were used to identify the 500 square foot maximum sign area that would be allowed on the side of a building. She commented that allowing each building to have maximum signage of 500 square feet could result in a significant amount of signage. Mr. Eernisse said the Central Market signage was used as a model of what would be appropriate for a large tenant. However, he recognized that this large area would not be appropriate for smaller tenants. He emphasized that the proposed sign code amendment is predicated on property owners coming in together for a master sign package, and the goal is to have a cohesive sign package that matches both internally and externally. Commissioner Moss expressed concern that the intent is not clear in the proposed language. Staff agreed to review the language and clarify the intent.

Commissioner Moss said the PAO specifically states that the siting of new buildings, signs and entertainment spaces should consider their placement relative to existing and surrounding land uses. However, using the term “should” does not mandate that property owners will consider existing and surrounding land uses when siting their facilities and signs. Therefore, it is likely the facilities will be sited more to benefit the businesses than to benefit existing land uses. Mr. Eernisse explained that the intent is to provide guidelines by which property owners propose a master sign permit. If it turns out that property owners are not adhering to a number of the “shoulds,” it would be considered a good indication that the master sign package should not be approved.

Commissioner Moss expressed concern about the intersection at North 155<sup>th</sup> Street and Aurora Avenue North. She specifically asked where the traffic would go if the southbound lane off of Westminster Way is vacated before improvements are made at the intersection of North 155<sup>th</sup> Street. Mr. Eernisse said they would use North 155<sup>th</sup> Street, and traffic modeling indicates this would not create concurrency problems. Commissioner Moss commented that, even without the extra traffic that would be coming southbound and turning right, it is already nearly impossible to make a right turn out of or a left turn onto Linden Avenue at rush hour.

Commissioner Malek recalled that the information provided by the City when the CRA concept was first introduced was impressive and helped him connect business tax dollars with PTEs. For example, staff provided a comparison of business sales tax revenue from Aurora Square and Aurora Village and explained how additional sales tax revenue would offset the PTEs. Mr. Eernisse explained that much of the benefit of economic renewal of Aurora Square will come from revenue generation. Currently, Aurora Village generates about 9 times more sales tax per acre than Aurora Square. If Aurora Square could generate just half the revenue generated by Aurora Village, the City would receive about \$500,000 more sales tax revenue every year. As compelling as having the tax revenue to support needed services are the different public benefits that would result from having more of a lifestyle shopping center/gathering place. He said the State instituted the PTE program partly to address growth management and the need to encourage more multi-family residential housing. Some years later, the program was expanded to encourage more affordable housing. He expressed his belief that the PTE program is a good deal for the City of Shoreline because it does not require individual taxpayers to pay more and it leverages the money the City defers with state and county money. He noted that the City has had a PTE program in place since 2007.

Chair Scully asked if the original detention facility on the Shoreline Community College’s property would be SEPA exempt if the PAO is adopted. Mr. Eernisse answered no.

Chair Scully asked what exactly the Commission is being asked to recommend related to PTEs with this particular ordinance. Mr. Eernisse said the proposed ordinance would not impact the City's current PTE program that is offered for development along Aurora Avenue. Chair Scully summarized that the Commission is not being asked to take action relative to the PTE program at this time.

Chair Scully asked if any up zones are attached to the current proposal. Mr. Eernisse answered no.

Chair Scully recalled that, at the previous hearing, developers of the two current projects provided testimony regarding the transition area requirements. He asked if these property owners have submitted written confirmation in support of the City's decision to study the issue later. Mr. Eernisse said written comments relative to setbacks and stepbacks were submitted prior to the last meeting. He pointed out that because these property owners are doing their own SEPA, they will not be able to take advantage of the PAO findings, including changes to the transition zone requirements.

**Public Testimony**

**Bill Davies, Shoreline**, said he lives in the Westminster Triangle area. He pointed out that the new apartment complex will make it difficult for residents to get in and out of the Westminster area, particularly on North 155<sup>th</sup> and North 153<sup>rd</sup> Streets.

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**Debbie Kellogg, Shoreline**, commented that the City's work with the WSDOT to remove the truck route is of no consequence because the current Transportation Master Plan, which is adopted into the Comprehensive Plan by reference, identifies Westminster Way as a designated truck route. She clarified that she originally proposed that the City use daylighting of the culverts as a possible way to create open space, but she never recommended that 17 acres be daylighted. She recommended that small areas could be used to create open space for the highly-dense proposal of 500 to 1,000 residential units, consistent with what staff said was needed to provide sufficient open space, recreation areas, venues for musical performances, etc. She also recommended the City eliminate the sedimentation in Hidden Lake, address flooding, and create open space, parks, and gathering spaces. She recalled that as of September 8, 2014, a dam that was creating problems at Hidden Lake was being removed, yet she has not seen any coordination between the City and Shoreline Community College, as suggested earlier by Mr. Eernisse. Lastly, Ms. Kellogg clarified that she did not say, in her previous comments relative to the CRA, that the triangular property (formerly Joshua Green Property) was unsuitable for development. She simply asked if it was suitable for development.

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**David Lange, Shoreline**, commented that construction noise is a general issue regardless of where or when it occurs, and parking is not just an issue with subareas. Instead of taxing businesses that wish to locate in Shoreline, he suggested they accelerate the removal of abandoned houses in the neighborhoods. For example, the City could require a fee-based, board-up permit that is good for six months. Any structure that is boarded up without a permit could be fined weekly for up to three months. Structures that fail to follow these easy steps and fail to pay fines could be forfeited to the City and auctioned twice a year. At least a percentage of the lots for sale could be sold to individuals and not large developers. While he recognized his timeline needed adjustment, he asked that the Commission get the process started.

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Mr. Lange observed that a large number of four to six-story apartments buildings have been constructed in Shoreline, and the City has not adequately managed parking around the increased densities. He suggested that a parking management section be added to the general code that includes written goals for how parking should work in Shoreline and set points that indicate when parking has become an exception to the standard. This way, the neighborhoods could help watch and manage parking for the City. The parking management section should list remediation from beginning to resolution of what the City will do when there is a problem. He commented that parking should not involve the City Council every time it breaks, just like building permits should not need Council involvement. If the City builds a faster process for getting building permits, it should fix the parking problems just as quickly.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society, which is a volunteer group that works for protecting what is valuable in Shoreline. The Society would like to be a party of record with legal standing, and they incorporate by reference all of the previous comments pertaining to the DEIS. Ms. Way said the Society believes the DEIS does not properly incorporate impacts from other areas, especially relative to traffic. Projects at Point Wells, the two light rail stations, Shoreline Community College and other projects should all be connected in the DEIS.

Ms. Way said that, for many years, she has thought that Aurora Square could be better for economic development and also for the community. However, the plan should include a better stormwater system that includes partial daylighting of Boeing Creek, natural drainage systems, etc., which would make an enormous difference to the runoff. She recalled that development of Aurora Square was the beginning of the downfall for Boeing Creek. She referred to the 2004 City of Shoreline Stream and Wetland Inventory Assessment, which identifies Boeing Creek as a salmon bearing stream and provides a map to illustrate how the creek is impacted by stormwater runoff from Aurora Square. She voiced opposition to providing off-site detention and not requiring developers to be responsible for stormwater runoff. She expressed her belief that developers should pay for the impacts of development. The drainage in this location needs to be improved, and the City has the responsibility to protect Boeing Creek. She also voiced concern that no geotechnical report was done for the DEIS. She asked the Commission to recommend denial of the DEIS unless and until additional technical information has been provided.

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Ms. Way commented that property owners in the Westminster Triangle were not given notice of the proposed DEIS and other actions related to the CRA. Traffic and freight mobility are very important for the City and must be addressed. No information has been provided about where the buildings, detention, open space, landscaping, etc. would be located, and approval of the PAO would eliminate the public's ability to impact future decisions related to redevelopment of the site.

Ms. Way expressed concern that the DEIS does not adequately address how redevelopment of Aurora Square could impact fire, police, schools and utilities. She asked if design review would be required for redevelopment of this large site. Open space, tree planting and landscaping are all crucial to the success of the project. An exciting design, including daylighting Boeing Creek, is essential for the site to become an economic engine for the City. She urged the Commission to reject the current plan and direct staff to go back to the drawing board to come up with a better plan.



**Dave LaClergue, Shoreline**, said he and his family live on Dayton Avenue near North 150<sup>th</sup> Street and support the vision the City is putting forward. He expressed his belief that the Central Market can serve as a hub of community activity and community life in Shoreline, but there is currently a lot of wasted space with oceans of unused parking and buildings that sit vacant and do not provide any benefit to the neighborhood. He commented that either of the alternatives that are under consideration in the DEIS represent an appropriate level of density for the site. The 500-unit alternative would be roughly comparable to Seattle's Wallingford Business District and surrounding area, and the 1,000-unit scenario would be roughly comparable to Seattle's Greenwood Shopping Center and surrounding area. Either alternative could be positive for the neighborhood, as long as it is designed well and has a good mix of businesses. He expressed his belief that a PAO is an appropriate tool for the site. As outlined, it would provide a more coordinated approach to redevelopment and mitigation than if the site were redeveloped piecemeal. The PAO offers an opportunity to clearly outline design principles and concepts for the area that will provide a basis to coordinate the alignment of buildings and open space.

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Mr. LaClergue expressed his belief that the conditions outlined in the DEIS for stormwater generally seem appropriate. He recalled that he previously recommended that stairs be provided from North 155<sup>th</sup> Street and Fremont Avenue down to the shopping center. At this time, there is a long, north/south barrier for people coming from the West, and people living at the site in the future need safe and direct routes to Highland Terrace Elementary and Shoreline Community College. He also recommended that the missing link of sidewalk on Westminster Way (between Fremont Avenue and North 155<sup>th</sup> Street) should be completed. If stairs are provided for connectivity, he suggested some basic standards relative to lighting, landscaping and other features would be appropriate to give the feeling that the stairs are cared for and safe. He concluded that Aurora Square has potential to become much more than it is today and a great asset for the entire Shoreline community.

**Dan Jacoby, Shoreline**, recalled that, last month, the Commission took the bold and thoughtful step of rejecting the 145<sup>th</sup> Street DEIS because they did not have enough transportation information to make a wise decision. He said it doesn't take long to notice that the Aurora Square DEIS should also be rejected because it either fails to address much needed items, such as a parking garage, or it completely misses the mark. He specifically referred to the concept of an outdoor performance venue. He advised that over the past 47 years he has acted, directed, designed, written, produced, and managed large shows. During this time he has learned that the economic performance of indoor venues is greater than the economic performance of outdoor venues because they can operate year round regardless of the weather. He shared his thoughts for an indoor performance space with flexible seating that could house a resident theater company and also be rented out to other performance groups. He suggested that if the CRA is handled right, the City could have high-caliber restaurant in the heart of Shoreline to serve the patrons of the performance venue. In addition, the company managing the space will want to find ways to cross promote with other businesses in the shopping center as a means of gaining inexpensive publicity for their own performances, and this would spread the economic benefit wider. Furthermore, people would come not just from close by, but from the surrounding communities. These people would spend their money in Shoreline, not only at the performance and restaurant, but maybe come back once they see the great stores. This would be a tremendous boon to both the local economy and the City's budget.

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Lastly, Mr. Jacoby said an indoor performance venue would not create problems relative to noise and lights, as would be the case for an outdoor venue because it would not be possible to orient the noise



away from surrounding properties. He summarized that the performance space is just one small aspect of the DEIS that desperately needs fixed. He urged the Commission to put the DEIS on hold and listen to the voice of people who have specialized expertise. Together they can create a CRA they can be proud of.

**Bergith Kayyali, Shoreline**, said she lives in the triangle on Evanston Avenue North. She expressed her belief that planned growth requires serious consideration of more than economic development. While she is not against redevelopment, she asked the Commission to consider the quality of life for residents who live in the area including open space, public parks and playgrounds for children; trees to keep the noise down; and protection and restoration of natural water sources. She said she understands that development will occur, and she would like it to be done as outlined in Alternative 2. She asked the Commission to look at doing the CRA one step at a time, without rushing forward. Development should pay for development, including the excess cost for utility service. Although redevelopment would provide revenue for the City, she questioned if it would provide a better life for the residents. She requested that the City conduct a geotechnical report and also come up with a plan to deal with the traffic impacts, particularly on Evanston Avenue North where there is already significant congestion during rush-hour as a result of cut-through traffic.

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**Ginny Scantlebury, Shoreline**, said she contacted five other cities in the area to see how they use PAOs for development decisions. Her findings helped her understand that the City wants to use the PAO approach to make it easy for developers to build in Shoreline with as few impediments and as little expense as possible. For example, the City of Bellevue does not have a PAO in place because it is believed to be a marketing tool to convince developers that the City has taken care of the SEPA requirement in advance. Bellevue has a design process that precludes SEPA and believes that the Growth Management Act (GMA) regulations supersede SEPA. Bellevue also does extensive EIS work on transportation related to all projects because it is so important. The City of Seattle has a PAO ordinance in place, but it has only been used once at Yesler Terrace in order to get federal funding for mixed-income housing. Seattle feels that any city using the ordinance should understand exactly what the end projects are going to look like. The City of Lynnwood uses the PAO concept for a few projects in the City Center area, but the City of Edmonds does not have any large subareas where the concept could be applied. The City of Kirkland has a PAO ordinance. However, when a new developer took over the Park Place Project, the City of Kirkland incurred significant cost redoing plans that probably would not have been necessary if the PAO had not existed.

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Ms. Scantlebury pointed out that the Transportation Master Plan classifies the Westminster Way as a designated truck route from Aurora Avenue North to Greenwood Avenue. Because the Transportation Master Plan has not been amended to remove this designation, the Aurora Square CRA is inconsistent with the Comprehensive Plan. While the City staff pretends that the truck route removal has had a public process, there was not one and the public was never properly informed about the proposal. She invited the Commissioners to listen to and read all of the public comments and postpone their recommendation to the City Council until they can study the issues more in depth.

**Krista Tenney, Shoreline**, said she lives on Greenwood Avenue. While her home is located outside of the CRA, she was present to voice her concerns about how redevelopment of the Aurora Square site could impact the larger area. For example, the traffic has increased in recent years and is quite busy

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now. While she appreciates the efforts of City staff and the Commission to transform the area, she wants to make sure the surrounding neighborhoods are protected and remain strong. She particularly asked the Commission to pay careful attention to the traffic impacts that will result on surrounding streets. She also cautioned that significant increases in traffic could make it difficult for people to access the Central Market.

**Michelle Moyes, Shoreline**, said she also lives in the Westminster Triangle. She asked that the City require a geotechnical study on the site of the proposed new apartment building (Potala). She has some knowledge and has been told that the site is contaminated, but she has not heard anyone speak to that. She also asked that the City study the traffic more and consider all of the development that will happen in the City (145<sup>th</sup> and 185<sup>th</sup> Street Stations, Point Wells, etc.)

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**John Ramsdell, Shoreline**, said he lives in the Westminster Triangle. He expressed support for redevelopment of Aurora Square, which has potential to become a tremendous asset to the area. Establishing the square as a destination for retail, restaurant and entertainment options is something he hopes will happen. He said he was also pleased that Mr. Eernessee has rescinded the request to change the noise ordinance. However, the DEIS raises some concerns for him, particularly related to parking and public safety. He noted that the City recently reduced the parking requirement for multi-family development from 2 spaces per unit to .75 spaces per unit. This is significantly less than other similar jurisdictions in the region. For example, Bothell's requirement is 2.2 spaces per unit, Kenmore's is 1.4, and Lake Forest Park's is 1.5. He expressed his belief that the DEIS grossly underestimates the level of overflow parking into adjacent neighborhoods. He and many of his neighbors are concerned about overflow parking onto Linden Avenue and that streets within the Westminster Triangle (Linden Avenue, North 150<sup>th</sup> Street and North 148<sup>th</sup> Street) will be used as arterials to access Ballard and Greenwood.

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Mr. Ramsdell said he expects that redevelopment of Aurora Square, as per Alternatives 2 or 3, would result in increased traffic, and he questioned Mr. Eernessee's earlier comment that there would be no difference between Alternatives 2 and 3. He urged the Commission to support Alternative 2 over Alternative 3. While he does not want the proposal to be denied, it would be prudent for the City to approach redevelopment with moderation rather than the more aggressive plan.

**John Behrens, Shoreline**, commented that the "planned action" concept is a different approach to development and is not well understood. It would serve the purposes of the community and the City Council if the Commission were to thoroughly vet what the concept is. In addition to the public hearing where citizens are invited to comment, there needs to be a public forum where those living in the community who have knowledge and experience can exchange information with the staff, Planning Commission and City Council.

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Mr. Behrens said he supports a parking plan that utilizes the reduction of unnecessary parking spaces, but the plan should also deal with potential impacts to the headwaters of Boeing Creek. There is a long-standing history of flooding around Aurora Avenue North, and a 1955 picture actually shows cars floating down the middle of the street. He also commented that whatever happens in the future must address the needs of the current businesses. They should be encouraged to stay; and if necessary, be reimbursed for losses while the construction moves forward.

Mr. Behrens noted that Westminster Way serves as a traffic corridor and is an important transportation hub that moves a lot of freight. It would be irresponsible to disregard this street and assume that people will find another way to get products to their places of business. He observed that the existing Environmental Impact Statement (EIS) for the entire City of Shoreline was created in 1998. Since that time, the City has used a piecemeal process to address changes neighborhood-by-neighborhood. This approach does not consider the overall affect that all of the changes will have to the City of Shoreline as a whole.

Mr. Behrens recalled earlier comments about the potential of daylighting waterways in the Westminster Triangle. He referred to the improvements that were made to open the waterway at Cromwell Park, near his neighborhood. He said he would trade the traffic he hears during the day for the frogs he gets to listen to at night. Daylighting adds an element to a neighborhood and community that cannot be created any other way. Opening the creeks in the Westminster Triangle would benefit the community for 100 years, and he urged the City not to pass up the opportunity.

**Kay Norton, Shoreline**, said she also lives in the Westminster Triangle. She observed that, although the Westminster Triangle is shown on all of the maps of the Aurora Square CRA, it was left out of the DEIS. However, she is glad to see that the City has taken their comments to heart. She expressed concern about the traffic that backs up along Westminster Way, which is a very important throughway for the residents. She referred to signage, which was an important emphasis in the DEIS. If a 500-square-foot sign is going to be allowed near a complicated traffic intersection, she asked that the City not allow the sign to be of a distracting nature. She was particularly concerned about the Westminster Way entrance to Aurora Square, where there is a convergence of bicycles, pedestrians and vehicles. Lastly, Ms. Norton commented that the Department of Ecology's (DOE) website indicates that some type of voluntary toxic cleanup was started in 2013 on the Potala site, which is the site of the former dry cleaning store, but it has not been completed. She asked the City to make sure this situation is handled appropriately.

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**Tom Poitras, Shoreline**, said he lives in the Ridgecrest Neighborhood and supports the Aurora Square CRA. He referenced Mr. Jacoby's comments regarding outdoor and indoor performance venues and pointed out that an apartment building is being constructed on the Tsang property, and a performance venue is proposed to be located between the apartment building and Sears. This illustrates an indifference to the effect that noise from the performance venue could have on the people who will live in the apartment building.

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Mr. Poitras noted that the former Dairy Queen and Pizza Hut buildings have been derelict for a number of years, and it is ironic that the City is spending money to develop two nice bridges to connect to the Interurban Trail in this location. He often walks across the bridge and feels these properties are a type of "slum" with garbage all around. This creates a dangerous situation for the children who walk unsupervised on the Interurban Trail. He noted that a plate glass window was recently broken out of the former Pizza Hut building. While the windows were boarded up, the glass remains on the ground. He questioned if the City has ever asked Mr. Tsang to clean up the mess. He suggested that perhaps the City needs a "nuisance posse."

**Harry Keinath, Shoreline,** said he is a resident of the Westminster Triangle and has worked for 35 years as a commercial real estate broker. He has consulted on the development of a number of properties, and he is also a commercial appraiser. He said he supports redevelopment of Aurora Square. If done correctly, it can become an incredible urban village concept; but it will require quite a lot more than what has been put into the DEIS. It will require an experienced shopping center developer to coordinate the entire plan. For example, an experienced developer converted the Crossroads Shopping Center, which had multiple owners similar to Aurora Square, into a community center that has been active for about 20 years. Someone with that caliber needs to be involved in the Aurora Square CRA, as well. Without a central ownership entity to control the entire development, the project will fail. He voiced concern that constructing a 65-foot tall apartment building at the gateway to the shopping center could kill the project by blocking exposure to the central market and other businesses located inward of the apartment complex. The center already has weak exposure, and the City needs someone with experience to bring it all together or it will fail from the start. He urged the Commission to back the project up.

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**Tom McCormick, Shoreline,** explained that the Commission is the citizens' first line of defense against growth that is too fast and too much. Shoreline is currently the 5<sup>th</sup> most densely populated city in the State based on 2010 census data; and the 20-year projection shows Shoreline as the 2<sup>nd</sup> most densely populated City, second only to Seattle. These figures take into account future development in the subareas (145<sup>th</sup> Street, 185<sup>th</sup> Street, Point Wells, Aurora Square, and Town Center), but the areas outside of the subareas that will also continue to grow. The Growth Management Act (GMA) requires the City to comply with a certain level of growth. However, with the plans currently on the table, the City's growth is projected to grow by over 20,000 just in the subareas, and the GMA only requires growth of 9,600.

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Mr. McCormick suggested the Commission has three alternatives to consider: no growth, slow growth, or fast growth. He acknowledged that the City must grow, and he supports slow growth. But the Commission must be the watchdogs to make sure the City does not grow too fast. Growth should be kept to the minimum necessary to comply with the Growth Management Act. He recommended they consider Alternative 2 (500 residential units) over Alternative 3 (1,000 residential units). He disagreed with staff's conclusion that the road network would not be broken by growth. Even with slow growth, there would be some failures and mitigation would be needed. If the City continues in the path of fast growth, as recommended by staff, multiple failures would occur. He asked the Commission to consider the cumulative effects of all the growth currently on the table when making decisions about any one area.

**Paula Anderson, Shoreline,** said she also lives in the Westminster Triangle. She advised that she reviewed the DEIS and presented written comments to the City staff prior to the meeting. She noted that while some of her questions were answered in the staff presentation, others have come up. She agreed with the concerns raised previously about the notification process and supports the notification requirement being expanded based on the location and size of a project. She referred to Alternative 2 (500 residential units) and Alternative 3 (1,000 units) and asked if the new units would be located specifically inside the Aurora Square CRA, or if the number would include the apartment and restaurant projects that are currently underway. She expressed her belief that the people living in the new residential units and those who patronize new commercial spaces would have an impact on traffic.

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Ms. Anderson said the DEIS talks about detour routes during construction, and neighbors have expressed concern about cut-through traffic in the Westminster Triangle. This is already a problem that will get worse if construction detours are routed through the neighborhood, as well. Ms. Anderson referred to Page 321 of the DEIS, and requested clarification of the provision that limits the maximum building height for any use in the MB zone to 65 feet. She also requested clarification of the provision that limits the height in MB zones directly across the street and/or right-of-way from R-4, R-6 and R-8 zones to 35 feet. Her interpretation of the provision is that the Potala development would be limited to 35 feet in height.

Ms. Anderson asked how the two left turn lanes onto North 155<sup>th</sup> Street, as outlined in the DEIS, would be managed. There is already more than enough traffic at this intersection now, and bringing in another lane of traffic from Aurora Avenue North would make the problem worse. The DEIS also identifies the potential of adding another access street on North 156<sup>th</sup> Street, where there is presently no street. She summarized that more design work needs to be done before the DEIS and PAO are adopted.

**Warren Richie, Shoreline**, agreed that more work needs to be done before the DEIS and PAO for the Aurora Square CRA moves forward. Specifically, the suggestions from Janet Way, Dan Jacoby, and John Behrens should be seriously considered. These are the types of things that will separate this development and Shoreline from other similar developments taking place throughout the region. He said he foresees incredible pressure for more and more development over the next 20 years, and there is strong evidence that Shoreline will become an even more desirable place to live. Given climate change, he foresees even more pressure on the City as more people continue to move to the Northwest. The City should do all it can now to protect the environment. People want development that is more integrated organically with the environment. While the Commission is under pressure to move plans forward, their efforts will be in vain if they do not have community-based economic development. While they must plan for future generations, as many people as possible should also benefit from the development now.

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**Shari Dutton, Shoreline**, said she has lived in the Westminster Triangle for 50 years and has seen a lot of change. She was very excited at the thought of Aurora Square being redeveloped with business in mind. However, she was not anticipating a large number of residential units. She voiced concern about the impacts associated with a significant increase in density. She disagreed with the DEIS finding that the traffic impacts associated with Alternatives 2 and 3 would be nearly the same.

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Chair Scully closed the public comment period.

**Planning Commission Deliberation and Action**

**COMMISSIONER MAUL MOVED THAT THE COMMISSION FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL IN SUPPORT OF ALTERNATIVE 3 AS THE PREFERRED ALTERNATIVE. HE FURTHER MOVED THAT THE COMMISSION RECOMMEND APPROVAL OF THE PLANNED ACTION ORDINANCE (ORDINANCE NO. 705) AND CHANGES TO THE SIGN CODE AS PRESENTED BY STAFF. COMMISSIONER MONTERO SECONDED THE MOTION.**



Commissioner Maul observed that staff did a good job of taking into account the information provided at the last hearing, which was not recorded, and made some progress. He said he lives a few blocks from the Aurora Square CRA and he would like to see redevelopment move forward, and the proposed DEIS and PAO is a mode to get something started. He noted that the current zoning allows a lot more development than the 1,000 units proposed in Alternative 3, so he does not view the proposal as an up zone. He sees it as a lateral move, but also a tool to promote redevelopment. The City must do something to promote change on the property, which has remained the same for a number of years. If the City offers an incentive by dealing with stormwater as a whole, the outcome will likely be better than piecemeal development of individual property. A piecemeal approach would also result in a less effective improvement to the overall site.

Commissioner Maul asked if staff has considered the potential impacts of daylighting Boeing Creek. Mr. Eernisse answered that staff briefly considered a number of different options for daylighting Boeing Creek, but the main focus was to mitigate the cost of detention. The Boeing Creek Basin Study is much more thorough and was used by the consultant as part of his analysis.

Chair Scully suggested that perhaps the proposal was messaged poorly to the citizens. While he agrees with many of the concerns raised by citizens during the hearing, it is important to understand that most cannot be addressed or fixed via the CRA. The 500 and 1,000 residential units identified in Alternatives 2 and 3 do not represent a limit on growth. The numbers are simply a threshold for when environmental review would be required again. Concerns related to traffic and parking are very real, but they would be concerns of future development regardless of whether the CRA is adopted or not. The point of the CRA is to identify the improvements needed to mitigate the impacts so that funding can be allocated over time. His biggest concern with the proposal has to do with the proposed regional detention facility, and he was dismayed to see the conceptual proposal is a bunch of pipes, a pond and dam. However, the CRA does not address the question of how stormwater is handled; it just requires that it be done. He cannot believe that any of the Commissioners or citizens would be opposed to considering a regional stormwater facility rather than piecemeal for each project.

Chair Scully acknowledged Mr. Jacoby's comments about the performance venue, but noted that the properties are owned privately. The City has made it clear it would not take the properties via eminent domain. Instead, the City would leave it up to the developers to decide whether or not develop a theater. The CRA is not intended to dictate what is developed; it simply looks at the possible impacts if something is developed.

Vice Chair Craft voiced support for citizen comments about the opportunities that exist with Boeing Creek and the need to study the issue in a more thorough and thoughtful way. Ms. Way pointed to what happened at Thornton Creek as an example of the kind of study that would enhance and create a positive impact on the types of potential development that could happen. This additional study is also important for the future of Shoreline. As the process moves forward, he encouraged the City to consider these opportunities as a high priority, not only for Aurora Square but for the entire Town Center area.

Commissioner Montero agreed there are many issues that need to be addressed. However, in the long run, the City must encourage private development of the area. It is in the public interest to make redevelopment happen, and the CRA is a good start.



**THE MOTION CARRIED UNANIMOUSLY.**

**PUBLIC HEARING: COMPREHENSIVE PLAN AMENDMENT DOCKET**

Mr. Szafran explained that the Growth Management Act (GMA) limits review of proposed Comprehensive Plan amendments to no more than once per year. To ensure the public can view the proposals in a citywide context, the GMA directs cities to create a docket or list of the amendments that may be considered each year. Seven proposed amendments are included in the 2015 Comprehensive Plan Amendment Docket, one private and six City-initiated amendments. The staff presented the amendments, and the public was invited to comment prior to the Commission's discussion of each one.

**Proposed Amendment 1**

Mr. Szafran explained that Amendment 1 asks to consider changes to the Transportation Element of the Comprehensive Plan that would set citywide average daily trip (ADT) limits for non-arterial and collector-arterial streets. The proposed ADT limits would apply even if the capacity of the subject street may be higher and/or if level of service (LOS) failures would not result if ADTs were higher than the proposed ADT limit.

Mr. Szafran further explained that, generally, the amendment would place a default limit of 1,500 ADTs for non-arterial streets and a default limit of 3,000 for collector-arterial streets. The proposal would allow the City Council to raise the ADT limit to 3,000 on a non-arterial street and 7,000 on a collector-arterial street on a case-by-case basis to address extraordinary circumstances.

Mr. Szafran said staff recommends that the proposed amendment be excluded from the 2015 Comprehensive Plan Docket for the following reasons.

- The policy direction would be in conflict with the City's adopted concurrency program, which does not evaluate LOS impacts based on ADT.
- Adoption of the proposed amendment would require a modification to the City's current practices for review of a transportation impact analysis and the requirements for their submittal. Basically, it would require a transportation impact analysis for every type of development proposal.
- It is unclear how the policy would be enforced. If a certain street trips the threshold based on natural traffic increases, what would the City's responsibility be to fix it?
- The proposed volumes for ADT caps seem to be chosen somewhat arbitrarily, and the capacity of most collector-arterial streets is more than three times greater than the proposed 3,000 ADT cap.
- The street classification is intended to provide a general, qualitative description of how a roadway functions, not to assign a quantitative cap.

**Tom McCormick, Shoreline**, explained that the City has adopted LOS standards that include the A through F classifications. Classification D primarily measures delay time at intersections and has a volume capacity ratio of .9. The City's Traffic Engineer identifies the capacity for a road, and traffic is okay as long as it does not exceed 90% of that capacity. He expressed his belief that the current standards do not provide adequate traffic protection for the non-arterial and collector-arterial streets.

Even the planning community is mixed as to the best way to handle traffic impacts in residential communities.

Mr. McCormick said many people have 200 to 300 cars passing by their homes on a daily basis. Having 5,000 additional cars drive by homes as a result of new development would be considered a very significant adverse affect. His proposed amendment would set hard ADT limits of 1,500 as a default limit for residential streets, and the City Council could allow up to 3,000 on a case-by-case basis. In his view, the proposed limit would be reasonable. He recalled a recent situation where the City approved a new 200-unit residential development that increased the ADTs on Ashworth Avenue from 750 to 950. This project would have been approved based on the proposed amendment, as well.

Although staff has indicated that the proposed amendment would not work with the City's current concurrency program, Mr. McCormick explained that the concurrency program could continue to apply to developments other than those that would be denied on the grounds that they would cause the specified ADT limit to fail.

Mr. McCormick agreed that the proposed amendment may require the City to modify its current practice for review of Transportation Impact Analysis. He did not feel this should be an impediment to approving the proposed amendment if it is in the best interest of the residents. Developers should be asked to review the impacts their developments would have on residential streets.

While staff says it is unclear how the proposal could be enforced, Mr. McCormick said he provided written details about how enforcement could be done. He disagreed with staff's comment that ADT drives a street's classification and not the other way around. He agreed that a street does get classified under the City's Transportation Master Plan according to the ADT and regardless of its characteristics. However, he felt it would be possible for the City to set an ADT limit for roadways without affecting the maximum. In fact, he noted the City did just that at Point Wells when it set a 4,000 ADT limit for Richmond Beach Drive. He suggested this approach be used on a universal basis throughout the City, but allow flexibility for the City Council to approve a higher limit. He summarized that the proposed amendment can be implemented and he shared examples of how it was done in other cities. Mr. McCormick asked that the Commission include the proposed amendment on the 2015 Comprehensive Plan Docket for further study.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society. She said the Society would be happy to support the proposed amendment, which seems imminently reasonable and something that the City could do considering all of the other impacts that are running willy-nilly around the City right now with different proposals. The least the City could do is have some control over the ADTs.

Commissioner Moss said her understanding is that street classification has to do with the quality of the streets, how much traffic they will bear and what improvements the City may need to make if the traffic volumes increase. Mr. Relph agreed that street classifications are used to help the City understand how to treat streets long-term. The classification becomes important from the perspective of trying to establish policies for addressing pedestrian movements, traffic calming, etc.

Commissioner Maul asked how the proposed amendment would work with the City's current process. Mr. Relph answered that the proposed amendment would not meet the City's concurrency standard in any way. The concurrency standard allows an opportunity for development to mitigate problems. While the proposed amendment may allow the City an opportunity to look at LOS, no mitigation would be allowed once the ADT limit has been reached. Commissioner Maul noted that the City recently amended its concurrency program and has not had an opportunity to see if the new program works. Mr. Relph agreed that substantial changes were made to the City's process in order to implement an impact fee approach.

Although he is not necessarily in support of the proposed amendment, Chair Scully said he supports including it on the docket. He explained that the current system is intersection dependent. For long roads that do not have a lot of intersections, such as Richmond Beach Drive, looking at one intersection would not necessarily measure the traffic impacts for the entire roadway. Mr. Relph said that in his almost 30 years of experience, the typical problems actually occur at the intersections; and that is why the City's program focuses on intersections rather than segments. Chair Scully acknowledged there are missing pieces to the proposed amendment, but it is important to acknowledge that ADT can still have an impact on the quality of life on residential streets that have no intersection problems. Mr. Relph agreed that ADT can influence the quality of life on a particular block, but the bigger question is what is the best methodology or approach for trying to decide how that plays out. He said he does not believe the proposed amendment would accomplish this goal.

Commissioner Montero asked when the City's Transportation Master Plan Model was created. Mr. Relph answered that it was perfected in 2011.

Commissioner Malek asked how LOS would relate to traffic-calming devices or roundabouts. Mr. Relph explained that there is a distinction between roundabouts and traffic circles. Traffic circles are small and used at numerous intersections for traffic calming purposes. Roundabouts are larger and can actually increase capacity. The street classification, and not LOS, has more to do with traffic calming. The City's policies for street classification allow traffic calming on residential streets but not on arterial streets. Commissioner Malek agreed with Chair Scully that setting ADT limits would address public sentiment, as well as quality of life, better than LOS would.

**CHAIR SCULLY MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENT 1 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MALEK SECONDED THE MOTION.**

Chair Scully reminded the Commission that the Comprehensive Plan Docket is a study item. Once the docket has been approved by the City Council, the items on the docket will come before the Commission for further consideration.

Director Markle explained that if the Commission recommends and the City Council agrees that the proposed amendment should be included on the docket, a tremendous amount of study would have to be done. Because there would be a cost associated with moving the amendment forward, staff is not recommending it be included on the docket at this time.

**THE VOTE ON THE MOTION WAS A 3-3 TIE, WITH CHAIR SCULLY, VICE CHAIR CRAFT, AND COMMISSIONER MALEK VOTING IN FAVOR, AND COMMISSIONERS MONTERO, MAUL AND MOSS VOTING IN OPPOSITION.**

**Proposed Amendment 2**

Mr. Szafran advised that Amendment 2 seeks to add language to the introduction section of the Comprehensive Plan that outlines a public participation process. An audit by the Washington Cities Insurance Authority revealed that the City’s Comprehensive Plan should develop a more specific citizen participation plan. This amendment would not be added until the Comprehensive Plan is updated again in 2023.

**Proposed Amendment 3**

Mr. Szafran explained that this amendment would copy the policy language for the three land-use designations proposed in the 185<sup>th</sup> Street Station Area Plan to the Land Use Element of the Comprehensive Plan. Director Markle added that, as proposed, the Land Use Element of the Comprehensive Plan would be updated to identify equivalent zones for each of the three new land-use designations.

Commissioner Moss asked if the reference to the 185<sup>th</sup> Street Station Area is correct in LU-11, LU-12 and LU-13. Mr. Szafran pointed out that the designations proposed for the Land-Use Element of the Comprehensive Plan are described in the 185<sup>th</sup> Street Light Rail Station Subarea Plan that was adopted by the City Council on March 16, 2015. It would be premature to include a reference to the 145<sup>th</sup> Street Light Rail Station Subarea Plan at this time.

**Proposed Amendment 4**

Mr. Szafran said Amendment 4 would add language to the Comprehensive Plan identifying the Landscape Conservation and Local Infrastructure Program (LCLIP) as a potential funding source for public improvements.

**Proposed Amendment 5**

Mr. Szafran said Amendment 5 would amend Policy LU47, which considers “annexation of 145<sup>th</sup> Street adjacent to the existing southern border of the City.” He explained that the City is currently engaged in the 145<sup>th</sup> Street Route Development Plan and is actively pursuing annexation of 145<sup>th</sup> Street.

Commissioner Malek asked if there would be a cost associated with annexation of 145<sup>th</sup> Street. Ms. Ainsworth Taylor reported that annexation is already identified on the City’s work plan, and the City is currently in negotiations. However, she is unclear about what the economic costs will be.

**Proposed Amendment 6**

Mr. Szafran explained the City anticipates the Transportation Corridor Study on mitigating adverse impacts from proposed development at Point Wells will be completed in 2015. Therefore, staff is recommending that the same Comprehensive Plan amendment that was docketed in 2014 be included on the 2015 docket to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan.

**Proposed Amendment 7**

Mr. Szafran advised that Amendment 7 would add goals and policies to the Parks, Recreation and Open Space Element based on policies identified in the 185<sup>th</sup> Street Light Rail Station Subarea Plan relative to the need for more parks, recreation and open space. In particular, the policies include working with the Parks Board to explore options for funding new park space, including a park impact fee program; identify a process for locating new park space within the subareas, and determine the appropriate ratio of park space to residents.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society. She said it seems appropriate to add a park impact fee to the Parks, Recreation and Open Space Plan because she believes development should pay for development.

Ms. Way said she is somewhat confused about Amendment 6, since development at Point Wells will depend on whether or not the State allows annexation. She asked for an explanation of LCLIP, which is offered as a potential source of funding for public improvements. She also referred to Amendment 5, which relates to annexation of 145<sup>th</sup> Street. She said that, on one hand, she supports annexation of 145<sup>th</sup> Street so the City has the ability to address the anticipated impacts associated with the future 145<sup>th</sup> Street Station. On the other hand, she believes that Seattle, King County and the Washington State Department of Transportation should be held accountable for the current problems.

**Kristen Tenney, Shoreline**, invited the Commissioners to attend a celebration of Dr. Kruckeberg's 95<sup>th</sup> Birthday on March 20<sup>th</sup> from 3:00 to 5:00 p.m. She also invited them to visit the Kruckeberg Botanic Garden, which was preserved because it is such a national treasure. She expressed concern that, with the demand for more growth, the City must also maintain space for residents to enjoy the outdoors. She recalled that in 2009 she worked with a group of citizens who desired to have the City become a wildlife habitat, and it is the 51<sup>st</sup> City in the United States to become a Wildlife Community. She urged the Commission to take into consideration that pavement should not win out over wildlife.

**COMMISSIONER MONTERO MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENTS 2 THROUGH 7 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

**DIRECTOR'S REPORT**

Director Markle announced that the 185<sup>th</sup> Street Station Subarea Plan Development Regulations, Zoning and Planned Action Ordinance (PAO) was approved by the City Council on March 16<sup>th</sup>. The Commission's recommendation was largely accepted, but there were a few changes. For example, some

of the MUR-35 zoning was removed along the 185<sup>th</sup> Street Corridor, and the corridor connection over to North City was added to the 1<sup>st</sup> phase. In addition, the City Council added minimum densities for MUR-45 and MUR-70 zones, and single-family detached residential homes would be allowed outright in the MUR-35 zone and a nonconforming use in MUR-45 and MUR-70 zones. They also increased the flexibility of the non-conforming regulations. Instead of only allowing a 10% addition, the code would allow a 50% addition or 1,000 square feet, whichever is less. She noted that the adopted version of the PAO would be valid for 20 years and would cover Phases 1 and 2. Several thresholds were added to the PAO, as well. If any of the thresholds are met before the 20 years is up, additional State Environmental Policy Act (SEPA) review would be required.

Director Markle reported that the Commission's recommendation relative to the preferred alternative for the 145<sup>th</sup> Street Station Subarea Plan DEIS will be considered by the City Council on March 23<sup>rd</sup>. She also announced that Nytasha Sowers, from Sound Transit, has been hired as the City's new Transportation Manager. She will be a great help to planning staff as they work through the Final Environmental Impact Statement (FEIS) for Sound Transit's development agreements and permitting.

**UNFINISHED BUSINESS**

There was no unfinished business on the agenda.

**NEW BUSINESS**

No new business was scheduled on the agenda.

**REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

Commissioner Moss said the Commission received a link relative to a light rail project in Marin County. She commented that rather than being fact, the link provides a projection of what might happen. There are no plans for light rail in Marin County at this time.

**AGENDA FOR NEXT MEETING**

The April 2<sup>nd</sup> meeting was cancelled. It was noted that election of officers would be postponed until the April 16<sup>th</sup> meeting. Director Markle announced that the Council of Neighborhoods has invited the Chair and Vice Chair to attend their May meeting.

**ADJOURNMENT**

The meeting was adjourned at 9:47 p.m.

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Keith Scully  
Chair, Planning Commission

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Lisa Basher  
Clerk, Planning Commission



# AURORA SQUARE PLANNED ACTION

## Responses to Comments | June 1, 2015

### INTRODUCTION

The City of Shoreline issued a Draft Environmental Impact Statement (Draft EIS) on December 12, 2014 addressing the Aurora Square Planned Action.

**Proposal:** A description of the proposal and alternatives follows as summarized in the Draft EIS Fact Sheet:

*In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.*

*One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this Environmental Impact Statement (EIS). A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. The City is anticipated to approve a Planned Action Ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:*

- *transportation facilities for transit, pedestrian, and bicycles to support redevelopment;*
- *identifying opportunities for better pedestrian access to and from the CRA;*
- *opportunities and incentives for low-impact and eco-district improvements;*
- *conceptual exploration of regional stormwater facilities and standard requirements;*
- *providing exceptional signage and way finding for the site (including sign code amendments); and*
- *creating “windows” to the site that will allow better interaction between pedestrians and businesses.*

*Three alternatives are under review in this Draft EIS:*

- **No Action**, a State Environmental Policy Act (SEPA)-Required Alternative. *This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site.*
- **Phased Growth**, *assuming a moderate level of development, which introduces 500 dwelling units and adds up to 250,000 square feet of retail and office space beyond present development space.*

- **Planned Growth**, a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.

A map of the study area is presented in Exhibit 1 below.

**Exhibit 1. Study Area: Aurora Square Community Renewal Area**



Source: City of Shoreline 2013

**Public Review:** A written comment period on the Draft EIS was established through January 12, 2015. The City held a Community Meeting to introduce the document and obtain early input on December 18, 2015. The City also advertised the availability of the Draft EIS and a Public Hearing of the Planning Commission for January 29, 2015. As the January 29, 2015 hearing was not recorded the hearing was readvertised and held on March 19, 2015. A copy of the notices is provided in Attachment A.

**Preferred Alternative:** On March 19, 2015, following public testimony, the Planning Commission recommended:

- Alternative 3 as a Preferred Alternative
- Proposed Changes to the Sign Code
- Adoption of Planned Action Ordinance No. 705

Staff did not advance changes to the code on hours of operation regarding noise, and the Planning Commission did not include that potential code change in the Preferred Alternative.

**Purpose of Responses to Comments Document:** The purpose of this document is to provide the collected comments and responses. Ultimately these comments and responses will be incorporated into a Final EIS together with documentation of a Preferred Alternative as recommended by the Planning Commission.

A list of commenters providing written and verbal comments is provided in Exhibit 2 below. Written comments are listed by date then alphabetically; hearing comments are in order of speaker. A copy of the comments received between December 12, 2014 and March 19, 2015, including hearing minutes from March 19, 2015, is included Attachment B.

**Exhibit 2. List of Commenters – Aurora Square Planned Action**

Letter Number / Speaker Number	Author	Date
Written Letters: Agencies		
1.	Seattle Public Utilities, Martha Neuman	January 8, 2015
2.	Dawn M. Anderson, Washington State Dept. of Transportation (WSDOT)	January 12, 2015
Written Letters: Public and Property Owners		
3.	John Ramsdell	December 29, 2014
4.	Brianne Zorn	December 31, 2014
5.	John Ramsdell	January 5, 2015
6.	Greg and Ruth Hilborn	January 6, 2015
7.	Dargey Development, Dan Ramusson, Development Manager <i>Two similar letters with same date</i>	January 27, 2015
8.	Ruoxi Zhang	January 28, 2015
9.	Dave LaClergue	January 29, 2015
10.	Rosie O'Brien-Ochs, Westminster Triangle Neighborhood Meeting Summary Notes	February 4, 2015, also submitted March 19, 2015
11.	Paula Anderson	March 19, 2015
12.	Greg and Ruth Hilborn	March 19, 2015
13.	Debbie Kellogg <i>Two emails with same date</i>	March 19, 2015
14.	Dave LaClergue	March 19, 2015
15.	Jeff Mann	March 19, 2015
16.	Ginny Scantlebury	March 19, 2015
Verbal Comments, Planning Commission Public Hearing March 19, 2015		
17.	Bill Davies	March 19, 2015
18.	Debbie Kellogg	March 19, 2015
19.	David Lange	March 19, 2015
20.	Janet Way	March 19, 2015
21.	Dave LaClergue	March 19, 2015
22.	Dan Jacoby	March 19, 2015
23.	Bergith Kayyali	March 19, 2015
24.	Ginny Scantlebury	March 19, 2015
25.	Krista Tenney	March 19, 2015

Letter Number / Speaker Number	Author	Date
26.	Michelle Moyes	March 19, 2015
27.	John Ramsdell	March 19, 2015
28.	John Behrens	March 19, 2015
29.	Kay Norton	March 19, 2015
30.	Tom Poitras	March 19, 2015
31.	Harry Keinath	March 19, 2015
32.	Tom McCormick	March 19, 2015
33.	Paula Anderson	March 19, 2015
34.	Warren Richie	March 19, 2015
35.	Shari Dutton	March 19, 2015

## RESPONSES TO COMMENTS

This section provides responses to comments listed in Exhibit 2 and as marked in Attachment B.

Comments that state an opinion or preferences are acknowledged with a statement that the comment is noted. Comments that ask questions or request revisions to the Draft EIS are provided with a response that either explains the approach of the EIS analysis or offers clarifications.

While the City has developed the Planned Action for the entire study area, two private development applications have been made for residential development within the Aurora Square CRA. The applications are undergoing independent SEPA review. The City is conducting SEPA review and addressing specific comments regarding the applications through that separate process. As some topics are related (e.g. overall center approach to parking, transportation, etc.) the comments are included below, and responses to general themes related to the Aurora Square Community Renewal Area are addressed in this document. Comments specific to the applications will be addressed through the separate permitting process and are noted as such.

**Exhibit 3. Responses to Comments Matrix**

Comment Number	Response
<b>Written Letters: Agencies</b>	
Seattle Public Utilities, Martha Neuman	
1-1	The indication Seattle Public Utilities does not have comment on the document is noted.
Dawn M. Anderson, Washington State Dept. of Transportation (WSDOT)	
2-1	<p>WSDOT’s comments were focused on traffic operations and potential mitigation measures at intersections along Aurora Avenue N (SR 99). The City of Shoreline shares the WSDOT’s concern about maintaining traffic operations within the City limits and will continue to partner with the State regarding traffic issues along Aurora Avenue N (SR 99).</p> <p>Aurora Avenue N (SR 99) is a designated Highways of Statewide Significance (HSS) as established by HB 1487 (“The Level of Service Bill”), which exempts the Aurora Avenue N (SR 99) corridor intersections from the City’s concurrency standards. The City of Shoreline and WSDOT recently made substantial investments along this segment of Aurora Avenue N (SR 99). The improvements widened the roadway seven lanes, added business access/transit lanes to improve transit operations, constructed new turn lanes,</p>

Comment Number	Response
	<p>widened sidewalks, and added center medians to improve safety and traffic flow. King County Metro has added RapidRide E Line service to Aurora Avenue N (SR 99). The E Line provides service between Shoreline and downtown Seattle.</p> <p>The City has also made significant investment in improving the Interurban Trail. The trail travels north-south along this segment of Aurora Avenue N providing a regional trail for commuter and recreational bikers and pedestrians in the area. These improvements are consistent with City policies and Shoreline’s Comprehensive Plan.</p> <p>WSDOT’s level of service policies, which emphasize reducing congestion for vehicles are not consistent with the City’s emphasis for multimodal solutions along this segment of the Aurora Avenue N (SR 99) corridor. At this time, the City understands that WSDOT has no plans for adding capacity to Aurora Avenue N (SR 99), nor a process to determine feasible projects and proportional costs at a particular location given the nature of regional traffic and the statewide system. The City will continue to monitor traffic conditions along designated state highways, and coordinate with WSDOT through future planning efforts regarding appropriate multimodal transportation strategies.</p> <p>The City considered the following Growth Management Act (GMA) provisions in its analysis of Aurora Square Draft EIS alternatives:</p> <ul style="list-style-type: none"> <li>● RCW 36.70A.070 (6)(c); The transportation element is to include an evaluation of facilities and service needs, including for state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. As noted in GMA, the purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. (emphasis added)</li> <li>● RCW 36.70A.103 indicates that State agencies are required to comply with comprehensive plans. “State agencies shall comply with the local comprehensive plans and development regulations and amendments thereto adopted pursuant to this chapter.”</li> <li>● RCW 36.70A.108 indicates transportation elements may include multimodal transportation improvements or strategies that are made concurrent with the development to satisfy concurrency requirements.</li> </ul>
2-2	<p>The WSDOT letter also included specific concerns regarding the 2030 traffic operations at the Aurora Avenue N (SR 99) intersections. The Draft EIS analysis included an in-depth evaluation of existing (2014) and future (2030) operations. The 2030 analysis was based on the City’s traffic model that assumed a high level of regional growth. Review of the forecasted PM peak hour volumes shows that the overall traffic growth between 2014 and 2030 is approximately 30 percent along the segment of Aurora Avenue N adjacent to Aurora Square. Of this traffic growth, 6 percent is related to the Aurora Square development and 24 percent is other local or regional growth. Assuming 17-years of background growth provided a conservative analysis of the development’s impacts.</p> <p>These traffic operations issues at the Aurora Avenue N (SR 99) intersections are addressed below:</p> <p><b>N 155th Street/Aurora Avenue N</b> – Further analysis of this intersection shows that the addition of a southbound right-turn overlap phase would reduce intersection operations to 96 seconds of delay, mitigating the entire impact of the Full Alternative 3 development back to No Action conditions. This would be low-cost improvement and may lessen the need for the construction of a second northbound left-turn lane. The improvement could also benefit the operations of the southbound BAT lane and transit travel times in the corridor.</p> <p><b>N 155th Street/Westminster Way N</b> – Traffic simulation analysis of the 2030 PM peak hour with the Full Alternative 3 development found no issues from westbound queues at</p>

Comment Number	Response
	<p>N 155th Street/Westminster Way N intersection backing up on 155th Street N to Aurora Avenue N (SR 99).</p> <p><b>N 157th Street/Westminster Way N</b> – This entrance would provide right-in/right-out access only to the Aurora Square development. This location would have fairly light volumes, allow turns from the BAT lane, and would operate at a high level of service. The access would reduce volumes at other site driveways.</p> <p><b>N 160th Street/Aurora Avenue N</b> – The preliminary design has two receiving lanes on westbound N 160th Street, which transitions from two lanes to one lane approximately 310 feet west of the intersection. This design meets the City of Shoreline standards and WSDOT Design Manual Chapter 1210.07(b) for lane transitions which require a minimum length of 225 feet. Traffic is expected to primarily access the site from N 155th Street/Westminster Way N. The project’s trip distribution took into account the 2030 traffic operations and forecasted conditions along N 155th Street.</p> <p>See also Draft EIS page 3-64 regarding additional analysis of new site access locations:</p> <p style="padding-left: 40px;">Access Improvements</p> <p style="padding-left: 40px;">Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. The redeveloping CRA properties will need to analyze the traffic operations of the new intersection and may be required to construct a signal at the new intersection if signal warrants are met per the Manual for Uniform Traffic Control Devices. The design of the internal street would determine the location of the new intersection and its relationship to the intersections at Fremont Avenue N and Linden Avenue N.</p>
<b>Written Letters: Public and Property Owners</b>	
John Ramsdell	
3-1	The comment is noted.
3-2	<p>The community meeting regarding the Aurora Square Planned Action held on December 18, 2014 was related to the Community Renewal Area as a whole and in conformance with the City and State SEPA rules. A public hearing was advertised for January 29 and readvertised for March 19, 2015 at 7 pm.</p> <p>The private developer for the Potala application held a neighborhood meeting on December 2, 2014 consistent with the Shoreline Municipal Code prior to submittal of an application. Another neighborhood meeting was held February 3, 2015 by the City.</p>
3-3	<p>The City’s parking requirements in Chapter 20.50, Subchapter 6. Parking, Access and Circulation, apply to private applications. The application of the City’s code is assumed for future planned actions in the Community Renewal Area.</p> <p>However, in light of concerns regarding parking and the need for coordination among many property owners in the Community Renewal Area, the proposed Planned Action Ordinance includes parking management mitigation measures that would apply to applications proposing to be considered planned actions.</p>
3-4	Notices regarding private applications are available at the City’s website ( <a href="http://www.shorelinewa.gov/government/departments/planning-community-development/land-use-action-and-planning-notices">http://www.shorelinewa.gov/government/departments/planning-community-development/land-use-action-and-planning-notices</a> ); files may be reviewed at City Hall.
3-5	The applicant’s SEPA Checklist addresses transportation and other infrastructure and services. See Response to 3-4 regarding notices and application information.
Brianna Zorn	
4-1	<p>The Aurora Square Community Renewal Area is zoned MB.</p> <p>The City requires that ground level space be built to dimensions that could house retail or office in the future, even if applicants choose to use them for residential. In this project’s case, frontage space would be used for offices and amenities.</p> <p style="padding-left: 40px;">20.50.240 Site design.</p> <p style="padding-left: 40px;">C. Site Frontage.</p>




Comment Number	Response
	1. Development abutting NB, CB, MB, TC-1, 2 and 3 shall meet the following standards:  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;
John Ramsdell	
5-1	See Response to 3-2.
5-2	See Response 3-3.
5-3	See Response to 3-2.
Greg and Ruth Hilborn	
6-1	See Response to 3-2.
6-2	See Response 3-3.
6-3	See Response to 3-2.
Dargey Development, Dan Ramusson, Development Manager	
7-1	Comment noted. Where streets are characterized by wide rights-of-way, elimination of the Transition Area standards would not result in shading impacts based on preliminary modeling of maximum height and bulk by the Draft EIS consultants. Complete elimination of the Transition Area standards, however, could allow for only limited building façade modulation and could affect the pedestrian environment. Therefore, the City may wish to consider intermediate proposals between full standards and no standards. The potential for modifying Transition Area standards is appropriate to review at a cumulative citywide level for areas zoned MB and with different widths of streets and parcel orientations.
Ruoxi Zhang	
8-1	Comment noted.
8-2	See Response to 7-1.
Dave LaClergue	
9-1	Comment noted.
9-2	Comment noted.
9-3	Comment noted. The Preferred Alternative recommended by staff and authorized by the Planning Commission does not include changes to the noise limits due to public comments.
9-4	The Planned Action includes prioritized frontage improvements that connect bicyclists and pedestrians. See Proposed Ordinance 705. The City’s development standards require onsite connections to streets.  <b>20.50.240 Site design. E. Site Walkways.</b>  1. Developments shall include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail where adjacent.  a. All buildings shall provide clear, illuminated, and six-inch raised and at least an eight-foot wide walkways between the main building entrance and a public sidewalk;  b. Continuous pedestrian walkways shall be provided along the front of all businesses and the entries of multiple commercial buildings;

Comment Number	Response
	<div data-bbox="617 199 1282 808" data-label="Diagram"> <p style="text-align: center;"><b>Well-connected Walkways</b></p> </div> <p data-bbox="532 882 1364 1018">                     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);                 </p> <div data-bbox="592 1060 1315 1365" data-label="Image"> <p style="text-align: center;"><b>Parking Lot Walkway</b></p> </div> <p data-bbox="532 1459 1364 1617">                     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.                 </p>
9-5	<p>Frontage improvements are required for the Aurora Square Community Renewal Area in the Municipal Code and Proposed Planned Action Ordinance 705.</p> <p>The City's Transportation Master Plan (TMP Appendix H) proposes that Westminster Avenue between N 145<sup>th</sup> and N 153<sup>rd</sup> be modified to construct sidewalks on both sides of the street.</p>
9-6	<p>Comment noted. The proposed amendments to the sign code would be specific to the Aurora Square Community Renewal Area and function as an overlay. There would be larger sizes allowed of building mounted signs, additional projecting and pylon signs, and electronic messaging and other forms of illumination allowed consistent with an</p>

Comment Number	Response
	entertainment district atmosphere. See Figure 2 5. Example Conceptual Changeable Message Sign and Section 3.2 Light and Glare. Future applicants would apply for a master sign plan to meet proposed standards. See Appendix C for Sign Code Ordinance language and an excerpt of the proposal in Draft EIS Chapter 2.
9-7	The City advertised a public hearing regarding the Planned Action for January 29, 2015 and readvertised it for March 19, 2015.
Rosie O'Brien-Ochs, Westminster Triangle Neighborhood Meeting Summary Notes	
10-1	The Aurora Square Planned Action Draft EIS addresses traffic cumulatively assuming development at different levels across the whole study area and in the context of the City's 2030 traffic projections in the Transportation Master Plan. See Draft EIS page 3-51.
10-2	See Response 3-3.
10-3	The topics listed cover a range of topics including landscaping, stormwater, fire and police protection, transit and pedestrian modes, and air quality. The Aurora Square Planned Action Draft EIS addresses transportation and stormwater topics. Fire and police protection and air quality are addressed in the SEPA Checklist in Appendix A of the Draft EIS.
10-4	Recreation and open space are addressed in Aurora Square Planned Action Draft EIS Section 3.6.
10-5	Schools are addressed in Aurora Square Planned Action Draft EIS Section 3.6.
10-6	See Responses 3-2 and 3-4.
10-7	<p>The City's passage of multifamily tax exemptions applies to a number of commercial mixed use areas in the City. Regulations can be reviewed at Shoreline Municipal Code Chapter 3.27 Property Tax Exemption. The purposes of the regulations were described at the meeting per the notes, and are also stated in the code:</p> <p style="padding-left: 40px;">3.27.010 Purpose. The purpose of this chapter providing for an exemption from ad valorem property taxation for multifamily housing in the residential targeted areas is to:</p> <p style="padding-left: 40px;">A. Encourage increased residential opportunities within the residential targeted area;</p> <p style="padding-left: 40px;">B. Stimulate new construction or rehabilitation of existing vacant and underutilized buildings for revitalization of the designated targeted areas;</p> <p style="padding-left: 40px;">C. Assist in directing future population growth to the residential targeted area, thereby reducing development pressure on single-family residential neighborhoods; and</p> <p style="padding-left: 40px;">D. Achieve development densities that stimulate a healthy economic base and are more conducive to transit use in the designated residential targeted area.</p>
10-8	<p>The City's vision for the future land use pattern in the City is established in the Comprehensive Plan. To maintain the character of single family areas and to provide for the City's share of expected growth in the region, much of the City's future growth is anticipated to take place in mixed use areas such as the MB zone applicable to the Aurora Square Community Renewal Area. The Aurora Square Planned Action proposals do not change the allowed building height or allowed retail and residential uses.</p> <p>Notices of development would follow the City's regulations found at Shoreline Municipal Code Chapter 20.30 Procedures and Administration. Also see Response 3-4.</p>
10-9	See Response 3-2.
Paula Anderson	
11-1	The comment is noted. The Planning Commission recommended Alternative 3, the higher growth levels. The mitigation measures are the same between Alternative 2 and 3. The City Council will consider public comments and the Planning Commission recommendations.

Comment Number	Response
11-2	<p>As described in the Draft EIS, page 3-51: <i>The City of Shoreline uses the analysis of the afternoon commute hour (PM peak hour) to plan for and assess impacts related to future development. The peak hour for traffic in the area typically occurs between 5:00 PM and 6:00 PM; however, other roadways, such as N 160th Street, are affected by heavy traffic flows during the AM and mid-day hours due to traffic associated with the Shoreline Community College.</i></p> <p>Therefore the Draft EIS considered AM and PM peak hours.</p>
11-3	<p>The Aurora Square Planned Action compares the No Action (no further development beyond existing as of 2014) to the added number of dwellings and square footages in Alternatives 2 and 3. The added dwellings are inclusive of the planned development on the two private application sites.</p> <p>It should be noted that the Planned Action is intended to facilitate development, but that the MB zone allows for more growth than studied in the Planned Action. Future applicants could propose development consistent with MB zone and once the Planned Action levels of growth are achieved could accomplish their own applications consistent with City zoning and land use requirements.</p>
11-4	<p>Detour routes are not known at this time, and would involve arterial streets fronting the study area, not cut through on residential streets. City codes discourage street closures. Significant notice is required if residential streets are part of the detour. The City's code includes the following requirements:</p> <p style="padding-left: 40px;">12.15.130 Temporary street closures.</p> <p style="padding-left: 40px;">The convenience of an open roadway is consistent with the idea of good customer service. The city will discourage street closures and strongly discourage arterial street closures. In the event of street closure, the following standards apply:</p> <p style="padding-left: 40px;">A. Signs shall be posted in a conspicuous place at each end of the roadway to be closed and at all intersections associated and/or adjacent to the closed segment of the street.</p> <p style="padding-left: 40px;">B. The signs shall be posted no later than three calendar days prior to the proposed closure.</p> <p style="padding-left: 40px;">C. Any residential street closures greater than 12 hours will require a detour route plan, signage, and a public notice published in the newspaper of record three days prior to closure.</p> <p style="padding-left: 40px;">D. For all nonemergency arterial street closures, the publication of the closure is required in addition to posting signs a minimum of three days in advance, regardless of the length of the closure.</p> <p style="padding-left: 40px;">E. For all street closures described above, the permittee is required to notify in writing the following agencies a minimum of three calendar days prior to the closure:</p> <ol style="list-style-type: none"> <li>1. The Shoreline police department;</li> <li>2. The Shoreline fire district;</li> <li>3. The Shoreline school district; and</li> <li>4. King County transportation division.</li> </ol> <p style="padding-left: 40px;">F. These standards shall be considered a minimum; other notifications may be required as appropriate. [Ord. 339 § 1, 2003]</p>
11-5	<p>The Transition Area standards quoted limit height across from single family zones within 10 feet of a property line but beyond 10 feet the height can increase up to 65 feet with additional upper story setbacks.</p>
11-6	<p>Comment noted. The Preferred Alternative recommended by staff and the Planning Commission does not include changes to noise regulations based on public comments.</p> <p>Also see Planned Action Ordinance mitigation measures addressing site design and noise: <i>As part of land use permit review, the City shall evaluate site development permits to consider the siting, design, and orientation of new uses relative to existing surrounding land uses in R-4, R-6 or R-8 zones, and may condition proposals to direct uses with the potential for producing noise away from sensitive receptors in those zones. The Planning</i></p>

Comment Number	Response
	<p><i>and Community Development Director or designee may consider the maximum environment noise levels found in WAC 173-60-040 and application of the City's General Development Standards in Chapter 20.50 to condition proposals.</i></p>
11-7	<p>The proposed sign standards would include alternative standards for a number of signs. Pylon signs would be allowed to contain up to 300 square feet of signage area and could include illumination as well as changeable digital messages. The draft code indicates that electronic message center lights would automatically dim and “not exceed 0.3 footcandles over ambient lighting conditions when measured at the International Sign Association’s recommended distance.” The new standards offer more visible and coordinated signage for the center and promote replacement of current signs. The City Council will consider the proposed sign code amendments and these comments– see Attachment C.</p>
11-8	<p>Currently, Westminster Way is used by trucks, and the City’s Transportation Master Plan does identify it as a truck route (Figure G). Please also note that the City’s arterial system shows the primary traffic circulation route is from SR 99 to 155th to Westminster Way (Principal Arterial). The segment of Westminster Way between SR 99 and 155th Street is considered a Minor Arterial. Further, the City of Shoreline has obtained federal agreement to change the designation the segment of Westminster Way proposed for redesign and closure to be excluded from the National Highway System. See Attachment D.</p> <p>Westminster Way frontage improvements to close the slip lane are developed at an early conceptual stage (10% design in Draft EIS Appendix B), and the road is still open. The City intends to continue the design process. Until such time as a design is approved and construction is scheduled, the road will remain open and used by trucks; following the redesign, the road can be used by cars through a right in/right out movement at 156th and thus will still be in vehicular use. A second design option is under review by the City that will allow the slip-lane to remain open in conjunction with a traffic circle/roundabout and a one-way connector to Aurora. Additional design efforts and City Council review are anticipated.</p> <p>The Planned Action Ordinance Exhibit A, Section 3.0 notes that integration of the Planned Action transportation and stormwater improvements into the City’s capital facilities plans would with the City’s budget or next annual amendment process.</p>
11-9	<p>The potential for a second turn lane is not required to accommodate the future redevelopment of the study area, but is noted as a potential measure for future consideration to facilitate traffic circulation. If the improvement is carried forward per Exhibit A of the Planned Action Ordinance additional analysis would be carried out.</p>
11-10	<p>The Draft EIS indicates the improvement would be to: <i>Close the southbound Aurora Avenue N right-turn “slip lane” to Westminster Way N and construct a new roadway connection at N 156th Street/Aurora Avenue N that would connect Westminster Way N and Aurora Avenue N. This access would be limited to southbound right turns inbound and eastbound right turns outbound.</i></p> <p>A traffic light was not proposed at 156<sup>th</sup> and SR 99– just limitations on right turns in and out. Draft EIS Appendix B shows the location and improvement (see image below). However, another design option would keep the slip lane open and have the connector to Aurora be eastbound/right-out. There would be a traffic circle where the T intersection is now. Additional design efforts and City Council review are anticipated.</p>

Comment Number	Response
	
Greg and Ruth Hilborn	
12-1	See Response 3-3.
12-2	The Draft EIS illustrates that cumulative growth would meet City level of service standards along and nearby the study area. The frontage improvements along the Community Renewal Area would facilitate multiple mode movements consistent with City standards, and focus traffic movements on City arterials. See Draft EIS Section 3.3.
12-3	<p>See Responses 3-3 and 12-2. A traffic study will be required for any significant change in land use at or near the intersection of N 153rd and Westminster Way. Currently, a traffic light isn't warranted according to federal standards, however the intersection would be reevaluated with any proposed increase in traffic volumes.</p> <p>Regarding the intersection of Linden Ave and N 155th Street, the City Traffic Engineer recommends restricting the access to right-in, right-out only for improved safety and traffic operations. A safer option for left turns is available only 850 feet away at Westminster and N 153rd.</p>
12-4	See Responses 2-2, 11-10, and 12-2.
12-5	See Responses 2-2 and 10-1 regarding the use of 2030 future traffic volumes as context for the present analysis.
12-6	See Draft EIS Section 3.6. The City requires onsite open space with new development.
12-7	All development would be subject to the City's drainage manual. If a regional facility were constructed, the Planned Action Ordinance indicates an applicant would request or the City may require use of the regional facility. The regional facility would be designed to serve more than Aurora Square and other properties may benefit from it.
12-8	See Responses to 9-3 and 11-6.
12-9	Comment noted. See response to 11-1 and 11-3.
Debbie Kellogg	
13-1	RCW 43.21C and WAC 197-11 require that the City of Shoreline consult with public agencies, which includes tribes, by providing tribes notice of environmental documents such as the notice of scoping/Determination of Significance, Draft EIS, etc. The City notified tribes at the time of scoping (see Notice of SEPA Threshold Determination and



Comment Number	Response
	<p>Scoping Notice and Checklist in Draft EIS Appendix A) and at the time the Draft EIS was issued (see Draft EIS Chapter 5). Further the City provided notice of the Planned Action community meeting and Draft EIS/Planned Action hearing to the tribes, and invited comment. The tribe[s] did not respond with written comments, therefore, as provided in WAC 197-11-545, the City of Shoreline may assume that the consulted agency has no information relating to the potential impact of the proposal as it relates to the consulted agency's jurisdiction or special expertise.</p>
13-2	<p>The City is proposing frontage improvements to Westminster Way and 160<sup>th</sup> Street. The City is not proposing changes to SR 99. Please note that Westminster Way is not part of the national highway system (see Response 11-8).</p> <p>A piped stream along the northern boundary of the property at 160<sup>th</sup> was noted in the SEPA Checklist (See Draft EIS Appendix A). Piped streams are required to have a 10 foot buffer; voluntary proposals to open piped watercourses are encouraged. See SMC 20.80.480. Future development will comply with the 10 foot buffer. The code notes the voluntary nature of opening piped watercourses.</p> <p>Also, see Section 3.4 of the Draft EIS regarding a comprehensive stormwater analysis addressing the Boeing Creek basin.</p>
13-3	<p>See specific responses to comments below.</p>
13-4	<p>The City is not changing the land use designation or zoning of the site. The City has addressed a mixed use land use pattern along SR 99 including at the Aurora Square over many years in the following SEPA documents:</p> <ul style="list-style-type: none"> <li>• City of Shoreline Comprehensive Plan, Final Environmental Impact Statement, November 1998</li> <li>• Comprehensive Plan, Final EIS, November 1998</li> <li>• Updates to the City of Shoreline Comprehensive Plan, DNS and SEPA Checklist, September 2004</li> <li>• City of Shoreline Transportation Master Plan (TMP), Development Code and Comprehensive Plan Amendments, Determination of Non-Significance (DNS) and SEPA Checklist, September 2011</li> <li>• Town Center Subarea Planned Action Final SEIS, July 2011</li> <li>• 2012 Update to the Shoreline Comprehensive Plan DNS, fall 2012</li> </ul> <p>Further, to offer an incentive for redevelopment consistent with the approved Community Renewal Area adopted in 2012 by the City Council, the Aurora Square Planned Action EIS addresses cumulative development in the study area including the areas where site specific applications have been made. As mixed use zoning has been in place for some time, and a planned action is not required, property owners within the study area have proposed redevelopment and submitted their own SEPA analysis. There is no piecemeal analysis given the long history of cumulative analysis, plus the cumulative analysis voluntarily conducted for the Aurora Square Planned Action.</p>
13-5	<p>The City's Transportation Master Plan has consistently identified SR 99 as a Principal Arterial since adopted in 2011. The State identifies SR 99 as Urban Other Principal Arterial.</p> <p>See Response to 11-8 regarding truck routes.</p>
13-6	<p>The frontage improvements proposed for Aurora Square are intended to facilitate multiple mode travel, and the safe movement of persons, vehicles, and trucks. The improvements route traffic along the City's minor and principle arterials and not through the site as a bypass.</p> <p>The City has required that additional analysis be provided of additional access at N 160<sup>th</sup> Street:</p> <p style="text-align: center;"><i>Access Improvements (Draft EIS page 3-64)</i></p>

Comment Number	Response
	<p><i>Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. Planned Action applicants shall analyze the traffic operations of the new intersection and may be required by the City to construct a signal at the new intersection if signal warrants are met. The methods and approach to the analysis shall be consistent with SMC 20.60.140 Adequate Streets.</i></p> <p>See also Response 9-4 regarding pedestrian connections.</p>
13-7	See Response to 13-2.
13-8	<p>Redevelopment concepts have been shown conceptually in the study area, but the City does not require property owners to redevelop. Instead incentives are provided for redevelopment. Regarding the vision and intent behind the Community Renewal Area see the following resolutions adopted by the City Council:</p> <ul style="list-style-type: none"> <li>● Designation as a Community Renewal Area, Resolution No. 333, September 4, 2012.</li> <li>● Adoption of a Community Renewal Plan complying with the GMA (RCW 36.70A), dated July 8, 2013, Res. No. 345.</li> </ul>
13-9	<p>Draft EIS page 3-21 notes the following about the estimate of jobs: <i>Under Countywide Planning Policies (2012), the City is to provide capacity for 5,000 dwelling units and 5,000 jobs and its zoned capacity is more than sufficient to provide for the growth. The City's assumptions for the spread of the 5,000 dwellings and 5,000 jobs assumed about 373 dwelling units and 2,078 jobs at Aurora Square.</i></p> <p>Based on existing square feet of building space at the study area (if fully occupied), the jobs would equal 1,528. Total jobs under the planned action alternatives are estimated at 2,361 to 3,195. See Draft EIS section 3.1 and 3.5 (especially Table 3-21. Projected Increase in Population and Employment by Alternative).</p> <p>The jobs are based on assumptions of 300 square feet per employee used in the 2014 King County Buildable Lands Report as cited in association with Table 3-21. This method will be clarified in the Final EIS.</p>
13-10	<p>The site is characterized by urban growth and City maps of hazards do not show extensive geologic hazards are present.</p> <p>The SEPA checklist notes the following regarding earth mitigation measures at B.1.h: <i>Future development will be subject to SMC Title 20 Subchapter 5. Tree Conservation, Land Clearing and Site Grading Standards, found in Chapter 20.50 General Development Standards and will be subject to erosion control standards in SMC 13.10.200 Adoption of Stormwater Management Manual.</i></p> <p>Further, the SEPA Checklist indicates in B.1.c: <i>At the time of building permit requests, the International Building Code includes conditions under which preparation of a geotechnical report would be required.</i></p> <p>Given the strength of the City code requirements and the greater specificity of site design with particular applications, the City will have adequate information regarding soils and foundations at the time of permit applications.</p>
13-11	<p>The Draft EIS analysis included an in-depth evaluation of existing (2014) and future (2030) operations. See Responses 2-2 and 10-1.</p> <p>The Draft EIS did address the intersection of 145<sup>th</sup> Street/Greenwood Avenue, but note that it is outside the City of Shoreline and is not subject to the City's level of service standard.</p>
Dave LaClergue	
14-1	The comment is noted.
14-2	The comment is noted.

Comment Number	Response
14-3	The comment is noted.
14-4	The comment is noted. Please see Response to 9-4.
14-5	The comment is noted. The City's site and building design standards will apply to future development. See SMC 20.50.220 to 250 in Subchapter 4. Commercial Zone Design.
Jeff Mann	
15-1	See Response 3-3 regarding parking. See Sections 3.3, 3.4, and 3.5 of the Draft EIS regarding Transportation, Stormwater, Water and Sewer Infrastructure.  See Draft EIS Appendix A where security topics are addressed. Future site-specific activities will comply with City building, fire, and land use codes (e.g. site design standards). Development will also be subject to City standards, including Chapter 20.60 Adequacy of Public Facilities addressing fire protection and the International Fire Code. As development occurs, revenues would likely increase allowing the City annually to determine the appropriate distribution of operational and capital funds towards municipal services such as police.
15-2	See Response 3-3 regarding parking.
15-3	See Response 15-1.
15-4	See Response 15-1.
15-5	The Planning Commission has recommended Alternative 3 as the future growth level for the Planned Action. The City Council would make the final determination of the growth levels in the Planned Action Ordinance between Alternative 2 and 3.  It should be noted that the Planned Action is intended to facilitate development, but that the MB zone allows for more growth than studied in the Planned Action. Future applicants could propose development consistent with MB zone and once the Planned Action levels of growth are achieved could accomplish their own applications consistent with City zoning and land use requirements.
Ginny Scantlebury	
16-1	The commenter's individual research is noted. Please note that the City of Kirkland City Council required the Parkplace developer to pay the City's expenses regarding the additional SEPA analysis to support a revised Planned Action, and that the development proposal resulted in a new mix of development that had similar or lesser impacts than the original proposal. The Kirkland City Council recently approved the amended ordinance.  Please also see other summaries of integrated planning and SEPA processes conducted by the Washington State Department of Commerce in 2010: <a href="http://www.commerce.wa.gov/Services/localgovernment/GrowthManagement/Growth-Management-Planning-Topics/Pages/State-Environmental-Policy-Act.aspx">http://www.commerce.wa.gov/Services/localgovernment/GrowthManagement/Growth-Management-Planning-Topics/Pages/State-Environmental-Policy-Act.aspx</a> Also, see the Municipal Research and Services Center website at: <a href="http://mrsc.org/Home/Explore-Topics/Planning/Land-Use-Administration/Planned-Action.aspx">http://mrsc.org/Home/Explore-Topics/Planning/Land-Use-Administration/Planned-Action.aspx</a>
16-2	Please see Response 11-8.
16-3	The comment is noted.
<b>Public Hearing      March 19, 2015</b>	
17.	<b>Bill Davies.</b> See Response 12-2.

Comment Number	Response
18.	<b>Debbie Kellogg.</b> See Responses to Letter 13.
19.	<b>David Lange.</b> Comment noted regarding vacant homes. Regarding parking see Response 3-3. Regarding construction noise, no change is proposed to noise standards.
20.	<b>Janet Way.</b> See Response 10-1 regarding transportation, and Responses 12-7 and 13-2 regarding stormwater and streams. Regarding future review of planned actions, the Planned Action Ordinance requires applicants to submit a checklist to confirm the planned action criteria are met. Also, the standard land use and building permit review process will be followed. Where notice is required for the building or land use permit it would indicate a planned action is proposed. Schools are addressed in Draft EIS Section 3.6, and utilities are addressed in Section 3.5. Fire and police protection are addressed in Draft EIS Appendix A, SEPA Checklist. See also Response 15-1.
21.	<b>Dave LaClergue.</b> Please see Responses to Letter 14.
22.	<b>Dan Jacoby.</b> See Response 3-3 regarding parking. Also, please note the City is not changing the zoning allowances that presently allow for entertainment uses. See Response 11-6 regarding noise. The commenter's experience in entertainment is noted.
23.	<b>Bergith Kayyali.</b> Please see Responses 10-1, 11-2, 12-2, 12-6, 13-2, and 13-10 regarding technical topics. The commenter's preferences for Alternative 2 are noted.
24.	<b>Ginny Scantlebury.</b> Please see responses to Letter 16.
25.	<b>Krista Tenney.</b> The comments are noted. See also Responses to 12-2.
26.	<p><b>Michelle Moyes.</b> See Response to 13-10 regarding the request for a geotechnical report. As described in the SEPA Checklist in Draft EIS Appendix A: <i>New development of specific parcels will be subject to City zoning for allowable uses and activities, and City codes for handling hazardous materials as well as State and Federal hazardous materials regulations.</i></p> <p>For information on the State's clean up process, please see:  <a href="http://www.ecy.wa.gov/programs/tcp/cu_support/cu_process_steps_defns.htm">http://www.ecy.wa.gov/programs/tcp/cu_support/cu_process_steps_defns.htm</a>.</p> <p>Applicants for development are required to conduct a site assessment to determine if contamination is present from past use, whether they are planned actions or not. For example, the Potala project will need to verify that the former owner of the property conducted geotechnical assessments, found contamination, and performed mitigation measures according to state or federal regulations.</p> <p>The state and federal regulations that are applicable will be clarified in the Final EIS. See also Section 2.7 of draft Planned Action Ordinance Exhibit A.</p>
27.	<b>John Ramsdell.</b> See response to Letter 3 and Response to 15-5.
28.	<p><b>John Behrens.</b> As described in Section 2.6 of the Draft EIS:</p> <p><i>A planned action provides more detailed environmental analysis during the early formulation stages of planning proposals rather than at the project permit review stage. Future development proposals consistent with the planned action ordinance do not have to undergo an environmental threshold determination, and are not subject to SEPA appeals when consistent with the planned action ordinance including specified mitigation measures. Planned actions still need to meet the City's development regulations and to obtain necessary permits.</i></p> <p>Planned Actions have been a tool allowed in the State Environmental Policy Act since the mid-1990s. The City has previously adopted Planned Actions in North City and the Town Center. Please also see Response 16-1.</p> <p>Regarding parking please see Response 3-3. Regarding cumulative traffic analysis, please see Response 10-1. The issue of prior SEPA review for the zoning and planned land use pattern is addressed in Response 13-4. Stream daylighting is addressed in Response 13-2.</p>

Comment Number	Response
29.	<p><b>Kay Norton.</b> Please see the following Figures that show the broader adjacent neighborhoods:</p> <ul style="list-style-type: none"> <li>● Figure 2-1. Study Area: Aurora Square Community Renewal Area</li> <li>● Figure 3-4. Comprehensive Plan Map</li> <li>● Figure 3-5. Current Zoning Map</li> </ul> <p>Electronic messaging signage would be required to be designed in a manner to avoid impacts to safety. The draft code indicates that lights would automatically dim and “not exceed 0.3 footcandles over ambient lighting conditions when measured at the International Sign Association’s recommended distance.” Also the lights would not blink: “EMC message hold time shall be 3 seconds with dissolve transitions.” See Attachment C. Please see Response to Hearing Comment 26 above regarding clean up. The State Department of Ecology indicates “The Voluntary Cleanup Program (VCP) is one of several options for cleaning up a hazardous waste site under the state’s cleanup law. Under this option, you may perform a cleanup independently and request services from the Department of Ecology (Ecology) for a fee.”</p> <p><a href="http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm">http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm</a></p>
30.	<p><b>Tom Poitras.</b> See Response 11-6 regarding noise. Nuisance regulations are part of SMC Title 9 Public Peace, Morals and Welfare.</p>
31.	<p><b>Harry Keinath.</b> Comments regarding the Community Renewal Area and use of an experienced shopping center developer to coordinate the entire plan are noted.</p>
32.	<p><b>Tom McCormick.</b> See Responses 2-2, 3-3, 10-1, 10-8, 11-3, and 12-2.</p>
33.	<p><b>Paula Anderson.</b> See Response to Letter 11.</p>
34.	<p><b>Warren Richie.</b> The comments are noted. Please see Responses Hearing comments 20, 22, and 28.</p>
35.	<p><b>Shari Dutton.</b> The preferences for growth are noted. Please see Responses 10-1 and 11-3.</p>





## **The City of Shoreline Notice of Draft Environmental Impact Statement, and Public Hearing of the Planning Commission**

**Description of Proposal:** The City of Shoreline proposes to adopt a Planned Action Ordinance for the area known as the Aurora Square Community Renewal Area (CRA). The CRA is approximately 70 acres and is generally located at the southwest corner of Aurora Avenue N and N 155<sup>th</sup> Street. The current land uses within the CRA include low-rise commercial uses such as Sears and Central Market and offices for Washington State Department of Transportation. The CRA is zoned Mixed-Business (MB) which allows commercial, retail, multi-family housing and any mix of residential/commercial uses. The CRA Planned Action will consider transportation impacts generated from potentially changing circulation patterns onsite as well as potentially changing the configuration of adjacent roadways such as the re-channelization of N. 160<sup>th</sup> Street, improvements to the Aurora Avenue/N. 160<sup>th</sup> Street intersection, improvements to the Westminster Way/N. 155<sup>th</sup> Street intersection, and potentially creating an alternative access point on Aurora Avenue to the CRA. The CRA Planned Action will also consider transportation facilities for transit, pedestrian, and bicycles to support redevelopment; identifying opportunities for better pedestrian access to and from the CRA; opportunities and incentives for low-impact and eco-district improvements; providing exceptional signage and wayfinding for the site; analyzing alternative transition standards; and creating visual openings in to the site that will allow better connection between pedestrians and businesses.

### **DRAFT ENVIRONMENTAL IMPACT STATEMENT**

The City has prepared a Draft Environmental Impact Statement (DEIS) for the Aurora Square Community Renewal Area (CRA). The DEIS analyzes potential impacts of three alternatives (two action alternatives and one no action alternative) for the redevelopment of the CRA. Potential impacts include transportation, aesthetics, signage, and stormwater. The DEIS was made available for public review on December 12, 2014.

Interested persons are encouraged to provide written comments regarding DEIS. Written comments must be received at the address listed below before **5:00 p.m. March 19, 2015**. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Steven Szafran, AICP 17500 Midvale Avenue N, Shoreline, WA

The City of Shoreline, as lead agency, issued a SEPA Determination of Significance (DS) on August 14, 2014. An Environmental Impact Statement (EIS) is required under RCW 43.21C.030(2)(c) and will be available for review on December 12, 2014. The DEIS can be found here when available:

<http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

### **PUBLIC HEARING**

The Planning Commission is holding a second public hearing due to technical difficulties as the public hearing on January 29 was not recorded. The Planning Commission is responsible for evaluating the impacts of the proposal, soliciting community input, and forwarding a recommendation to the City Council. The Planning Commission will take public comment on the three alternatives and make a recommendation to City Council on the preferred alternative at the public hearing. The preferred alternative will be identified as the Planned Action in the Final Environmental Impact Statement.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at a public hearing. The hearing is scheduled for **Thursday, March 19, 2015 at 7:00 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Copies of the proposal, SEPA Checklist and applicable codes are available for review at the City Hall, 17500 Midvale Avenue N.

**Questions or More Information:** Please contact Dan Eernisse, Economic Development Manager at 206-801-2218 or Steven Szafran, Senior Planner, Planning & Community Development at (206) 801-2512.

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered

***Attachment D***

individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.



## Notice of Community Meeting, Draft Environmental Impact Statement, and Public Hearing of the Planning Commission

**Description of Proposal:** The City of Shoreline proposes to adopt a Planned Action Ordinance for the area known as the Aurora Square Community Renewal Area (CRA). The CRA is approximately 70 acres and is generally located at the southwest corner of Aurora Avenue N and N 155<sup>th</sup> Street. The current land uses within the CRA include low-rise commercial uses such as Sears and Central Market and offices for Washington State Department of Transportation. The CRA is zoned Mixed-Business (MB) which allows commercial, retail, multi-family housing and any mix of residential/commercial uses. The CRA Planned Action will consider transportation impacts generated from potentially changing circulation patterns onsite as well as potentially changing the configuration of adjacent roadways such as the re-channelization of N. 160<sup>th</sup> Street, improvements to the Aurora Avenue/N. 160<sup>th</sup> Street intersection, improvements to the Westminster Way/N. 155<sup>th</sup> Street intersection, and potentially creating an alternative access point on Aurora Avenue to the CRA. The CRA Planned Action will also consider transportation facilities for transit, pedestrian, and bicycles to support redevelopment; identifying opportunities for better pedestrian access to and from the CRA; opportunities and incentives for low-impact and eco-district improvements; providing exceptional signage and wayfinding for the site; and creating visual openings in to the site that will allow better connection between pedestrians and businesses.

### **COMMUNITY MEETING**

The City will hold a meeting to introduce the Aurora Square Community Renewal Area Plan and Planned Action Environmental Impact Statement to the community. The meeting is scheduled for **Thursday, December 18, 2014 at 5:30 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

### **DRAFT ENVIRONMENTAL IMPACT STATEMENT**

The City is preparing a Draft Environmental Impact Statement (DEIS) for the Aurora Square Community Renewal Area (CRA). The DEIS analyzes potential impacts of three alternatives (two action alternatives and one no action alternative) for the redevelopment of the CRA. Potential impacts include transportation and stormwater. The DEIS will be available for public review on December 12, 2014.

Interested persons are encouraged to provide written comments regarding DEIS. **This may be your only opportunity to submit written comments.** Written comments must be received at the address listed below before **5:00 p.m. January 12, 2014**. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Steven Szafran, AICP 17500 Midvale Avenue N, Shoreline, WA

The City of Shoreline, as lead agency, issued a SEPA Determination of Significance (DS) on August 14, 2014. An Environmental Impact Statement (EIS) is required under RCW 43.21C.030(2)(c) and will be available for review on December 12, 2014. The DEIS can be found here when available: <http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

**PUBLIC HEARING**

The Planning Commission is required to hold a public hearing on the CRA Planned Action EIS. The Planning Commission is responsible for evaluating the impacts of the proposal, soliciting community input, and forwarding a recommendation to the City Council. The Planning Commission will take public comment on the three alternatives and make a recommendation to City Council on the preferred alternative at the public hearing. The preferred alternative will be identified as the Planned Action in the Final Environmental Impact Statement.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for **Thursday, January 29, 2015 at 7:00 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Copies of the proposal, SEPA Checklist and applicable codes are available for review at the City Hall, 17500 Midvale Avenue N.

**Questions or More Information:** Please contact Dan Eernisse, Economic Development Manager at 206-801-2218 or Steven Szafran, Senior Planner, Planning & Community Development at (206) 801-2512.

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

**From:** Neuman, Martha [<mailto:Martha.Neuman@seattle.gov>]  
**Sent:** Thursday, January 08, 2015 11:02 AM  
**To:** Steve Szafran  
**Cc:** Mark Relph; Mantchev, Eugene  
**Subject:** RE: Aurora Square EIS comment

Resending as I goofed the spelling.

**From:** Neuman, Martha  
**Sent:** Thursday, January 08, 2015 10:51 AM  
**To:** 'sszafrasan@shoreline.wa.gov'  
**Cc:** Mark Relph ([mrelph@shorelinewa.gov](mailto:mrelph@shorelinewa.gov)); Mantchev, Eugene  
**Subject:** Aurora Square EIS comment

Hello Steven,

Thank you for the opportunity to review the Draft EIS for the Aurora Square Community Renewal Area. Seattle Public Utilities does not have comment on the document. If you have questions for SPU, we are available to discuss at your convenience.

1-1

Best regards,

Martha Neuman  
**Martha Neuman**  
Cross Utility Advisor  
Seattle Public Utilities, Corporate Policy  
Office: 206-733-9036 | Mobile: 206-496-4917  
[martha.neuman@seattle.gov](mailto:martha.neuman@seattle.gov)

**From:** Anderson, Dawn [<mailto:AnderDM@wsdot.wa.gov>]  
**Sent:** Monday, January 12, 2015 4:24 PM  
**To:** Steve Szafran  
**Cc:** Pazooki, Ramin; Bolotin, Leah  
**Subject:** FW: SR 99 Aurora Square CRA DEIS Comments

Good Afternoon Steven,

I have attached comments regarding the Aurora Square CRA from the WA State Dept. of Transportation. Please let me know if you have any questions.

**Thank you,**  
**Dawn M. Anderson**  
**Washington State Dept. of Transportation**  
**Development Services Engineer**  
**Sno/King Counties**  
**15700 Dayton Ave N**  
**PO Box 330310 MS 240**  
**Seattle, WA 98133**  
**206-440-4712 Office**  
**206-440-4808 Fax**  
[anderdm@wsdot.wa.gov](mailto:anderdm@wsdot.wa.gov)



January 12, 2015

TO: Ramin Pazooki/Dawn Anderson, MS 240

FROM: Rob Brown/Frank Gunderson, MS 120

SUBJECT: SR 99, MP 41.23 Vic.  
Aurora Square Planned Action  
Draft EIS

We have reviewed the Draft EIS for Aurora Square Planned Action. The development site is about 70 gross acres to the west of SR 99 (Aurora Avenue N) between Fremont Avenue N and NE 160<sup>th</sup> Street. The Draft EIS analyzes three (3) alternatives for review, each alternative is summarized below:

**Alternative 1:** No Action Alternative for comparing other alternatives. Existing building area is 582,725 SF and generates 1,289 PM peak-hour trips.

**Alternative 2:** Proposes 500 housing units and 250,000 SF of commercial retail/office development. Projected building area of 1,332,725 SF generates 803 net or 2,092 gross PM peak-hour trips.

**Alternative 3:** Proposes 1,000 housing units and approximately 500,000 SF of commercial retail or office development. Projected building area of 2,383,025 SF generates 1,605 net or 2,894 gross PM peak-hour trips.

In chapter 3.3 Transportation, Level of Service subsection, it is stated that Aurora Avenue N. (SR99) is exempt from the City's LOS D standard but the LOS D standard. The LOS D standard does apply to Aurora Avenue N because SR 99 is a Highway of Statewide Significance in an urban area. Aurora Avenue N. intersections should meet the LOS D standard.

2-1

We are concerned that all alternatives show SR 99 and N 155<sup>th</sup> Street intersection is LOS F during PM peak-hour by 2030. We cannot support any development that increases delay above existing levels or 97 seconds as noted by Table 3-14 for Alternative 1 in 2030. We support adding a second NB left-turn and note additional measures are necessary since delay will still exceeds existing levels.

2-2

We are concerned about the intersection spacing between show SR 99 and N 155<sup>th</sup> Street intersection and Westminster Way N and N 155<sup>th</sup> Street intersection. With the increased trips on 155<sup>th</sup> as the gateway to the area we believe that queuing from Westminster east to Aurora may exceed the distance between the two intersections. We request a traffic analysis that analyzes the potential for queue blocking between these intersections.

We question the determination of the LOS E during PM peak-hour in 2030 at SR 99 and N 160<sup>th</sup> Street for Alternative 2 and Alternative 3. This intersection currently has two NB

Aurora Square Planned Action  
Draft EIS

left-turn lanes. The future configurations still have two NB turn-lanes but the short distance WB on 160<sup>th</sup> between the intersection and the lane reduction will heavily distribute the left-turns into the eastern of the two left-turn lanes. This will reduce the efficiency of the double left-turn and reduce the overall efficiency of the intersections. Was this considered during the traffic modeling?

We also have concerns about the trip distribution in Alternatives 2 and 3. We suspect vehicles will avoid N 155<sup>th</sup> Street intersections and divert to N 160<sup>th</sup> Street to make the EB left turn onto Aurora. This diversion may require an additional EB left turn lane to keep the intersection from failing. Revising the site plan to encourage such a diversion may provide a needed relief for the over saturated condition SR 99 and N 155<sup>th</sup> Street intersection.

Why were the two new site access locations not modeled for the 2030 build alternatives (Figure 3-20)? These access locations would change traffic patterns, especially the 450 projected trips southbound on Westminster that would be redistributed to 155<sup>th</sup> and 156<sup>th</sup>. Volumes this high could impact SB transit service using the BAT lane.

If you have any questions, please contact Rob Brown at (206) 440-4413.

2-2

**From:** John Ramsdell [<mailto:johnmramsdell@gmail.com>]  
**Sent:** Monday, December 29, 2014 8:02 PM  
**To:** Dan Eernisse  
**Cc:** Rosie O'Brien-Ochs; Paul Cohen; Nora Smith; Steve Szafran; Brianne Zorn; Jennifer Rothwell; [cookhousecat@aol.com](mailto:cookhousecat@aol.com); Shari Winstead  
**Subject:** Re: two building permits in Westminster

*Hello Dan,*

*Thank you for your thoughtful reply (colored in blue) to the email that I originally sent to the Westminster Leadership group expressing my initial concerns (colored black) regarding the apartment building proposal at the site of 155th and Aurora. For those who are jumping late into the conversation I am responding (in italicized green) to your reply . Hopefully that will make it easier to follow the conversation for others. I am including to the list of recipients several Westminster Triangle residents and Mayor Winstead who may share my interest on the matter.*

*I want to reiterate that I am an enthusiastic supporter of developing the neglected lots on 155th and Aurora and applaud you for your efforts in facilitating the process. The overall direction that this project is taking looks very promising.*

3-1

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

*I am sorry to hear that there are no public meetings planned regarding Potala. I think the City is missing a opportunity to garner valuable feedback from Westminster Triangle residents. The announcement of the December 18, 2014 Aurora Square meeting scheduled for 5 PM made no mention of the Potala proposal. I do not feel that there was a legitimate effort to convey information regarding the proposed development or elicit input from Westminster residents. I would strongly urge yourself and City planners to reconsider the decision not to have a community meeting to address this specific proposal. I would also urge you to hold a meeting during a time of the day that most working people are able to attend. 5 PM is too early a start for most folks in my neighborhood. If I recall, there was a large turnout at the first meeting, which started at 7 PM.*

3-2

However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

*Based on your earlier comment it does not appear that the DEIS is an appropriate conduit to express my specific parking concerns regarding the Potala proposal. Please correct me if I am wrong.*

An immediate concern for me is that the development proposes 324 units with 297 parking spaces. Based on my cursory investigation, one parking spot per unit seems to be a minimum standard in most densely populated cities. If this is the case, without sufficient on site and off-street parking, the logical option for residents in this proposed development will be to park on Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

The Potala application seems to be meeting Shoreline's parking regulations without requesting any reductions.

*Based on the "King County Metro: Right Size Parking Project Analysis Summary (6/6/13)", Shoreline's current parking standards are 1.2 spaces per studio unit, 1.5 for a 1 BR, 1.8 spaces for a 2 BR unit. Unless parking standards have recently changed, the Potala proposal falls far short of Shoreline's current parking regulations.*

It is a worthy science and art to determine the "right" amount of parking to require, since expensive structured parking weighs down development, not enough parking impacts neighbors, and there are so many environmental concerns with encouraging unnecessary auto use (you can Google "high cost of free parking" to read more).

*Yes, I am aware that parking requirements place a burden on the developer. However, the proposal seems to place an unfair burden on Westminster residents living on Linden Ave. if the parking spaces proposed in the Potala permit application are approved.*

You might find it interesting to look at King County's [new web tool for calculating parking](#). It is a cutting-edge tool that takes into account parcel-specific factors such as area density, jobs, transit, etc. The tool shows the base unbundled (i.e. parking not included in rent) ratio at 0.95 for the Denny's triangle parcels (very close to your 1.0/unit estimate), but when the unit mix of Potala's 325 units is entered (lots of small units, FYI) it shows an unbundled ratio of 0.84 (273 stalls). This tool, at least, indicates that the project's parking demand is within the acceptable range. Interestingly, the website recognizes that less stalls are required if the project charges for parking on top of the rent (unbundles the parking), which I am confident Potala plans to do.

3-3

*Denny Triangle parcels in the heart of downtown Seattle to suburban Shoreline is not an adequate comparison based on average motor vehicle ownership, population density, zoning, travel to amenities, entertainment, shopping and parking requirements. I was a real estate appraiser years ago and I know a little about comps.*

*Thanks for the recommendation on King County's parking calculation tool. I used it and derived a different value than what you quoted. I attached a screenshot of the model's result of 1.22/unit for bundled and 1.01 for unbundled. This only confirms my concern regarding the inadequacy of the 273 parking stalls proposed. Based on the King County parking calculator, again Potala falls short in providing adequate parking by 122 spaces (395 vs. 273) for bundled and 54 spaces for unbundled.*

*Of note, I examined the King County parking model closely and discovered that it does not take into account a critical variable present at the Potala location. The model assumes that parking options are uniform surrounding a plot being evaluated in the model. The area surrounding Potala is quite the opposite of "uniform" with commercial activity dominating the surrounding area, except the small Westminster Triangle neighborhood.*

*Unfortunately there is no ability in the model to adjust for on-street parking availability in the "location variables". In the case of the Potala proposal, **the most likely parking option for the inevitable overflow of cars would be to the South on Linden Avenue. There appears to be no other practical options to the North, East or West. For these reasons I would argue that this lack of parking options indicate that there will be an even greater impact on the Westminster Triangle than what the King County parking model seems to indicate.***

Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

Many other questions arise. Will there be retail on the first floor as previously mentioned? If so, what are the plans to accommodate parking for customers?

No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept](#) design). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

*Shoot! I was hoping for a cool little Italian restaurant to open within walking distance.*

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

Since the application is compliant with our zoning, I don't believe the residents can influence the scale or parking. However, as I've noted above, perhaps WT residents can collaborate with the City to come up with ways to better manage right-of-way in the WT, especially if it proves to be a problem in the future.

*That's unfortunate that we have no influence on a project that will negatively impact the neighborhood if approved as written.*

*What is preventing the City from enforcing it's own parking requirements?*

3-3  
cont.

How are businesses at Aurora Square reacting to the proposed development?

They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

3-3  
Cont.

*Since the businesses at Aurora Square will be the ones to benefit the most, perhaps they can take responsibility for overflow parking. The parking lot at Aurora Square, especially in front of Sears, is underutilized and could provide a practical solution for overflow parking from Potala. Seems fair that those who would benefit most share most of the burden. Thoughts?*

What percentage of the units are designated for low income residents; seniors or other special populations?

None are required, but I anticipate that Potala will take advantage of the 12-year Multifamily Property Tax Exemption program that the City offers that requires that 20% of the units be "affordable," which is defined in our code as what many would characterize as "workforce" levels.

What will this building look like?

3-4

We have received initial renderings as part of the application, and they are available for review at City Hall. Briefly, five stories of wood construction over two stories of parking/amenities (the latter is partially below grade). I would characterize the architectural style as modern with lots of straight lines, rectangles, and splashes of bold color. Caron Architect is the designer, and they have [examples online](#); from what I can see, Potala appears similar to their other work.

What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

3-5

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.



*Thanks Dan. I very much appreciate your willingness to engage in conversation and I hope it continues. I know there is an amicable solution out there that has yet to be identified.*

*Take Care,  
-John Ramsdell  
Westminster Triangle Resident*

On Mon, Dec 29, 2014 at 12:12 PM, Dan Eernisse <[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)> wrote:

Mr. Ramsdell --- Rosie passed along your thoughtful letter (below), and since I'm one of the few that is working this week and Aurora Square so near and dear to me, I thought I'd take a minute to respond to your letter. However, please note that I'm not a planner (I'm the Economic Development Manager). The Planners may have more formal comments to add. I did copy Steve Szafran, who is a planner working on the Planned Action Ordinance referenced below, as I believe that your comments on this project also have relevance for the Planned Action.

Rosie -- Thanks for forwarding this letter to me, and please feel free to pass along this email as you think appropriate.

Paul -- When you return from vacation I'd appreciate you filling in any pertinent information for Mr. Ramsdell.

Cheers,

**Dan Eernisse**

**Economic Development Manager**

[206-801-2218](tel:206-801-2218) (o) [206-391-8473](tel:206-391-8473) (m)

**From:** Rosie O'Brien-Ochs  
**Sent:** Monday, December 29, 2014 10:19 AM  
**To:** Paul Cohen  
**Cc:** Dan Eernisse  
**Subject:** FW: two building permits in Westminster

**From:** John Ramsdell [mailto:[johnmramsdell@gmail.com](mailto:johnmramsdell@gmail.com)]  
**Sent:** Wednesday, December 24, 2014 12:16 PM  
**To:** Rosie O'Brien-Ochs  
**Cc:** Brianne Zorn; Jennifer Rothwell; [richardsherry1@comcast.net](mailto:richardsherry1@comcast.net); Michele Moyes  
[cookhousecat@aol.com](mailto:cookhousecat@aol.com); Krista Tenney (HTNA) ([tenney@earthlink.net](mailto:tenney@earthlink.net)); Scott Shiebler  
**Subject:** Re: two building permits in Westminster

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

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What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

Happy Holidays Everyone!

- John Ramsdell

On Tue, Dec 23, 2014 at 4:01 PM, Rosie O'Brien-Ochs <[robrien-ochs@shorelinewa.gov](mailto:robrien-ochs@shorelinewa.gov)> wrote:

Hi Brianne and All,

I wondered if you would post this information on Westminster's Nextdoor site and share with neighbors so that as many residents as possible can be aware of this meeting. I know 56 residents will receive a mailing notification to their homes, so between your nextdoor and the mailings, I am hoping those who care will be able to attend and get all of their questions answered. I am also sharing with Highland Terrace, as the apartment complex will probably feed some traffic into their neighborhood. Krista and Scott, please share information in every way you can think of. Thanks!

Rosie O'Brien-Ochs

City of Shoreline Neighborhood Coordinator

17500 Midvale Avenue North

Shoreline, WA 98133-4905

[\(206\) 801-2256](tel:(206)801-2256)

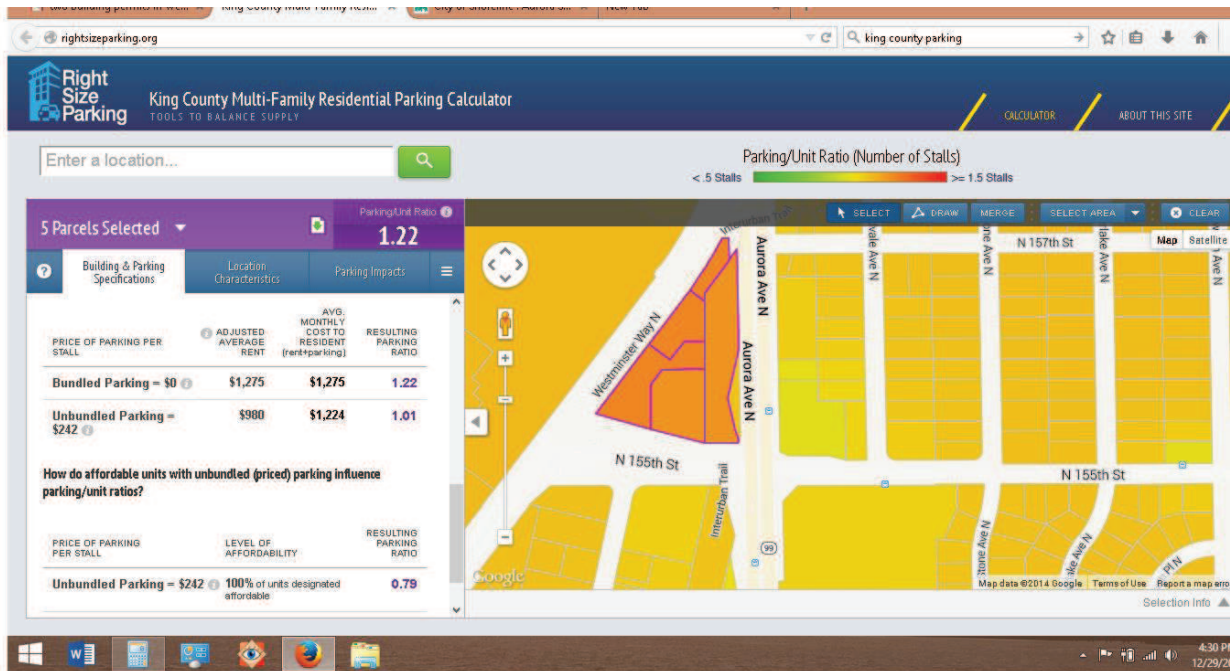
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To: [lisa@berkconsulting.com](mailto:lisa@berkconsulting.com) [Remove](#) this sender from my allow list

From: [deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)

You received this message because the sender is on your allow list.



**From:** Brianne Zorn [<mailto:brianne@kruckeberg.org>]  
**Sent:** Wednesday, December 31, 2014 1:16 PM  
**To:** Dan Eernisse  
**Subject:** Re: two building permits in Westminster

That is an acceptable answer. :) I won't cause any problems at the next meeting, then.  
Happy new year!  
Brianne

On Wednesday, December 31, 2014, Dan Eernisse <[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)> wrote:

Good question -- and you're going to get my own opinion as a former real estate developer here:

1) Mixed use buildings are expensive and complicated, and my own opinion is that they only work really well in much more dense settings on a much larger scale (i.e. think 10+ stories and concrete/steel construction). Therefore, what I advocate for is "horizontal mixed-use" in single-use buildings with good connectivity between them. That's why I'm very happy to see a multifamily being proposed to the Aurora Square development, b/c it makes the center more mixed, even though the building itself is single-use.

2) Most developers are either residential builders or retail builders, so "making" them do both in the same building is swimming upstream. Most municipalities -- even Seattle -- has moved away from that model. That said, we do require that they build the street level to construction standards that can house retail or office, even if they choose to use them for residential. In this project's case, they will not use that space for residential, but it will be used for their own offices and amenities.

3) I'm VERY confident that you will see more retail and services brought to Aurora Square. Retailers literally count "rooftops" surrounding potential properties, and then they look at the demographics (which rock around Aurora Square). Adding 324 rooftops on site and 128 across the street at Malmo is the best thing to encourage retail. But retail needs to be clustered around strong anchors (Central Market for example) and the further away and more obstacles (i.e. Westminster) makes their performance drop off. Therefore, I anticipate you'll eventually see retail on the west side of Westminster, but it will probably be minimal along Westminster and more on the second story facing Central Market and whatever Sears does (I'm talking to Sears about a MAJOR remodel of its property, BTW).



Hope that's helpful information.

Happy New Year,

**Dan Eernisse**

206-801-2218 (o) 206-391-8473 (m)

**From:** Brianne Zorn [mailto:[brianne@kruckeberg.org](mailto:brianne@kruckeberg.org)]  
**Sent:** Wednesday, December 31, 2014 12:53 PM  
**To:** Dan Eernisse  
**Subject:** Re: two building permits in Westminster

Hi Dan,

Thank you for being so responsive to my neighbors' concerns. I wasn't able to attend the most recent meeting about this development. So, I had one question. Based on my review of the permit documents, this appears to be completely residential with no added retail spaces. Is this correct? I was hoping that as the aurora square area was developed there would be more mixed use spaces. Is this something that 1. You can require of the applicant or 2. Something the City is interested in requiring of the applicant?

4-1

Thanks and hope you have a wonderful New Years.

Brianne

On Tuesday, December 30, 2014, Dan Eernisse <[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)> wrote:

John,

Again, I appreciate your thoughtful response. Let me address the main issues from your email that I believe will be most accurate:

1) As you stated in a subsequent email to me, you understand that I did mean the triangle property that the Shoreline Denny's restaurant was on rather than the downtown Denny's Triangle parcel. Sorry for the confusion.

2) I believe that the parking requirements you quoted are out of date. Our current parking standards are 1.5 stalls for a 2+ bedroom unit, 0.75 stalls for a studio or 1-bedroom unit, and 1 stall for every 400sf of office/retail. That equates to 297.33 stalls for this project given their unit mix of predominantly small units. Our code also allows for a reduction in parking of up to 25% with proven proximity to transit and other factors such as sustainable parking practices; however, the applicant doesn't appear to be asking for a reduction even though they have excellent transit, are providing a million bike stalls (hyperbole), etc. Therefore, by providing 297 stalls the applicant is satisfying our base requirements without exception made.

3) The Right-sized parking calculator is helpful, but of course not something that our City requires of the developer. For the results I got I selected only the three western parcels (the long eastern one is SCL right-of-way, and the northern small property is being dedicated to the City), and then I entered the following unit mix from the Potala application: 55 studios, 205 1-bedrooms, 64 2-bedrooms, and 0 3-bedrooms. In the affordable cell I put 65 units (20%). It appears that I incorrectly had 325 units yesterday; now I'm getting an overall parking ratio of 0.96 (311 stalls), a bundled ratio of 1.04 (337), and an unbundled ratio of 0.84 (272). I do believe that it is likely that the project will have unbundled parking, and I also anticipate that they will charge more than \$50 (which further reduces the parking demand/use). One more thing: because of the proximity of Potala to Shoreline Community College, I anticipate that it will be particularly attractive to students, many of whom do not drive. Likewise, demographers are finding that the overall demand for parking in multifamily buildings is dropping rather than growing, and they anticipate that this trend will continue.

4) As I stated in my first response, the City is looking for ways to collaborate with neighborhoods and developments to manage the City-owned off-site parking in the right-of-way in front of single-family homes. In North City, for example, we are implementing a variety of measures around a recently completed project that has much more convenient off-site parking than Linden is to Potala. I anticipate that by the time Potala is occupied -- probably no sooner than 2017 -- Westminster Triangle residents will be able to choose from new policies and practices to manage parking on Linden. Therefore, even though the DEIS doesn't call out this or other projects specifically, it does study the impacts of up to 1,000 new residential units generally, so I would recommend that you definitely voice your concerns both in the DEIS process as well as in the SEPA process for Potala.

Thank you again for your responses.

Sincerely,

**Dan Eernisse**

206-801-2218 (o) 206-391-8473 (m)

**From:** John Ramsdell [<mailto:johnmramsdell@gmail.com>]

**Sent:** Monday, December 29, 2014 8:02 PM

**To:** Dan Eernisse

**Cc:** Rosie O'Brien-Ochs; Paul Cohen; Nora Smith; Steve Szafran; Brianne Zorn; Jennifer Rothwell; [cookhousecat@aol.com](mailto:cookhousecat@aol.com); Shari Winstead

**Subject:** Re: two building permits in Westminster

*Hello Dan,*

*Thank you for your thoughtful reply (colored in blue) to the email that I originally sent to the Westminster Leadership group expressing my initial concerns (colored black) regarding the apartment building proposal at the site of 155th and Aurora. For those who are jumping late into the conversation I am responding (in italicized green) to your reply . Hopefully that will make it easier to follow the conversation for others. I am including to the list of recipients several Westminster Triangle residents and Mayor Winstead who may share my interest on the matter.*

*I want to reiterate that I am an enthusiastic supporter of developing the neglected lots on 155th and Aurora and applaud you for your efforts in facilitating the process. The overall direction that this project is taking looks very promising.*

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Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

*I am sorry to hear that there are no public meetings planned regarding Potala. I think the City is missing a opportunity to garner valuable feedback from Westminster Triangle residents. The announcement of the December 18, 2014 Aurora Square meeting scheduled for 5 PM made no*

*mention of the Potala proposal. I do not feel that there was a legitimate effort to convey information regarding the proposed development or elicit input from Westminster residents. I would strongly urge yourself and City planners to reconsider the decision not to have a community meeting to address this specific proposal. I would also urge you to hold a meeting during a time of the day that most working people are able to attend. 5 PM is too early a start for most folks in my neighborhood. If I recall, there was a large turnout at the first meeting, which started at 7 PM.*

However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

*Based on your earlier comment it does not appear that the DEIS is an appropriate conduit to express my specific parking concerns regarding the Potala proposal. Please correct me if I am wrong.*

An immediate concern for me is that the development proposes 324 units with 297 parking spaces. Based on my cursory investigation, one parking spot per unit seems to be a minimum standard in most densely populated cities. If this is the case, without sufficient on site and off-street parking, the logical option for residents in this proposed development will be to park on Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

The Potala application seems to be meeting Shoreline's parking regulations without requesting any reductions.

*Based on the "King County Metro: Right Size Parking Project Analysis Summary (6/6/13)", Shoreline's current parking standards are 1.2 spaces per studio unit, 1.5 for a 1 BR, 1.8 spaces for a 2 BR unit. Unless parking standards have recently changed, the Potala proposal falls far short of Shoreline's current parking regulations.*

It is a worthy science and art to determine the "right" amount of parking to require, since expensive structured parking weighs down development, not enough parking impacts neighbors, and there are so many environmental concerns with encouraging unnecessary auto use (you can Google "high cost of free parking" to read more).

*Yes, I am aware that parking requirements place a burden on the developer. However, the proposal seems to place an unfair burden on Westminster residents living on Linden Ave. if the parking spaces proposed in the Potala permit application are approved.*

You might find it interesting to look at King County's [new web tool for calculating parking](#). It is a cutting-edge tool that takes into account parcel-specific factors such as area density, jobs, transit, etc. The tool shows the base unbundled (i.e. parking not included in rent) ratio at 0.95 for the Denny's triangle parcels (very close to your 1.0/unit estimate), but when the unit mix of Potala's 325 units is entered (lots of small units, FYI) it shows an unbundled ratio of 0.84 (273 stalls). This tool, at least, indicates that the project's parking demand is within the acceptable range. Interestingly, the website recognizes that less stalls are required if the project charges for parking on top of the rent (unbundles the parking), which I am confident Potala plans to do.

*Denny Triangle parcels in the heart of downtown Seattle to suburban Shoreline is not an adequate comparison based on average motor vehicle ownership, population density, zoning, travel to amenities, entertainment, shopping and parking requirements. I was a real estate appraiser years ago and I know a little about comps.*

*Thanks for the recommendation on King County's parking calculation tool. I used it and derived a different value than what you quoted. I attached a screenshot of the model's result of 1.22/unit for bundled and 1.01 for unbundled. This only confirms my concern regarding the inadequacy of the 273 parking stalls proposed. Based on the King County parking calculator, again Potala falls short in providing adequate parking by 122 spaces (395 vs. 273) for bundled and 54 spaces for unbundled.*

*Of note, I examined the King County parking model closely and discovered that it does not take into account a critical variable present at the Potala location. The model assumes that parking options are uniform surrounding a plot being evaluated in the model. The area surrounding Potala is quite the opposite of "uniform" with commercial activity dominating the surrounding area, except the small Westminster Triangle neighborhood.*

*Unfortunately there is no ability in the model to adjust for on-street parking availability in the "location variables". In the case of the Potala proposal, **the most likely parking option for the inevitable overflow of cars would be to the South on Linden Avenue. There appears to be no other practical options to the North, East or West. For these reasons I would argue that this lack of parking options indicate that there will be an even greater impact on the Westminster Triangle than what the King County parking model seems to indicate.***

Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

Many other questions arise. Will there be retail on the first floor as previously mentioned? If so, what are the plans to accommodate parking for customers?

No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept](#) design). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

*Shoot! I was hoping for a cool little Italian restaurant to open within walking distance.*

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

Since the application is compliant with our zoning, I don't believe the residents can influence the scale or parking. However, as I've noted above, perhaps WT residents can collaborate with the City to come up with ways to better manage right-of-way in the WT, especially if it proves to be a problem in the future.

*That's unfortunate that we have no influence on a project that will negatively impact the neighborhood if approved as written.*

*What is preventing the City from enforcing it's own parking requirements?*

How are businesses at Aurora Square reacting to the proposed development?

They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

*Since the businesses at Aurora Square will be the ones to benefit the most, perhaps they can take responsibility for overflow parking. The parking lot at Aurora Square, especially in front of Sears, is underutilized and could provide a practical solution for overflow parking from Potala. Seems fair that those who would benefit most share most of the burden. Thoughts?*

What percentage of the units are designated for low income residents; seniors or other special populations?

None are required, but I anticipate that Potala will take advantage of the 12-year Multifamily Property Tax Exemption program that the City offers that requires that 20% of the units be "affordable," which is defined in our code as what many would characterize as "workforce" levels.

What will this building look like?

We have received initial renderings as part of the application, and they are available for review at City Hall. Briefly, five stories of wood construction over two stories of parking/amenities (the latter is partially below grade). I would characterize the architectural style as modern with lots of straight lines, rectangles, and splashes of bold color. Caron Architect is the designer, and they have [examples online](#); from what I can see, Potala appears similar to their other work.

What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.



I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

*Thanks Dan. I very much appreciate your willingness to engage in conversation and I hope it continues. I know there is an amicable solution out there that has yet to be identified.*

*Take Care,*

*-John Ramsdell*

*Westminster Triangle Resident*

On Mon, Dec 29, 2014 at 12:12 PM, Dan Eernisse <[deernisse@shorelinewa.gov](mailto:deernisse@shorelinewa.gov)> wrote:

Mr. Ramsdell --- Rosie passed along your thoughtful letter (below), and since I'm one of the few that is working this week and Aurora Square so near and dear to me, I thought I'd take a minute to respond to your letter. However, please note that I'm not a planner (I'm the Economic Development Manager). The Planners may have more formal comments to add. I did copy Steve Szafran, who is a planner working on the Planned Action Ordinance referenced below, as I believe that your comments on this project also have relevance for the Planned Action.

Rosie -- Thanks for forwarding this letter to me, and please feel free to pass along this email as you think appropriate.

Paul -- When you return from vacation I'd appreciate you filling in any pertinent information for Mr. Ramsdell.

Cheers,

**Dan Eernisse**

**Economic Development Manager**

[206-801-2218](tel:206-801-2218) (o) [206-391-8473](tel:206-391-8473) (m)

**From:** Rosie O'Brien-Ochs  
**Sent:** Monday, December 29, 2014 10:19 AM  
**To:** Paul Cohen  
**Cc:** Dan Eernisse  
**Subject:** FW: two building permits in Westminster

**From:** John Ramsdell [<mailto:johnmramsdell@gmail.com>]  
**Sent:** Wednesday, December 24, 2014 12:16 PM  
**To:** Rosie O'Brien-Ochs  
**Cc:** Brianne Zorn; Jennifer Rothwell; [richardsherry1@comcast.net](mailto:richardsherry1@comcast.net); Michele Moyes [cookhousecat@aol.com](mailto:cookhousecat@aol.com); Krista Tenney (HTNA) ([tenney@earthlink.net](mailto:tenney@earthlink.net)); Scott Shiebler  
**Subject:** Re: two building permits in Westminster

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

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Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

The Potala application seems to be meeting Shoreline's parking regulations without requesting any reductions. It is a worthy science and art to determine the "right" amount of parking to require, since expensive structured parking weighs down development, not enough parking impacts neighbors, and there are so many environmental concerns with encouraging unnecessary auto use (you can Google "high cost of free parking" to read more).

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Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

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What percentage of the units are designated for low income residents; seniors or other special populations?

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What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

Happy Holidays Everyone!

- John Ramsdell

On Tue, Dec 23, 2014 at 4:01 PM, Rosie O'Brien-Ochs <[robrien-ochs@shorelinewa.gov](mailto:robrien-ochs@shorelinewa.gov)> wrote:

Hi Brianne and All,

I wondered if you would post this information on Westminster's Nextdoor site and share with neighbors so that as many residents as possible can be aware of this meeting. I know 56 residents will receive a mailing notification to their homes, so between your nextdoor and the mailings, I am hoping those who care will be able to attend and get all of their questions answered. I am also sharing with Highland Terrace, as the apartment complex will probably feed some traffic into their neighborhood. Krista and Scott, please share information in every way you can think of. Thanks!

Rosie O'Brien-Ochs

City of Shoreline Neighborhood Coordinator

17500 Midvale Avenue North

Shoreline, WA 98133-4905

[\(206\) 801-2256](tel:(206)801-2256)

--

Brianne Zorn

Kruckeberg Botanic Garden Foundation

[www.kruckeberg.org](http://www.kruckeberg.org)

206-546-1281 x20

KBG and MsK Nursery

Hours: Friday, Saturday, Sunday | 10 am - 5 pm

20312 15th Ave NW, Shoreline, WA 98177

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Brianne Zorn  
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[www.kruckeberg.org](http://www.kruckeberg.org)  
206-546-1281 x20

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20312 15th Ave NW, Shoreline, WA 98177

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**From:** PCD  
**Sent:** Monday, January 05, 2015 12:57 PM  
**To:** Dan Eernisse; Rachael Markle; Paul Cohen  
**Subject:** FW: Potala

Rachael,  
Not sure if your email address was correct in the original email.

Dan,  
They mentioned Economic Development in the email below.

Thanks!

-Jarrod

**From:** John Ramsdell [<mailto:johnmramsdell@gmail.com>]  
**Sent:** Monday, January 05, 2015 12:28 PM  
**To:** Kimberly Lehmborg; PCD; [rmarklet@shorelinewa.gov](mailto:rmarklet@shorelinewa.gov); Steve Szafran; Juniper Nammi; Rosie O'Brien-Ochs  
**Subject:** Potala

Hi Kim,  
Thank you for your earlier reply to my email from last week. I want to provide you with a quick update of the neighborhood's sentiment on the Potala development. I am including Rachael Markle, Juniper Nammi, Steve Szafran and Rosie O'Brien-Ochs in this email.

I canvassed part of the Westminster Triangle neighborhood near Potala over the weekend collecting signatures for a petition requesting a community meeting on the Potala proposal. Of the thirty three signatures collected, only three residents reported receiving notification of the December 2, 2014 meeting. Apparently I was not the only person who did not receive notification, despite contrary claims.

5-1

In addition to the thirty-three signatures collected over the weekend while going door- to-door, Twenty-Five residents signed an electronic petition distributed on Facebook and Next Door requesting a meeting on the Potala development. There is growing concern and support for a meeting among Highland Terrace residents as well.

Most of us, including me, are supportive of the Denny's lot being developed and the overall mission of the Aurora Square CRA. However, many residents are concerned with overflow parking on Linden Avenue and increased traffic in the neighborhood as a result of inadequate parking designated for Potala.

5-2

It would be a wonderful opportunity for all concerned to have a community meeting to hear what Planning and Community Development Services, Dargey Enterprises Inc. and the Economic Development department plan to do to mitigate the likely impact on the neighborhood as a result of the Potala development.

5-3

I would appreciate any advice or assistance you or your colleagues may be able to lend to facilitate such a meeting.

Sincerely,

John Ramsdell

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**From:** [grhilborn@comcast.net](mailto:grhilborn@comcast.net) [<mailto:grhilborn@comcast.net>]  
**Sent:** Tuesday, January 06, 2015 7:54 AM  
**To:** Paul Cohen; [swintead@shorelinewa.gov](mailto:swintead@shorelinewa.gov); Chris Eggen; Keith McGlashan; Will Hall; [dmcconell@shorelinewa.gov](mailto:dmcconell@shorelinewa.gov); Jesse Salomon; Chris Roberts; Rachael Markle; Steve Szafran; Dan Eernisse  
**Subject:** Potala neighborhood meeting notice

Dear Mr. Cohen, Mayor, City Council Members, Mr. Eernisse, Ms. Markle and Mr. Szafran,

We live at 840 N 153rd Pl (corner of N 153rd Pl and Linden) in Westminster Triangle neighborhood and did not receive any notice of a neighborhood meeting for the Potala apartment development. We definitely would have attended, just as we attended the neighborhood meeting for the project proposed for the China Buffet property along Westminster Way and for the short plat going on up the street from us.

6-1

These meetings are critical for community input and concerns.

We are mainly concerned about lack of sufficient parking at both of these projects and that it will overflow into our residential neighborhoods and also the traffic impacts from the increase in residents.

6-2

Please have the developer conduct a neighborhood meeting and it should include a much wider mailing range than just 500 feet (the minimum required in the code) as this development will affect the entire surrounding areas of Westminster Triangle and Highland Terrace Neighborhoods and really all of the Aurora area from 145th to 175th.

6-3

We look forward to hearing from you regarding this concern.

Sincerely,

Greg and Ruth Hilborn  
840 N 153rd Pl  
Shoreline, WA 98133  
206-362-5263

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1/27/15

Planning Commission Shoreline City Hall  
17500 Midvale Avenue N  
Shoreline, WA 98133

Re: **Comment on Draft Environmental Impact Statement for the Aurora Square CRA -  
Zoning Code required step back requirements**

Dear Planning Commissioners,

I'm a development manager working to purchase and entitle a piece of land located in the Aurora Square Community Renewal Area, for the purpose of constructing market rate apartment homes. Our triangular shaped parcel(s) is locally known as the Westminster Triangle, and borders on Aurora Ave, Westminster Way N and 155<sup>th</sup> street. Due to the odd shape of the parcel we have various spatial inefficiencies we are striving to overcome. I wish to provide comment on the DEIS for the Aurora Square CRA in an effort to remedy some our difficulties with this parcel.

We are asking for your consideration to eliminate a Transition Area requirement (SMC 20.50.021) burdening our project with a 30' step back requirement along the 155<sup>th</sup> street frontage. Our property is zoned Mixed Business, the properties across the street are zoned R4. The 155<sup>th</sup> street right of way width varies between 115'-195'. This step back requirement is most appropriately applied to commercial projects across from residential areas with much narrower (i.e. 60') right-of-way widths, where the impact of scale is more significant. We seek to have the step back requirement deleted for properties in the Aurora Square CRA, when abutting major arterials such as 155<sup>th</sup> street.

7-1

Our recommendation is a change to the code, implemented through adoption of the Aurora Square CRA Planned Action Ordinance, which would eliminate the transition area. This change would only apply to the Aurora Square CRA. Such a change allows for more efficient use of our property and achieves the goals of the Aurora Square CRA Renewal Plan. We hope to start construction this summer on this exciting new project.

Thank you for the work you do.

Sincerely,

Dan Rasmusson  
Development Manager  
Dargey Development

Billing Office:  
2804 Grand Ave, Suite 308  
Pc Box 13261  
Everett, WA 98201

9a-398

Bellevue Office:  
500 108th Ave NE, Suite 2020  
Bellevue, WA 98008  
425.304.1000

Ruoxi Zhang  
2354 NE 94<sup>th</sup> Street  
Seattle, WA 98115  
[Ruoxi3@gmail.com](mailto:Ruoxi3@gmail.com)

January 28, 2015

Planning Commission, City of Shoreline  
17500 Midvale Avenue North  
Shoreline, WA 981333

Re: Comments on Draft Environmental Impact Statement for the Aurora Square CRA – Request for Departure from Setback Requirement or Code Modification

Dear Planning Commissioners,

I am the owner of the property located at 15323 Westminster Way N within the Aurora Square CRA. I am working on a multifamily mixed-use development for this property. The purpose of this letter is to provide comments on the DEIS for the Aurora Square CRA and to request the Commission to allow a departure from the existing code's transition requirement or, in the alternative, a limited code modification, to achieve a successful and sustainable development of this project.

During the neighborhood meeting when we shared our proposed plan to the community, the main comments we received included praise for our proposed site plan and requested to not develop this site as an exclusive low-income development. According to the City of Shoreline CRA vision, the City expects Aurora Square's economic renewal to deliver multifaceted public benefits. The adopted CRA plan states, "the City is empowered to partner with private enterprise to encourage 21st century renewal." As a socially and professionally responsible developer, my team and I seek to complete a sustainable development for this site that is in line with this vision and can meet today's urban development goals: economic viability, social equity and ecological sustainability.

8-1

The existing City Code imposes a transition area requirement (SMC 20.50.021) that burdens our project with a total 40' setback and step back for 180' along Westminster Way for this 150' wide lot because it is across the street from R4 zoning. We understand the purpose and benefit of setback and step back requirements when a proposed commercial building abuts or is close to a residential area with a regular pattern of residential streets. However, because the residents on the other side of Westminster Way N are separated by a very wide (110 - 125') and busy arterial and are protected by well-planted trees and slopes, the burdensome transition requirements will not add value. Instead, these requirements will restrict the design of the building and will reduce our flexibility to develop a property that meets the needs of a variety of incomes and ages. This transition requirement conflicts with the CRA and sustainable development goals of land use efficiency and community benefits in Aurora Square.

8-2

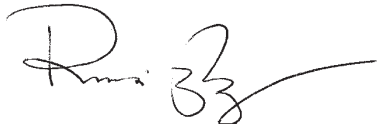
Aurora Square is an old commercial district with an inadequate layout that the City has acknowledged needs to be renewed. The “Planning and Zoning” paragraph of the adopted CRA plan states, “With a CRA, a city can use its resources to master plan private property or create a special district with unique rules.” We request that the development in the Aurora Square CRA be allowed to depart from the existing transition requirements as a “unique rule” pursuant to the CRA, the council approved special district. This departure is necessary for the development of my property to fulfill the goals of the CRA master plan. Further, similar special rules are frequently practiced in the development of downtown and other special districts in City of Seattle. In the alternative, we request a code modification to eliminate the transition area to apply to the Aurora Square CRA only.

8-2  
Cont.

We believe that departures from the transition requirements in this case would result in an Aurora Square CRA development that better meets the intent of adopted design guidelines.

Thank you for your attention and consideration.

Sincerely,



Ruoxi Zhang  
Property Owner,  
15323 Westminster Way N  
Shoreline WA 98133



**From:** [Plancom](#)  
**To:** [Donna M. Moss](#); [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Keith Scully](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#)  
**Subject:** FW: Aurora square PAO  
**Date:** Thursday, January 29, 2015 4:16:28 PM

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**From:** Dave LaClergue[SMTP:D\_LACLERGUE@YAHOO.COM]  
**Sent:** Thursday, January 29, 2015 4:16:18 PM  
**To:** Rosie O'Brien-Ochs; Plancom; Steve Szafran; Dan Eernisse  
**Cc:** johnmramsdell@gmail.com; Brianne Zorn; Jennifer Rothwell (jennifer\_rothwell@comcast.net); Michele Moyes cookhousecat@aol.com; Richard Sherry (richardsherry1@comcast.net); norton; Krista Tenney; Scott Shiebler; Keirdwyn Cataldo; cindirob@uw.edu; Paula Rogers; slaclerg@gmail.com; Gillian  
**Subject:** Aurora square PAO  
**Auto forwarded by a Rule**

Dear City of Shoreline Planning Commissioners and staff:

I'm a resident at [15038 Dayton Avenue North](#), one block west of Aurora Square, a regular shopper at Aurora Square businesses, and a participant in the Highland Terrace Neighborhood Association. Thank you for considering the Aurora Square Planned Action Ordinance. The potential for good, thoughtful redevelopment on this underutilized property is exciting, and neighbors appreciate the City's hard work to date on developing a vision and adopting the CRA.

I'm unable to attend your meeting [tonight](#), but as an interested neighbor and a professional planner, I'd like to share some comments. After reviewing the EIS and the draft legislation, here are my impressions:

Positive aspects of the proposal

Increasing commercial and residential density on the site would be a win for the neighborhood and for Shoreline. Aurora Square is a great location to accommodate new homes, jobs, and amenities for Shoreline and north Seattle. It's easy to get to and well connected, and can be developed at a higher intensity with relatively few impacts to surrounding areas. Neighbors love the idea of this as a livelier place with other draws to complement our treasured Central Market!

9-1

· The proposed environmental strategies are generally good – low impact development stormwater management, a cycle track on 160<sup>th</sup>, new public open spaces, and increased permeability for pedestrians (“windows to the site”) are all great ideas. A few don’t seem to go far enough – see below.

9-2

· I like the idea of amending noise regulations to allow concerts and events after [10:30](#).

9-3

Areas of concern

· I see a lot of improvements for pedestrians and cyclists on the east and north sides of Aurora Square, but nothing about to the west and not enough about the south. Pedestrian circulation is bad in Highland Terrace because of very long blocks and few sidewalks. Aurora Square already compounds this by creating a very long barrier to east/west movement for Dayton pedestrians. As it densifies, there will be spillover trips on Dayton and Westminster, as noted by peak hour trip projections in the EIS. To help mitigate, provide more and better pedestrian connections to/from Dayton – stairs and/or paths that connect directly down to the commercial area would allow safer and more direct routes for people on foot.

9-4

· Similarly, the improvements on Westminster don’t appear to do enough to improve pedestrian safety. The stretch from Aurora Square up to Fremont and Dayton is very unsafe for walkers – no sidewalks, no street trees, and insufficient lighting. The planned action mitigation measures should fix this to mitigate the increase car load using Westminster in the future. (As far as I could tell, the recommended improvements on Westminster only extend from Aurora to 155<sup>th</sup> at the Central Market main entrance?) It also seems like Westminster would work better as a 3-lane arterial rather than a 4-5 lane arterial.

9-5

· Changing the sign code to allow moving text signs is probably fine, but please be careful to draft in a way that clearly does not allow digital image signs (“flat screen TVs”). The latter are distracting to drivers and aesthetically obnoxious. It is very difficult for municipalities to regulate what owners show on them – it’s leading to a lot of frustration in Seattle neighborhoods. I don’t think that’s what you’re proposing, but please be careful not to inadvertently allow them.

9-6

· The EIS identifies a wide range of possible mitigations. By necessity, the project planners will narrow this down into the required mitigations adopted as part of the Planned Action Ordinance. Please provide neighbors with an opportunity to review the draft proposal before transmitting recommendations to Council.

9-7

Thanks for your thoughtful approach to this project, and for considering the concerns I raise.

-Dave LaClergue

From: Rosie O'Brien-Ochs  
Sent: Wednesday, February 04, 2015 9:54 AM  
To: Paul Cohen; Dan Eernisse; Kendra Dedinsky  
Cc: Rob Beem; Nora Smith; Debbie Tarry  
Subject: RE: Meeting

Good Morning, to all. I thought last night's meeting rendered solid, detailed questions and a reasonable discussion that was informing, for the most part. Paul and Kendra, thank you for coming and for your attentive responses. Many aspects of concerns were expressed by residents, primarily from Westminster Triangle. Here are my draft notes; I am sure some points were missed when getting more chairs or engaged in side conversations out of room, but these were my gleanings.

Paul, I will get the original sign in sheets from the meeting to you today. The bullet points in my notes are the issues that were documented on the flip chart at the beginning of the meeting.

Kendra, attached is John Ramsdell's contact information.

Rosie

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

From: Dan Eernisse  
Sent: Wednesday, February 04, 2015 9:26 AM  
To: Paul Cohen; Rosie O'Brien-Ochs  
Subject: Meeting

Sorry I just couldn't make it last night. Did it go well?

Dan Eernisse  
206.801.2218 w 206.391.8473 m

## February 3 Westminster Triangle Meeting Summary Notes

**Attendees:** 56 residents signed in; estimated additional 6 residents arrived late & may not have signed.

**Bullet points** represent issues/concerns that attendees identified as the reason they came to meeting

**Red text** represents comments made by residents regarding specific category

Black text following red text represents general response by City staff

- **Traffic concerns**

Concerns regarding foot traffic from SCC on 160<sup>th</sup>, and Dayton to Greenwood; also general concerns for safety of kids walking to school, SCC students walking to & from college. Response: Paul informed group that recently approved SCC master plan requires sidewalk improvements with any building additions.

Additional stated concerns about traffic improvements between proposed development at China Buffet and School for the Deaf, as well as height of apt. building (6 stories) and its impact on the school

Will traffic impacts be analyzed separately or together for these developments? Answer: Kendra informed group that the answer was both; each project will be considered on its individual application, but also the joint impact will be considered because of their proximity

- **Parking (lack of, and overflow into neighborhood)**

Potala: if 324 units and 303 parking spots, **where will visitors park?** With 324 units, not all studio or 1 bedroom, there could be as many as 500 occupants—where will they all park? Developers asked if they will charge for parking—“not planning to charge”

How did .75 parking code per occupant come to be accepted; questions raised about sample size of study, validity of the interpretation of the King County Metro study, upon which this ratio was based; Data from that report might suggest that Shoreline may have set its parking requirements too low in comparison to other nearby areas (Tukwila, Alkali, UW, Seatac, Kenmore....) Developer was questioned about his statement regarding the adequacy of parking in Dargery developments in other cities where less than one parking spot per tenant proved adequate for the tenant parking needs —“**Does this comparison or the King County Metro Study equate an apples to apples comparison?**”

- **Visibility (of Aurora Square from Aurora with a large Apt complex at the Denny lot?)**

- **Vegetation removal**

Concern state here was potential loss of trees

- **Storm water management**

- **Utilities**

- **Access to Linden Avenue**

- **Fire truck access to 6<sup>th</sup> story?**

- **Pedestrian and Wheel chair safety**

- **Air Pollution**

- **Public Transportation**

- **Impacts to property owners (real estate value loss?)**

- **Crime Up with high density multi-family structures?**

10-1

10-2

10-3

Cited 143<sup>rd</sup> & Greenwood “Tressa” units in Seattle as example where “crime has gone up” traffic accidents have increased, and pedestrians are in more danger

- Recreation and open space
- Schools (impact)

Dayton is boundry line for district-any students would go to Parkwood, not Highland Terrace

- Notification issues about these developments
- Property Tax exemption for developers (12 year)—why was this approved

Suggestion from resident that this deferral transfers costs of development from developer to residents. Feelings expressed that when economy was bad, it made sense, but now that economy is turning around, **why keep this provision operant?** Answer: Paul explained that this measure had been passed to stimulate growth and now that was beginning to happen; since we are not far enough in to economic recovery yet, exemption remains available. If/when it is determined that the recent recovery signs are not just a blip, the need for this exemption will be re-evaluated

- Reasoning behind high density push?

**What is the Management Plan for density push?** Who is responsible for oversight of that plan? One resident stated they had read the DEIS for CRA and it proposes 2, 200 residential units within that small area. Multiple concerns were stated about the current arterials (Aurora, Westminster, Dayton, Greenwood) being unable to support such growth safely)

**Who made the decision to build these two developments here?** Answer: Property Owners filed permit application and City is reviewing those permits. All aspects of concerns (environmental, traffic, pedestrian safety, etc.) will be reviewed, public comments considered and factored into discussions with developers.

- Low income housing stats
- Building height
- Retail space (lack of)
- Effect of high density on current City of Shoreline culture
- Long term vision for Shoreline—what is it?
- Information about all proposed developments from 145<sup>th</sup> to 155<sup>th</sup>
- Are these developments a “done deal”?
- Exemptions, if any?
- What control/input options do we (residents) have?

Paul & Kendra encouraged group to submit public comment in person, by mail or by email; he also let them know that that the January 29<sup>th</sup> meeting before Planning Commission was not recorded due to technical issues and thus has been rescheduled for March 5<sup>th</sup>; and that there will be a hearing on CRA on March 30. He also offered to meet with individuals and/or small groups by appointment at City Hall and encouraged residents to inform city staff about the specific details of their concerns because they know their neighborhoods the best and can inform the planning process of impact factors that might not come out in other formal planning processes.

10-3  
Cont.

10-4

10-5

10-6

10-7

10-8

10-9



Steven Szafran, AICP, Senior Planner  
City of Shoreline Planning & Community Development Department  
17500 Midvale Ave N  
Shoreline, WA 98133  
[sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov)

RE: DEIS for the Aurora Square Community Renewal Area

After reviewing the Aurora Square Planned Action Draft Environmental Impact Statement posted on the City of Shoreline website, I would urge the Planning Commission adopt the *Phased Growth* (moderate level of development which includes up to 500 dwelling units and up to 250,000 square feet of retail and office space beyond present development space) alternative.

11-1

I have several concerns / questions with statements in the DEIS that I ask become part of the Public Hearing Record :

- **Transportation :**

Page 1-7 (and 3-56/65) reference "2030 PM Peak Hour" traffic volumes. This needs to be clarified. Are the Levels of Service (LOS) actually based on traffic volumes at 8:30PM? If so, this would seem to be a totally inaccurate traffic study. I would hope that a traffic study that incorporates current and projected peak volumes, Monday through Friday as well as current and projected volumes on weekends would be submitted to the Commission and incorporated into the overall CRA design.

11-2

Two building permit applications (122979, 123038) were submitted for apartments in the CRA totaling 530 units. Will the existing traffic study for the CRA be revised to include these developments?

11-3

Construction impacts noted on Page 1-8 include "detour" routes. Will any of these detours be routed through existing residential neighborhoods?

11-4

- **Zoning :**

Page 3-21 shows "Maximum building height for any use in the MB zone is 65 feet. *MB regulations limit heights directly across street rights-of-way from R-4, R-6, or R-8 zones to 35 feet for 10 feet horizontally from the required building setback and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height allowed (SMC 20.50.021).* There are additional density bonuses available for multifamily residential buildings up to a maximum of 50 % above the underlying base density when affordable housing units are provided as part of the development (SMC 20.40.230)". With the existing R4 classification for the Westminster Triangle Neighborhood, how can the proposed Potala development be 65 feet tall?

11-5

- **Noise Standards :**

I DO NOT agree with the proposed change to the City noise regulations. Any outdoor entertainment / concerts should be limited to 10P Sunday through Thursday, and 10:30P Friday and Saturday.

11-6

I would also like to see wording within the noise regulations regarding decibel levels. An acoustic performance is drastically different than an electronic or orchestral performance and appropriate levels should be set for each type of outdoor / open air performance.

11-6  
Cont.

- **Signage :**

Can the proposed pylon signage requirements (LED, neon, digital, etc) have time of day limitations so that the signs are dimmed or turned off in the late evening hours to help with the light pollution that will affect the surrounding residential areas?

11-7

Will the existing signs in various areas of the CRA be grandfathered or will they be removed?

- **Access To/From the CRA:**

The DEIS mentions the possibility of removing the "slip" lane from Northbound SR 99 to Westminster. Isn't that spur designated a Truck Route by the State of Washington? If it is closed, what is the impact of trucks having to turn at 155<sup>th</sup> and again at Westminster? Is the turning radius adequate?

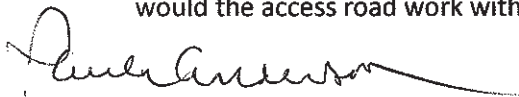
11-8

If a second left turn lane from SR 99 at 155<sup>th</sup> is added, how will the traffic lights be monitored so that cars will not be blocking the intersection if there is a bottleneck going into the Aurora Square property?

11-9

The DEIS mentions the possibility of a turn at "156<sup>th</sup>". Currently there is no through street from SR 99 to 156<sup>th</sup>. What would be the benefit of a third traffic light between 155<sup>th</sup> and 160<sup>th</sup>? How would the access road work with the proposed Potala development?

11-10



Paula Anderson  
722 N 148<sup>th</sup>  
Shoreline, WA 98133  
206-363-2627

**Lisa Basher**

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**From:** Plancom [plancom@shorelinewa.gov]  
**Sent:** Thursday, March 19, 2015 8:02 AM  
**To:** Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com  
**Subject:** FW: Public Comment letter DEIS CRA  
**Attachments:** CRA DEIS letter.docx

-----  
**From:** [grhilborn@comcast.net](mailto:grhilborn@comcast.net)[SMTP:GRHILBORN@COMCAST.NET]  
**Sent:** Thursday, March 19, 2015 8:02:15 AM  
**To:** Steve Szafran; Plancom  
**Cc:** Hilborn, Greg  
**Subject:** Public Comment letter DEIS CRA  
**Auto forwarded by a Rule**

Please include our letter (here in the e-mail and as an attachment word document) as part of the public comments for the DEIS for the CRA.

Thank you,

Greg and Ruth Hilborn

840 N. 153<sup>rd</sup> Pl.

Shoreline, WA 98133

March 18, 2015

City of Shoreline Planning Commission

Steve Szafran, City of Shoreline

Re: DEIS for the CRA

Dear Planning Commission Members and Mr. Szafran,

We have lived in the Westminster Triangle Neighborhood for 28 years and are very concerned about the Draft Impact Statement for the CRA.

Our main concerns are:

1. **Lack of required parking for residents of the apartments.** We are concerned that they will park along the streets of Linden Ave. N. and N. 153rd Pl. instead of on their property. These streets are too narrow for parking on both sides and would create a danger to all residents and limit access to our homes and off street parking us. If parking is not increased to provide sufficient parking for the new buildings then there will need to be restrictions on parking in our neighborhood - such as no overnight parking, resident parking permits, etc. and parking enforcement officers will need to be hired by the city. This will be the same problem as in North City and other projects.

12-1

2. **Traffic** - increase in "cut through" in our neighborhood, due to back up on Westminster Way and 155th streets, increase in cars searching for parking.

12-2

3. **Access to our neighborhood** - possible need for traffic light at N. 153rd Pl/Westminster Way and also at Linden Ave N/N 155th so we can get in and out during high volume traffic times.

12-3

4. **Closing or minimizing Westminster Way exit** southbound off of Aurora Ave N. This roadway performs as a "relief valve" for southbound during morning rush hour and other times and is truck route to Greenwood and Ballard communities. It will cause a "bottle neck" starting at 155th which will cause major back ups on Aurora from cars trying to turn right. This back up will then cause commuters to use side streets, such as Fremont, Greenwood, Dayton, Carlyle Hall Rd. and NW Innis Arden Way. We don't need higher volumes of traffic especially around the new Shorewood High School and the expanding Shoreline Community College.

12-4

5. **Connection, communication, consideration** needs to be taken for all west side Shoreline projects and how they will affect each other, not just within 500 feet of project.

12-5

A. Shoreline CC upgrade/expansion

- B. Point Wells
- C. Sears/CRA
- D. Apartment Developments along Westminster.
- E. Aurora Corridor completion
- F. New Shorewood High School

12-5  
Cont.

**6. Protection of our Westover Community Club private parks.** As a board member of the Westover Community Club we are greatly concerned that the influx of residents from these developments will attempt to use these private parks as public spaces and they are not. They are paid for and maintained by the approximately 55 homeowners surrounding the parks as deeded by William Boeing in the early 1950's. We are now being forced to fortify our security by adding fencing and locked gates.

12-6

**7. Possibly drainage variance** is grossly unfair to those other projects that have had to follow code and pay for and provide on site retention systems, such as the ones required by the city to be installed at Shorewood and Shorecrest High Schools.

12-7

**8. Keep noise ordinance as it is** – there are residential neighborhoods surrounding Aurora Square and we can hear the small bands playing at Central Market let alone larger events.

12-8

**9. We urge you to recommend limiting the CRA to 500 units** – which will be about at that limit with the two apartment developments that have already been applied for permits. Do not allow up to 1000 as it will create a huge area of apartments, not the retail, business, movie theater type area that the CRA is supposed to be aiming for.

12-9

**Please seriously consider our concerns. They are echoed by many of our neighbors and other Shoreline residents, many as far north as Richmond Beach and even Edmonds and Mountlake Terrace.**

**We also request a copy of the decision once it has been made.**

Sincerely,

Greg and Ruth Hilborn

206-362-5263

[grhilborn@comcast.net](mailto:grhilborn@comcast.net)



Lisa Basher

**From:** Plancom [plancom@shorelinewa.gov]  
**Sent:** Thursday, March 19, 2015 11:53 AM  
**To:** Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com  
**Subject:** FW: Aurora Square CRA Public Comment - Addendum  
**Attachments:** download.pdf

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From: Debbie Kellogg[SMTP:KELLOGG.DEBBIE@GMAIL.COM]  
Sent: Thursday, March 19, 2015 11:52:38 AM  
To: Plancom  
Subject: Aurora Square CRA Public Comment - Addendum Auto forwarded by a Rule

In addition to the comments I submitted last night, I would like to point out that the City has been remiss in CONSULTING with the tribes and WSDOT (rather than simply noticing them on the SEPA EIS) concerning the Martinez case regarding NW Indian Tribes and the culvert case.

13-1

Aurora is a State Highway of Significance and Westminster Way as a truck route is part of Highway 99. The City has maps showing that Boeing Creek has been a system of culverts under Highway 99 (Aurora) as shown in the maps they have attached in the DEIS and in the map I included in my previous comment. In this case:

<http://futurewise.org/action/CLE-presentations-green-meets-blue/Stay%20Treaty%20Rights%20Presentation%20handout.pdf/>

13-2

it is clear that Futurewise strongly advises that these culverts be removed. Futurewise has been a partner with the City in the 145th and 185th light rail station community councils and the PSRC, so clearly the City values their input. Therefore, it is incumbent upon the City to take the recommendations of Futurewise to consider the proposed stormwater mitigation I proposed in daylighting the relevant sections of Boeing Creek along Westminster Way and 160th Street.

Lisa Basher

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**From:** Plancom [plancom@shorelinewa.gov]  
**Sent:** Thursday, March 19, 2015 5:16 AM  
**To:** Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com  
**Subject:** FW: Public Comment for the record - Aurora Square CRA  
**Attachments:** aurora square cra public comment.docx

-----  
**From:** Debbie Kellogg[SMTP:[KELLOGG.DEBBIE@GMAIL.COM](mailto:KELLOGG.DEBBIE@GMAIL.COM)]  
**Sent:** Thursday, March 19, 2015 5:15:50 AM  
**To:** Plancom  
**Subject:** Fwd: Public Comment for the record - Aurora Square CRA  
**Auto forwarded by a Rule**

----- Forwarded Message -----  
**Subject:**Public Comment for the record - Aurora Square CRA  
**Date:**Thu, 19 Mar 2015 05:02:57 -0700  
**From:**Debbie Kellogg <[kellogg.debbie@gmail.com](mailto:kellogg.debbie@gmail.com)>  
**To:**[plancom@shorelinewa.gov](mailto:plancom@shorelinewa.gov)

Attached are my comments for the public hearing on 3/19/2015

I would like to a summary:

There should a traffic modification to the site plan to protect the students of the NW School for the Deaf  
Final decision on the Aurora Square CRA DEIS should be held until the completion of the 145th St. Traffic Study  
SEPA was not done correctly, it was piecemealed by separating two project actions from the main project action  
Daylighting/Swale creation of Boeing Creek should be done to create a gathering space to address sedimentation, open space/park impacts, and surface water management  
Soils concerns have not been addressed and their impact on proposed development  
Traffic on 155th and its relationship to the 145th light rail station has not been addressed  
Westminster Way is a truck route as classified in the TMP/Comprehensive Plan, and as such, the DEIS is inconsistent with existing plans

13-3

Documents have not been attached as the email is too large to send, hyperlinks have been included my comments

**DEBBIE KELLOGG  
AURORA SQUARE CRA  
PUBLIC COMMENT**

**SEPA IS NOT TO BE CONSIDERED IN A PIECEMEAL FASHION**

It concerns me that the DEIS was issued separately from the RLD development at the Super China Buffet for a 160 unit multi-family apartment building on 12/31/2014 after the DEIS was posted on 12/3/2014. The staff asserted to the council that no SEPA was required when it was adopted in July 2013 and no public hearing or comment was solicited at that time. Without any notice a land use action notice was posted and written comments were requested just before the Christmas holidays. Then a second SEPA application is being processed separately for a 330 unit apartment building at the former Joshua Green site. Both of these projects are within the Aurora Square CRA and total 490 dwelling units, which is nearly 50% of the 1,000 dwelling units the staff has described for the Aurora Square CRA.

Several cases in Richard Settle’s Treatise on SEPA discuss where EIS must not piecemeal projects in isolation from complete environmental review, which is exactly what is happening here, largely due to the incompetence due to the staff intransigence in 2013 in denying the need to do SEPA. The community should not be subject to staff mistakes and negligence in refusing to perform their due diligence and serve the public as they are employed to do. Specifically, the case cited by Settle and the 2003 Department of Ecology Handbook is this one:

Cathcart - Maltby - Clearview Community Council v. Snohomish County, 96 Wn.2d 201, 634 P.2d 853 (1981)

Approved phased or "piecemeal" EIS. A "bare bones" EIS on a rezone for a large residential development is okay so long as more complete compliance is done for the later, more detailed approval stages

The non-project action should precede the project actions, they have been reversed in this process. As stated in the SEPA Handbook, “SEPA Rules do allow phased review under certain circumstances, as defined in WAC 197-11-060(5).” As usually stated in by the Washington State Department of Ecology in referring to SEPA, review should begin as soon as possible in order to evaluate alternatives and all environmental impacts.

**WESTMINSTER WAY TRUCK ROUTE**

The Transportation Master Plan (TMP) with all its amendments shows Westminster Way classified as a designated truck route where it exits Aurora (Hwy 99) at 160<sup>th</sup> until it reaches Greenwood. Aurora/Hwy 99 is a State Highway of Significance, which is the reason why the City was able to obtain the federal and state funding for the 3 mile Corridor. The DEIS has incorrectly classified it as principle arterial. The TMP has not been amended to remove its designation as a truck route, therefore, the Aurora Square CRA is inconsistent with the Comprehensive Plan as the TMP is incorporated by reference into the Comprehensive Plan.

13-4

13-5

Additionally, the Aurora Corridor EIS as approved by the Federal Highway Administration required a public process before the truck route was removed. As this plan is proposed, the DEIS pretends that the truck route removal has already undergone a formal public process for removal and the TMP was amended to indicate such action - BUT IT HAS NOT. The original Aurora Corridor EIS and highlighted the specific item in the 27 points required by FHWA.

13-5

The curbs at 155<sup>th</sup> and Aurora have not been designed to accommodate buses and tractor-trailer combinations, the public works department has discussed how to redesign the curbs and right hand lanes for southbound Aurora to safely allow trucks turning right but the staff has not included this as part of the mitigation for the Aurora Square CRA or any alternative. This should be considered as part of the removal of Westminster Way as a truck route.

**NORTHWEST SCHOOL FOR DEAF**

No provision has been made as required by federal law to include accommodation for the special needs of the deaf children in the site plan. At the present time there is cut through traffic from 160<sup>th</sup> to the west of Westminster Way to avoid the light, exiting near the NW School for the Deaf to the south of the light. Bollard or some other kind of closure of this driveway should be installed to prevent this cut-through traffic. In the 1960s this may have been adequate but it is not considered adequate to protect a federally protected class under the American with Disabilities Act or the Federal Rehabilitation Act in the present day.

13-6

The City of Shoreline Ethics Policy states that all citizens should be treated with respect and that Shoreline should be a safe and healthy place for people to live, work and play. The lack of attention in designing a site plan that would protect vulnerable students at one of the few schools in the state that serve deaf children demonstrate a blatant disregard for the disabled on the part of the staff and council; they should be ashamed for the inattention due to their focus on the almighty dollar.

**BOEING CREEK**

The headwaters of Boeing Creek are located in Darnell Park at 165th and Midvale as well as the Aurora Square CRA. As found in this report by WRIA 8 (of which the City of Shoreline has representation by an elected) found at this link:

[http://www.pugetsoundnearshore.org/supporting\\_documents/WRIA\\_8\\_LFR\\_FINAL.pdf](http://www.pugetsoundnearshore.org/supporting_documents/WRIA_8_LFR_FINAL.pdf) It clearly states at the beginning of the description of Boeing Creek on page 84 that:

13-7

The headwaters of Boeing Creek (08.0017) are in the Aurora Square commercial development, and the mainstem is tightlined through the developed area to the stormwater facility at Shoreline Community College...Urbanization within the Boeing Creek basin has resulted in the substantial increase of impervious surfaces (approximately 40 percent of the entire basin) and a corresponding increase in peak stormwater discharges (Boehm 1994). Boeing Creek is representative of many of the problems typically associated with urbanized stream systems: "flashy" storm flows, downcutting and erosion, sedimentation, embeddedness, loss of large woody debris, and decrease in size and number of large pools. Sedimentation is exacerbated due to the natural features of the subarea such as steep, unstable slopes and soils, and source bed deposits of sediments.

Urban development on the surrounding plateau of the Boeing Creek basin has removed the historic forest and most of the wetlands. These habitats historically stored water and released it over a longer period of time. Under historic forested land cover conditions there was almost no run-off produced except during very large storm events or rain-on-snow events (Booth 1991). The urbanization of Boeing Creek has resulted in impervious surfaces covering approximately 40 percent of the total land area (Boehm 1994).

The City of Shoreline Boeing Creek Basin Report

(<http://www.shorelinewa.gov/home/showdocument?id=5470>) indicates these species are present:

- Chinook (King) Salmon
- Coho (Red) Salmon
- Cut Throat Trout

13-7  
Cont.

The creek that is found at Darnell Park has a tributary that runs north along Midvale all the way north to 185<sup>th</sup> under the strip mall at Gateway Plaza. Originally this mall was intended to be a multi-family residential project, however, after soil borings and geologic studies were done, it was discovered that soil conditions would not support such a structure due to the high water table and the sandy, loose soil. As a result, after a street vacation was granted by the City, only a strip mall could be construction. Does this sound familiar? It is exactly what has been built on the northern edge of Aurora Square where Boeing Creek is a piped stream.

Furthermore, the Comprehensive Plan allows the development code to include surface water impact fees yet the DEIS fails to address this as a possible mitigation factor.

On the map included in the DEIS for the Aurora Square CRA, this stream can be seen in this map, it clearly shows the culverts along Westminster Way and 160<sup>th</sup>.



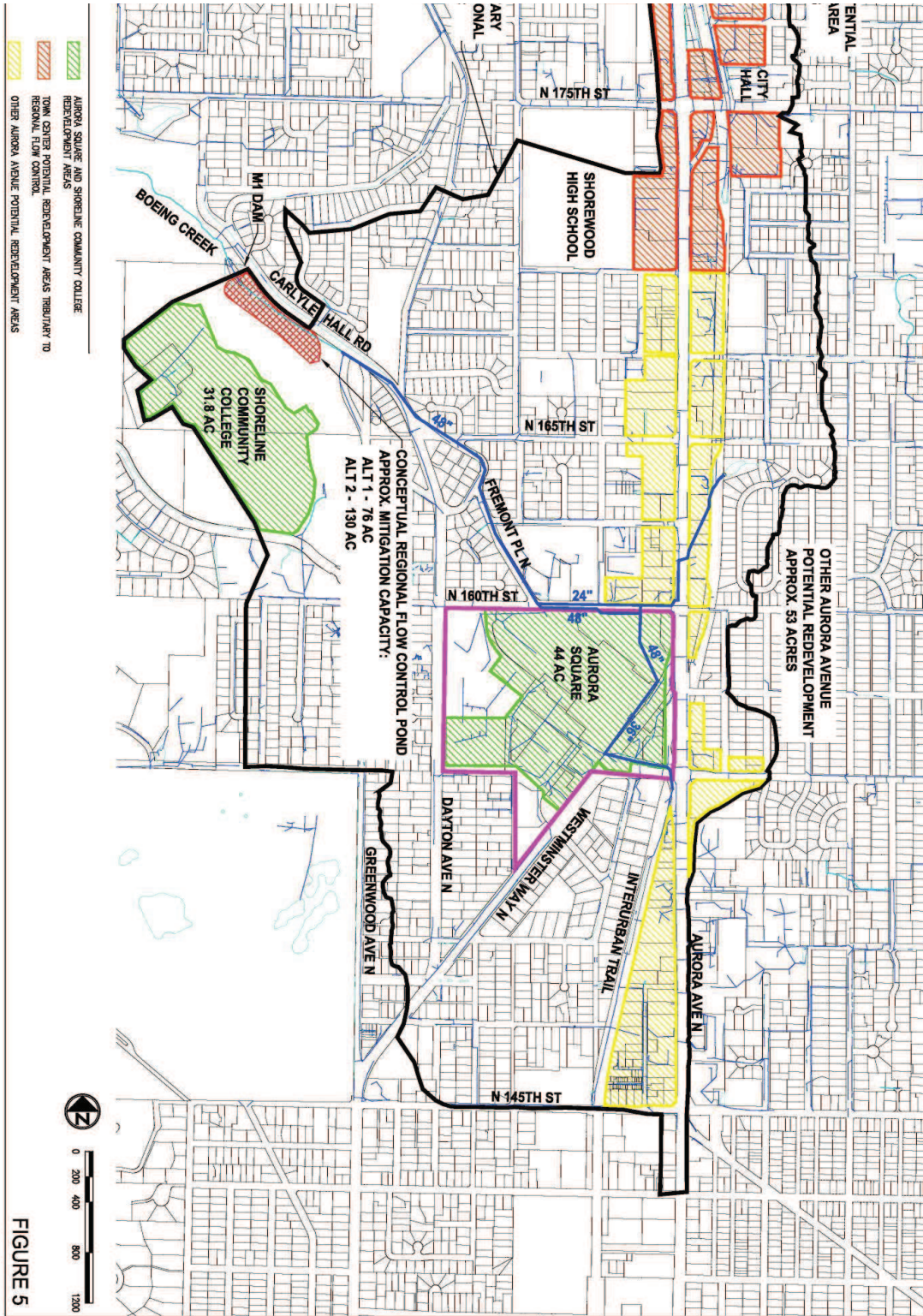


FIGURE 5

- AURORA SQUARE AND SHORELINE COMMUNITY COLLEGE REDEVELOPMENT AREAS
- TOWN CENTER POTENTIAL REDEVELOPMENT AREAS TRIBUTARY TO REGIONAL FLOW CONTROL
- OTHER AURORA AVENUE POTENTIAL REDEVELOPMENT AREAS

**REGIONAL FLOW CONTROL CONCEPT AND TRIBUTARY AREAS**  
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY

**KPG**  
 3330 East 120th Avenue  
 Suite 100  
 Aurora, IL 60504  
 (708) 236-9400  
 (708) 236-9401  
 www.kpg.com

13-7  
 Cont.



Table ES.1 List of Viable Alternatives

Alternative	Why?	Estimated Costs		
		One-time	Annual	Total (over 10-year timeframe)
Status Quo (keep dredging)	No-action alternative	\$0	\$54,000 (based on current annual average cost)	\$540,000
Cease Dredging	No-cost alternative	\$0	\$2,500 (outlet maintenance)	\$25,000
Remove Dam	Closest to "restoration"	\$600,000	\$8,000 (for 5 years of vegetation monitoring and maintenance)	\$640,000
Lower Outlet with Cessation of Dredging	Intermediate solution though likely not that effective	\$160,000	\$2,500 (outlet maintenance)	\$185,000
Upstream Flow Control*	Basin-wide benefits, possible very high cost	>\$10,000,000	Varies	>\$10,000,000

13-7  
Cont.

\* As redevelopment occurs, upstream flow control should be pursued to begin reversing stream channel degradation, which is the result of decades of urban development without stormwater flow control. The cost estimate shown is based on implementation of flow control across the basin at the level needed to reduce degradation. Incremental steps to control flow are worthwhile.

The upstream flow control referred to are located in the Boeing Creek segments in this table as piped stream segments BC10, BC11, and BC12:

TABLE 1.  
PHASE I DATA.

Reach <sup>d</sup>	Channel Type	Slope (%)	Fish Used for Ranking	Phase I Ranking	Impervious Area <sup>a</sup>	Modifications to Channel or Flow <sup>b</sup>	Riparian Breaks <sup>b</sup>	Section 303(d) listings <sup>b</sup>	Overall Level of Alteration <sup>a</sup>	Phase I Adjusted Ranking <sup>a</sup>
BC1	MGC	5.2	coho	Secondary	15	M	L	—	Moderate	Secondary
BC1A	E	2.0	coho	Secondary	15	M	L	—	Moderate	Secondary
BC2	HGC	7.1	coho	Negligible	23	H	L	—	High	Negligible
BC3	HGC	12.8	coho	Negligible	23	M	L	—	Moderate	Negligible
BC4	HGC	24.2	coho	Negligible	23	H	H	—	High	Negligible
BC5	HGC	11.4	coho	Negligible	23	H	H	—	High	Negligible
BC6	MGC	4.4	coho	Secondary	51	H	H	—	High	Secondary
BC7	MGC	4.3	coho	Secondary	51	H	M	—	High	Secondary
BC8	MGC	5.3	coho	Secondary	51	H	M	—	High	Secondary
BC9	HGC	2.7	coho	Negligible	51	H	L	—	High	Negligible
BC10	Piped									
BC11	Piped									
BC12	Piped									

13-7  
Cont.

The source can be found here:

[http://www.cityofmlt.com/cityServices/publicWorks/stormWaterDivision/pdf/54-stream\\_wetland\\_inventory\\_shoreline\\_2007.pdf](http://www.cityofmlt.com/cityServices/publicWorks/stormWaterDivision/pdf/54-stream_wetland_inventory_shoreline_2007.pdf) -- strangely enough, this report is found on the City of Mountlake Terrace more easily than on the City of Shoreline website.

Segment BC10 could be daylighted, Segment BC12 essentially is Darnell Park and the City of Shoreline has already invested surface water bond management project funds in addressing flooding issues at its location at N. 165<sup>th</sup> and Midvale. Daylighting or creating a large swale would implement the recommendation in the Hidden Lake report.

The City of Shoreline, three (3) months before the completion of the DEIS for the Aurora Square CRA had available the recommendation for the best possible alternative for the Hidden Lake Management Plan, which would be to daylight or create a large swale like the one at Thornton Creek development at the present Northgate Park & Ride and soon to be completed Sound Transit Light Rail Station.

What I propose is that a large swale as the centerpiece of a pocket park be developed in the NE corner of the Aurora Square CRA on the west side of Westminster Way, there are few public parks for recreation in the immediate area. A gazebo like structure like the one at Cromwell Park could possibly be used as a model and would serve as the proposed venue for outdoor concerts, holiday events, weddings, evening for the multi-family residents to relax and recreate at without using a motor vehicle or require taking a bus as described in xxxx.

There are grants available to facilitate this development from WRIA8 (of which the City of Shoreline is a member) and can be found here: <http://www.govlink.org/watersheds/8/funding/default.aspx>

Another funding opportunity is here, the NOAA Pacific Salmon Recovery Fund:

[http://www.westcoast.fisheries.noaa.gov/protected\\_species/salmon\\_steelhead/recovery\\_planning\\_and\\_implementation/pacific\\_coastal\\_salmon\\_recovery\\_fund.html](http://www.westcoast.fisheries.noaa.gov/protected_species/salmon_steelhead/recovery_planning_and_implementation/pacific_coastal_salmon_recovery_fund.html)

There are non-profits that can be partnered with in order to facilitate this project, the City staff needs to work collaboratively together between the economic development coordinator and the surface water management utility in the public work department to make it happen. A sample list of some of the non-profits the City could work together on daylighting the headwaters of Boeing Creek are:

- Wildfish Conservancy
- Save Our Wild Salmon Coalition
- Puget Sound Restoration Fund
- Marine Conservation Institute
- ForTerra

What I have proposed is consistent with the phased action plan that Council adopted for addressing the phased action plan on September 8, 2014 to address the Hidden Lake Sedimentation problem on a long-term basis given a rare opportunity to:

- restore salmon habitat,
- locate at the lowest point at the site where flooding occurs
- address the Hidden Lake sedimentation problem
- provide a recreational opportunity in a high density developed area while requiring no use of a car,
- allow Shoreline to adhere to its green principles, and
- create a gathering space consistent with the comprehensive plan goals

The DEIS identifies the need for additional open space and parks but provides no guidance on how to achieve this impact, I have proposed a way to mitigate both surface water and parks/open space impacts to the environment.

#### **WSDOT LOCATION**

Staff have proposed a parking garage at the present site where WSDOT presently has a parking lot. Over the protests of WSDOT, they have persisted in retaining this plan. WSDOT has plans to build a seismically safe building that will serve as a regional multi-county emergency service center for the Washington State Patrol (WSP) and WSDOT. In spite of the powers the City has invoked in the CRA for eminent domain, they cannot use them against the State of Washington when they have plans for an essential public service facility.

Furthermore, the staff has not presented a persuasive argument for the economic feasibility for a movie studio, sound stage, and attendant facility for the construction of sets at Aurora Square. With no experience and no consultation with experts in the field, they have estimated the cost to be \$1 million when in fact the cost is actually in the range of tens of millions of dollars. They also have not considered the truck traffic, the need to park these trucks, the trailers required, and the hotel/restaurant

13-7  
Cont.

13-8

accommodations required for talent to stay in while filming (these are not nearby, suitable accommodations are to be found in Downton Seattle).

About 30 years ago these facilities were constructed in Fremont and the venture failed. The University of Washington about that time closed their communications department and their film department because of the high cost of maintaining these programs, the technology quickly becomes obsolete and must be regularly replaced. With all due respect to the Shoreline Community College film and video program, it is not competitive with the Vancouver Film School in Canada, which has a very active commercial film and television industry based on companies out of Los Angeles.

13-8

My sister was a financial analyst at Warner Film, and the reason they used Vancouver, BC is due to the tax credits and other incentives they receive from the Province and Canada. Other states in the US provide generous tax credits and other incentives while Washington State provides none, making Washington very unattractive for major productions. The major news stations in the Seattle market have largely closed their shops to outside productions due to the large cost of maintaining the facility for anything other than news production. I have seen little evidence from the staff that they have thoroughly researched the highly competitive market in the development of a full service movie production facility, and suggest the planning commission and city council consider other economic development alternatives that would provide permanent, year-round employment at Aurora Square.

**JOBS CREATED**

No methodology or documentation for the number and type of jobs created is provided in the SEPA checklist. Detail as to whether or not these jobs are permanent, full-time jobs, temporary, project related jobs, the expected wages for these jobs is provided in the SEPA checklist. They appear to be pie in the sky number just pulled out of a hat numbers and completely unreliable.

13-9

**SOILS**

On the north border of Aurora Square, the piped stream is a clear indicator of the underground streams that are present. Additionally, Westminster Way regularly floods in any period of heavy rain and the Shoreline CRT staff has to respond to put hazard barriers out on the street to warn drivers of standing pools of water. The former Dairy Queen on the Joshua Green site where the 330 unit apartment complex is proposed used to regularly have plumbing problems because of the high water table.

13-10

During Phase I of the Aurora Corridor Project, the staff discovered as they designed the Interurban Bridge over 155<sup>th</sup> that the soils on the north side of 155<sup>th</sup> were inadequate on the west side of the corner of NW 155<sup>th</sup> & Aurora, they had to design the footings of the bridge in a North-South orientation as a result. I doubt that the developer of the property of the former Joshua Green property has done any soil borings or geologic studies at the site or they would have discovered this by now.

And why is that? My brother used to work for a geotech driller, they did a job at Aurora Square and it has wet, sandy soil at a great depth with a high water table due to the influence of the headwaters of Boeing Creek. A fairly prominent business member of Shoreline who grew up in Shoreline used to play in the pond, that eventually turned into a bog and then became the Joshua Green property also knows about the high water table. A retired Seattle Public Utilities engineer is familiar with the boggy, high water table along the low lying properties (i.e., Joshua Green and parts of the Sears parking lot) in the same area. Yet the staff persists in the belief that these same properties can support 4-7 story multi-

family residential structures with underground parking. No geotechnical studies have performed, which is why I proposed that at least some of these areas be repurposed as a gathering area to serve a triple purpose:

13-10

- address the sedimentation problems at Boeing Creek,
- manage surface water, and
- provide recreation

**145<sup>TH</sup> STREET CORRIDOR STUDY**

The light rail station at 145<sup>th</sup> is only 2.1 miles away via 145<sup>th</sup> yet no consideration has been given to how much traffic will be added to this route. Any decision on the Aurora Square CRA should be postponed until this study is complete. Additionally, the intersection at Greenwood and 145<sup>th</sup> has been identified by the public works department as a problem.

Another problem intersection identified by the public works department are along 160<sup>th</sup> and Greenwood, any reduction in traffic that was expected from construction of a dormitory at Shoreline Community College is gone as a potential as the Chinese investors who were going to build it have backed out. The proposed movie studio would have added traffic to 160<sup>th</sup> entering the site either via 145<sup>th</sup> and Greenwood and turning on 160<sup>th</sup> or transiting Aurora and entering via 160<sup>th</sup> and Dayton, yet no traffic study exists to reflect this traffic. The DEIS is incomplete and should be rejected as such at this time.

13-11

Another problem is that 155<sup>th</sup> is part of the 145<sup>th</sup> light rail network of arterials, SEPA requires all interrelated pieces to be integrated and traffic concurrency to be met. Yet the staff has decided that the light rail study end at Meridian and 155<sup>th</sup>, leaving out the blocks long stretch between Meridian and Aurora. This seems to be arbitrary and capricious. It is only 1.8 miles to northbound I-5 from Aurora Square to avoid the problematic intersection at I-5 and 145<sup>th</sup>, yet the staff has not analyzed this alternative route to both I-5 and the light rail station. If they are trying to foster light rail use, they should consider this traffic in their studies.

Finally, at the last team-building city council retreat, the public works department presented right-angle collision data for intersection on Aurora in support for red-light cameras and proposed locations on Aurora. The intersection with the highest frequency of right angle collisions on Aurora was at 155<sup>th</sup> and Aurora, yet this information was NOT included in the Aurora Square CRA. The staff has not presented a complete traffic study for the DEIS and needs to go back and present a better traffic analysis.



Preliminary review of collision data shows that there may not be a good location on Aurora for implementation of a Red Light Camera. From 2012 through 2014, there are few reported right-angle collisions along the Aurora corridor:

Location	Number of Right Angle Collisions (2012-2014)
AURORA AVE N & N 200TH ST - CITY SIGNAL (Currently under construction – recommend waiting to evaluate after signal is rebuilt)	8
AURORA AVE N & N 155TH ST - CITY SIGNAL	7
AURORA AVE N & N 175TH ST - CITY SIGNAL	4
AURORA AVE N & FIRLANDS WAY N & N 185TH ST - CITY SIGNAL	3
AURORA AVE N & N 160TH ST - CITY SIGNAL	3
AURORA AVE N & N 165TH ST - CITY SIGNAL	1

13-11



Alan Stay

## Indian Treaty Rights & Protection of Natural Resources

The comments of Alan Stay are his alone and are not necessarily the views of the Muckleshoot Indian Tribe

## Scope of treaty right asserted by Tribes in federal litigation

- The right to an allocation ultimately held to be fair share: 50% or a moderate living - Decided
- Access to usual and accustomed fishing grounds and stations - Decided
- Protection of the fish habitat - to assure there are fish to be caught and the needs of the Tribes met - Phase II/Culvert case
- Right of Tribes to manage their fisheries and to co-manage with the State generally and limits on State regulation of treaty fishing - Decided

## Habitat Protection – Prior Litigation

- In 1980, the district court for the Western District of Washington recognized a treaty right and protection of fish habitat. It held that the state must not degrade or authorize degradation of salmon habitat that interferes with “moderate living.”
- The Ninth Circuit at first limited this ruling to require “reasonable steps . . . to preserve and enhance the fishery,” but then vacated the ruling and declined to explore this right until a concrete dispute was presented.
- Tribes added to complaint in 1970 – knew without a vibrant habitat no fish and thus no right.

## Habitat Protection – Culvert Litigation

- In January 2001, tribes with treaty rights in Puget Sound and along the Washington coast filed an action claiming that culverts designed and maintained by the State violated their treaty rights by harming salmon habitat.
- The State study estimated that between 50 and 300 culverts significantly impair fish passage, the repair of which would result in a return of an additional 200,000 salmon.
- Easiest and perhaps most important thing can do – connect habitat, allow fish to spawn and develop

## Time Frame

- Treaties negotiated 1854-55
- US v. Washington filed 1970
- US v Washington decided 1974, 1979 (S.Ct.)
- Phase II began late 1970’s
- Phase II decided 1980, 1995
- Culverts case filed January 2001
- Summery Judgment 2007
- Injunction 2013

## Why Culverts?

- In 1997 State says 200,000 additional salmon would return to Western Washington with state culverts fixed.
- In 2001 State says would take up to 100 years to fix state owned barrier culverts
- Between 1991 and 2008 State fixed 9% of its barrier culvert – 218
- 2011 State report: 850 blocking culverts with significant habitat, 183 corrected to date – planned to correct 8 in 2011

## Culvert Case

- Summary Judgment
- Judge Martinez grants Summary Judgment to Tribes “find[ing] that the Treaties do impose a duty upon the State to refrain from building or maintaining culverts . . .” that block fish passage.
- SJ Order at pg. 12.

## SJ Ruling - Causation

“The Tribes’ showing that fish harvests have been substantially diminished, together with the logical inference that a significant portion of this diminishment is due to the blocked culverts which cut off access to spawning grounds and rearing areas, is sufficient to support a declaration regarding the culverts’ impairment of treaty rights.”  
SJ Slip Op. at 8.

8

## Intent of the Parties (1)

- “. . . the Governor’s promises that the treaties would protect that source of food and commerce were crucial in obtaining the Indians’ assent.” Treaty canons of construction look to what tribes/Indians understood and intended
- SJ Order at pg. 9, citing *State of Washington, et al., v. Washington State Commercial Passenger Fishing Vessel Association, et al.*, 443 U.S. 658 (1979) (emphasis added by Judge Martinez).

## Intent of the Parties (2)

- “It was thus the government’s intent, and the Tribes’ understanding, that they would be able to meet their own subsistence needs forever . . .”
- SJ Order at pg. 10.
- “I want that you shall not have simply food and drink now but that you may have them forever.”
- SJ Order at pg. 10, citing Decl. of Richard White, DKT. #296, ¶¶13, 14 which quotes Governor Stevens (emphasis added by Judge Martinez).

## Environmental Protection (1)

- “. . . and the related right not to have the fishery habitat degraded to the extent that the minimum standard cannot be met. I also agree that the State has a correlative duty to refrain from degrading or authorizing others to degrade the fish habitat in such a manner.”
- SJ Order at pg. 7, citing *United States v. Washington*, 694 F.2d 1353, 1367 (9<sup>th</sup> Cir. 1982) (emphasis added by Judge Martinez).

## Environmental Protection (2)

- “It was thus the right to take fish, not just the right to fish, that was secured by the treaties.”
- SJ Order at pg. 10.
- A right to fish without fish was no right at all – no consideration for land ceded

## Environmental Protection (3)

- “These assurances would only be meaningful if they carried the implied promise that neither the negotiators nor their successors would take actions that would significantly degrade the resource.”
- SJ Order at pg. 11.
- The law: US v. Winans and Winters v. US key. Canons where no direct statement needed to infer from purpose of treaties and duty to carry out that purpose.

## Remedy

- Create a list of all blocking culverts as of date of injunction (3/29/13) – DOT, WDFW, Parks and DNR – done
- DOT – within 17 years fix DOT culverts on list with blocked habitat of 200 meters or more; fix rest at end of useful life or part of highway project
- WDFW, DNR and Parks fix there culverts of list by 2016
- Continue to assess culverts to assure do not become barriers
- Newly identified barrier culverts fixed in a reasonable time after discovery
- Generally use stream simulation (or best science) if fixing culverts. – design culverts to pass fish at all life stages and all flows
- State to monitor culverts to see not blocking and take reasonable steps to keep culverts from becoming blockages
- State – consult with tribes

## Impacts of decision

- Fact specific – culverts owned by state in case area, but could be guidance where:
- Discrete action causes a particularized impact to fish habitat where loss of fish would affect tribes right to make a moderate living and impact is more than *de minimis* (absent cumulative effect) and equitable factors do not mitigate against corrective action.
- Remedy will change right will not – remedy will be defined by future cases. This is key to protection in future

## SJ Ruling:

### *Do the Treaties contain an environmental servitude?*

#### Treaty-based duty:

“[T]his Court finds that the Treaties do impose a duty upon the State to refrain from building or maintaining culverts in such a manner as to block the passage of fish upstream or down, to or from the Tribes’ usual and accustomed fishing places. *This is not a broad “environmental servitude” or the imposition of an affirmative duty to take all possible steps to protect fish runs as the State protests, but rather a narrow directive to refrain from impeding fish runs in one specific manner.*” SJ Slip Op. at 12 (emphasis added).

## Do Culverts cost too much to fix?

- For example – two of the longest and deepest culverts (not typical) cost an average of \$1.6 million
- Key State witness at trial within a highway project the correction of a blocking culvert was about as expensive as the guard rails.
- Not free, but not bank breaking – cost of correcting mistakes and treaty violation

## Interplay of Treaty rights

- The moderate living standard defines the share Tribes can take and defines how the habitat right will be implemented - note today courts have held that Tribes are not making a moderate living.
- No duty to provide habitat correction beyond needs of tribes to make a moderate living.
- Right of access to places will affect what development if any can take place at a Tribal U and A. (*Muckleshoot v. Hall*) related right that will impact habitat protection.

## What this all means

- Tribes are governments
- Tribes have a right to co manage the resource
- Tribes have sophisticated management capabilities
- The tribal Treaty right will affect what actions impact fish habitat and development at fishing spots
- Fail to consult with Tribes at ones peril

## Aurora Square Draft EIS Public Hearing Speaking Notes - March 19, 2015

My name is Dave LaClergue. My family has lived on Dayton Avenue near 150<sup>th</sup> St for the past 5 years. We are regular shoppers at Central Market and several other businesses at Aurora Square, and we have a kid at Highland Terrace Elementary. I'd like to make the following comments about the proposal.

- We support the vision that the City is putting forward. Central Market shows the potential for Aurora Square to serve as a hub of community activity in Shoreline, but there is so much wasted space around it. The ocean of unused parking and underutilized buildings do not provide any benefit to the neighborhood. The site's location along a major transportation corridor, and its separation from lower density areas by steep slopes and major arterials suggest that this is an reasonable place for growth with few impacts. 14-1
  
- To me, either action alternative or somewhere in between seem appropriate. In the 500 unit scenario, the density is similar to Seattle's Wallingford neighborhood, and in the 1,000 unit scenario the density is similar to the Greenwood urban village. Either way could be positive for the neighborhood if it comes with a great mix of businesses and well-designed residential buildings. 14-2
  
- A planned action ordinance seems like the right tool for this site. As outlined, it would provide a more cohesive approach to redevelopment than piecemeal projects would otherwise do. The biggest advantage is that a planned action would require a more coordinated mitigation strategy for environmental impacts. The conditions in the EIS for stormwater, views, etc. generally seem good. 14-3
  
- One area of improvement should be better pedestrian connectivity to the west. Aurora Square already create a major north/south barrier to people walking from Fremont, Dayton, and Greenwood. The giant block size in this area already makes walking less pleasant and convenient than it should be, and the huge footprint of Aurora Square makes matters worse. This will be a problem for more people as Aurora Square grows – new residents who want to get kids to Highland Terrace or get themselves to Shoreline Community College will have to take awkward and/or unsafe routes from many parts of the site. Two specific improvements would help: 14-4
  - Pedestrian stairs connecting Aurora Square to 155<sup>th</sup> St and Fremont. This would create an access point roughly in the middle of the site and make it easier for existing residents to shop by foot, and future residents to walk west. For safety, these stairs would ideally be lit at night, provide some landscaping and/or other signs that they are cared for.

- Fix the sidewalk “missing link” on the southwest-bound side of Westminster – a dark and unsafe 400’ stretch from Fremont almost all the way to 150<sup>th</sup> St. This path needs a sidewalk, a streetlight, and ideally a few street trees to separate pedestrians from the fast traffic on Westminster.
  
- Finally, use the planned action ordinance as an opportunity to “lock in” key aspects of how future buildings will be oriented. Property owners may change their minds over time about what development they want to do and how it should be configured – the planned action can help by providing flexibility for reasonable design changes while making sure that the main entrances, building facades, etc. contribute to the whole redevelopment in a positive way.

14-4  
Cont.

14-5

Thank you for your work on the CRA, the Environmental Impact Statement, and the planned action ordinance. Aurora Square really has the potential to become much more than it is today, and a great asset for the entire Shoreline community.

Dave LaClergue  
[d\\_laclergue@yahoo.com](mailto:d_laclergue@yahoo.com)  
15038 Dayton Ave. N



**Lisa Basher**

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**From:** Dan Eernisse  
**Sent:** Thursday, March 19, 2015 9:18 AM  
**To:** Jeff Mann  
**Cc:** Dan Eernisse; Steve Szafran; Lisa Basher  
**Subject:** Re: Aurora Square Community Renewal Area (CRA)

Thank you Jeff. Your comment will be entered into the public record.

I can briefly address one of the issues in the content of your letter: parking overflow. While the SEPA process of the two apartment projects are running separately from the Planned Action, city staff, planning commission, and Council all recognize the need to consider actions to protect surrounding neighborhoods from spillover parking related to multifamily buildings, and we are initiating a process to come up with 'best practices.' That process should be completed long before any of the projects in Aurora Square are completed.

Thank you for your comment.

Sincerely,

Dan Eernisse  
Economic Development Manager, City of Shoreline  
206.801.2218 (O) 206.391.8473 (M)

On Mar 18, 2015, at 8:35 PM, Jeff Mann <[jeffmann01@gmail.com](mailto:jeffmann01@gmail.com)> wrote:

Shoreline Land use /Planning Dept.

RE Aurora Square Community Renewal Area (CRA)

I am an Owner /Resident in the Westminster Triangle Neighborhood, and have some concerns/questions as follows:

1) My concerns/questions are: How will the city mitigate increased density will have on the infrastructure, security, and parking of the surrounding neighborhoods including Westminster Triangle.

15-1

1) Spillover parking from new residents of the proposed new 500-1000 units that may have developer incentives for reduced on site parking?

15-2

2) Will there be extra police patrols or other security prevention in our low density, and poorly lighted neighborhoods?

15-3

3) How will the infrastructure issues be addressed and mitigated, including, traffic, fire, police, utilities, etc.

15-4

Is there a way to limit the number of units that will receive final development approval to 500 rather than 1000?

15-5

Thank You.

Jeff Mann

845 N 153<sup>rd</sup> PL Shoreline (No Mail received here)

Mail: PO Box 77622

Seattle, 98177

March 19, 2015

Aurora Square CRA  
Public Comment

1. Planned Action Ordinance – In order to understand this ordinance, I contacted 5 other cities in the area to see how they have used it (or not) in their development decisions. My findings certainly helped me understand why Shoreline would want to adopt this ordinance. They want to make it as easy as possible for developers to build in Shoreline with as few impediments as possible.
  - **Bellevue** – They do not have this ordinance in place for the following reasons:
    - (1) They think this ordinance is primarily a marketing tool to convince developers the city has done their SEPA in advance
    - (2) They have a design review process that precludes SEPA. Also, they say the GMA Regulations supersede SEPA now and that they only use SEPA as a backup measure
    - (3) Also, they do extensive EIS on transportation related to all projects because it is so important. (It is certainly important as related to Aurora Square.)
  - **Seattle** – They do have this ordinance in place and have only used it once – right now in Yesler Terrace. The only reason they have used it was to get federal funds for the mixed income housing. They feel that any city using the planned action ordinance should understand exactly what the end projects are going to look like, so that if there are multiple developers in an area, it wouldn't work. (I know there are at least 7 owners in Aurora Square so this issue could come into play.)
  - **Lynnwood** – they only used the ordinance for a few projects in the city center area.
  - **Edmonds** – they don't have any large subarea plans so no need for ordinance
  - **Kirkland** – has the ordinance, but recently had a problem recently at Park Place, where the first developer went into bankruptcy; then the 2<sup>nd</sup> developer forced the city to revise the original plan for them, so this added to the city's expenses.
2. My other main concern is the Westminster Way Truck Route. The TMP (Transportation Master Plan) classified Westminster Way as a designated truck route from the corner of Aurora (hwy99) and 160<sup>th</sup> to Greenwood. Aurora/Hwy 99 is a State Highway of Significance, which is why the City was able to obtain federal and state funding for the 3-mile Corridor. The TMP has not been amended to remove Westminster Way's designation as a truck route; therefore, the Aurora Square CRA is inconsistent with the Comprehensive Plan. Also, the Aurora Corridor EIS, approved by the FHA (Federal Highway Administration) required a public process before the truck route was removed. The Aurora Square DEIS pretends that the truck route removal has had a public process for removal, but it has not. This is one more time where the public was not informed properly.
3. I hope you listen to everyone tonight and read comments submitted to you and decide you don't have enough information to make your recommendations to the City Council.

16-1

16-2

16-3

**Ginny Scantlebury**  
19625 – 27<sup>th</sup> Ave NW  
Shoreline, WA 98177

DRAFT

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION  
MINUTES OF REGULAR MEETING

March 19, 2015  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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**Commissioners Present**

Chair Scully  
Vice Chair Craft  
Commissioner Malek  
Commissioner Maul  
Commissioner Montero  
Commissioner Moss

**Staff Present**

Rachael Markle, Director, Planning and Community Development  
Steve Szafran, Senior Planner, Planning and Community Development  
Dan Eernisse, Economic Development Director  
Julie Ainsworth Taylor, Assistant City Attorney  
Mark Relph, Public Works Director  
Lisa Basher, Planning Commission Clerk

**Commissioners Absent**

Commissioner Mork

**Others Present**

Lisa Grueter, Berk Associates

**CALL TO ORDER**

Planning Commission Clerk, Lisa Basher, 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 Malek, Maul, Montero and Moss. Commissioner Mork was absent.

**APPROVAL OF AGENDA**

The agenda was accepted as presented.

**APPROVAL OF MINUTES**

The minutes of February 19, 2015 were adopted as presented.

**GENERAL PUBLIC COMMENT**

**Bergith Kayyali, Shoreline** voiced concern that the people living in the southwest corner of Shoreline were not notified properly regarding the Community Renewal Area proposal. She asked staff to explain

the City's process for providing adequate and informative notification to the citizens and suggested that the consultant hired to do the study should have been responsible for contacting the people who live nearby. Director Markle said notification requirements are based on the type of action proposed. Residents within 500 feet of the action must be notified by mail if a permit requires notice as per the State Environmental Policy Act (SEPA). For projects that might have a citywide impact, the City publishes articles in *CURRENTS* and provides information on its website. In addition, the City shares information via twitter feed, Facebook and the Council of Neighborhoods. Press releases are also published in the Shoreline area news.

**John Ramsdell, Shoreline**, voiced concern that the 500-foot notification requirement is the same regardless of a project's size. He observed that larger projects can impact a greater geographic area, and it would be prudent for the City to involve a greater number of people.

**Debbie Kellogg, Shoreline**, commented that although the Community Renewal Area process started 2.5 years ago, there has never been an official public hearing where citizens were allowed to provide significant input. The Planning Commission had a general discussion, but no public hearing. There was no adequate public hearing before the City Council, either; although effected property owners were invited to submit comments. Because what little public process there was took place just before Christmas, it seems as though staff is not adhering to the spirit of collecting public input that can be incorporated into the document.

**Harry Keinath, Shoreline**, said he is a resident of the Westminster Triangle area, and he supports the previous comments relative to the lack of notification. He specifically expressed concern about the Property Tax Exemption (PTE) concept that has been proposed for the Community Renewal Area. Although the concept is supported by merchants within the City, it would add a tax burden to the residents and could have unintended impacts on traffic and schools. The mitigation fees for residential units do not come close to mitigating the marginal costs of growth, and encouraging additional subsidies seems ludicrous. He was informed by the City's Economic Development Director that the primary motivation for the proposed PTE is to enable the City of Shoreline to compete with the City of Seattle for multi-family development. He said he finds that ludicrous.

**PUBLIC HEARING: AURORA SQUARE COMMUNITY RENEWAL AREA (CRA) PLANNED ACTION ORDINANCE (PAO)**

Chair Scully reviewed that the Commission previously conducted a public hearing on the proposed POA for the Aurora Square CRA. However, the recording system failed, and the hearing must be redone. He briefly reviewed the rules and procedures for the public hearing and opened the hearing.

**Staff Presentation**

**Mr. Eernisse** explained that over the past four years, it has been established via City Council discussions and decisions that renewal of Aurora Square is not only desired, but it is very strategic for the economic health of the City. The large number of property owners in the area make cohesive planning for growth very difficult, and the City has stepped up to create a Community Renewal Area (CRA) for Aurora Square and institute a plan to shepherd growth in a way that makes sense for the

entire area. It is hoped that this effort will result in a better shopping center, a better residential neighborhood, and a better place for jobs and economic growth. He explained that Aurora Square is an important strategic node along the Aurora Corridor that attracts those who live nearby, as well as those who live throughout the City. He advised that a valuable and useful part of the CRA project is the proposed Planned Action Ordinance (PAO), and the Draft Environmental Impact Statement (DEIS) for the PAO studied the following growth alternatives.

- **Alternative 1.** No Growth
- **Alternative 2.** Growth of 500 units of multi-family development and 250,000 square feet of commercial space.
- **Alternative 3.** Growth of 1,000 units of multi-family development and 500,000 square feet of commercial space.

Mr. Eernisse noted that the alternatives are consistent with the amount of growth that is studied and anticipated in the Comprehensive Plan for Aurora Square. He emphasized that no changes in zoning would be necessary, as the current zoning for the 40-acre area would allow much more growth than what was studied in any of the three alternatives. The purpose of the PAO is to study the impacts and potential mitigation for different levels of build-out based on the current zoning.

Mr. Eernisse reported that the primary areas studied in the PAO include transportation projects and priorities; light, glare and noise; and stormwater management. He reviewed the Draft Environmental Impact Statement (DEIS) process to date, noting that the DEIS was published on December 12<sup>th</sup>. The Planning Commission held a community meeting on December 18<sup>th</sup>, and conducted a public hearing on January 29<sup>th</sup>. Because the recording system failed, a new public hearing was scheduled for March 19<sup>th</sup>. The public comment period was extended to March 19<sup>th</sup>, as well. Following the public hearing on the DEIS, staff will invite the Commission to forward a recommendation to the City Council. At this time, staff is recommending Alternative 3 as the preferred alternative. They are also recommending adoption of the PAO (Ordinance No. 705), as well as the proposed changes to the sign code. He advised that the City Council is scheduled to discuss the Final Environmental Impact Statement (FEIS), as well as the PAO and sign code amendments, on April 13<sup>th</sup>. It is anticipated the Council will take final action on April 29<sup>th</sup>.

Mr. Eernisse explained that the DEIS indicates that the level of impact would be same for Alternatives 2 and 3. Although Alternative 3 identifies more units and greater commercial activity, the concurrency models identified the same results for all the intersections studied. Because the CRA was established for economic renewal, staff is recommending Alternative 3 as the preferred alternative. He reviewed the public comments received to date and staff's response to each one as follows:

- Most people were generally supportive of the idea of Aurora Square redevelopment. While many indicated support for either Alternative 2 or Alternative 3, some supported Alternative 2 over Alternative 3 primarily based on the number of new multi-family residential units. Selecting Alternative 2 as the preferred alternative would not mean the number of multi-family units at Aurora Square would be limited to a maximum of 500, but SEPA review would be required for more than 500 units. However, if no commercial space has been developed, it might be possible to trade the



commercial space for residential units without requiring additional SEPA review, as long as the trips generated would be similar.

- Some people were concerned that the existing road network would be broken by growth. While the DEIS recognizes that redevelopment would likely result in more traffic, traffic modeling confirms that neither Alternative 2 nor Alternative 3 would exceed the City's concurrency levels. The frontage improvement requirements were prioritized and customized to encourage renewal, increase safety, and connect bicycle and pedestrian access throughout the entire CRA. In particular, Westminster Way, between 155<sup>th</sup> Street and Aurora Avenue North, received a lot of attention, as it currently serves to separate the triangular property that has been vacant for a long time from the rest of the Aurora Center.
- There were many comments relative to transportation. The City received a fairly technical letter from the Washington State Department of Transportation (WSDOT) regarding the way the City classifies the different concurrency models, and the City's consultant provided a response.
- In response to applications the City received in late 2014 for two multi-family residential projects (approximately 500 units) close to the Westminster Triangle, a number of citizens voiced concern that parking for the new multi-family residential units would spill over into the adjacent neighborhoods. Based on these comments, a requirement for a parking management plan was added to the mitigation outlined in the DEIS. However, the two current projects would not be subject to the requirements outlined in the PAO, and a separate SEPA review would be required for each one. The staff, City Council, and Planning Commission have all expressed concern about the long-term impacts of very-dense, multi-family residential development next to single-family residential neighborhoods, and a process has been started to identify the best practices for the City to address these concerns. Staff is confident this process will be completed long before any residents move into any of the Aurora Square projects.
- Some people suggested that, rather than studying just the impacts associated with the CRA, the City should study the impacts of all of the development projects taking place in Shoreline. It is important to note that the traffic consultant used the long-term growth estimates identified in the City's current Traffic Management Plan, which considers all the various development throughout the City comprehensively.
- Some people voiced concern about in, out and through traffic at the Westminster Triangle. This is a long-standing issue, and the City recognizes the need for mitigation. Staff can work to address these concerns immediately, rather than waiting for them to be addressed via the PAO.
- Some concern was also expressed about the potential closure of a section of Westminster Way. The option of closing the southbound leg of Westminster Way (adjacent to the Aurora Pedestrian Bridge) was studied, and it was determined that the concept would have some very positive effects on the overall renewal factor for Aurora Square. In turn, a new right in/right out entrance to Aurora Square and Westminster would be created to provide a connection. However, it was recognized that this section of Westminster Way currently serves as a truck route and provides an escape valve. Closing

a section of the street could impact the 155<sup>th</sup> Street intersection, and staff has been working with WSDOT to address these two concerns.

- Citizens also presented very valid concerns about pedestrian access to Aurora Square from the west and east. People have requested a stairway into the site from the west and better pedestrian and bicycle access from the east. The issue was studied in depth by the traffic consultant, and the solution will likely be to rebuild the intersection. Closing Westminster Way will likely help by shortening the length of the crossing in some locations.
- To address issues related to light and glare, staff is proposing a master sign program that results in a more cohesive sign package for Aurora Square. In addition, electronic entry signs are proposed for Aurora Avenue, Westminster Way and North 160<sup>th</sup> Street. Rather than having a sign that advertises each of the businesses, the intent is to use one name for Aurora Square so that those who visit feel they are in a special place. Staff also studied the possibility of expanding on the noise ordinance, but no changes are being proposed at this time.
- Many people voiced concern about potential stormwater impacts. The DEIS studied stormwater and determined that an on-site detention requirement would be a detriment to renewal and redevelopment from a cost standpoint. Instead, staff is proposing a regional detention system, collaborating with Shoreline Community College to expand the college's existing stormwater facility to handle the future needs of both the college and Aurora Square at a fraction of the cost of developing a new facility. A map of the Boeing Creek Drainage Basin was used to illustrate how stormwater flows from the site and the location of the current detention facility on the college property. Once completed, the expanded regional detention system would benefit all future development, and the stormwater utility would be reimbursed for the cost as development occurs.
- One commenter suggested it would be unfair to provide a regional facility. It is important to keep in mind that one purpose of a CRA is to justify why public resources are being spent. In this case, the economic renewal of Aurora Square was seen as being a public good that would benefit the entire City.
- Another commenter suggested that better stormwater solutions exist. At this point, the City has not decided that a regional facility is the right approach. More study will be needed, and the regional facility will have to stand up against other solutions in time.
- A comment was also received voicing concern that no geotechnical studies were completed. In the initial scoping, it was stated that geotechnical studies that would normally be part of an Environmental Impact Statement (EIS) would be pushed to the property owners as a building permit requirement.
- Some people suggested that the triangle property is unsuitable for development. The current property owner believes the property is developable. While enhanced footings were required in some areas, they were considered a reasonable cost.

- Questions were raised about how redevelopment of Aurora Square would impact the current police, fire and utility infrastructure. There is not any one answer to this question beyond the fact that the International Fire Code would still apply and police service would be based on a city-wide level of service standard. Staff has also consulted all of the utility providers to ensure there would be sufficient capacity.
- Another commenter suggested that the City could use the PAO to lock in building orientation. While this may have been a good idea, it is too late in the process to take advantage of it. The City resisted taking the role of site planner; as it believes the private sector and retailers are the experts in that area. Some studies were done to guide the planning effort, but they did not go so far as to lock in building orientation.
- There is at least one public park in the area, and there was concern that growth would have a detrimental impact.
- Some expressed concern about the WSDOT property development that was envisioned in the CRA. This development would have to stand on its own, and the PAO does not do anything beyond studying the impact of commercial and multi-family development.
- A commenter pointed out the need for a sidewalk on Westminster Way south of the CRA. While this is outside of the CRA, the study was extended beyond the CRA to include Westminster Way all the way to North 144<sup>th</sup> Street and North 160<sup>th</sup> Street all the way to the Shoreline Community College. It is well understood that pedestrian and bicycle access on these corridors is important and improvements are needed. Staff just learned that King County Metro recently secured funding to do improvements on North 160<sup>th</sup> Street all the way to Greenwood Avenue. The improvements will be largely a striping project where four lanes will become three lanes, with bike lanes on one side. The City knows that improvements are needed and it is a matter of finding the dollars to move forward.
- The two property owners who applied for the multi-family residential projects called into question the transition area requirements, which include setbacks and stepbacks. Because the properties are located on wide arterials, they did not believe the transition area would provide a benefit other than changing the shading on the street. Staff studied the transition area requirements and found the comments have merit, but they do not believe the PAO would be the appropriate place to propose changes to the code. It was also determined that the changes should be applied more comprehensively throughout the City. The issue may come back to the Commission at some point in the future.

Chair Scully recalled that at a previous presentation, staff provided maps showing the roadway improvements that would be made as part of the process. Mr. Eernisse indicated that the maps were part of the Commission's packet, but he does not have them for visual display.

Commissioner Moss asked if development agreements would be an option for development within the CRA. Mr. Eernisse said development agreements are an option via State code. In addition, the City Council codified a development agreement provision last week.

Commissioner Moss asked what measures were used to identify the 500 square foot maximum sign area that would be allowed on the side of a building. She commented that allowing each building to have maximum signage of 500 square feet could result in a significant amount of signage. Mr. Eernisse said the Central Market signage was used as a model of what would be appropriate for a large tenant. However, he recognized that this large area would not be appropriate for smaller tenants. He emphasized that the proposed sign code amendment is predicated on property owners coming in together for a master sign package, and the goal is to have a cohesive sign package that matches both internally and externally. Commissioner Moss expressed concern that the intent is not clear in the proposed language. Staff agreed to review the language and clarify the intent.

Commissioner Moss said the PAO specifically states that the siting of new buildings, signs and entertainment spaces should consider their placement relative to existing and surrounding land uses. However, using the term “should” does not mandate that property owners will consider existing and surrounding land uses when siting their facilities and signs. Therefore, it is likely the facilities will be sited more to benefit the businesses than to benefit existing land uses. Mr. Eernisse explained that the intent is to provide guidelines by which property owners propose a master sign permit. If it turns out that property owners are not adhering to a number of the “shoulds,” it would be considered a good indication that the master sign package should not be approved.

Commissioner Moss expressed concern about the intersection at North 155<sup>th</sup> Street and Aurora Avenue North. She specifically asked where the traffic would go if the southbound lane off of Westminster Way is vacated before improvements are made at the intersection of North 155<sup>th</sup> Street. Mr. Eernisse said they would use North 155<sup>th</sup> Street, and traffic modeling indicates this would not create concurrency problems. Commissioner Moss commented that, even without the extra traffic that would be coming southbound and turning right, it is already nearly impossible to make a right turn out of or a left turn onto Linden Avenue at rush hour.

Commissioner Malek recalled that the information provided by the City when the CRA concept was first introduced was impressive and helped him connect business tax dollars with PTEs. For example, staff provided a comparison of business sales tax revenue from Aurora Square and Aurora Village and explained how additional sales tax revenue would offset the PTEs. Mr. Eernisse explained that much of the benefit of economic renewal of Aurora Square will come from revenue generation. Currently, Aurora Village generates about 9 times more sales tax per acre than Aurora Square. If Aurora Square could generate just half the revenue generated by Aurora Village, the City would receive about \$500,000 more sales tax revenue every year. As compelling as having the tax revenue to support needed services are the different public benefits that would result from having more of a lifestyle shopping center/gathering place. He said the State instituted the PTE program partly to address growth management and the need to encourage more multi-family residential housing. Some years later, the program was expanded to encourage more affordable housing. He expressed his belief that the PTE program is a good deal for the City of Shoreline because it does not require individual taxpayers to pay more and it leverages the money the City defers with state and county money. He noted that the City has had a PTE program in place since 2007.

Chair Scully asked if the original detention facility on the Shoreline Community College’s property would be SEPA exempt if the PAO is adopted. Mr. Eernisse answered no.

Chair Scully asked what exactly the Commission is being asked to recommend related to PTEs with this particular ordinance. Mr. Eernisse said the proposed ordinance would not impact the City's current PTE program that is offered for development along Aurora Avenue. Chair Scully summarized that the Commission is not being asked to take action relative to the PTE program at this time.

Chair Scully asked if any up zones are attached to the current proposal. Mr. Eernisse answered no.

Chair Scully recalled that, at the previous hearing, developers of the two current projects provided testimony regarding the transition area requirements. He asked if these property owners have submitted written confirmation in support of the City's decision to study the issue later. Mr. Eernisse said written comments relative to setbacks and stepbacks were submitted prior to the last meeting. He pointed out that because these property owners are doing their own SEPA, they will not be able to take advantage of the PAO findings, including changes to the transition zone requirements.

**Public Testimony**

**Bill Davies, Shoreline**, said he lives in the Westminster Triangle area. He pointed out that the new apartment complex will make it difficult for residents to get in and out of the Westminster area, particularly on North 155<sup>th</sup> and North 153<sup>rd</sup> Streets.

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**Debbie Kellogg, Shoreline**, commented that the City's work with the WSDOT to remove the truck route is of no consequence because the current Transportation Master Plan, which is adopted into the Comprehensive Plan by reference, identifies Westminster Way as a designated truck route. She clarified that she originally proposed that the City use daylighting of the culverts as a possible way to create open space, but she never recommended that 17 acres be daylighted. She recommended that small areas could be used to create open space for the highly-dense proposal of 500 to 1,000 residential units, consistent with what staff said was needed to provide sufficient open space, recreation areas, venues for musical performances, etc. She also recommended the City eliminate the sedimentation in Hidden Lake, address flooding, and create open space, parks, and gathering spaces. She recalled that as of September 8, 2014, a dam that was creating problems at Hidden Lake was being removed, yet she has not seen any coordination between the City and Shoreline Community College, as suggested earlier by Mr. Eernisse. Lastly, Ms. Kellogg clarified that she did not say, in her previous comments relative to the CRA, that the triangular property (formerly Joshua Green Property) was unsuitable for development. She simply asked if it was suitable for development.

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**David Lange, Shoreline**, commented that construction noise is a general issue regardless of where or when it occurs, and parking is not just an issue with subareas. Instead of taxing businesses that wish to locate in Shoreline, he suggested they accelerate the removal of abandoned houses in the neighborhoods. For example, the City could require a fee-based, board-up permit that is good for six months. Any structure that is boarded up without a permit could be fined weekly for up to three months. Structures that fail to follow these easy steps and fail to pay fines could be forfeited to the City and auctioned twice a year. At least a percentage of the lots for sale could be sold to individuals and not large developers. While he recognized his timeline needed adjustment, he asked that the Commission get the process started.

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Mr. Lange observed that a large number of four to six-story apartments buildings have been constructed in Shoreline, and the City has not adequately managed parking around the increased densities. He suggested that a parking management section be added to the general code that includes written goals for how parking should work in Shoreline and set points that indicate when parking has become an exception to the standard. This way, the neighborhoods could help watch and manage parking for the City. The parking management section should list remediation from beginning to resolution of what the City will do when there is a problem. He commented that parking should not involve the City Council every time it breaks, just like building permits should not need Council involvement. If the City builds a faster process for getting building permits, it should fix the parking problems just as quickly.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society, which is a volunteer group that works for protecting what is valuable in Shoreline. The Society would like to be a party of record with legal standing, and they incorporate by reference all of the previous comments pertaining to the DEIS. Ms. Way said the Society believes the DEIS does not properly incorporate impacts from other areas, especially relative to traffic. Projects at Point Wells, the two light rail stations, Shoreline Community College and other projects should all be connected in the DEIS.

Ms. Way said that, for many years, she has thought that Aurora Square could be better for economic development and also for the community. However, the plan should include a better stormwater system that includes partial daylighting of Boeing Creek, natural drainage systems, etc., which would make an enormous difference to the runoff. She recalled that development of Aurora Square was the beginning of the downfall for Boeing Creek. She referred to the 2004 City of Shoreline Stream and Wetland Inventory Assessment, which identifies Boeing Creek as a salmon bearing stream and provides a map to illustrate how the creek is impacted by stormwater runoff from Aurora Square. She voiced opposition to providing off-site detention and not requiring developers to be responsible for stormwater runoff. She expressed her belief that developers should pay for the impacts of development. The drainage in this location needs to be improved, and the City has the responsibility to protect Boeing Creek. She also voiced concern that no geotechnical report was done for the DEIS. She asked the Commission to recommend denial of the DEIS unless and until additional technical information has been provided.

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Ms. Way commented that property owners in the Westminster Triangle were not given notice of the proposed DEIS and other actions related to the CRA. Traffic and freight mobility are very important for the City and must be addressed. No information has been provided about where the buildings, detention, open space, landscaping, etc. would be located, and approval of the PAO would eliminate the public's ability to impact future decisions related to redevelopment of the site.

Ms. Way expressed concern that the DEIS does not adequately address how redevelopment of Aurora Square could impact fire, police, schools and utilities. She asked if design review would be required for redevelopment of this large site. Open space, tree planting and landscaping are all crucial to the success of the project. An exciting design, including daylighting Boeing Creek, is essential for the site to become an economic engine for the City. She urged the Commission to reject the current plan and direct staff to go back to the drawing board to come up with a better plan.



**Dave LaClergue, Shoreline**, said he and his family live on Dayton Avenue near North 150<sup>th</sup> Street and support the vision the City is putting forward. He expressed his belief that the Central Market can serve as a hub of community activity and community life in Shoreline, but there is currently a lot of wasted space with oceans of unused parking and buildings that sit vacant and do not provide any benefit to the neighborhood. He commented that either of the alternatives that are under consideration in the DEIS represent an appropriate level of density for the site. The 500-unit alternative would be roughly comparable to Seattle’s Wallingford Business District and surrounding area, and the 1,000-unit scenario would be roughly comparable to Seattle’s Greenwood Shopping Center and surrounding area. Either alternative could be positive for the neighborhood, as long as it is designed well and has a good mix of businesses. He expressed his belief that a PAO is an appropriate tool for the site. As outlined, it would provide a more coordinated approach to redevelopment and mitigation than if the site were redeveloped piecemeal. The PAO offers an opportunity to clearly outline design principles and concepts for the area that will provide a basis to coordinate the alignment of buildings and open space.

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Mr. LaClergue expressed his belief that the conditions outlined in the DEIS for stormwater generally seem appropriate. He recalled that he previously recommended that stairs be provided from North 155<sup>th</sup> Street and Fremont Avenue down to the shopping center. At this time, there is a long, north/south barrier for people coming from the West, and people living at the site in the future need safe and direct routes to Highland Terrace Elementary and Shoreline Community College. He also recommended that the missing link of sidewalk on Westminster Way (between Fremont Avenue and North 155<sup>th</sup> Street) should be completed. If stairs are provided for connectivity, he suggested some basic standards relative to lighting, landscaping and other features would be appropriate to give the feeling that the stairs are cared for and safe. He concluded that Aurora Square has potential to become much more than it is today and a great asset for the entire Shoreline community.

**Dan Jacoby, Shoreline**, recalled that, last month, the Commission took the bold and thoughtful step of rejecting the 145<sup>th</sup> Street DEIS because they did not have enough transportation information to make a wise decision. He said it doesn’t take long to notice that the Aurora Square DEIS should also be rejected because it either fails to address much needed items, such as a parking garage, or it completely misses the mark. He specifically referred to the concept of an outdoor performance venue. He advised that over the past 47 years he has acted, directed, designed, written, produced, and managed large shows. During this time he has learned that the economic performance of indoor venues is greater than the economic performance of outdoor venues because they can operate year round regardless of the weather. He shared his thoughts for an indoor performance space with flexible seating that could house a resident theater company and also be rented out to other performance groups. He suggested that if the CRA is handled right, the City could have high-caliber restaurant in the heart of Shoreline to serve the patrons of the performance venue. In addition, the company managing the space will want to find ways to cross promote with other businesses in the shopping center as a means of gaining inexpensive publicity for their own performances, and this would spread the economic benefit wider. Furthermore, people would come not just from close by, but from the surrounding communities. These people would spend their money in Shoreline, not only at the performance and restaurant, but maybe come back once they see the great stores. This would be a tremendous boon to both the local economy and the City’s budget.

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Lastly, Mr. Jacoby said an indoor performance venue would not create problems relative to noise and lights, as would be the case for an outdoor venue because it would not be possible to orient the noise

away from surrounding properties. He summarized that the performance space is just one small aspect of the DEIS that desperately needs fixed. He urged the Commission to put the DEIS on hold and listen to the voice of people who have specialized expertise. Together they can create a CRA they can be proud of.

**Bergith Kayyali, Shoreline**, said she lives in the triangle on Evanston Avenue North. She expressed her belief that planned growth requires serious consideration of more than economic development. While she is not against redevelopment, she asked the Commission to consider the quality of life for residents who live in the area including open space, public parks and playgrounds for children; trees to keep the noise down; and protection and restoration of natural water sources. She said she understands that development will occur, and she would like it to be done as outlined in Alternative 2. She asked the Commission to look at doing the CRA one step at a time, without rushing forward. Development should pay for development, including the excess cost for utility service. Although redevelopment would provide revenue for the City, she questioned if it would provide a better life for the residents. She requested that the City conduct a geotechnical report and also come up with a plan to deal with the traffic impacts, particularly on Evanston Avenue North where there is already significant congestion during rush-hour as a result of cut-through traffic.

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**Ginny Scantlebury, Shoreline**, said she contacted five other cities in the area to see how they use PAOs for development decisions. Her findings helped her understand that the City wants to use the PAO approach to make it easy for developers to build in Shoreline with as few impediments and as little expense as possible. For example, the City of Bellevue does not have a PAO in place because it is believed to be a marketing tool to convince developers that the City has taken care of the SEPA requirement in advance. Bellevue has a design process that precludes SEPA and believes that the Growth Management Act (GMA) regulations supersede SEPA. Bellevue also does extensive EIS work on transportation related to all projects because it is so important. The City of Seattle has a PAO ordinance in place, but it has only been used once at Yesler Terrace in order to get federal funding for mixed-income housing. Seattle feels that any city using the ordinance should understand exactly what the end projects are going to look like. The City of Lynnwood uses the PAO concept for a few projects in the City Center area, but the City of Edmonds does not have any large subareas where the concept could be applied. The City of Kirkland has a PAO ordinance. However, when a new developer took over the Park Place Project, the City of Kirkland incurred significant cost redoing plans that probably would not have been necessary if the PAO had not existed.

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Ms. Scantlebury pointed out that the Transportation Master Plan classifies the Westminster Way as a designated truck route from Aurora Avenue North to Greenwood Avenue. Because the Transportation Master Plan has not been amended to remove this designation, the Aurora Square CRA is inconsistent with the Comprehensive Plan. While the City staff pretends that the truck route removal has had a public process, there was not one and the public was never properly informed about the proposal. She invited the Commissioners to listen to and read all of the public comments and postpone their recommendation to the City Council until they can study the issues more in depth.

**Krista Tenney, Shoreline**, said she lives on Greenwood Avenue. While her home is located outside of the CRA, she was present to voice her concerns about how redevelopment of the Aurora Square site could impact the larger area. For example, the traffic has increased in recent years and is quite busy

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now. While she appreciates the efforts of City staff and the Commission to transform the area, she wants to make sure the surrounding neighborhoods are protected and remain strong. She particularly asked the Commission to pay careful attention to the traffic impacts that will result on surrounding streets. She also cautioned that significant increases in traffic could make it difficult for people to access the Central Market.

**Michelle Moyes, Shoreline**, said she also lives in the Westminster Triangle. She asked that the City require a geotechnical study on the site of the proposed new apartment building (Potala). She has some knowledge and has been told that the site is contaminated, but she has not heard anyone speak to that. She also asked that the City study the traffic more and consider all of the development that will happen in the City (145<sup>th</sup> and 185<sup>th</sup> Street Stations, Point Wells, etc.)

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**John Ramsdell, Shoreline**, said he lives in the Westminster Triangle. He expressed support for redevelopment of Aurora Square, which has potential to become a tremendous asset to the area. Establishing the square as a destination for retail, restaurant and entertainment options is something he hopes will happen. He said he was also pleased that Mr. Eernessee has rescinded the request to change the noise ordinance. However, the DEIS raises some concerns for him, particularly related to parking and public safety. He noted that the City recently reduced the parking requirement for multi-family development from 2 spaces per unit to .75 spaces per unit. This is significantly less than other similar jurisdictions in the region. For example, Bothell's requirement is 2.2 spaces per unit, Kenmore's is 1.4, and Lake Forest Park's is 1.5. He expressed his belief that the DEIS grossly underestimates the level of overflow parking into adjacent neighborhoods. He and many of his neighbors are concerned about overflow parking onto Linden Avenue and that streets within the Westminster Triangle (Linden Avenue, North 150<sup>th</sup> Street and North 148<sup>th</sup> Street) will be used as arterials to access Ballard and Greenwood.

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Mr. Ramsdell said he expects that redevelopment of Aurora Square, as per Alternatives 2 or 3, would result in increased traffic, and he questioned Mr. Eernessee's earlier comment that there would be no difference between Alternatives 2 and 3. He urged the Commission to support Alternative 2 over Alternative 3. While he does not want the proposal to be denied, it would be prudent for the City to approach redevelopment with moderation rather than the more aggressive plan.

**John Behrens, Shoreline**, commented that the "planned action" concept is a different approach to development and is not well understood. It would serve the purposes of the community and the City Council if the Commission were to thoroughly vet what the concept is. In addition to the public hearing where citizens are invited to comment, there needs to be a public forum where those living in the community who have knowledge and experience can exchange information with the staff, Planning Commission and City Council.

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Mr. Behrens said he supports a parking plan that utilizes the reduction of unnecessary parking spaces, but the plan should also deal with potential impacts to the headwaters of Boeing Creek. There is a long-standing history of flooding around Aurora Avenue North, and a 1955 picture actually shows cars floating down the middle of the street. He also commented that whatever happens in the future must address the needs of the current businesses. They should be encouraged to stay; and if necessary, be reimbursed for losses while the construction moves forward.

Mr. Behrens noted that Westminster Way serves as a traffic corridor and is an important transportation hub that moves a lot of freight. It would be irresponsible to disregard this street and assume that people will find another way to get products to their places of business. He observed that the existing Environmental Impact Statement (EIS) for the entire City of Shoreline was created in 1998. Since that time, the City has used a piecemeal process to address changes neighborhood-by-neighborhood. This approach does not consider the overall affect that all of the changes will have to the City of Shoreline as a whole.

Mr. Behrens recalled earlier comments about the potential of daylighting waterways in the Westminster Triangle. He referred to the improvements that were made to open the waterway at Cromwell Park, near his neighborhood. He said he would trade the traffic he hears during the day for the frogs he gets to listen to at night. Daylighting adds an element to a neighborhood and community that cannot be created any other way. Opening the creeks in the Westminster Triangle would benefit the community for 100 years, and he urged the City not to pass up the opportunity.

**Kay Norton, Shoreline**, said she also lives in the Westminster Triangle. She observed that, although the Westminster Triangle is shown on all of the maps of the Aurora Square CRA, it was left out of the DEIS. However, she is glad to see that the City has taken their comments to heart. She expressed concern about the traffic that backs up along Westminster Way, which is a very important throughway for the residents. She referred to signage, which was an important emphasis in the DEIS. If a 500-square-foot sign is going to be allowed near a complicated traffic intersection, she asked that the City not allow the sign to be of a distracting nature. She was particularly concerned about the Westminster Way entrance to Aurora Square, where there is a convergence of bicycles, pedestrians and vehicles. Lastly, Ms. Norton commented that the Department of Ecology's (DOE) website indicates that some type of voluntary toxic cleanup was started in 2013 on the Potala site, which is the site of the former dry cleaning store, but it has not been completed. She asked the City to make sure this situation is handled appropriately.

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**Tom Poitras, Shoreline**, said he lives in the Ridgecrest Neighborhood and supports the Aurora Square CRA. He referenced Mr. Jacoby's comments regarding outdoor and indoor performance venues and pointed out that an apartment building is being constructed on the Tsang property, and a performance venue is proposed to be located between the apartment building and Sears. This illustrates an indifference to the effect that noise from the performance venue could have on the people who will live in the apartment building.

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Mr. Poitras noted that the former Dairy Queen and Pizza Hut buildings have been derelict for a number of years, and it is ironic that the City is spending money to develop two nice bridges to connect to the Interurban Trail in this location. He often walks across the bridge and feels these properties are a type of "slum" with garbage all around. This creates a dangerous situation for the children who walk unsupervised on the Interurban Trail. He noted that a plate glass window was recently broken out of the former Pizza Hut building. While the windows were boarded up, the glass remains on the ground. He questioned if the City has ever asked Mr. Tsang to clean up the mess. He suggested that perhaps the City needs a "nuisance posse."

**Harry Keinath, Shoreline**, said he is a resident of the Westminster Triangle and has worked for 35 years as a commercial real estate broker. He has consulted on the development of a number of properties, and he is also a commercial appraiser. He said he supports redevelopment of Aurora Square. If done correctly, it can become an incredible urban village concept; but it will require quite a lot more than what has been put into the DEIS. It will require an experienced shopping center developer to coordinate the entire plan. For example, an experienced developer converted the Crossroads Shopping Center, which had multiple owners similar to Aurora Square, into a community center that has been active for about 20 years. Someone with that caliber needs to be involved in the Aurora Square CRA, as well. Without a central ownership entity to control the entire development, the project will fail. He voiced concern that constructing a 65-foot tall apartment building at the gateway to the shopping center could kill the project by blocking exposure to the central market and other businesses located inward of the apartment complex. The center already has weak exposure, and the City needs someone with experience to bring it all together or it will fail from the start. He urged the Commission to back the project up.

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**Tom McCormick, Shoreline**, explained that the Commission is the citizens' first line of defense against growth that is too fast and too much. Shoreline is currently the 5<sup>th</sup> most densely populated city in the State based on 2010 census data; and the 20-year projection shows Shoreline as the 2<sup>nd</sup> most densely populated City, second only to Seattle. These figures take into account future development in the subareas (145<sup>th</sup> Street, 185<sup>th</sup> Street, Point Wells, Aurora Square, and Town Center), but the areas outside of the subareas that will also continue to grow. The Growth Management Act (GMA) requires the City to comply with a certain level of growth. However, with the plans currently on the table, the City's growth is projected to grow by over 20,000 just in the subareas, and the GMA only requires growth of 9,600.

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Mr. McCormick suggested the Commission has three alternatives to consider: no growth, slow growth, or fast growth. He acknowledged that the City must grow, and he supports slow growth. But the Commission must be the watchdogs to make sure the City does not grow too fast. Growth should be kept to the minimum necessary to comply with the Growth Management Act. He recommended they consider Alternative 2 (500 residential units) over Alternative 3 (1,000 residential units). He disagreed with staff's conclusion that the road network would not be broken by growth. Even with slow growth, there would be some failures and mitigation would be needed. If the City continues in the path of fast growth, as recommended by staff, multiple failures would occur. He asked the Commission to consider the cumulative effects of all the growth currently on the table when making decisions about any one area.

**Paula Anderson, Shoreline**, said she also lives in the Westminster Triangle. She advised that she reviewed the DEIS and presented written comments to the City staff prior to the meeting. She noted that while some of her questions were answered in the staff presentation, others have come up. She agreed with the concerns raised previously about the notification process and supports the notification requirement being expanded based on the location and size of a project. She referred to Alternative 2 (500 residential units) and Alternative 3 (1,000 units) and asked if the new units would be located specifically inside the Aurora Square CRA, or if the number would include the apartment and restaurant projects that are currently underway. She expressed her belief that the people living in the new residential units and those who patronize new commercial spaces would have an impact on traffic.

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Ms. Anderson said the DEIS talks about detour routes during construction, and neighbors have expressed concern about cut-through traffic in the Westminster Triangle. This is already a problem that will get worse if construction detours are routed through the neighborhood, as well. Ms. Anderson referred to Page 321 of the DEIS, and requested clarification of the provision that limits the maximum building height for any use in the MB zone to 65 feet. She also requested clarification of the provision that limits the height in MB zones directly across the street and/or right-of-way from R-4, R-6 and R-8 zones to 35 feet. Her interpretation of the provision is that the Potala development would be limited to 35 feet in height.

Ms. Anderson asked how the two left turn lanes onto North 155<sup>th</sup> Street, as outlined in the DEIS, would be managed. There is already more than enough traffic at this intersection now, and bringing in another lane of traffic from Aurora Avenue North would make the problem worse. The DEIS also identifies the potential of adding another access street on North 156<sup>th</sup> Street, where there is presently no street. She summarized that more design work needs to be done before the DEIS and PAO are adopted.

**Warren Richie, Shoreline**, agreed that more work needs to be done before the DEIS and PAO for the Aurora Square CRA moves forward. Specifically, the suggestions from Janet Way, Dan Jacoby, and John Behrens should be seriously considered. These are the types of things that will separate this development and Shoreline from other similar developments taking place throughout the region. He said he foresees incredible pressure for more and more development over the next 20 years, and there is strong evidence that Shoreline will become an even more desirable place to live. Given climate change, he foresees even more pressure on the City as more people continue to move to the Northwest. The City should do all it can now to protect the environment. People want development that is more integrated organically with the environment. While the Commission is under pressure to move plans forward, their efforts will be in vain if they do not have community-based economic development. While they must plan for future generations, as many people as possible should also benefit from the development now.

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**Shari Dutton, Shoreline**, said she has lived in the Westminster Triangle for 50 years and has seen a lot of change. She was very excited at the thought of Aurora Square being redeveloped with business in mind. However, she was not anticipating a large number of residential units. She voiced concern about the impacts associated with a significant increase in density. She disagreed with the DEIS finding that the traffic impacts associated with Alternatives 2 and 3 would be nearly the same.

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Chair Scully closed the public comment period.

**Planning Commission Deliberation and Action**

**COMMISSIONER MAUL MOVED THAT THE COMMISSION FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL IN SUPPORT OF ALTERNATIVE 3 AS THE PREFERRED ALTERNATIVE. HE FURTHER MOVED THAT THE COMMISSION RECOMMEND APPROVAL OF THE PLANNED ACTION ORDINANCE (ORDINANCE NO. 705) AND CHANGES TO THE SIGN CODE AS PRESENTED BY STAFF. COMMISSIONER MONTERO SECONDED THE MOTION.**



Commissioner Maul observed that staff did a good job of taking into account the information provided at the last hearing, which was not recorded, and made some progress. He said he lives a few blocks from the Aurora Square CRA and he would like to see redevelopment move forward, and the proposed DEIS and PAO is a mode to get something started. He noted that the current zoning allows a lot more development than the 1,000 units proposed in Alternative 3, so he does not view the proposal as an up zone. He sees it as a lateral move, but also a tool to promote redevelopment. The City must do something to promote change on the property, which has remained the same for a number of years. If the City offers an incentive by dealing with stormwater as a whole, the outcome will likely be better than piecemeal development of individual property. A piecemeal approach would also result in a less effective improvement to the overall site.

Commissioner Maul asked if staff has considered the potential impacts of daylighting Boeing Creek. Mr. Eernisse answered that staff briefly considered a number of different options for daylighting Boeing Creek, but the main focus was to mitigate the cost of detention. The Boeing Creek Basin Study is much more thorough and was used by the consultant as part of his analysis.

Chair Scully suggested that perhaps the proposal was messaged poorly to the citizens. While he agrees with many of the concerns raised by citizens during the hearing, it is important to understand that most cannot be addressed or fixed via the CRA. The 500 and 1,000 residential units identified in Alternatives 2 and 3 do not represent a limit on growth. The numbers are simply a threshold for when environmental review would be required again. Concerns related to traffic and parking are very real, but they would be concerns of future development regardless of whether the CRA is adopted or not. The point of the CRA is to identify the improvements needed to mitigate the impacts so that funding can be allocated over time. His biggest concern with the proposal has to do with the proposed regional detention facility, and he was dismayed to see the conceptual proposal is a bunch of pipes, a pond and dam. However, the CRA does not address the question of how stormwater is handled; it just requires that it be done. He cannot believe that any of the Commissioners or citizens would be opposed to considering a regional stormwater facility rather than piecemeal for each project.

Chair Scully acknowledged Mr. Jacoby's comments about the performance venue, but noted that the properties are owned privately. The City has made it clear it would not take the properties via eminent domain. Instead, the City would leave it up to the developers to decide whether or not develop a theater. The CRA is not intended to dictate what is developed; it simply looks at the possible impacts if something is developed.

Vice Chair Craft voiced support for citizen comments about the opportunities that exist with Boeing Creek and the need to study the issue in a more thorough and thoughtful way. Ms. Way pointed to what happened at Thornton Creek as an example of the kind of study that would enhance and create a positive impact on the types of potential development that could happen. This additional study is also important for the future of Shoreline. As the process moves forward, he encouraged the City to consider these opportunities as a high priority, not only for Aurora Square but for the entire Town Center area.

Commissioner Montero agreed there are many issues that need to be addressed. However, in the long run, the City must encourage private development of the area. It is in the public interest to make redevelopment happen, and the CRA is a good start.

**THE MOTION CARRIED UNANIMOUSLY.**

**PUBLIC HEARING: COMPREHENSIVE PLAN AMENDMENT DOCKET**

Mr. Szafran explained that the Growth Management Act (GMA) limits review of proposed Comprehensive Plan amendments to no more than once per year. To ensure the public can view the proposals in a citywide context, the GMA directs cities to create a docket or list of the amendments that may be considered each year. Seven proposed amendments are included in the 2015 Comprehensive Plan Amendment Docket, one private and six City-initiated amendments. The staff presented the amendments, and the public was invited to comment prior to the Commission's discussion of each one.

**Proposed Amendment 1**

Mr. Szafran explained that Amendment 1 asks to consider changes to the Transportation Element of the Comprehensive Plan that would set citywide average daily trip (ADT) limits for non-arterial and collector-arterial streets. The proposed ADT limits would apply even if the capacity of the subject street may be higher and/or if level of service (LOS) failures would not result if ADTs were higher than the proposed ADT limit.

Mr. Szafran further explained that, generally, the amendment would place a default limit of 1,500 ADTs for non-arterial streets and a default limit of 3,000 for collector-arterial streets. The proposal would allow the City Council to raise the ADT limit to 3,000 on a non-arterial street and 7,000 on a collector-arterial street on a case-by-case basis to address extraordinary circumstances.

Mr. Szafran said staff recommends that the proposed amendment be excluded from the 2015 Comprehensive Plan Docket for the following reasons.

- The policy direction would be in conflict with the City's adopted concurrency program, which does not evaluate LOS impacts based on ADT.
- Adoption of the proposed amendment would require a modification to the City's current practices for review of a transportation impact analysis and the requirements for their submittal. Basically, it would require a transportation impact analysis for every type of development proposal.
- It is unclear how the policy would be enforced. If a certain street trips the threshold based on natural traffic increases, what would the City's responsibility be to fix it?
- The proposed volumes for ADT caps seem to be chosen somewhat arbitrarily, and the capacity of most collector-arterial streets is more than three times greater than the proposed 3,000 ADT cap.
- The street classification is intended to provide a general, qualitative description of how a roadway functions, not to assign a quantitative cap.

**Tom McCormick, Shoreline**, explained that the City has adopted LOS standards that include the A through F classifications. Classification D primarily measures delay time at intersections and has a volume capacity ratio of .9. The City's Traffic Engineer identifies the capacity for a road, and traffic is okay as long as it does not exceed 90% of that capacity. He expressed his belief that the current standards do not provide adequate traffic protection for the non-arterial and collector-arterial streets.

Even the planning community is mixed as to the best way to handle traffic impacts in residential communities.

Mr. McCormick said many people have 200 to 300 cars passing by their homes on a daily basis. Having 5,000 additional cars drive by homes as a result of new development would be considered a very significant adverse affect. His proposed amendment would set hard ADT limits of 1,500 as a default limit for residential streets, and the City Council could allow up to 3,000 on a case-by-case basis. In his view, the proposed limit would be reasonable. He recalled a recent situation where the City approved a new 200-unit residential development that increased the ADTs on Ashworth Avenue from 750 to 950. This project would have been approved based on the proposed amendment, as well.

Although staff has indicated that the proposed amendment would not work with the City's current concurrency program, Mr. McCormick explained that the concurrency program could continue to apply to developments other than those that would be denied on the grounds that they would cause the specified ADT limit to fail.

Mr. McCormick agreed that the proposed amendment may require the City to modify its current practice for review of Transportation Impact Analysis. He did not feel this should be an impediment to approving the proposed amendment if it is in the best interest of the residents. Developers should be asked to review the impacts their developments would have on residential streets.

While staff says it is unclear how the proposal could be enforced, Mr. McCormick said he provided written details about how enforcement could be done. He disagreed with staff's comment that ADT drives a street's classification and not the other way around. He agreed that a street does get classified under the City's Transportation Master Plan according to the ADT and regardless of its characteristics. However, he felt it would be possible for the City to set an ADT limit for roadways without affecting the maximum. In fact, he noted the City did just that at Point Wells when it set a 4,000 ADT limit for Richmond Beach Drive. He suggested this approach be used on a universal basis throughout the City, but allow flexibility for the City Council to approve a higher limit. He summarized that the proposed amendment can be implemented and he shared examples of how it was done in other cities. Mr. McCormick asked that the Commission include the proposed amendment on the 2015 Comprehensive Plan Docket for further study.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society. She said the Society would be happy to support the proposed amendment, which seems imminently reasonable and something that the City could do considering all of the other impacts that are running willy-nilly around the City right now with different proposals. The least the City could do is have some control over the ADTs.

Commissioner Moss said her understanding is that street classification has to do with the quality of the streets, how much traffic they will bear and what improvements the City may need to make if the traffic volumes increase. Mr. Relph agreed that street classifications are used to help the City understand how to treat streets long-term. The classification becomes important from the perspective of trying to establish policies for addressing pedestrian movements, traffic calming, etc.

Commissioner Maul asked how the proposed amendment would work with the City's current process. Mr. Relph answered that the proposed amendment would not meet the City's concurrency standard in any way. The concurrency standard allows an opportunity for development to mitigate problems. While the proposed amendment may allow the City an opportunity to look at LOS, no mitigation would be allowed once the ADT limit has been reached. Commissioner Maul noted that the City recently amended its concurrency program and has not had an opportunity to see if the new program works. Mr. Relph agreed that substantial changes were made to the City's process in order to implement an impact fee approach.

Although he is not necessarily in support of the proposed amendment, Chair Scully said he supports including it on the docket. He explained that the current system is intersection dependent. For long roads that do not have a lot of intersections, such as Richmond Beach Drive, looking at one intersection would not necessarily measure the traffic impacts for the entire roadway. Mr. Relph said that in his almost 30 years of experience, the typical problems actually occur at the intersections; and that is why the City's program focuses on intersections rather than segments. Chair Scully acknowledged there are missing pieces to the proposed amendment, but it is important to acknowledge that ADT can still have an impact on the quality of life on residential streets that have no intersection problems. Mr. Relph agreed that ADT can influence the quality of life on a particular block, but the bigger question is what is the best methodology or approach for trying to decide how that plays out. He said he does not believe the proposed amendment would accomplish this goal.

Commissioner Montero asked when the City's Transportation Master Plan Model was created. Mr. Relph answered that it was perfected in 2011.

Commissioner Malek asked how LOS would relate to traffic-calming devices or roundabouts. Mr. Relph explained that there is a distinction between roundabouts and traffic circles. Traffic circles are small and used at numerous intersections for traffic calming purposes. Roundabouts are larger and can actually increase capacity. The street classification, and not LOS, has more to do with traffic calming. The City's policies for street classification allow traffic calming on residential streets but not on arterial streets. Commissioner Malek agreed with Chair Scully that setting ADT limits would address public sentiment, as well as quality of life, better than LOS would.

**CHAIR SCULLY MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENT 1 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MALEK SECONDED THE MOTION.**

Chair Scully reminded the Commission that the Comprehensive Plan Docket is a study item. Once the docket has been approved by the City Council, the items on the docket will come before the Commission for further consideration.

Director Markle explained that if the Commission recommends and the City Council agrees that the proposed amendment should be included on the docket, a tremendous amount of study would have to be done. Because there would be a cost associated with moving the amendment forward, staff is not recommending it be included on the docket at this time.

**THE VOTE ON THE MOTION WAS A 3-3 TIE, WITH CHAIR SCULLY, VICE CHAIR CRAFT, AND COMMISSIONER MALEK VOTING IN FAVOR, AND COMMISSIONERS MONTERO, MAUL AND MOSS VOTING IN OPPOSITION.**

**Proposed Amendment 2**

Mr. Szafran advised that Amendment 2 seeks to add language to the introduction section of the Comprehensive Plan that outlines a public participation process. An audit by the Washington Cities Insurance Authority revealed that the City’s Comprehensive Plan should develop a more specific citizen participation plan. This amendment would not be added until the Comprehensive Plan is updated again in 2023.

**Proposed Amendment 3**

Mr. Szafran explained that this amendment would copy the policy language for the three land-use designations proposed in the 185<sup>th</sup> Street Station Area Plan to the Land Use Element of the Comprehensive Plan. Director Markle added that, as proposed, the Land Use Element of the Comprehensive Plan would be updated to identify equivalent zones for each of the three new land-use designations.

Commissioner Moss asked if the reference to the 185<sup>th</sup> Street Station Area is correct in LU-11, LU-12 and LU-13. Mr. Szafran pointed out that the designations proposed for the Land-Use Element of the Comprehensive Plan are described in the 185<sup>th</sup> Street Light Rail Station Subarea Plan that was adopted by the City Council on March 16, 2015. It would be premature to include a reference to the 145<sup>th</sup> Street Light Rail Station Subarea Plan at this time.

**Proposed Amendment 4**

Mr. Szafran said Amendment 4 would add language to the Comprehensive Plan identifying the Landscape Conservation and Local Infrastructure Program (LCLIP) as a potential funding source for public improvements.

**Proposed Amendment 5**

Mr. Szafran said Amendment 5 would amend Policy LU47, which considers “annexation of 145<sup>th</sup> Street adjacent to the existing southern border of the City.” He explained that the City is currently engaged in the 145<sup>th</sup> Street Route Development Plan and is actively pursuing annexation of 145<sup>th</sup> Street.

Commissioner Malek asked if there would be a cost associated with annexation of 145<sup>th</sup> Street. Ms. Ainsworth Taylor reported that annexation is already identified on the City’s work plan, and the City is currently in negotiations. However, she is unclear about what the economic costs will be.

**Proposed Amendment 6**



Mr. Szafran explained the City anticipates the Transportation Corridor Study on mitigating adverse impacts from proposed development at Point Wells will be completed in 2015. Therefore, staff is recommending that the same Comprehensive Plan amendment that was docketed in 2014 be included on the 2015 docket to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan.

**Proposed Amendment 7**

Mr. Szafran advised that Amendment 7 would add goals and policies to the Parks, Recreation and Open Space Element based on policies identified in the 185<sup>th</sup> Street Light Rail Station Subarea Plan relative to the need for more parks, recreation and open space. In particular, the policies include working with the Parks Board to explore options for funding new park space, including a park impact fee program; identify a process for locating new park space within the subareas, and determine the appropriate ratio of park space to residents.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society. She said it seems appropriate to add a park impact fee to the Parks, Recreation and Open Space Plan because she believes development should pay for development.

Ms. Way said she is somewhat confused about Amendment 6, since development at Point Wells will depend on whether or not the State allows annexation. She asked for an explanation of LCLIP, which is offered as a potential source of funding for public improvements. She also referred to Amendment 5, which relates to annexation of 145<sup>th</sup> Street. She said that, on one hand, she supports annexation of 145<sup>th</sup> Street so the City has the ability to address the anticipated impacts associated with the future 145<sup>th</sup> Street Station. On the other hand, she believes that Seattle, King County and the Washington State Department of Transportation should be held accountable for the current problems.

**Kristen Tenney, Shoreline**, invited the Commissioners to attend a celebration of Dr. Kruckeberg's 95<sup>th</sup> Birthday on March 20<sup>th</sup> from 3:00 to 5:00 p.m. She also invited them to visit the Kruckeberg Botanic Garden, which was preserved because it is such a national treasure. She expressed concern that, with the demand for more growth, the City must also maintain space for residents to enjoy the outdoors. She recalled that in 2009 she worked with a group of citizens who desired to have the City become a wildlife habitat, and it is the 51<sup>st</sup> City in the United States to become a Wildlife Community. She urged the Commission to take into consideration that pavement should not win out over wildlife.

**COMMISSIONER MONTERO MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENTS 2 THROUGH 7 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

**DIRECTOR'S REPORT**

Director Markle announced that the 185<sup>th</sup> Street Station Subarea Plan Development Regulations, Zoning and Planned Action Ordinance (PAO) was approved by the City Council on March 16<sup>th</sup>. The Commission's recommendation was largely accepted, but there were a few changes. For example, some



of the MUR-35 zoning was removed along the 185<sup>th</sup> Street Corridor, and the corridor connection over to North City was added to the 1<sup>st</sup> phase. In addition, the City Council added minimum densities for MUR-45 and MUR-70 zones, and single-family detached residential homes would be allowed outright in the MUR-35 zone and a nonconforming use in MUR-45 and MUR-70 zones. They also increased the flexibility of the non-conforming regulations. Instead of only allowing a 10% addition, the code would allow a 50% addition or 1,000 square feet, whichever is less. She noted that the adopted version of the PAO would be valid for 20 years and would cover Phases 1 and 2. Several thresholds were added to the PAO, as well. If any of the thresholds are met before the 20 years is up, additional State Environmental Policy Act (SEPA) review would be required.

Director Markle reported that the Commission's recommendation relative to the preferred alternative for the 145<sup>th</sup> Street Station Subarea Plan DEIS will be considered by the City Council on March 23<sup>rd</sup>. She also announced that Nytasha Sowers, from Sound Transit, has been hired as the City's new Transportation Manager. She will be a great help to planning staff as they work through the Final Environmental Impact Statement (FEIS) for Sound Transit's development agreements and permitting.

**UNFINISHED BUSINESS**

There was no unfinished business on the agenda.

**NEW BUSINESS**

No new business was scheduled on the agenda.

**REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

Commissioner Moss said the Commission received a link relative to a light rail project in Marin County. She commented that rather than being fact, the link provides a projection of what might happen. There are no plans for light rail in Marin County at this time.

**AGENDA FOR NEXT MEETING**

The April 2<sup>nd</sup> meeting was cancelled. It was noted that election of officers would be postponed until the April 16<sup>th</sup> meeting. Director Markle announced that the Council of Neighborhoods has invited the Chair and Vice Chair to attend their May meeting.

**ADJOURNMENT**

The meeting was adjourned at 9:47 p.m.

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Keith Scully  
Chair, Planning Commission

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Lisa Basher  
Clerk, Planning Commission



## Chapter 2 of Draft EIS – Presentation of Standards, pp. 2-11 to 2-14

## Sign Code

Shoreline proposes to amend its sign code to attract residents and visitors to the mixed use entertainment district. **Error! Reference source not found.** and below shows the existing and proposed sign changes. A property may use a combination of the types of signs listed below.

A concept for a changeable message sign is also provided in **Error! Reference source not found.**

Table 2 3. Current and Proposed Sign Code Criteria for Aurora Square CRA

	Current Code (MB Zone)	Proposed Code (Aurora Square CRA)
<b>Monument Signs</b>		
Maximum Area per Sign Face	100 square feet	100 square feet
Maximum Height	12 feet	12 feet
Maximum Number Permitted	<ul style="list-style-type: none"> <li>▪ 1 per street frontage - or -</li> <li>▪ Two per street frontage if the frontage is greater than 250 feet. and each sign is minimally 150 feet. apart from other signs on same property.</li> </ul>	Monument signs are for way-finding only. No individual business or tenant to be allowed on monument signage except as placement on tenant panels within the way-finding system.
Illumination	Permitted	Permitted
<b>Building Mounted Signs</b>		
Maximum Sign Area	<ul style="list-style-type: none"> <li>▪ 50 square feet (Each tenant)</li> <li>▪ 10 square feet (Building Directory)</li> <li>▪ 25 square feet (Building Name Sign)</li> </ul>	15% of building fascia with a maximum of 500 square feet
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.	Not to project above the roof line
Number Permitted	1 per business per facade facing street frontage or parking lot.	Allowed Sign Area may be broken down into multiple signs, provided the aggregate area remains equal or less than 15%.
Illumination	Permitted	Permitted
<b>Under-Awning Signs</b>		
Maximum Sign Area	12 square feet	12 square feet
Maximum Clearance from Grade	9 feet	9 feet
Maximum Height (feet)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended
Number Permitted	1 per business per facade facing street frontage or parking lot.	1 per business entrance or frontage
Illumination	Permitted	Permitted
<b>Driveway Entrance/Exit</b>		
Maximum Sign Area	8 square feet	
Maximum Height	48 inches	
Number Permitted	1 per driveway	Not Applicable to Aurora Square CRA.
Illumination	Permitted	

Source: SMC 20.50.540(G); City of Shoreline, 2014

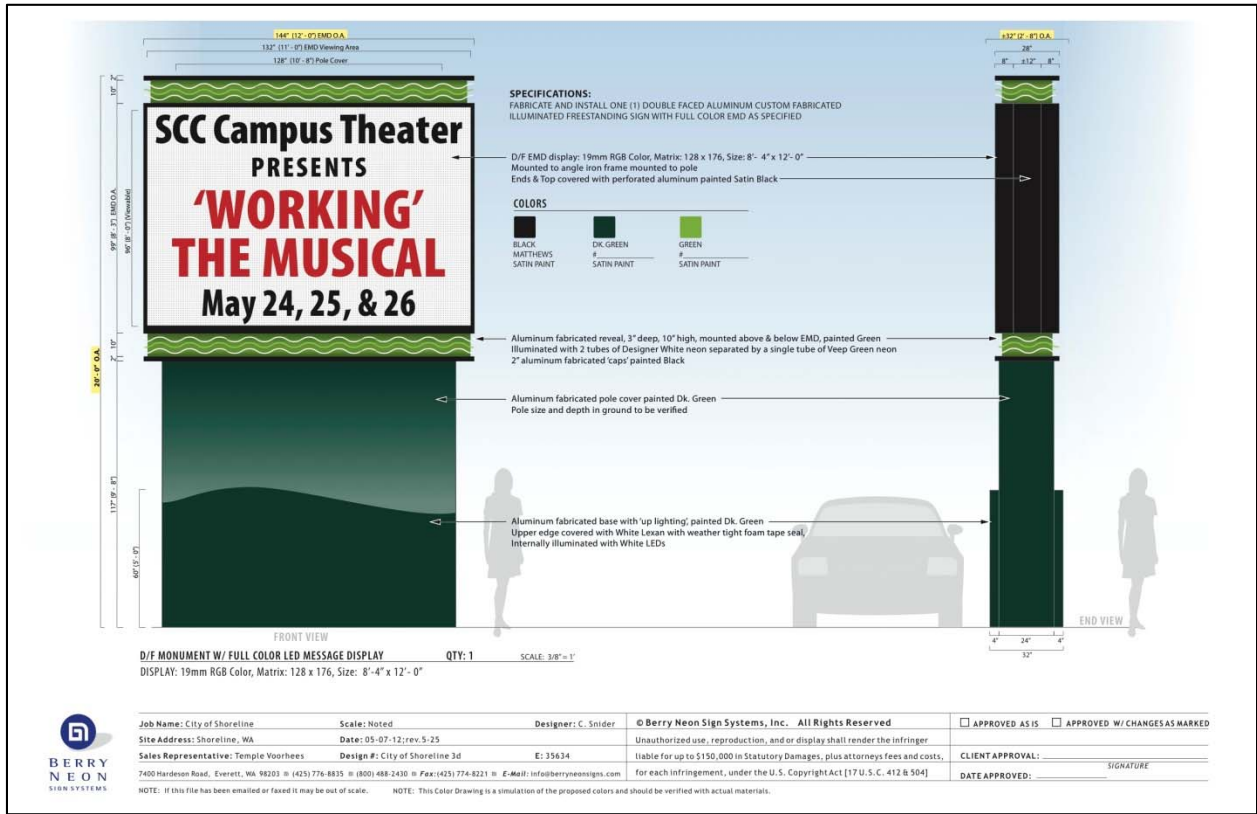
**Table 2 4. Additional Sign Code Criteria for Aurora Square Overlay**

Source: City of Shoreline, 2014

<b>Additional Sign Criteria for Aurora Square Overlay</b>	
<b>Projecting Signs</b>	
Maximum Sign Area	10% of a tenant's allotted wall sign area may be utilized for one or more projecting signs.
Maximum Height	Not to exceed the highest point of the building to which it is attached.
Number Permitted	One (1) projecting sign per tenant, per fascia.
Illumination	Required
<b>Pylon Signs</b>	
Maximum Sign Area	300 square feet
Maximum Height	25 feet
Number Permitted	Aurora Square CRA is permitted up to three (3) pylon signs.
Illumination	Required
<b>Miscellaneous</b>	
Neon and LED	Visible neon tubing is permitted as a sign element within the Aurora Square CRA Overlay District. Visible neon or LED outline lighting is also permitted.
Electronic Messaging	Electronic Messaging signage is allowed only on Pylon Signs.
Definition of On-site Signage	The Aurora Square Overlay District is comprised of the entire area -- including right-of-way--that was designated as the Aurora Square Community Renewal Area. For establishments located within the Aurora Square Overlay District, any signage located within the Aurora Square Overlay District is considered "on-site."
Movie and Event Advertising	Temporary banners of any size are permitted for advertising movies or events within the Aurora Square Overlay District.

The proposed amendments to the sign code would be specific to the Aurora Square CRA and function as an overlay. There would be larger sizes allowed of building mounted signs, additional projecting and pylon sigs, and electronic messaging and other forms of illumination allowed consistent with an entertainment district atmosphere.

Figure 2-5. Example Conceptual Changeable Message Sign



Source: Berry Neon 2014

**ORDINANCE NO. 712**

**AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE UNIFIED DEVELOPMENT CODE, SHORELINE MUNICIPAL CODE TITLE 20, CHAPTER 20.50 SUBCHAPTER 8 SIGNS.**

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 designated the Aurora Square Community Renewal Area in September 2012; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City adopted Ordinance No. 705 designating the redevelopment of Aurora Square as a Planned Action; and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on January 29, 2015 and, due to technical difficulties, held a second public hearing on March 19, 2015, which considered modifications to the SMC related to the redevelopment of Aurora Square, 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 June 8, 2015 which considered the modifications to the SMC related to the redevelopment of Aurora Square, including changes to the City's sign code, reviewed the Planning Commission's recommendation and the entire public record; and

WHEREAS, the City has determined that modifications to SMC 20.50 Subchapter 8 Signs will provide for a more cohesive master sign program for Aurora Square that will facilitate successful economic development of the area; 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 Chapter 20.50, Subchapter 8 Signs attached hereto as **Exhibit A** are adopted.

**Section 2. 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 3. Effective Date.** 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 \_\_\_\_\_, 2015.**

\_\_\_\_\_  
Shari Winstead  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Margaret King  
City Attorney

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_

**Exhibit A**

**SMC 20.50.532 Permit required.**

E. Applications for property located within the Aurora Square Community Renewal Area, as defined by Resolution 333 shall be subject to SMC 20.50.620.

**SMC 20.50.620 Aurora Square Community Renewal Area**

<b>COMMON SIGNS</b>	
Common signs unite the various properties making up Aurora Square. They shall be uniform in regards to copy, logos, font, and colors displayed throughout Aurora Square. Businesses located in Aurora Square can advertise on any of the common signs regardless of whether the common sign is located on the property of the advertised business.	
<b>MONUMENT Signs</b>	
Maximum Area Per Sign Face	100 square feet
Maximum Height	8 feet
Maximum Number Permitted	2 per driveway
Center identification	Monument signs shall be uniform in regards to copy, logos, and colors displayed throughout Aurora Square. Advertising individual Aurora Square businesses is prohibited.
Illumination	External only.
<b>WAY-FINDING Signs</b>	
Way-finding signs function as directional signage within the site to indicate locations of businesses and amenities. Way-finding signage shall be a post with attached individual business panels that act as directional pointers.	

Maximum Area Per Sign Face	2 square feet
Maximum Height	9 feet
Maximum Number Permitted	No limit.
Center identification	Way-finding posts and panels shall be uniform in color and font throughout Aurora Square. Only a tenant's name can be used in the uniform color scheme, but the tenant's trademarked font can be substituted for the common font. Iconic logos cannot be used.
Illumination	Not permitted.
<b>ELECTRONIC MESSAGE CENTER (EMC) PYLON Signs</b>	
EMC Pylon signs allow for a broad range of advertisement.	
Maximum Area Per Sign Face	300 square feet. No more than 50% can be used for EMC.
Maximum Height	25 feet. The structure shall demonstrate architectural interest.
Maximum Number Permitted	3 pylon signs are allowed.
Center identification	EMC Pylon signs shall be uniform in regards to copy, logos, and colors displayed throughout Aurora Square. At least 33% of the sign area shall be used for non-EMC Aurora Square identification.
Illumination	Permitted. EMCs shall be equipped with technology that automatically dims the EMC according to light conditions, ensuring that EMCs do not exceed 0.3 footcandles over ambient lighting conditions when measured at the International Sign Association's recommended distance, based on the EMC size. EMC message hold time shall be 3 seconds with dissolve transitions. 10% of all messages shall advertise civic, educational, or cultural events.

## INDIVIDUAL BUSINESS SIGNS

### BUILDING-MOUNTED SIGNS:

Maximum Sign Area	Maximum sign area shall not exceed 15% of the tenant fascia or a maximum of 500 square feet, whichever is less.
Maximum Height	Not limited.
Number Permitted	The sign area per tenant may be distributed into multiple signs provided that the aggregate sign area is equal to or less than the maximum allowed sign area.  Maximum of one projecting sign per tenant, per fascia. Maximum sign area of projecting shall not exceed 10 percent of tenant's allotted wall sign area.
Illumination	Permitted

### UNDER-AWNING SIGNS

Maximum Sign Area	12 square feet
Minimum Clearance from Grade	8 feet
Maximum Height	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended
Number Permitted	1 per business entrance
Illumination	Prohibited

### TEMPORARY SIGNS

In addition to the temporary signs allowed in SMC 20.50.600, temporary banners of any size are permitted for advertising movies or events within Aurora Square. Banners shall be removed within two weeks of the end of the movie or event.



**Washington State  
Department of Transportation**

Lynn Peterson  
Secretary of Transportation

**Attachment D**

Transportation Building  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

Attachment D: FHWA Letter

February 2, 2015

Alicia McIntire  
Senior Transportation Planner  
City of Shoreline  
17500 Midvale Avenue N  
Shoreline, Washington 99133

Subject: **National Highway System Modification Request (201390) –  
Westminster Way N.**

Ms. McIntire:

The Federal Highway Administration (FHWA) has approved the request that was submitted by the City of Shoreline removing a segment of Westminster Way N from the NHS. Attached is a copy of the approved cover letter that has been signed by FHWA.

If you have any questions, please contact Pat Whittaker, at (360) 570-2370.

Sincerely,

Pat Whittaker, HPMS/Functional Class Manager  
Transportation Data & GIS Office (TDGO)  
Multi-Modal Planning Division

PMW: mav  
Attachment

cc: Ed Conyers / Jade Mott	NW Region H&LP
Ramin Pazooki	NW Region Planning
Mark Bozanich	GIS Services
Stephanie Tax	Statewide Local Programs
Faris Al-Memar	Multi-Modal Planning
Charlie Howard / Stephanie Rossi	PSRC



**Washington State  
Department of Transportation**

Lynn Peterson  
Secretary of Transportation

Transportation Building  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

August 7, 2014

Ms. Sharleen Bakeman, Statewide Planning Specialist  
Federal Highway Administration  
711 S. Capitol Way, Suite 501  
Olympia, Washington 98501-0943

Subject: National Highway System Route Revision  
Request No. 201390/HPM-WA

Dear Ms. Bakeman:

We are forwarding for your review, approval, and signature a National Highway System Route **modification** on behalf of the City of Shoreline with concurrence of the Puget Sound Regional Council. We have coordinated these revisions with the appropriate local officials as required by the Federal-Aid Policy Guide-Subchapter E-Part 470A.

**Route Description:**

Route Name	From	To	Length	Functional Classification	Agency
Westminster Way N (One-Way Southbound Connector planned for future removal)	SR 99	N 155 <sup>th</sup> St	0.21mi	Urban Minor Arterial (Was a Principal Arterial when E- NHS adopted)	City of Shoreline

The City of Shoreline and WSDOT are requesting the removal of an existing NHS route segment.

This section of Westminster Way N is currently the one-way southbound "Y" connector from SR 99 to the main NHS route of Westminster Way continuing to Seattle.

The City of Shoreline initiated a Functional Classification revision in January of 2013 that included re-classifying this segment of Westminster Way N as a Minor Arterial. This was approved by FHWA on 6/20/2013 as Supplement 2012-36. We have included a copy of that approval. Also included is the City's original request to remove this segment from the NHS (which was a reconfiguring of an existing route) and the FHWA approval email text.



Ms. Sharleen Bakeman  
8/7/2014  
Page 2

This request is in accordance with FHWA guidelines for modifying NHS route descriptions.

Maps of the requested route description correction are included.

WSDOT supports this NHS correction request and awaits your response.

If you have any questions, please contact Pat Whittaker, HPMS Functional Class Manager at (360) 570-2370.

Sincerely,



Mark Finch, General Manager  
Transportation Data and GIS Office (TDGO)  
Multi-Modal Planning Division

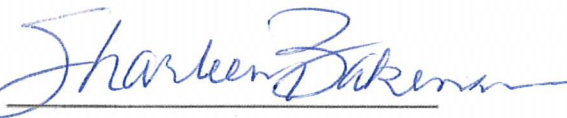
MF: mav  
Enclosures

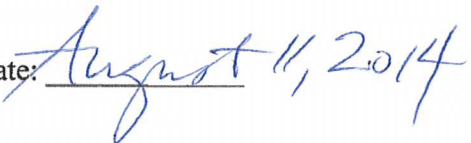
cc: Mark Bozanich  
Pat Whittaker

MS 47384  
MS 47380

**APPROVAL:**

Dan Mathis, FHWA Division Administrator

By:   
Sharleen Bakeman, Transportation Specialist

Date: 

DRAFT

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION  
MINUTES OF REGULAR MEETING

March 19, 2015  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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**Commissioners Present**

Chair Scully  
Vice Chair Craft  
Commissioner Malek  
Commissioner Maul  
Commissioner Montero  
Commissioner Moss

**Staff Present**

Rachael Markle, Director, Planning and Community Development  
Steve Szafran, Senior Planner, Planning and Community Development  
Dan Eernisse, Economic Development Director  
Julie Ainsworth Taylor, Assistant City Attorney  
Mark Relph, Public Works Director  
Lisa Basher, Planning Commission Clerk

**Commissioners Absent**

Commissioner Mork

**Others Present**

Lisa Grueter, Berk Associates

**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 Malek, Maul, Montero and Moss. Commissioner Mork was absent.

**APPROVAL OF AGENDA**

The agenda was accepted as presented.

**APPROVAL OF MINUTES**

The minutes of February 19, 2015 were adopted as presented.

**GENERAL PUBLIC COMMENT**

**Bergith Kayyali, Shoreline** voiced concern that the people living in the southwest corner of Shoreline were not notified properly regarding the Community Renewal Area proposal. She asked staff to explain

the City's process for providing adequate and informative notification to the citizens and suggested that the consultant hired to do the study should have been responsible for contacting the people who live nearby. Director Markle said notification requirements are based on the type of action proposed. Residents within 500 feet of the action must be notified by mail if a permit requires notice as per the State Environmental Policy Act (SEPA). For projects that might have a citywide impact, the City publishes articles in *CURRENTS* and provides information on its website. In addition, the City shares information via twitter feed, Facebook and the Council of Neighborhoods. Press releases are also published in the Shoreline area news.

**John Ramsdell, Shoreline**, voiced concern that the 500-foot notification requirement is the same regardless of a project's size. He observed that larger projects can impact a greater geographic area, and it would be prudent for the City to involve a greater number of people.

**Debbie Kellogg, Shoreline**, commented that although the Community Renewal Area process started 2.5 years ago, there has never been an official public hearing where citizens were allowed to provide significant input. The Planning Commission had a general discussion, but no public hearing. There was no adequate public hearing before the City Council, either; although effected property owners were invited to submit comments. Because what little public process there was took place just before Christmas, it seems as though staff is not adhering to the spirit of collecting public input that can be incorporated into the document.

**Harry Keinath, Shoreline**, said he is a resident of the Westminster Triangle area, and he supports the previous comments relative to the lack of notification. He specifically expressed concern about the Property Tax Exemption (PTE) concept that has been proposed for the Community Renewal Area. Although the concept is supported by merchants within the City, it would add a tax burden to the residents and could have unintended impacts on traffic and schools. The mitigation fees for residential units do not come close to mitigating the marginal costs of growth, and encouraging additional subsidies seems ludicrous. He was informed by the City's Economic Development Director that the primary motivation for the proposed PTE is to enable the City of Shoreline to compete with the City of Seattle for multi-family development. He said he finds that ludicrous.

**PUBLIC HEARING: AURORA SQUARE COMMUNITY RENEWAL AREA (CRA) PLANNED ACTION ORDINANCE (PAO)**

Chair Scully reviewed that the Commission previously conducted a public hearing on the proposed POA for the Aurora Square CRA. However, the recording system failed, and the hearing must be redone. He briefly reviewed the rules and procedures for the public hearing and opened the hearing.

**Staff Presentation**

**Mr. Eernisse** explained that over the past four years, it has been established via City Council discussions and decisions that renewal of Aurora Square is not only desired, but it is very strategic for the economic health of the City. The large number of property owners in the area make cohesive planning for growth very difficult, and the City has stepped up to create a Community Renewal Area (CRA) for Aurora Square and institute a plan to shepherd growth in a way that makes sense for the

entire area. It is hoped that this effort will result in a better shopping center, a better residential neighborhood, and a better place for jobs and economic growth. He explained that Aurora Square is an important strategic node along the Aurora Corridor that attracts those who live nearby, as well as those who live throughout the City. He advised that a valuable and useful part of the CRA project is the proposed Planned Action Ordinance (PAO), and the Draft Environmental Impact Statement (DEIS) for the PAO studied the following growth alternatives.

- **Alternative 1.** No Growth
- **Alternative 2.** Growth of 500 units of multi-family development and 250,000 square feet of commercial space.
- **Alternative 3.** Growth of 1,000 units of multi-family development and 500,000 square feet of commercial space.

Mr. Eernisse noted that the alternatives are consistent with the amount of growth that is studied and anticipated in the Comprehensive Plan for Aurora Square. He emphasized that no changes in zoning would be necessary, as the current zoning for the 40-acre area would allow much more growth than what was studied in any of the three alternatives. The purpose of the PAO is to study the impacts and potential mitigation for different levels of build-out based on the current zoning.

Mr. Eernisse reported that the primary areas studied in the PAO include transportation projects and priorities; light, glare and noise; and stormwater management. He reviewed the Draft Environmental Impact Statement (DEIS) process to date, noting that the DEIS was published on December 12<sup>th</sup>. The Planning Commission held a community meeting on December 18<sup>th</sup>, and conducted a public hearing on January 29<sup>th</sup>. Because the recording system failed, a new public hearing was scheduled for March 19<sup>th</sup>. The public comment period was extended to March 19<sup>th</sup>, as well. Following the public hearing on the DEIS, staff will invite the Commission to forward a recommendation to the City Council. At this time, staff is recommending Alternative 3 as the preferred alternative. They are also recommending adoption of the PAO (Ordinance No. 705), as well as the proposed changes to the sign code. He advised that the City Council is scheduled to discuss the Final Environmental Impact Statement (FEIS), as well as the PAO and sign code amendments, on April 13<sup>th</sup>. It is anticipated the Council will take final action on April 29<sup>th</sup>.

Mr. Eernisse explained that the DEIS indicates that the level of impact would be same for Alternatives 2 and 3. Although Alternative 3 identifies more units and greater commercial activity, the concurrency models identified the same results for all the intersections studied. Because the CRA was established for economic renewal, staff is recommending Alternative 3 as the preferred alternative. He reviewed the public comments received to date and staff's response to each one as follows:

- Most people were generally supportive of the idea of Aurora Square redevelopment. While many indicated support for either Alternative 2 or Alternative 3, some supported Alternative 2 over Alternative 3 primarily based on the number of new multi-family residential units. Selecting Alternative 2 as the preferred alternative would not mean the number of multi-family units at Aurora Square would be limited to a maximum of 500, but SEPA review would be required for more than 500 units. However, if no commercial space has been developed, it might be possible to trade the

commercial space for residential units without requiring additional SEPA review, as long as the trips generated would be similar.

- Some people were concerned that the existing road network would be broken by growth. While the DEIS recognizes that redevelopment would likely result in more traffic, traffic modeling confirms that neither Alternative 2 nor Alternative 3 would exceed the City's concurrency levels. The frontage improvement requirements were prioritized and customized to encourage renewal, increase safety, and connect bicycle and pedestrian access throughout the entire CRA. In particular, Westminster Way, between 155<sup>th</sup> Street and Aurora Avenue North, received a lot of attention, as it currently serves to separate the triangular property that has been vacant for a long time from the rest of the Aurora Center.
- There were many comments relative to transportation. The City received a fairly technical letter from the Washington State Department of Transportation (WSDOT) regarding the way the City classifies the different concurrency models, and the City's consultant provided a response.
- In response to applications the City received in late 2014 for two multi-family residential projects (approximately 500 units) close to the Westminster Triangle, a number of citizens voiced concern that parking for the new multi-family residential units would spill over into the adjacent neighborhoods. Based on these comments, a requirement for a parking management plan was added to the mitigation outlined in the DEIS. However, the two current projects would not be subject to the requirements outlined in the PAO, and a separate SEPA review would be required for each one. The staff, City Council, and Planning Commission have all expressed concern about the long-term impacts of very-dense, multi-family residential development next to single-family residential neighborhoods, and a process has been started to identify the best practices for the City to address these concerns. Staff is confident this process will be completed long before any residents move into any of the Aurora Square projects.
- Some people suggested that, rather than studying just the impacts associated with the CRA, the City should study the impacts of all of the development projects taking place in Shoreline. It is important to note that the traffic consultant used the long-term growth estimates identified in the City's current Traffic Management Plan, which considers all the various development throughout the City comprehensively.
- Some people voiced concern about in, out and through traffic at the Westminster Triangle. This is a long-standing issue, and the City recognizes the need for mitigation. Staff can work to address these concerns immediately, rather than waiting for them to be addressed via the PAO.
- Some concern was also expressed about the potential closure of a section of Westminster Way. The option of closing the southbound leg of Westminster Way (adjacent to the Aurora Pedestrian Bridge) was studied, and it was determined that the concept would have some very positive effects on the overall renewal factor for Aurora Square. In turn, a new right in/right out entrance to Aurora Square and Westminster would be created to provide a connection. However, it was recognized that this section of Westminster Way currently serves as a truck route and provides an escape valve. Closing

a section of the street could impact the 155<sup>th</sup> Street intersection, and staff has been working with WSDOT to address these two concerns.

- Citizens also presented very valid concerns about pedestrian access to Aurora Square from the west and east. People have requested a stairway into the site from the west and better pedestrian and bicycle access from the east. The issue was studied in depth by the traffic consultant, and the solution will likely be to rebuild the intersection. Closing Westminster Way will likely help by shortening the length of the crossing in some locations.
- To address issues related to light and glare, staff is proposing a master sign program that results in a more cohesive sign package for Aurora Square. In addition, electronic entry signs are proposed for Aurora Avenue, Westminster Way and North 160<sup>th</sup> Street. Rather than having a sign that advertises each of the businesses, the intent is to use one name for Aurora Square so that those who visit feel they are in a special place. Staff also studied the possibility of expanding on the noise ordinance, but no changes are being proposed at this time.
- Many people voiced concern about potential stormwater impacts. The DEIS studied stormwater and determined that an on-site detention requirement would be a detriment to renewal and redevelopment from a cost standpoint. Instead, staff is proposing a regional detention system, collaborating with Shoreline Community College to expand the college's existing stormwater facility to handle the future needs of both the college and Aurora Square at a fraction of the cost of developing a new facility. A map of the Boeing Creek Drainage Basin was used to illustrate how stormwater flows from the site and the location of the current detention facility on the college property. Once completed, the expanded regional detention system would benefit all future development, and the stormwater utility would be reimbursed for the cost as development occurs.
- One commenter suggested it would be unfair to provide a regional facility. It is important to keep in mind that one purpose of a CRA is to justify why public resources are being spent. In this case, the economic renewal of Aurora Square was seen as being a public good that would benefit the entire City.
- Another commenter suggested that better stormwater solutions exist. At this point, the City has not decided that a regional facility is the right approach. More study will be needed, and the regional facility will have to stand up against other solutions in time.
- A comment was also received voicing concern that no geotechnical studies were completed. In the initial scoping, it was stated that geotechnical studies that would normally be part of an Environmental Impact Statement (EIS) would be pushed to the property owners as a building permit requirement.
- Some people suggested that the triangle property is unsuitable for development. The current property owner believes the property is developable. While enhanced footings were required in some areas, they were considered a reasonable cost.



- Questions were raised about how redevelopment of Aurora Square would impact the current police, fire and utility infrastructure. There is not any one answer to this question beyond the fact that the International Fire Code would still apply and police service would be based on a city-wide level of service standard. Staff has also consulted all of the utility providers to ensure there would be sufficient capacity.
- Another commenter suggested that the City could use the PAO to lock in building orientation. While this may have been a good idea, it is too late in the process to take advantage of it. The City resisted taking the role of site planner; as it believes the private sector and retailers are the experts in that area. Some studies were done to guide the planning effort, but they did not go so far as to lock in building orientation.
- There is at least one public park in the area, and there was concern that growth would have a detrimental impact.
- Some expressed concern about the WSDOT property development that was envisioned in the CRA. This development would have to stand on its own, and the PAO does not do anything beyond studying the impact of commercial and multi-family development.
- A commenter pointed out the need for a sidewalk on Westminster Way south of the CRA. While this is outside of the CRA, the study was extended beyond the CRA to include Westminster Way all the way to North 144<sup>th</sup> Street and North 160<sup>th</sup> Street all the way to the Shoreline Community College. It is well understood that pedestrian and bicycle access on these corridors is important and improvements are needed. Staff just learned that King County Metro recently secured funding to do improvements on North 160<sup>th</sup> Street all the way to Greenwood Avenue. The improvements will be largely a striping project where four lanes will become three lanes, with bike lanes on one side. The City knows that improvements are needed and it is a matter of finding the dollars to move forward.
- The two property owners who applied for the multi-family residential projects called into question the transition area requirements, which include setbacks and stepbacks. Because the properties are located on wide arterials, they did not believe the transition area would provide a benefit other than changing the shading on the street. Staff studied the transition area requirements and found the comments have merit, but they do not believe the PAO would be the appropriate place to propose changes to the code. It was also determined that the changes should be applied more comprehensively throughout the City. The issue may come back to the Commission at some point in the future.

Chair Scully recalled that at a previous presentation, staff provided maps showing the roadway improvements that would be made as part of the process. Mr. Eernisse indicated that the maps were part of the Commission's packet, but he does not have them for visual display.

Commissioner Moss asked if development agreements would be an option for development within the CRA. Mr. Eernisse said development agreements are an option via State code. In addition, the City Council codified a development agreement provision last week.

Commissioner Moss asked what measures were used to identify the 500 square foot maximum sign area that would be allowed on the side of a building. She commented that allowing each building to have maximum signage of 500 square feet could result in a significant amount of signage. Mr. Eernisse said the Central Market signage was used as a model of what would be appropriate for a large tenant. However, he recognized that this large area would not be appropriate for smaller tenants. He emphasized that the proposed sign code amendment is predicated on property owners coming in together for a master sign package, and the goal is to have a cohesive sign package that matches both internally and externally. Commissioner Moss expressed concern that the intent is not clear in the proposed language. Staff agreed to review the language and clarify the intent.

Commissioner Moss said the PAO specifically states that the siting of new buildings, signs and entertainment spaces should consider their placement relative to existing and surrounding land uses. However, using the term “should” does not mandate that property owners will consider existing and surrounding land uses when siting their facilities and signs. Therefore, it is likely the facilities will be sited more to benefit the businesses than to benefit existing land uses. Mr. Eernisse explained that the intent is to provide guidelines by which property owners propose a master sign permit. If it turns out that property owners are not adhering to a number of the “shoulds,” it would be considered a good indication that the master sign package should not be approved.

Commissioner Moss expressed concern about the intersection at North 155<sup>th</sup> Street and Aurora Avenue North. She specifically asked where the traffic would go if the southbound lane off of Westminster Way is vacated before improvements are made at the intersection of North 155<sup>th</sup> Street. Mr. Eernisse said they would use North 155<sup>th</sup> Street, and traffic modeling indicates this would not create concurrency problems. Commissioner Moss commented that, even without the extra traffic that would be coming southbound and turning right, it is already nearly impossible to make a right turn out of or a left turn onto Linden Avenue at rush hour.

Commissioner Malek recalled that the information provided by the City when the CRA concept was first introduced was impressive and helped him connect business tax dollars with PTEs. For example, staff provided a comparison of business sales tax revenue from Aurora Square and Aurora Village and explained how additional sales tax revenue would offset the PTEs. Mr. Eernisse explained that much of the benefit of economic renewal of Aurora Square will come from revenue generation. Currently, Aurora Village generates about 9 times more sales tax per acre than Aurora Square. If Aurora Square could generate just half the revenue generated by Aurora Village, the City would receive about \$500,000 more sales tax revenue every year. As compelling as having the tax revenue to support needed services are the different public benefits that would result from having more of a lifestyle shopping center/gathering place. He said the State instituted the PTE program partly to address growth management and the need to encourage more multi-family residential housing. Some years later, the program was expanded to encourage more affordable housing. He expressed his belief that the PTE program is a good deal for the City of Shoreline because it does not require individual taxpayers to pay more and it leverages the money the City defers with state and county money. He noted that the City has had a PTE program in place since 2007.

Chair Scully asked if the original detention facility on the Shoreline Community College’s property would be SEPA exempt if the PAO is adopted. Mr. Eernisse answered no.

Chair Scully asked what exactly the Commission is being asked to recommend related to PTEs with this particular ordinance. Mr. Eernisse said the proposed ordinance would not impact the City's current PTE program that is offered for development along Aurora Avenue. Chair Scully summarized that the Commission is not being asked to take action relative to the PTE program at this time.

Chair Scully asked if any up zones are attached to the current proposal. Mr. Eernisse answered no.

Chair Scully recalled that, at the previous hearing, developers of the two current projects provided testimony regarding the transition area requirements. He asked if these property owners have submitted written confirmation in support of the City's decision to study the issue later. Mr. Eernisse said written comments relative to setbacks and stepbacks were submitted prior to the last meeting. He pointed out that because these property owners are doing their own SEPA, they will not be able to take advantage of the PAO findings, including changes to the transition zone requirements.

### **Public Testimony**

**Bill Davies, Shoreline**, said he lives in the Westminster Triangle area. He pointed out that the new apartment complex will make it difficult for residents to get in and out of the Westminster area, particularly on North 155<sup>th</sup> and North 153<sup>rd</sup> Streets.

**Debbie Kellogg, Shoreline**, commented that the City's work with the WSDOT to remove the truck route is of no consequence because the current Transportation Master Plan, which is adopted into the Comprehensive Plan by reference, identifies Westminster Way as a designated truck route. She clarified that she originally proposed that the City use daylighting of the culverts as a possible way to create open space, but she never recommended that 17 acres be daylighted. She recommended that small areas could be used to create open space for the highly-dense proposal of 500 to 1,000 residential units, consistent with what staff said was needed to provide sufficient open space, recreation areas, venues for musical performances, etc. She also recommended the City eliminate the sedimentation in Hidden Lake, address flooding, and create open space, parks, and gathering spaces. She recalled that as of September 8, 2014, a dam that was creating problems at Hidden Lake was being removed, yet she has not seen any coordination between the City and Shoreline Community College, as suggested earlier by Mr. Eernisse. Lastly, Ms. Kellogg clarified that she did not say, in her previous comments relative to the CRA, that the triangular property (formerly Joshua Green Property) was unsuitable for development. She simply asked if it was suitable for development.

**David Lange, Shoreline**, commented that construction noise is a general issue regardless of where or when it occurs, and parking is not just an issue with subareas. Instead of taxing businesses that wish to locate in Shoreline, he suggested they accelerate the removal of abandoned houses in the neighborhoods. For example, the City could require a fee-based, board-up permit that is good for six months. Any structure that is boarded up without a permit could be fined weekly for up to three months. Structures that fail to follow these easy steps and fail to pay fines could be forfeited to the City and auctioned twice a year. At least a percentage of the lots for sale could be sold to individuals and not large developers. While he recognized his timeline needed adjustment, he asked that the Commission get the process started.

Mr. Lange observed that a large number of four to six-story apartments buildings have been constructed in Shoreline, and the City has not adequately managed parking around the increased densities. He suggested that a parking management section be added to the general code that includes written goals for how parking should work in Shoreline and set points that indicate when parking has become an exception to the standard. This way, the neighborhoods could help watch and manage parking for the City. The parking management section should list remediation from beginning to resolution of what the City will do when there is a problem. He commented that parking should not involve the City Council every time it breaks, just like building permits should not need Council involvement. If the City builds a faster process for getting building permits, it should fix the parking problems just as quickly.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society, which is a volunteer group that works for protecting what is valuable in Shoreline. The Society would like to be a party of record with legal standing, and they incorporate by reference all of the previous comments pertaining to the DEIS. Ms. Way said the Society believes the DEIS does not properly incorporate impacts from other areas, especially relative to traffic. Projects at Point Wells, the two light rail stations, Shoreline Community College and other projects should all be connected in the DEIS.

Ms. Way said that, for many years, she has thought that Aurora Square could be better for economic development and also for the community. However, the plan should include a better stormwater system that includes partial daylighting of Boeing Creek, natural drainage systems, etc., which would make an enormous difference to the runoff. She recalled that development of Aurora Square was the beginning of the downfall for Boeing Creek. She referred to the 2004 City of Shoreline Stream and Wetland Inventory Assessment, which identifies Boeing Creek as a salmon bearing stream and provides a map to illustrate how the creek is impacted by stormwater runoff from Aurora Square. She voiced opposition to providing off-site detention and not requiring developers to be responsible for stormwater runoff. She expressed her belief that developers should pay for the impacts of development. The drainage in this location needs to be improved, and the City has the responsibility to protect Boeing Creek. She also voiced concern that no geotechnical report was done for the DEIS. She asked the Commission to recommend denial of the DEIS unless and until additional technical information has been provided.

Ms. Way commented that property owners in the Westminster Triangle were not given notice of the proposed DEIS and other actions related to the CRA. Traffic and freight mobility are very important for the City and must be addressed. No information has been provided about where the buildings, detention, open space, landscaping, etc. would be located, and approval of the PAO would eliminate the public's ability to impact future decisions related to redevelopment of the site.

Ms. Way expressed concern that the DEIS does not adequately address how redevelopment of Aurora Square could impact fire, police, schools and utilities. She asked if design review would be required for redevelopment of this large site. Open space, tree planting and landscaping are all crucial to the success of the project. An exciting design, including daylighting Boeing Creek, is essential for the site to become an economic engine for the City. She urged the Commission to reject the current plan and direct staff to go back to the drawing board to come up with a better plan.

**Dave LaClergue, Shoreline**, said he and his family live on Dayton Avenue near North 150<sup>th</sup> Street and support the vision the City is putting forward. He expressed his belief that the Central Market can serve as a hub of community activity and community life in Shoreline, but there is currently a lot of wasted space with oceans of unused parking and buildings that sit vacant and do not provide any benefit to the neighborhood. He commented that either of the alternatives that are under consideration in the DEIS represent an appropriate level of density for the site. The 500-unit alternative would be roughly comparable to Seattle's Wallingford Business District and surrounding area, and the 1,000-unit scenario would be roughly comparable to Seattle's Greenwood Shopping Center and surrounding area. Either alternative could be positive for the neighborhood, as long as it is designed well and has a good mix of businesses. He expressed his belief that a PAO is an appropriate tool for the site. As outlined, it would provide a more coordinated approach to redevelopment and mitigation than if the site were redeveloped piecemeal. The PAO offers an opportunity to clearly outline design principles and concepts for the area that will provide a basis to coordinate the alignment of buildings and open space.

Mr. LaClergue expressed his belief that the conditions outlined in the DEIS for stormwater generally seem appropriate. He recalled that he previously recommended that stairs be provided from North 155<sup>th</sup> Street and Fremont Avenue down to the shopping center. At this time, there is a long, north/south barrier for people coming from the West, and people living at the site in the future need safe and direct routes to Highland Terrace Elementary and Shoreline Community College. He also recommended that the missing link of sidewalk on Westminster Way (between Fremont Avenue and North 155<sup>th</sup> Street) should be completed. If stairs are provided for connectivity, he suggested some basic standards relative to lighting, landscaping and other features would be appropriate to give the feeling that the stairs are cared for and safe. He concluded that Aurora Square has potential to become much more than it is today and a great asset for the entire Shoreline community.

**Dan Jacoby, Shoreline**, recalled that, last month, the Commission took the bold and thoughtful step of rejecting the 145<sup>th</sup> Street DEIS because they did not have enough transportation information to make a wise decision. He said it doesn't take long to notice that the Aurora Square DEIS should also be rejected because it either fails to address much needed items, such as a parking garage, or it completely misses the mark. He specifically referred to the concept of an outdoor performance venue. He advised that over the past 47 years he has acted, directed, designed, written, produced, and managed large shows. During this time he has learned that the economic performance of indoor venues is greater than the economic performance of outdoor venues because they can operate year round regardless of the weather. He shared his thoughts for an indoor performance space with flexible seating that could house a resident theater company and also be rented out to other performance groups. He suggested that if the CRA is handled right, the City could have high-caliber restaurant in the heart of Shoreline to serve the patrons of the performance venue. In addition, the company managing the space will want to find ways to cross promote with other businesses in the shopping center as a means of gaining inexpensive publicity for their own performances, and this would spread the economic benefit wider. Furthermore, people would come not just from close by, but from the surrounding communities. These people would spend their money in Shoreline, not only at the performance and restaurant, but maybe come back once they see the great stores. This would be a tremendous boon to both the local economy and the City's budget.

Lastly, Mr. Jacoby said an indoor performance venue would not create problems relative to noise and lights, as would be the case for an outdoor venue because it would not be possible to orient the noise

away from surrounding properties. He summarized that the performance space is just one small aspect of the DEIS that desperately needs fixed. He urged the Commission to put the DEIS on hold and listen to the voice of people who have specialized expertise. Together they can create a CRA they can be proud of.

**Bergith Kayyali, Shoreline**, said she lives in the triangle on Evanston Avenue North. She expressed her belief that planned growth requires serious consideration of more than economic development. While she is not against redevelopment, she asked the Commission to consider the quality of life for residents who live in the area including open space, public parks and playgrounds for children; trees to keep the noise down; and protection and restoration of natural water sources. She said she understands that development will occur, and she would like it to be done as outlined in Alternative 2. She asked the Commission to look at doing the CRA one step at a time, without rushing forward. Development should pay for development, including the excess cost for utility service. Although redevelopment would provide revenue for the City, she questioned if it would provide a better life for the residents. She requested that the City conduct a geotechnical report and also come up with a plan to deal with the traffic impacts, particularly on Evanston Avenue North where there is already significant congestion during rush-hour as a result of cut-through traffic.

**Ginny Scantlebury, Shoreline**, said she contacted five other cities in the area to see how they use PAOs for development decisions. Her findings helped her understand that the City wants to use the PAO approach to make it easy for developers to build in Shoreline with as few impediments and as little expense as possible. For example, the City of Bellevue does not have a PAO in place because it is believed to be a marketing tool to convince developers that the City has taken care of the SEPA requirement in advance. Bellevue has a design process that precludes SEPA and believes that the Growth Management Act (GMA) regulations supersede SEPA. Bellevue also does extensive EIS work on transportation related to all projects because it is so important. The City of Seattle has a PAO ordinance in place, but it has only been used once at Yesler Terrace in order to get federal funding for mixed-income housing. Seattle feels that any city using the ordinance should understand exactly what the end projects are going to look like. The City of Lynnwood uses the PAO concept for a few projects in the City Center area, but the City of Edmonds does not have any large subareas where the concept could be applied. The City of Kirkland has a PAO ordinance. However, when a new developer took over the Park Place Project, the City of Kirkland incurred significant cost redoing plans that probably would not have been necessary if the PAO had not existed.

Ms. Scantlebury pointed out that the Transportation Master Plan classifies the Westminster Way as a designated truck route from Aurora Avenue North to Greenwood Avenue. Because the Transportation Master Plan has not been amended to remove this designation, the Aurora Square CRA is inconsistent with the Comprehensive Plan. While the City staff pretends that the truck route removal has had a public process, there was not one and the public was never properly informed about the proposal. She invited the Commissioners to listen to and read all of the public comments and postpone their recommendation to the City Council until they can study the issues more in depth.

**Krista Tenney, Shoreline**, said she lives on Greenwood Avenue. While her home is located outside of the CRA, she was present to voice her concerns about how redevelopment of the Aurora Square site could impact the larger area. For example, the traffic has increased in recent years and is quite busy



now. While she appreciates the efforts of City staff and the Commission to transform the area, she wants to make sure the surrounding neighborhoods are protected and remain strong. She particularly asked the Commission to pay careful attention to the traffic impacts that will result on surrounding streets. She also cautioned that significant increases in traffic could make it difficult for people to access the Central Market.

**Michelle Moyes, Shoreline**, said she also lives in the Westminster Triangle. She asked that the City require a geotechnical study on the site of the proposed new apartment building (Potala). She has some knowledge and has been told that the site is contaminated, but she has not heard anyone speak to that. She also asked that the City study the traffic more and consider all of the development that will happen in the City (145<sup>th</sup> and 185<sup>th</sup> Street Stations, Point Wells, etc.)

**John Ramsdell, Shoreline**, said he lives in the Westminster Triangle. He expressed support for redevelopment of Aurora Square, which has potential to become a tremendous asset to the area. Establishing the square as a destination for retail, restaurant and entertainment options is something he hopes will happen. He said he was also pleased that Mr. Eernessee has rescinded the request to change the noise ordinance. However, the DEIS raises some concerns for him, particularly related to parking and public safety. He noted that the City recently reduced the parking requirement for multi-family development from 2 spaces per unit to .75 spaces per unit. This is significantly less than other similar jurisdictions in the region. For example, Bothell's requirement is 2.2 spaces per unit, Kenmore's is 1.4, and Lake Forest Park's is 1.5. He expressed his belief that the DEIS grossly underestimates the level of overflow parking into adjacent neighborhoods. He and many of his neighbors are concerned about overflow parking onto Linden Avenue and that streets within the Westminster Triangle (Linden Avenue, North 150<sup>th</sup> Street and North 148<sup>th</sup> Street) will be used as arterials to access Ballard and Greenwood.

Mr. Ramsdell said he expects that redevelopment of Aurora Square, as per Alternatives 2 or 3, would result in increased traffic, and he questioned Mr. Eernessee's earlier comment that there would be no difference between Alternatives 2 and 3. He urged the Commission to support Alternative 2 over Alternative 3. While he does not want the proposal to be denied, it would be prudent for the City to approach redevelopment with moderation rather than the more aggressive plan.

**John Behrens, Shoreline**, commented that the "planned action" concept is a different approach to development and is not well understood. It would serve the purposes of the community and the City Council if the Commission were to thoroughly vet what the concept is. In addition to the public hearing where citizens are invited to comment, there needs to be a public forum where those living in the community who have knowledge and experience can exchange information with the staff, Planning Commission and City Council.

Mr. Behrens said he supports a parking plan that utilizes the reduction of unnecessary parking spaces, but the plan should also deal with potential impacts to the headwaters of Boeing Creek. There is a long-standing history of flooding around Aurora Avenue North, and a 1955 picture actually shows cars floating down the middle of the street. He also commented that whatever happens in the future must address the needs of the current businesses. They should be encouraged to stay; and if necessary, be reimbursed for losses while the construction moves forward.

Mr. Behrens noted that Westminster Way serves as a traffic corridor and is an important transportation hub that moves a lot of freight. It would be irresponsible to disregard this street and assume that people will find another way to get products to their places of business. He observed that the existing Environmental Impact Statement (EIS) for the entire City of Shoreline was created in 1998. Since that time, the City has used a piecemeal process to address changes neighborhood-by-neighborhood. This approach does not consider the overall affect that all of the changes will have to the City of Shoreline as a whole.

Mr. Behrens recalled earlier comments about the potential of daylighting waterways in the Westminster Triangle. He referred to the improvements that were made to open the waterway at Cromwell Park, near his neighborhood. He said he would trade the traffic he hears during the day for the frogs he gets to listen to at night. Daylighting adds an element to a neighborhood and community that cannot be created any other way. Opening the creeks in the Westminster Triangle would benefit the community for 100 years, and he urged the City not to pass up the opportunity.

**Kay Norton, Shoreline**, said she also lives in the Westminster Triangle. She observed that, although the Westminster Triangle is shown on all of the maps of the Aurora Square CRA, it was left out of the DEIS. However, she is glad to see that the City has taken their comments to heart. She expressed concern about the traffic that backs up along Westminster Way, which is a very important throughway for the residents. She referred to signage, which was an important emphasis in the DEIS. If a 500-square-foot sign is going to be allowed near a complicated traffic intersection, she asked that the City not allow the sign to be of a distracting nature. She was particularly concerned about the Westminster Way entrance to Aurora Square, where there is a convergence of bicycles, pedestrians and vehicles. Lastly, Ms. Norton commented that the Department of Ecology's (DOE) website indicates that some type of voluntary toxic cleanup was started in 2013 on the Potala site, which is the site of the former dry cleaning store, but it has not been completed. She asked the City to make sure this situation is handled appropriately.

**Tom Poitras, Shoreline**, said he lives in the Ridgecrest Neighborhood and supports the Aurora Square CRA. He referenced Mr. Jacoby's comments regarding outdoor and indoor performance venues and pointed out that an apartment building is being constructed on the Tsang property, and a performance venue is proposed to be located between the apartment building and Sears. This illustrates an indifference to the effect that noise from the performance venue could have on the people who will live in the apartment building.

Mr. Poitras noted that the former Dairy Queen and Pizza Hut buildings have been derelict for a number of years, and it is ironic that the City is spending money to develop two nice bridges to connect to the Interurban Trail in this location. He often walks across the bridge and feels these properties are a type of "slum" with garbage all around. This creates a dangerous situation for the children who walk unsupervised on the Interurban Trail. He noted that a plate glass window was recently broken out of the former Pizza Hut building. While the windows were boarded up, the glass remains on the ground. He questioned if the City has ever asked Mr. Tsang to clean up the mess. He suggested that perhaps the City needs a "nuisance posse."

**Harry Keinath, Shoreline**, said he is a resident of the Westminster Triangle and has worked for 35 years as a commercial real estate broker. He has consulted on the development of a number of properties, and he is also a commercial appraiser. He said he supports redevelopment of Aurora Square. If done correctly, it can become an incredible urban village concept; but it will require quite a lot more than what has been put into the DEIS. It will require an experienced shopping center developer to coordinate the entire plan. For example, an experienced developer converted the Crossroads Shopping Center, which had multiple owners similar to Aurora Square, into a community center that has been active for about 20 years. Someone with that caliber needs to be involved in the Aurora Square CRA, as well. Without a central ownership entity to control the entire development, the project will fail. He voiced concern that constructing a 65-foot tall apartment building at the gateway to the shopping center could kill the project by blocking exposure to the central market and other businesses located inward of the apartment complex. The center already has weak exposure, and the City needs someone with experience to bring it all together or it will fail from the start. He urged the Commission to back the project up.

**Tom McCormick, Shoreline**, explained that the Commission is the citizens' first line of defense against growth that is too fast and too much. Shoreline is currently the 5<sup>th</sup> most densely populated city in the State based on 2010 census data; and the 20-year projection shows Shoreline as the 2<sup>nd</sup> most densely populated City, second only to Seattle. These figures take into account future development in the subareas (145<sup>th</sup> Street, 185<sup>th</sup> Street, Point Wells, Aurora Square, and Town Center), but the areas outside of the subareas that will also continue to grow. The Growth Management Act (GMA) requires the City to comply with a certain level of growth. However, with the plans currently on the table, the City's growth is projected to grow by over 20,000 just in the subareas, and the GMA only requires growth of 9,600.

Mr. McCormick suggested the Commission has three alternatives to consider: no growth, slow growth, or fast growth. He acknowledged that the City must grow, and he supports slow growth. But the Commission must be the watchdogs to make sure the City does not grow too fast. Growth should be kept to the minimum necessary to comply with the Growth Management Act. He recommended they consider Alternative 2 (500 residential units) over Alternative 3 (1,000 residential units). He disagreed with staff's conclusion that the road network would not be broken by growth. Even with slow growth, there would be some failures and mitigation would be needed. If the City continues in the path of fast growth, as recommended by staff, multiple failures would occur. He asked the Commission to consider the cumulative effects of all the growth currently on the table when making decisions about any one area.

**Paula Anderson, Shoreline**, said she also lives in the Westminster Triangle. She advised that she reviewed the DEIS and presented written comments to the City staff prior to the meeting. She noted that while some of her questions were answered in the staff presentation, others have come up. She agreed with the concerns raised previously about the notification process and supports the notification requirement being expanded based on the location and size of a project. She referred to Alternative 2 (500 residential units) and Alternative 3 (1,000 units) and asked if the new units would be located specifically inside the Aurora Square CRA, or if the number would include the apartment and restaurant projects that are currently underway. She expressed her belief that the people living in the new residential units and those who patronize new commercial spaces would have an impact on traffic.

Ms. Anderson said the DEIS talks about detour routes during construction, and neighbors have expressed concern about cut-through traffic in the Westminster Triangle. This is already a problem that will get worse if construction detours are routed through the neighborhood, as well. Ms. Anderson referred to Page 321 of the DEIS, and requested clarification of the provision that limits the maximum building height for any use in the MB zone to 65 feet. She also requested clarification of the provision that limits the height in MB zones directly across the street and/or right-of-way from R-4, R-6 and R-8 zones to 35 feet. Her interpretation of the provision is that the Potala development would be limited to 35 feet in height.

Ms. Anderson asked how the two left turn lanes onto North 155<sup>th</sup> Street, as outlined in the DEIS, would be managed. There is already more than enough traffic at this intersection now, and bringing in another lane of traffic from Aurora Avenue North would make the problem worse. The DEIS also identifies the potential of adding another access street on North 156<sup>th</sup> Street, where there is presently no street. She summarized that more design work needs to be done before the DEIS and PAO are adopted.

**Warren Richie, Shoreline**, agreed that more work needs to be done before the DEIS and PAO for the Aurora Square CRA moves forward. Specifically, the suggestions from Janet Way, Dan Jacoby, and John Behrens should be seriously considered. These are the types of things that will separate this development and Shoreline from other similar developments taking place throughout the region. He said he foresees incredible pressure for more and more development over the next 20 years, and there is strong evidence that Shoreline will become an even more desirable place to live. Given climate change, he foresees even more pressure on the City as more people continue to move to the Northwest. The City should do all it can now to protect the environment. People want development that is more integrated organically with the environment. While the Commission is under pressure to move plans forward, their efforts will be in vain if they do not have community-based economic development. While they must plan for future generations, as many people as possible should also benefit from the development now.

**Shari Dutton, Shoreline**, said she has lived in the Westminster Triangle for 50 years and has seen a lot of change. She was very excited at the thought of Aurora Square being redeveloped with business in mind. However, she was not anticipating a large number of residential units. She voiced concern about the impacts associated with a significant increase in density. She disagreed with the DEIS finding that the traffic impacts associated with Alternatives 2 and 3 would be nearly the same.

Chair Scully closed the public comment period.

### **Planning Commission Deliberation and Action**

**COMMISSIONER MAUL MOVED THAT THE COMMISSION FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL IN SUPPORT OF ALTERNATIVE 3 AS THE PREFERRED ALTERNATIVE. HE FURTHER MOVED THAT THE COMMISSION RECOMMEND APPROVAL OF THE PLANNED ACTION ORDINANCE (ORDINANCE NO. 705) AND CHANGES TO THE SIGN CODE AS PRESENTED BY STAFF. COMMISSIONER MONTERO SECONDED THE MOTION.**

Commissioner Maul observed that staff did a good job of taking into account the information provided at the last hearing, which was not recorded, and made some progress. He said he lives a few blocks from the Aurora Square CRA and he would like to see redevelopment move forward, and the proposed DEIS and PAO is a mode to get something started. He noted that the current zoning allows a lot more development than the 1,000 units proposed in Alternative 3, so he does not view the proposal as an up zone. He sees it as a lateral move, but also a tool to promote redevelopment. The City must do something to promote change on the property, which has remained the same for a number of years. If the City offers an incentive by dealing with stormwater as a whole, the outcome will likely be better than piecemeal development of individual property. A piecemeal approach would also result in a less effective improvement to the overall site.

Commissioner Maul asked if staff has considered the potential impacts of daylighting Boeing Creek. Mr. Eernisse answered that staff briefly considered a number of different options for daylighting Boeing Creek, but the main focus was to mitigate the cost of detention. The Boeing Creek Basin Study is much more thorough and was used by the consultant as part of his analysis.

Chair Scully suggested that perhaps the proposal was messaged poorly to the citizens. While he agrees with many of the concerns raised by citizens during the hearing, it is important to understand that most cannot be addressed or fixed via the CRA. The 500 and 1,000 residential units identified in Alternatives 2 and 3 do not represent a limit on growth. The numbers are simply a threshold for when environmental review would be required again. Concerns related to traffic and parking are very real, but they would be concerns of future development regardless of whether the CRA is adopted or not. The point of the CRA is to identify the improvements needed to mitigate the impacts so that funding can be allocated over time. His biggest concern with the proposal has to do with the proposed regional detention facility, and he was dismayed to see the conceptual proposal is a bunch of pipes, a pond and dam. However, the CRA does not address the question of how stormwater is handled; it just requires that it be done. He cannot believe that any of the Commissioners or citizens would be opposed to considering a regional stormwater facility rather than piecemeal for each project.

Chair Scully acknowledged Mr. Jacoby's comments about the performance venue, but noted that the properties are owned privately. The City has made it clear it would not take the properties via eminent domain. Instead, the City would leave it up to the developers to decide whether or not develop a theater. The CRA is not intended to dictate what is developed; it simply looks at the possible impacts if something is developed.

Vice Chair Craft voiced support for citizen comments about the opportunities that exist with Boeing Creek and the need to study the issue in a more thorough and thoughtful way. Ms. Way pointed to what happened at Thornton Creek as an example of the kind of study that would enhance and create a positive impact on the types of potential development that could happen. This additional study is also important for the future of Shoreline. As the process moves forward, he encouraged the City to consider these opportunities as a high priority, not only for Aurora Square but for the entire Town Center area.

Commissioner Montero agreed there are many issues that need to be addressed. However, in the long run, the City must encourage private development of the area. It is in the public interest to make redevelopment happen, and the CRA is a good start.

**THE MOTION CARRIED UNANIMOUSLY.**

**PUBLIC HEARING: COMPREHENSIVE PLAN AMENDMENT DOCKET**

Mr. Szafran explained that the Growth Management Act (GMA) limits review of proposed Comprehensive Plan amendments to no more than once per year. To ensure the public can view the proposals in a citywide context, the GMA directs cities to create a docket or list of the amendments that may be considered each year. Seven proposed amendments are included in the 2015 Comprehensive Plan Amendment Docket, one private and six City-initiated amendments. The staff presented the amendments, and the public was invited to comment prior to the Commission's discussion of each one.

**Proposed Amendment 1**

Mr. Szafran explained that Amendment 1 asks to consider changes to the Transportation Element of the Comprehensive Plan that would set citywide average daily trip (ADT) limits for non-arterial and collector-arterial streets. The proposed ADT limits would apply even if the capacity of the subject street may be higher and/or if level of service (LOS) failures would not result if ADTs were higher than the proposed ADT limit.

Mr. Szafran further explained that, generally, the amendment would place a default limit of 1,500 ADTs for non-arterial streets and a default limit of 3,000 for collector-arterial streets. The proposal would allow the City Council to raise the ADT limit to 3,000 on a non-arterial street and 7,000 on a collector-arterial street on a case-by-case basis to address extraordinary circumstances.

Mr. Szafran said staff recommends that the proposed amendment be excluded from the 2015 Comprehensive Plan Docket for the following reasons.

- The policy direction would be in conflict with the City's adopted concurrency program, which does not evaluate LOS impacts based on ADT.
- Adoption of the proposed amendment would require a modification to the City's current practices for review of a transportation impact analysis and the requirements for their submittal. Basically, it would require a transportation impact analysis for every type of development proposal.
- It is unclear how the policy would be enforced. If a certain street trips the threshold based on natural traffic increases, what would the City's responsibility be to fix it?
- The proposed volumes for ADT caps seem to be chosen somewhat arbitrarily, and the capacity of most collector-arterial streets is more than three times greater than the proposed 3,000 ADT cap.
- The street classification is intended to provide a general, qualitative description of how a roadway functions, not to assign a quantitative cap.

**Tom McCormick, Shoreline**, explained that the City has adopted LOS standards that include the A through F classifications. Classification D primarily measures delay time at intersections and has a volume capacity ratio of .9. The City's Traffic Engineer identifies the capacity for a road, and traffic is okay as long as it does not exceed 90% of that capacity. He expressed his belief that the current standards do not provide adequate traffic protection for the non-arterial and collector-arterial streets.



Even the planning community is mixed as to the best way to handle traffic impacts in residential communities.

Mr. McCormick said many people have 200 to 300 cars passing by their homes on a daily basis. Having 5,000 additional cars drive by homes as a result of new development would be considered a very significant adverse affect. His proposed amendment would set hard ADT limits of 1,500 as a default limit for residential streets, and the City Council could allow up to 3,000 on a case-by-case basis. In his view, the proposed limit would be reasonable. He recalled a recent situation where the City approved a new 200-unit residential development that increased the ADTs on Ashworth Avenue from 750 to 950. This project would have been approved based on the proposed amendment, as well.

Although staff has indicated that the proposed amendment would not work with the City's current concurrency program, Mr. McCormick explained that the concurrency program could continue to apply to developments other than those that would be denied on the grounds that they would cause the specified ADT limit to fail.

Mr. McCormick agreed that the proposed amendment may require the City to modify its current practice for review of Transportation Impact Analysis. He did not feel this should be an impediment to approving the proposed amendment if it is in the best interest of the residents. Developers should be asked to review the impacts their developments would have on residential streets.

While staff says it is unclear how the proposal could be enforced, Mr. McCormick said he provided written details about how enforcement could be done. He disagreed with staff's comment that ADT drives a street's classification and not the other way around. He agreed that a street does get classified under the City's Transportation Master Plan according to the ADT and regardless of its characteristics. However, he felt it would be possible for the City to set an ADT limit for roadways without affecting the maximum. In fact, he noted the City did just that at Point Wells when it set a 4,000 ADT limit for Richmond Beach Drive. He suggested this approach be used on a universal basis throughout the City, but allow flexibility for the City Council to approve a higher limit. He summarized that the proposed amendment can be implemented and he shared examples of how it was done in other cities. Mr. McCormick asked that the Commission include the proposed amendment on the 2015 Comprehensive Plan Docket for further study.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society. She said the Society would be happy to support the proposed amendment, which seems imminently reasonable and something that the City could do considering all of the other impacts that are running willy-nilly around the City right now with different proposals. The least the City could do is have some control over the ADTs.

Commissioner Moss said her understanding is that street classification has to do with the quality of the streets, how much traffic they will bear and what improvements the City may need to make if the traffic volumes increase. Mr. Relph agreed that street classifications are used to help the City understand how to treat streets long-term. The classification becomes important from the perspective of trying to establish policies for addressing pedestrian movements, traffic calming, etc.

Commissioner Maul asked how the proposed amendment would work with the City's current process. Mr. Relph answered that the proposed amendment would not meet the City's concurrency standard in any way. The concurrency standard allows an opportunity for development to mitigate problems. While the proposed amendment may allow the City an opportunity to look at LOS, no mitigation would be allowed once the ADT limit has been reached. Commissioner Maul noted that the City recently amended its concurrency program and has not had an opportunity to see if the new program works. Mr. Relph agreed that substantial changes were made to the City's process in order to implement an impact fee approach.

Although he is not necessarily in support of the proposed amendment, Chair Scully said he supports including it on the docket. He explained that the current system is intersection dependent. For long roads that do not have a lot of intersections, such as Richmond Beach Drive, looking at one intersection would not necessarily measure the traffic impacts for the entire roadway. Mr. Relph said that in his almost 30 years of experience, the typical problems actually occur at the intersections; and that is why the City's program focuses on intersections rather than segments. Chair Scully acknowledged there are missing pieces to the proposed amendment, but it is important to acknowledge that ADT can still have an impact on the quality of life on residential streets that have no intersection problems. Mr. Relph agreed that ADT can influence the quality of life on a particular block, but the bigger question is what is the best methodology or approach for trying to decide how that plays out. He said he does not believe the proposed amendment would accomplish this goal.

Commissioner Montero asked when the City's Transportation Master Plan Model was created. Mr. Relph answered that it was perfected in 2011.

Commissioner Malek asked how LOS would relate to traffic-calming devices or roundabouts. Mr. Relph explained that there is a distinction between roundabouts and traffic circles. Traffic circles are small and used at numerous intersections for traffic calming purposes. Roundabouts are larger and can actually increase capacity. The street classification, and not LOS, has more to do with traffic calming. The City's policies for street classification allow traffic calming on residential streets but not on arterial streets. Commissioner Malek agreed with Chair Scully that setting ADT limits would address public sentiment, as well as quality of life, better than LOS would.

**CHAIR SCULLY MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENT 1 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MALEK SECONDED THE MOTION.**

Chair Scully reminded the Commission that the Comprehensive Plan Docket is a study item. Once the docket has been approved by the City Council, the items on the docket will come before the Commission for further consideration.

Director Markle explained that if the Commission recommends and the City Council agrees that the proposed amendment should be included on the docket, a tremendous amount of study would have to be done. Because there would be a cost associated with moving the amendment forward, staff is not recommending it be included on the docket at this time.

**THE VOTE ON THE MOTION WAS A 3-3 TIE, WITH CHAIR SCULLY, VICE CHAIR CRAFT, AND COMMISSIONER MALEK VOTING IN FAVOR, AND COMMISSIONERS MONTERO, MAUL AND MOSS VOTING IN OPPOSITION.**

**Proposed Amendment 2**

Mr. Szafran advised that Amendment 2 seeks to add language to the introduction section of the Comprehensive Plan that outlines a public participation process. An audit by the Washington Cities Insurance Authority revealed that the City’s Comprehensive Plan should develop a more specific citizen participation plan. This amendment would not be added until the Comprehensive Plan is updated again in 2023.

**Proposed Amendment 3**

Mr. Szafran explained that this amendment would copy the policy language for the three land-use designations proposed in the 185<sup>th</sup> Street Station Area Plan to the Land Use Element of the Comprehensive Plan. Director Markle added that, as proposed, the Land Use Element of the Comprehensive Plan would be updated to identify equivalent zones for each of the three new land-use designations.

Commissioner Moss asked if the reference to the 185<sup>th</sup> Street Station Area is correct in LU-11, LU-12 and LU-13. Mr. Szafran pointed out that the designations proposed for the Land-Use Element of the Comprehensive Plan are described in the 185<sup>th</sup> Street Light Rail Station Subarea Plan that was adopted by the City Council on March 16, 2015. It would be premature to include a reference to the 145<sup>th</sup> Street Light Rail Station Subarea Plan at this time.

**Proposed Amendment 4**

Mr. Szafran said Amendment 4 would add language to the Comprehensive Plan identifying the Landscape Conservation and Local Infrastructure Program (LCLIP) as a potential funding source for public improvements.

**Proposed Amendment 5**

Mr. Szafran said Amendment 5 would amend Policy LU47, which considers “annexation of 145<sup>th</sup> Street adjacent to the existing southern border of the City.” He explained that the City is currently engaged in the 145<sup>th</sup> Street Route Development Plan and is actively pursuing annexation of 145<sup>th</sup> Street.

Commissioner Malek asked if there would be a cost associated with annexation of 145<sup>th</sup> Street. Ms. Ainsworth Taylor reported that annexation is already identified on the City’s work plan, and the City is currently in negotiations. However, she is unclear about what the economic costs will be.

**Proposed Amendment 6**

Mr. Szafran explained the City anticipates the Transportation Corridor Study on mitigating adverse impacts from proposed development at Point Wells will be completed in 2015. Therefore, staff is recommending that the same Comprehensive Plan amendment that was docketed in 2014 be included on the 2015 docket to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan.

**Proposed Amendment 7**

Mr. Szafran advised that Amendment 7 would add goals and policies to the Parks, Recreation and Open Space Element based on policies identified in the 185<sup>th</sup> Street Light Rail Station Subarea Plan relative to the need for more parks, recreation and open space. In particular, the policies include working with the Parks Board to explore options for funding new park space, including a park impact fee program; identify a process for locating new park space within the subareas, and determine the appropriate ratio of park space to residents.

**Janet Way, Shoreline**, said she was present to speak on behalf of the Shoreline Preservation Society. She said it seems appropriate to add a park impact fee to the Parks, Recreation and Open Space Plan because she believes development should pay for development.

Ms. Way said she is somewhat confused about Amendment 6, since development at Point Wells will depend on whether or not the State allows annexation. She asked for an explanation of LCLIP, which is offered as a potential source of funding for public improvements. She also referred to Amendment 5, which relates to annexation of 145<sup>th</sup> Street. She said that, on one hand, she supports annexation of 145<sup>th</sup> Street so the City has the ability to address the anticipated impacts associated with the future 145<sup>th</sup> Street Station. On the other hand, she believes that Seattle, King County and the Washington State Department of Transportation should be held accountable for the current problems.

**Kristen Tenney, Shoreline**, invited the Commissioners to attend a celebration of Dr. Kruckeberg's 95<sup>th</sup> Birthday on March 20<sup>th</sup> from 3:00 to 5:00 p.m. She also invited them to visit the Kruckeberg Botanic Garden, which was preserved because it is such a national treasure. She expressed concern that, with the demand for more growth, the City must also maintain space for residents to enjoy the outdoors. She recalled that in 2009 she worked with a group of citizens who desired to have the City become a wildlife habitat, and it is the 51<sup>st</sup> City in the United States to become a Wildlife Community. She urged the Commission to take into consideration that pavement should not win out over wildlife.

**COMMISSIONER MONTERO MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENTS 2 THROUGH 7 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

**DIRECTOR'S REPORT**

Director Markle announced that the 185<sup>th</sup> Street Station Subarea Plan Development Regulations, Zoning and Planned Action Ordinance (PAO) was approved by the City Council on March 16<sup>th</sup>. The Commission's recommendation was largely accepted, but there were a few changes. For example, some

of the MUR-35 zoning was removed along the 185<sup>th</sup> Street Corridor, and the corridor connection over to North City was added to the 1<sup>st</sup> phase. In addition, the City Council added minimum densities for MUR-45 and MUR-70 zones, and single-family detached residential homes would be allowed outright in the MUR-35 zone and a nonconforming use in MUR-45 and MUR-70 zones. They also increased the flexibility of the non-conforming regulations. Instead of only allowing a 10% addition, the code would allow a 50% addition or 1,000 square feet, whichever is less. She noted that the adopted version of the PAO would be valid for 20 years and would cover Phases 1 and 2. Several thresholds were added to the PAO, as well. If any of the thresholds are met before the 20 years is up, additional State Environmental Policy Act (SEPA) review would be required.

Director Markle reported that the Commission's recommendation relative to the preferred alternative for the 145<sup>th</sup> Street Station Subarea Plan DEIS will be considered by the City Council on March 23<sup>rd</sup>. She also announced that Nytasha Sowers, from Sound Transit, has been hired as the City's new Transportation Manager. She will be a great help to planning staff as they work through the Final Environmental Impact Statement (FEIS) for Sound Transit's development agreements and permitting.

**UNFINISHED BUSINESS**

There was no unfinished business on the agenda.

**NEW BUSINESS**

No new business was scheduled on the agenda.

**REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

Commissioner Moss said the Commission received a link relative to a light rail project in Marin County. She commented that rather than being fact, the link provides a projection of what might happen. There are no plans for light rail in Marin County at this time.

**AGENDA FOR NEXT MEETING**

The April 2<sup>nd</sup> meeting was cancelled. It was noted that election of officers would be postponed until the April 16<sup>th</sup> meeting. Director Markle announced that the Council of Neighborhoods has invited the Chair and Vice Chair to attend their May meeting.

**ADJOURNMENT**

The meeting was adjourned at 9:47 p.m.

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Keith Scully  
Chair, Planning Commission

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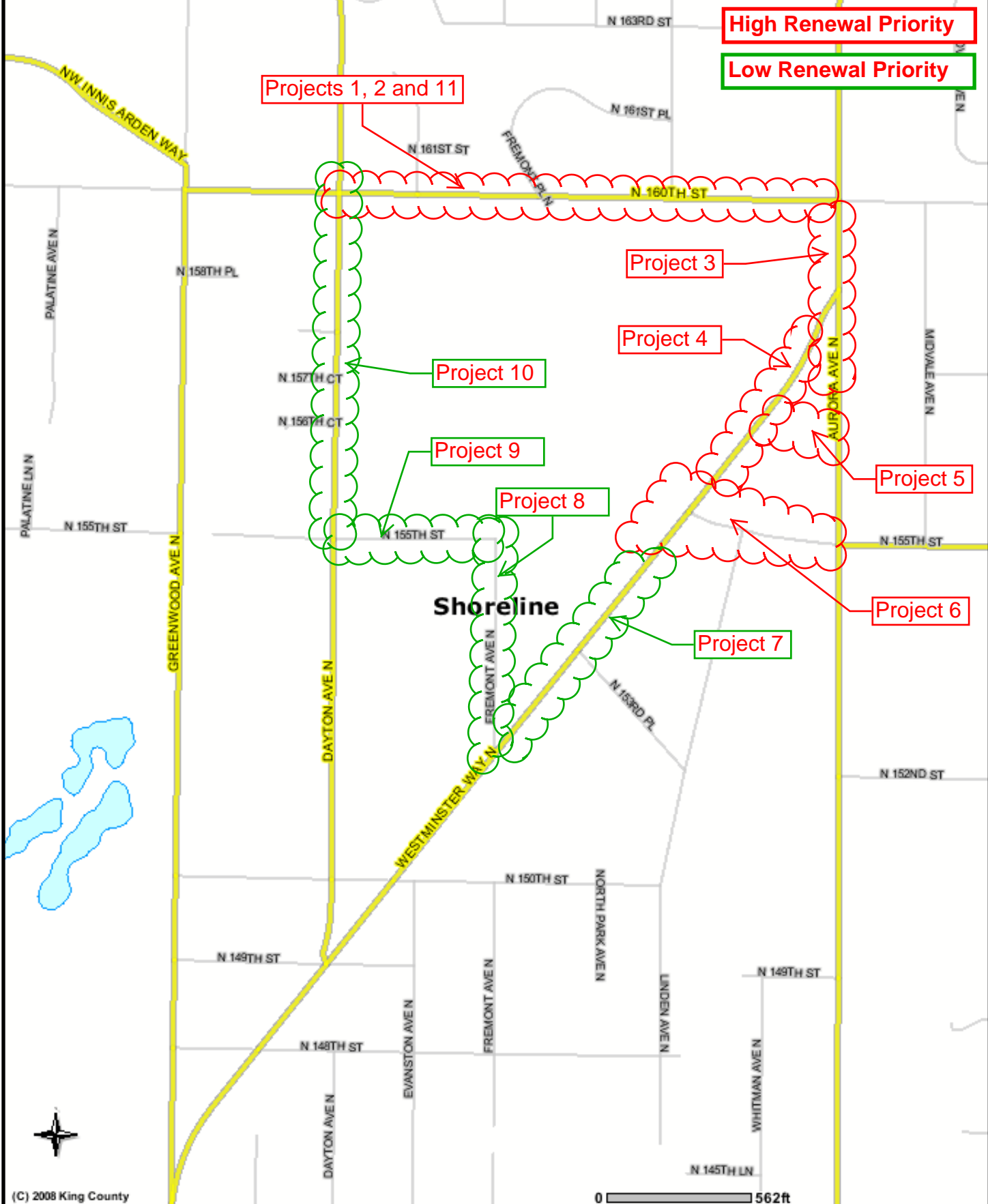
Lisa Basher  
Clerk, Planning Commission



Renewal priority of Aurora Square CRA transportation improvements				
<p>The Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. Now that the CRA and Renewal Plan is established, the City is empowered to partner with private enterprise to encourage 21st century renewal. Master planning identified a number of projects that the City of Shoreline can accomplish on its own or in partnership with developers. The transportation improvements identified through the Planned Action EIS process are prioritized below to reflect the value of these improvements for economic renewal of the Aurora Square CRA.</p>				
No.	Project	Limits	Renewal Priority	Description
1	Rechannelization of N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	High	Planned restriping to a 3-lane section with bicycle lanes in 2015 is high priority and will create better access to Aurora Square by vehicles, pedestrians, and cyclists.
2	N 160th St Intersection	Midblock on N 160th St	High	Improvements would provide a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most effectively done when the Sears property redevelops and only if traffic volumes warrant. Note requirement for traffic study.
3	Aurora Avenue N	Aurora Interurban Bridge to N 160th St	High	Provide a cycle connection from the Interurban Trail to the new N 160th St bike lane along the section of Westminster Way N vacated after the N 157th St road connection is constructed.
4	Westminster Way N (North)	N 155th St to N 160th St	High	Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property.
5	Construct N 157th St	Westminster Way N to Aurora Ave N	High	New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and provides on street parking for future retail. Most effectively completed with the redevelopment of the triangle property.
6	Intersection at N 155th St and Westminster Way N	Westminster Way N to Aurora Ave N	High	Improves the main vehicle intersection and increases safety for pedestrians. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property
7	Westminster Way N (South)	N 155th St to Fremont Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
8	Fremont Ave N	Westminster Way N to N 155th St	Low	Frontage improvements provide little support of renewal efforts in this location.
9	N 155th St (West)	Fremont Ave N to Dayton Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
10	Dayton Ave N	N 155th St to N 160th St	Low	Frontage improvements provide little support of renewal efforts in this location.
11	Cycle Track along N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	Low	The cycle track proposed for improved connectivity between the Interurban Trail and Shoreline Community College ideally will be completed in conjunction with improvements to the West N 160th St project. The cycle track will likely require the City to secure matching grants and the property owners to dedicate ROW.



# Aurora Square CRA Planned Action EIS Transportation Project Priorities

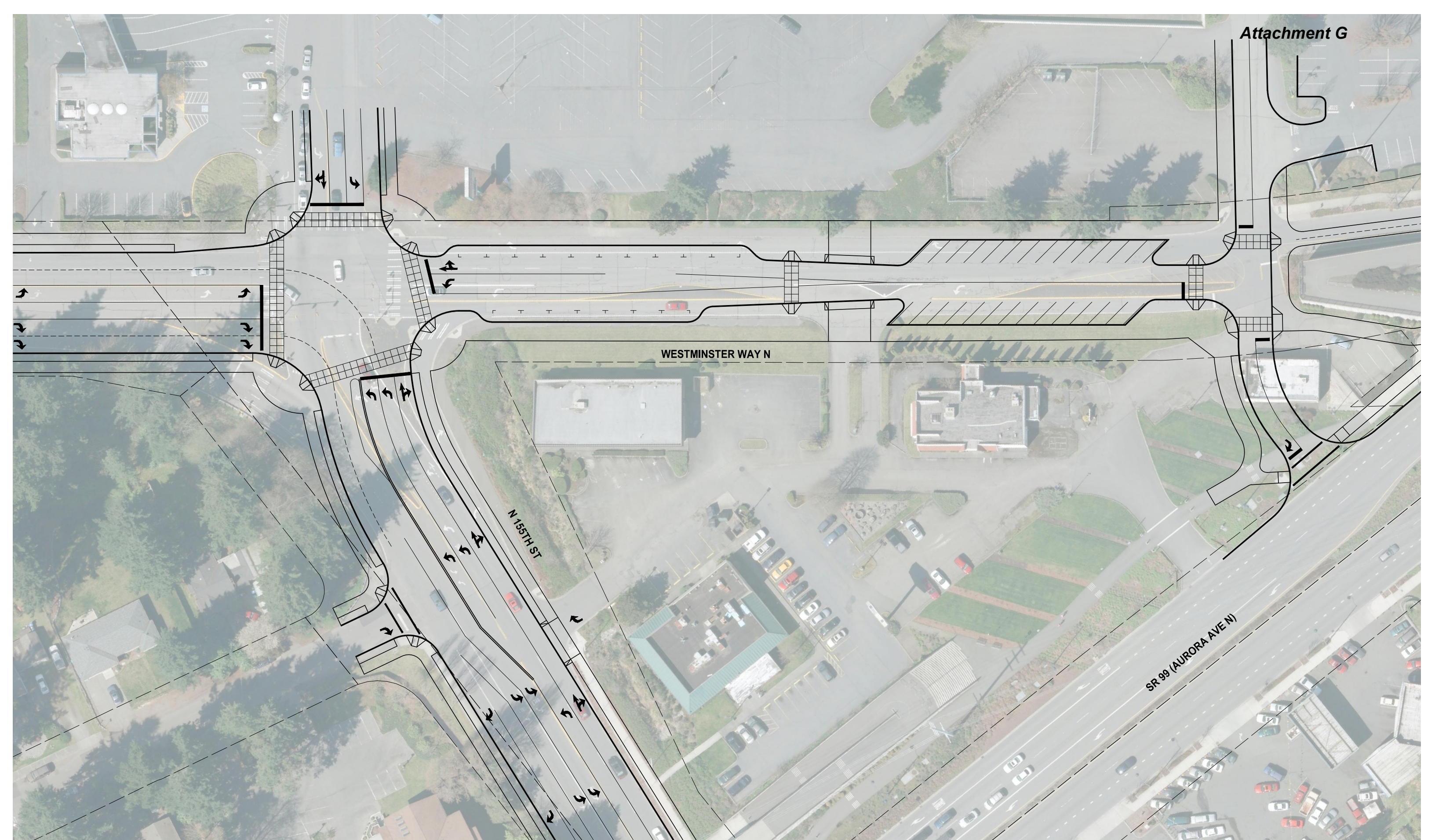


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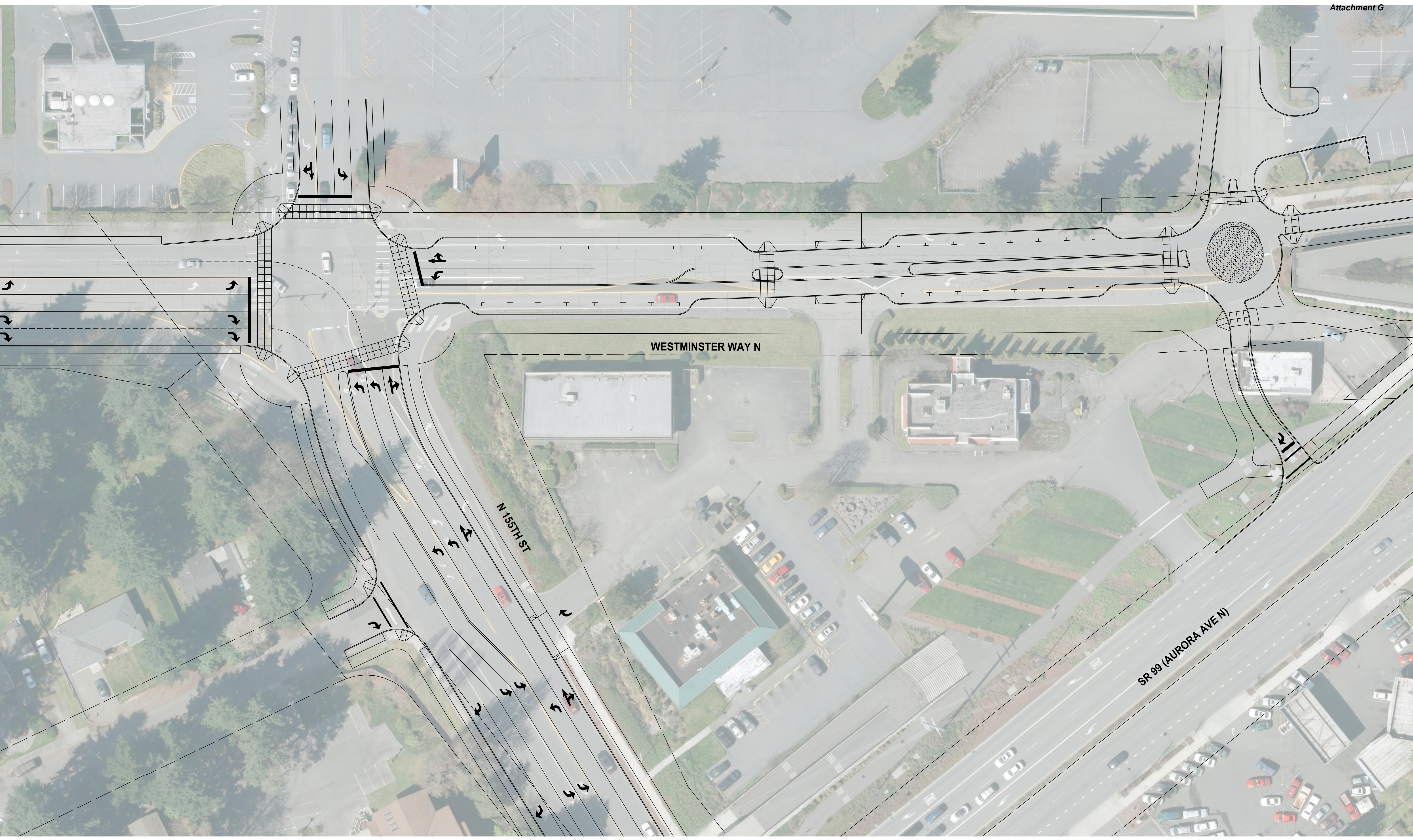
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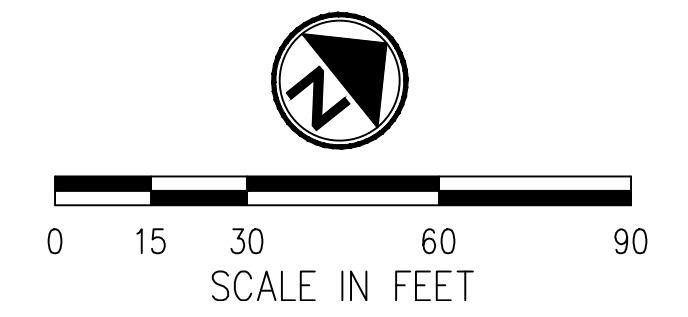








**TRANSPORTATION PLAN FOR THE AURORA SQUARE CRA**  
**PRELIMINARY LAYOUT**  
 APRIL, 2015  
 9a-493







**Washington State  
Department of Transportation**

Lynn Peterson  
Secretary of Transportation

**Attachment H**

Transportation Building  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

Attachment C: FHWA Letter

February 2, 2015

Alicia McIntire  
Senior Transportation Planner  
City of Shoreline  
17500 Midvale Avenue N  
Shoreline, Washington 99133

Subject: **National Highway System Modification Request (201390) –  
Westminster Way N.**

Ms. McIntire:

The Federal Highway Administration (FHWA) has approved the request that was submitted by the City of Shoreline removing a segment of Westminster Way N from the NHS. Attached is a copy of the approved cover letter that has been signed by FHWA.

If you have any questions, please contact Pat Whittaker, at (360) 570-2370.

Sincerely,

Pat Whittaker, HPMS/Functional Class Manager  
Transportation Data & GIS Office (TDGO)  
Multi-Modal Planning Division

PMW: mav  
Attachment

cc: Ed Conyers / Jade Mott	NW Region H&LP
Ramin Pazooki	NW Region Planning
Mark Bozanich	GIS Services
Stephanie Tax	Statewide Local Programs
Faris Al-Memar	Multi-Modal Planning
Charlie Howard / Stephanie Rossi	PSRC



**Washington State  
Department of Transportation**

Lynn Peterson  
Secretary of Transportation

Transportation Building  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

August 7, 2014

Ms. Sharleen Bakeman, Statewide Planning Specialist  
Federal Highway Administration  
711 S. Capitol Way, Suite 501  
Olympia, Washington 98501-0943

Subject: National Highway System Route Revision  
Request No. 201390/HPM-WA

Dear Ms. Bakeman:

We are forwarding for your review, approval, and signature a National Highway System Route **modification** on behalf of the City of Shoreline with concurrence of the Puget Sound Regional Council. We have coordinated these revisions with the appropriate local officials as required by the Federal-Aid Policy Guide-Subchapter E-Part 470A.

**Route Description:**

Route Name	From	To	Length	Functional Classification	Agency
Westminster Way N (One-Way Southbound Connector planned for future removal)	SR 99	N 155 <sup>th</sup> St	0.21mi	Urban Minor Arterial (Was a Principal Arterial when E- NHS adopted)	City of Shoreline

The City of Shoreline and WSDOT are requesting the removal of an existing NHS route segment.

This section of Westminster Way N is currently the one-way southbound "Y" connector from SR 99 to the main NHS route of Westminster Way continuing to Seattle.

The City of Shoreline initiated a Functional Classification revision in January of 2013 that included re-classifying this segment of Westminster Way N as a Minor Arterial. This was approved by FHWA on 6/20/2013 as Supplement 2012-36. We have included a copy of that approval. Also included is the City's original request to remove this segment from the NHS (which was a reconfiguring of an existing route) and the FHWA approval email text.

Ms. Sharleen Bakeman  
8/7/2014  
Page 2

This request is in accordance with FHWA guidelines for modifying NHS route descriptions.

Maps of the requested route description correction are included.

WSDOT supports this NHS correction request and awaits your response.

If you have any questions, please contact Pat Whittaker, HPMS Functional Class Manager at (360) 570-2370.

Sincerely,



Mark Finch, General Manager  
Transportation Data and GIS Office (TDGO)  
Multi-Modal Planning Division

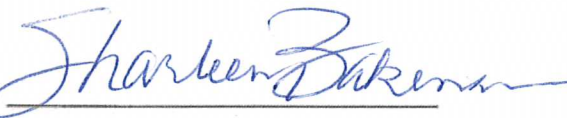
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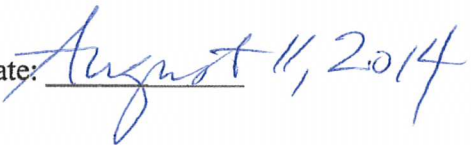
cc: Mark Bozanich  
Pat Whittaker

MS 47384  
MS 47380

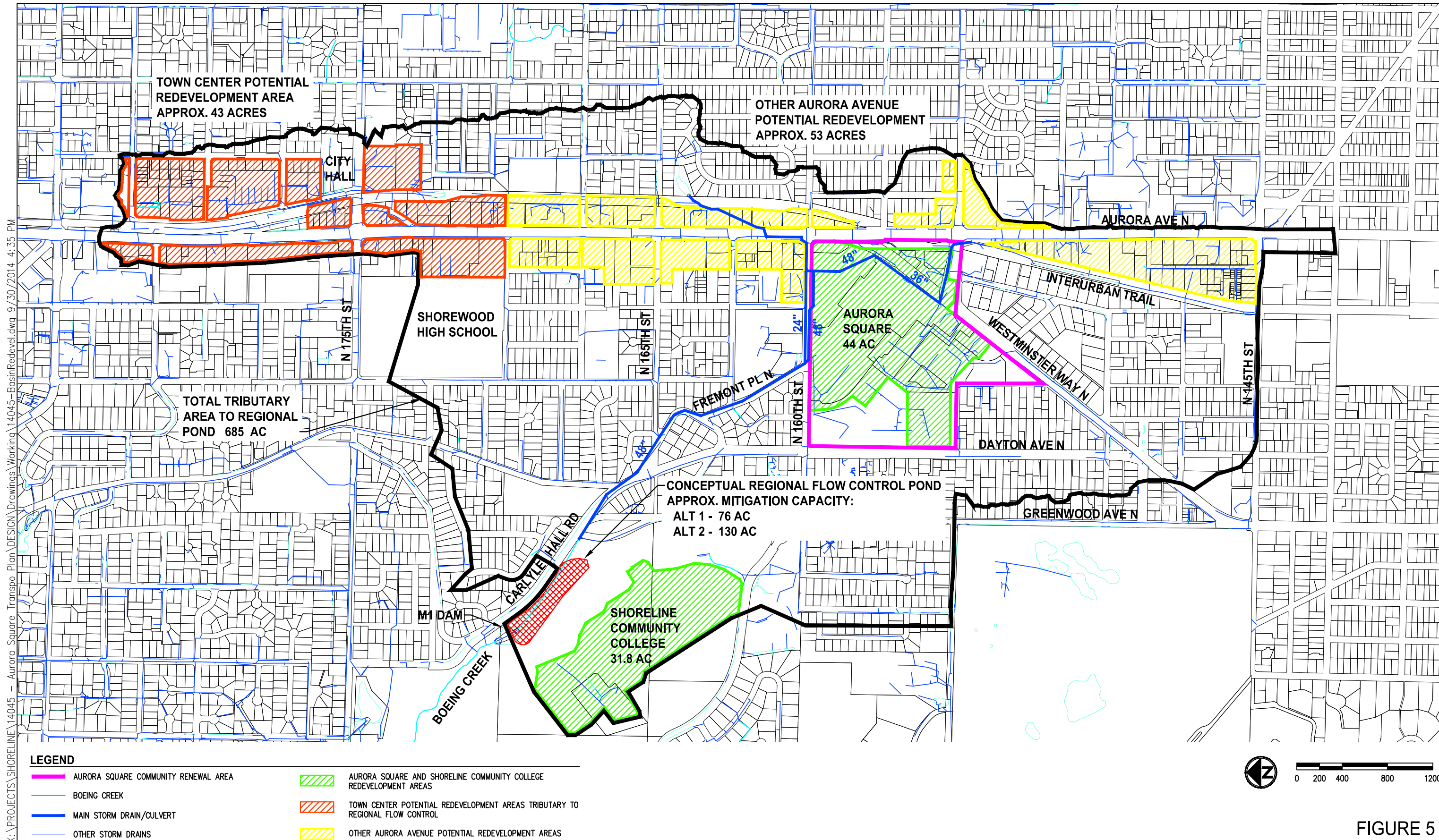
**APPROVAL:**

Dan Mathis, FHWA Division Administrator

By:   
Sharleen Bakeman, Transportation Specialist

Date: 





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**REGIONAL FLOW CONTROL CONCEPT AND TRIBUTARY AREAS**  
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY



## 3.2 Light and Glare

### Affected Environment

This section discusses existing conditions relating to light and glare on the Aurora Square site and in adjacent areas.

#### Analysis Area Character

The light and glare analysis area consists of the Community Renewal Area (CRA) identified in Chapter 2 as well as adjacent areas. The study area is bounded by N 160<sup>th</sup> Street to the north, Aurora Avenue N to the east, Westminster Way, Fremont Avenue N and N 155<sup>th</sup> Street to the south, and Dayton Avenue N to the west. Areas adjacent to the development site are also included in the analysis.

As described in Section 3.1 - Land Use, most of the buildings on the development site are in commercial use, with the addition of the WSDOT office building and the Northwest School for Hearing-Impaired Children. The commercial buildings are generally one to two stories in height, while the WSDOT office building is six stories. All buildings on the site are surrounded by large surface parking lots. The study area site has sloping topography and descends from over 500 feet at western and southwest edge to less than 420 feet at eastern and northeastern ends.

The CRA is bordered by a variety of land uses. Single family residential uses are mainly concentrated around the study area from the intersection of Fremont Place N and N 160<sup>th</sup> Street to the north and then wrapping to the west and south toward the intersection of Westminster Way N and N 155<sup>th</sup> Street. A cluster of multi-family residential buildings are located north of the site and east of the intersection of Fremont Place N and N 160<sup>th</sup> Street. Two smaller multi-family developments are located respectively to the west and south of the CRA. East of the CRA on Aurora Avenue N are a mix of commercial and retail uses between the intersections of N 155<sup>th</sup> Street and N 160<sup>th</sup> Street.

#### Sources of Light and Glare

The primary sources of light and glare in the current development are lights in surface parking lots, exterior building lights, illuminated signs, and traffic lights on Aurora Avenue. Due to the greater usage of artificial illumination, light and glare is more of a concern at night than during daytime hours. The amount of light and glare on the development site differs significantly throughout the study area. On the east side of the area facing Aurora Avenue North, there is substantial light and glare from street lights, traffic lights, and motor vehicle lights on Aurora Avenue, signs for neighboring businesses, and the parking lights and signs on the Aurora Square site.

By contrast, the northwestern, western, and southern sections of the site have relatively little light and glare, and even less that is visible to neighboring residents. On the west edge of the study area at Dayton Avenue N, substantial trees and a steep slope combine to shield neighboring single family development from view of Aurora Square and its associated lights. Likewise, the streets surrounding the Northwest School for Hearing-Impaired Children, Fremont Avenue N and the southern part of Westminster Way N (between N 155<sup>th</sup> St and Fremont Ave) have substantial tree cover.

Sources of light and glare in the CRA include free-standing lights in surface parking lots, located throughout the site, and exterior building illumination. Figure 3-6 shows an example of the type of parking light present on the site. Surface parking lot areas are located extensively throughout the site, as illustrated in Figure 2-2 in Chapter 2.

**Figure 3-6. Light in surface parking lot**



Source: BERK Consulting, 2014

Some parking lot lights are shielded from neighboring uses by trees and sloping topography, including the lights surrounding the WSDOT building, as shown in Figure 3-7. The lights along Westminster Way N are not shielded from neighboring uses, which are primarily commercial in nature.

**Figure 3-7. Trees bordering interior road next to WSDOT building**



Source: BERK Consulting 2014

Lights emanating from buildings in the CRA are another source of light and glare. This can include exterior building lights as well as indoor lights emanating through glass doors and windows. This is



**AURORA SQUARE PLANNED ACTION EIS  
AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, AND MITIGATION MEASURES**

primarily an issue with retail buildings on the site, many of which have large storefront windows and remain lit well into the evening hours. Office buildings are mostly unoccupied at night and use primarily security lighting at that time.

In addition to the parking lot lights and building lights directly on the CRA site, there are other sources of light and glare on Aurora Avenue N adjacent to the study site, particularly between N 155<sup>th</sup> Street and N 160<sup>th</sup> Street. Aurora Avenue North is a state highway with high traffic volumes. Light sources include traffic lights at intersections, street lights, and motor vehicle lights. In addition, there are several retail buildings on Aurora Avenue that emit building light or have brightly lit signs. This includes the Chevron gas station, located across Aurora Avenue N from the sit and shown in Figure 3-8. There are several large signs on the east side of Aurora Avenue North. The largest is a billboard near the intersection with N 155<sup>th</sup> Street. As shown on Figure 2-2, the area between Westminster Way and Aurora Avenue forms a buffer, separating the southern portion of the CRA from Aurora Avenue. This triangle of land contains several vacant commercial buildings, a pedestrian overpass, and areas of thick vegetation. As a result, the portions of the CRA near N 155<sup>th</sup> Street are more shielded from off-site light and glare than the northern portions near N 160<sup>th</sup> Street.

**Figure 3-8. Signs and Light on Aurora Avenue N**



Source: BERK Consulting 2014

### Illuminated Signage

The CRA contains several free-standing pylon signs around the perimeter, all located along Westminster Way N and Aurora Ave N. These signs advertise the businesses operating in the Aurora Square development and are illuminated during evening hours. The northernmost sign is located inside the surface parking lot off Aurora Avenue, just south of the intersection with N 160<sup>th</sup> Street. Two larger pylon signs are located on Westminster Way, one near the southern entrance, just north of N 155<sup>th</sup> Street, and another inside the surface parking lot at the intersection of Westminster and 155<sup>th</sup> Street. None of these illuminated signs feature changeable digital messages. Examples of free-standing and building signage present on the site are shown in Figure 3-9 and Figure 3-10.

Figure 3-9. Free-standing signs on Westminster Way N



Source: BERK Consulting 2014

Figure 3-10. Building Sign



Source: BERK Consulting, 2014

## Significant Impacts

### Impacts Common to All Alternatives

Light and glare is produced as a consequence of existing and new development and uses. Common sources of light and glare related to the built environment include:

- Buildings: Pathways, way-finding, safety elements, interior lighting, and exterior lighting
- Signage: Monument signs, pylon signs, advertisements, entry, way-finding, retail banners, building-mounted exterior signs
- Parking: Pylon lighting, pedestrian pathways, entry and exit
- Vehicular: Cars and transit, parking areas

Alternatives for the Aurora Square CRA include: Alternative 1- No Action; Alternative 2 - Phased Growth; and Alternative 3 - Planned Growth. All alternatives would result in a predominantly commercial and retail character for the site. Alternatives 2 and 3 would introduce mixed use commercial and residential elements to the site, including the potential addition of an outdoor entertainment performance venue.

Alternatives 2 and 3 would also include proposed code changes to allow for increased size and variety of allowable signs on the Aurora Square CRA site as shown in Table 3-4. There are additional proposed sign criteria code changes specific for an Aurora Square Overlay as outlined in Table 3-5.

**Table 3-4. Current and Proposed Sign Code Criteria for Aurora Square CRA**

	Current Code (MB Zone)	Proposed Code (Aurora Square CRA)
<b>Monument Signs</b>		
Maximum Area per Sign Face	100 square feet	100 square feet
Maximum Height	12 feet	12 feet
Maximum Number Permitted	<ul style="list-style-type: none"> <li>▪ 1 per street frontage - or -</li> <li>▪ Two per street frontage if the frontage is greater than 250 feet. and each sign is minimally 150 feet. apart from other signs on same property.</li> </ul>	Monument signs are for way-finding only. No individual business or tenant to be allowed on monument signage except as placement on tenant panels within the way-finding system.
Illumination	Permitted	Permitted
<b>Building Mounted Signs</b>		
Maximum Sign Area	<ul style="list-style-type: none"> <li>▪ 50 square feet (Each tenant)</li> <li>▪ 10 square feet (Building Directory)</li> <li>▪ 25 square feet (Building Name Sign)</li> </ul>	15% of building fascia with a maximum of 500 square feet
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.	Not to project above the roof line
Number Permitted	1 per business per facade facing street frontage or parking lot.	Allowed Sign Area may be broken down into multiple signs, provided the aggregate area remains equal or less than 15%.
Illumination	Permitted	Permitted
<b>Under-Awning Signs</b>		
Maximum Sign Area	12 square feet	12 square feet
Maximum Clearance from Grade	9 feet	9 feet
Maximum Height (feet)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended
Number Permitted	1 per business per facade facing street frontage or parking lot.	1 per business entrance or frontage
Illumination	Permitted	Permitted
<b>Driveway Entrance/Exit</b>		
Maximum Sign Area	8 square feet	
Maximum Height	48 inches	
Number Permitted	1 per driveway	Not Applicable to Aurora Square CRA.
Illumination	Permitted	

Source: SMC 20.50.540(G); City of Shoreline, 2014



**Table 3-5. Additional Sign Code Criteria for Aurora Square Overlay**

<b>Additional Sign Criteria for Aurora Square Overlay</b>	
<b>Projecting Signs</b>	
Maximum Sign Area	10% of a tenant's allotted wall sign area may be utilized for one or more projecting signs.
Maximum Height	Not to exceed the highest point of the building to which it is attached.
Number Permitted	One (1) projecting sign per tenant, per fascia.
Illumination	Required
<b>Pylon Signs</b>	
Maximum Sign Area	300 square feet
Maximum Height	25 feet
Number Permitted	Aurora Square CRA is permitted up to three (3) pylon signs.
Illumination	Required
<b>Miscellaneous</b>	
Neon and LED	Visible neon tubing is permitted as a sign element within the Aurora Square CRA Overlay District. Visible neon or LED outline lighting is also permitted.
Electronic Messaging	Electronic Messaging signage is allowed only on Pylon Signs.
Definition of On-site Signage	The Aurora Square Overlay District is comprised of the entire area -- including right-of-way--that was designated as the Aurora Square Community Renewal Area. For establishments located within the Aurora Square Overlay District, any signage located within the Aurora Square Overlay District is considered "on-site."
Movie and Event Advertising	Temporary banners of any size are permitted for advertising movies or events within the Aurora Square Overlay District.

Source: City of Shoreline, 2014

Potential impacts related to each of the alternatives are discussed below.

### Alternative 1: No Action

This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site. The study area would remain and continue to be auto oriented in use.

Under Alternative 1, the No Action Alternative, the property would continue with retail and office uses without the addition of any multifamily developments. Mixed residential and commercial uses, though allowed by the Shoreline Municipal Code, would not occur. Additionally, although outdoor performance venues are allowed under current zoning via a special use permit, it is anticipated that no outdoor entertainment spaces would be developed under the No Action Alternative. Businesses may change within the buildings but would continue to focus on retail and commercial uses similar to the current mix.

With Alternative 1 No Action, a Planned Action Ordinance would not be adopted, and sign code and noise regulation amendments would not be made. The No Action Alternative is not expected to cause significant direct or indirect lighting and glare impacts and future light and glare conditions under Alternative 1 would be similar to existing conditions.

### Alternative 2: Phased Growth & Alternative 3: Planned Growth

Under Alternative 2, a mixed use environment would be created with multifamily residential development introducing up to 500 dwelling units. Additionally, approximately 250,000 square feet of commercial retail or office development would be added to the site. This alternative is considered “phased” since it would not fully realize the development potential of the site, but would create a catalytic mixed use redevelopment that sets the stage for full transformation in Alternative 3. Alternative 2 allows the City to test potential redevelopment impacts and mitigation needs at a moderate level of growth.

Alternative 3 would be similar to Alternative 2 except that 1,000 dwelling units and 500,000 square feet of commercial retail and office space would be added. As with Alternative 2, a Planned Action would be adopted as part of Alternative 3 to help stimulate growth. The bulk, number, and array of new structures developed under this alternative would also increase from those that what would be produced under Alternative 2. Both Alternatives 2 and 3 would likely introduce new entertainment spaces in the form of outdoor performance center space or movie theaters.

The following provides an overview of light and glare impacts across various elements including: buildings, signage, parking, traffic, and outdoor performance event space. As Alternative 3 is a more intense version of Alternative 2 it is assumed light and glare impacts would be commensurate with the difference in intensity and scale of redevelopment across the two alternatives.

### Building Light and Glare

Together the added space would result in a mixed use environment including new multifamily residential development and increased shopping, commercial and office use. In terms of residential space, a total of between 500 and 1,000 dwelling units would be introduced to the site. The additional development of commercial and residential space would increase the amount of light and glare produced by exterior and interior lighting, pedestrian paths, safety element lighting, and attached exterior signage such as storefront names. With increased residential and commercial use, light and glare associated with increased building space would be more evident during evening hours, as well as the fall and winter seasons.

### Signage Light and Glare

Per the proposed sign code changes, Alternative 2 would allow the introduction of new types of signs and larger versions of existing types of signs. Larger signs would include building-mounted signs that can cover up to 15% of the building face, up to a maximum size of 500 square feet. Free-standing pylon signs up to 25 feet in height would also be allowed under the amended sign code. These pylon signs would be allowed to contain up to 300 square feet of signage area and could include neon and LED illuminations, as well as changeable digital messages.

Renderings of potential locations of an example 25-foot tall pylon sign with a 300 square foot illuminated digital face are highlighted in Figure 3-12 through Figure 3-15. below. In addition to the potential pylon entry signs, Figure 3-15. shows examples of building-mounted signs allowed under the proposed sign code amendments. Figure 3-11 shows a digital illustration of a redeveloped Aurora Square CRA and locations of the sign renderings that follow. The images below do not reflect actual or approved site designs for the Aurora Square CRA. The renderings below are for illustrative and planning purposes only.

Figure 3-11. Digital Massing of Redeveloped Aurora Square CRA and Locations of Pylon Sign Simulations



Source: DDG Architects, 2014; BERK, 2014

Figure 3-12. Viewpoint 1: Aurora Avenue Looking South



Source: DDG Architects, 2014; BERK, 2014



**Figure 3-13. Viewpoint 2: Aurora Avenue at Westminster Way**



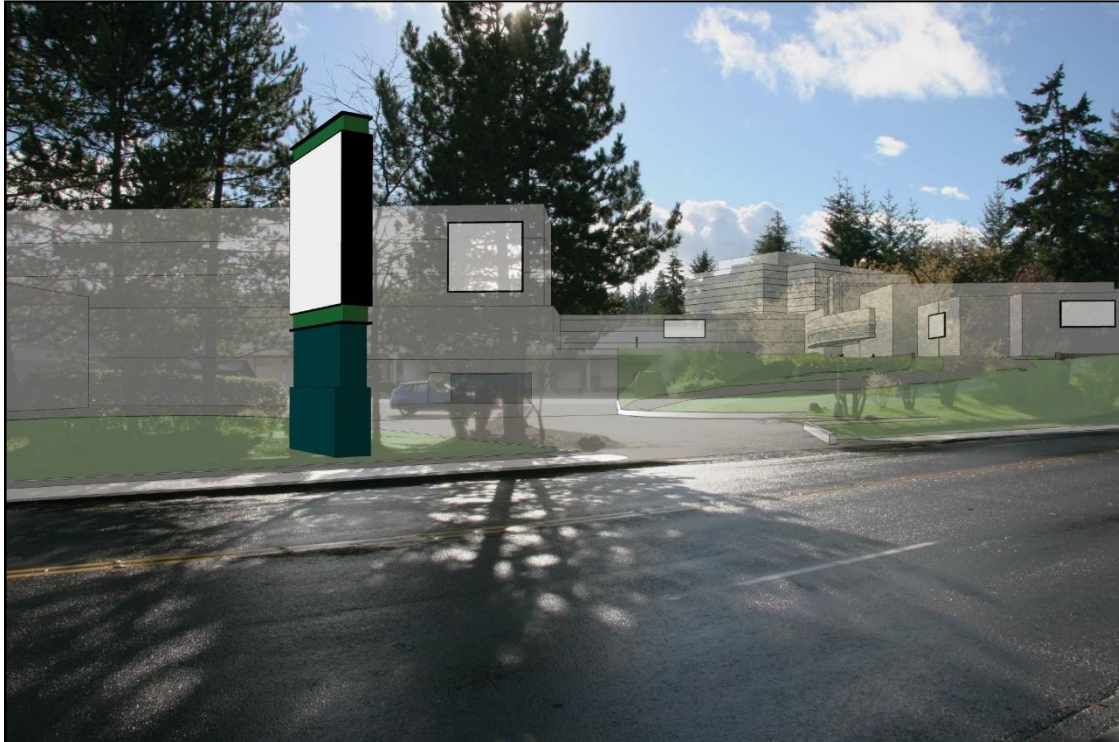
Source: DDG Architects, 2014; BERK, 2014

**Figure 3-14. Viewpoint 3: North 155th Street Entrance**



Source: DDG Architects, 2014; BERK, 2014

Figure 3-15. Viewpoint 4: North 160th Street Entrance



Source: DDG Architects, 2014; BERK, 2014

Light and glare from the addition of new pylon signs and lit building mounted signs would increase the overall light and glare produced from the site. Any new signs that emit light and glare would have less of a cumulative impact the closer that these types of signs are located to Aurora Avenue as the existing light and glare produced by existing traffic flows, street lights, and commercial signs are already substantial.

### Parking & Vehicular Light and Glare

Increased commercial and residential activity would increase the amount of vehicles traveling to and from a redeveloped Aurora Square CRA. Light emitted from car and transit vehicle headlights and glare reflected off of traveling and parked vehicles would increase with the anticipated rise in traffic. This extra illumination from vehicles would be more pronounced during evening hours and the fall and winter seasons. Parking light fixtures may also be a source of increased illumination. However, the anticipated development related to Alternative 2 is expected to replace existing open space parking areas with new buildings and illumination directly related to parking may actually decrease. Alternative 3 is expected to have even greater amounts of current parking converted to new buildings and uses.

### Outdoor Performance Center

Beyond traditional retail shopping and commercial options, potential new entertainment uses would also be introduced to the site including a movie theater or an outdoor performance venue. Regulations allow for park concerts and related uses of lighting for events between 9 am and 10:30 pm, and the limitation of 10:30 pm would be altered to a later time to recognize the urban nature of the site and the special event nature of the entertainment district. As a result, the introduction of new entertainment land uses, light and glare generated from the study area would increase due to the use of lighting related to entertainment events (e.g. plays, concerts, outdoor events, etc.). Lights related to new entertainment venue signage and advertising would also act as sources of increased light production. Light and glare associated with entertainment spaces would be more pronounced during evening hours and the fall and winter seasons.

## Summary of Light and Glare Impacts

The cumulative light and glare produced and emitted from a redeveloped Aurora Square CRA would impact the surrounding areas. In particular, single family residences to the northwest, west, and southeast of the site would be more sensitive to light and glare generated from new buildings, signage, traffic, and entertainment related activities. To the east, the adjacent Aurora Avenue thoroughfare and ancillary businesses would be less impacted by light and glare from the Aurora Square CRA as there are already high levels of light and glare generated by existing uses, traffic, and activities.

Alternative 1 is expected to have light and glare impacts similar to existing conditions. Alternatives 2 and 3 both introduce new, more urban development to the Aurora Square site including new residential and entertainment oriented spaces as well as higher densities of commercial and office space. Introductions of new types and sizes of signs would also occur for Alternatives 2 and 3 via corresponding changes to the code. Light and glare impacts for Alternatives 2 and 3 are essentially the same in character and differ in amount on intensity and glare being produced. This difference in light and glare production corresponds to the respective levels of redevelopment proposed under each alternative.

Physical siting of new uses, buildings, and signs that emit greater amounts of light and glare can be oriented away from sensitive uses (e.g. single family homes) to help reduce these potential impacts as well as the application of design guidelines. Natural mitigation of light and glare also exists as a result of the physical topography and layout of the site. The further west from Aurora Avenue, the greater the rise in elevation with periodic steep slopes that together provide natural breaks from light and glare sources. Deciduous and evergreen trees line N 160<sup>th</sup> St, Dayton Ave N, and parts of Westminster Way providing further natural barriers that help inhibit the spread of light and glare that can be emitted from the site. The mitigating effects the deciduous trees bordering the site will be greater in the late spring and summer due to leaf drop in late fall.

## Mitigation Measures

### Incorporated Plan Features

#### Alternative 1

The No Action alternative would retain the current zoning and Comprehensive Plan land use designations as well as design guidelines and transition area standards. Existing sign code criteria would remain intact and no new sign types or increases in sign size allowances would be allowed. No additional mitigation measures would be required under the No Action Alternative.

#### Alternative 2 and Alternative 3

Alternative 2 and Alternative 3 would retain the current Comprehensive Plan land use designations of Mixed Use 1 (MU1) and Public Facilities (PF) and retain the current zoning designation of Mixed Business (MB). Current applicable design guidelines including transition area standards would also be retained.

The implementation of Alternative 2 or Alternative 3 would also include the establishment of a special overlay district that allows for special rules to encourage the creation of an entertainment district. Potential code amendments would consider and address both onsite and offsite changeable message signs advertising businesses and events at the redeveloped site and noise and light allowances for outdoor performances and other special events. Sign code changes would include sign design standards and the introduction of new sign types and sizes. The outdoor venue would be designed to orient light and glare away from sensitive receptors and together with the Noise ordinance amendments would continue to provide parameters for personal enjoyment of residential properties.

### Applicable Regulations and Commitments

- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.



- SMC 20.50.205: Addresses light standards including avoiding light trespass. For example, a lamp or bulb light source installed on commercial property and visible from any residential property must be shielded such that the light source is no longer directly visible. This provision also excludes certain types of lighting (e.g. search lights, laser lights, strobe lights, etc.).
- SMC 20.50.240(H): Contains commercial guidelines for outdoor lighting including pole heights for parking and pedestrian lights and shielding of fixtures to prevent direct light from entering neighboring property.
- SMC 20.50.250: Addresses commercial building design including building articulation, materials, modulation, and facade treatments.
- SMC 20.50.540(G): Addresses sign area, heights, types, illumination, and number of maximum allowable signs.

Development in the analysis area would be subject to the City's existing design review process and would be required to comply with all applicable urban design principles.

In addition to design review and the application of design guidelines, development in the MB zone would be required to comply with all applicable development regulations contained in the Shoreline Zoning Code.

### Other Potential Mitigation Measures

Some impacts were identified for Alternative 2 and Alternative 3 based on new buildings, signage, parking, traffic, and new uses including entertainment spaces. The following mitigation measures are intended to reduce such potential impacts.

- Location and siting of new buildings, signs, and entertainment spaces should consider their placement relative to existing surrounding land uses. Given the existing pattern of surrounding land uses, the potential for mitigating land use incompatibility increases as new development is placed more centrally or easterly on the Aurora Square property. This would hold especially true for any outdoor entertainment performance spaces that would produce associated light and glare impacts.
- See the Land Use section for additional mitigation discussion.

### Significant Unavoidable Adverse Impacts

The Action Alternatives would result in increased light and glare as a consequence of new buildings, new and larger signs, increased vehicular traffic, and/or the introduction of new entertainment-oriented land uses. Land would be used more intensively for urban oriented uses and currently underutilized land would be converted to active use with an associated increase in light and glare generation normally associated with more intense redevelopment.

Under the action alternatives the overall production of light and glare in the study area would change, especially with the introduction of multifamily or entertainment oriented uses. Alternative 3 assumes the most development and growth. Changes to light and glare have the potential to create land use conflicts in some locations, but impacts can be mitigated with sensitive site design and design guidelines as identified under mitigation measures above.

**ORDINANCE NO. 705**

**AN ORDINANCE OF THE CITY OF SHORELINE DESIGNATING A PLANNED ACTION FOR THE AURORA SQUARE COMMUNITY RENEWAL AREA 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, pursuant to RCW 35.81, on September 4, 2012, the City enacted Resolution No. 333 designating the Aurora Square area as a Community Renewal Area and, on July 13, 2013, the City enacted Resolution No. 345 adopting the Aurora Square Community Renewal Area Plan; and

WHEREAS, under the State Environmental Policy Act (SEPA), RCW 43.21C and its implementing regulations, WAC 197-11, 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, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City conducted a thorough environmental review of the development anticipated within the Aurora Square Community Renewal Area (Aurora Square CRA), and on December 12, 2014, issued a Draft Environmental Impact Statement (DEIS), that considered the impacts of the anticipated development within the Aurora Square CRA, 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 \_\_\_\_\_, 2015, the City issued the Aurora Square Planned Action Final Environmental Impact Statement (FEIS) which responded to public comment and identifies the impacts and mitigation measures associated with the Aurora Square CRA Planned Action; and

WHEREAS, the Planning Commission, after required public notice, on January 29, 2015 and on March 19, 2015, held a public hearing on the Aurora Square CRA 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 designation of a Planned Action area and modifications to the City's development regulations, including changes to the City's Sign Code, SMC 20.50, and considered the Planning Commission's recommendations on June 8, 2015; and

WHEREAS, the City Council has determined that the Aurora Square CRA is appropriate for designation as a Planned Action and designating the Aurora Square CRA as a Planned Action 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 Aurora Square Community Renewal Area 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 its Comprehensive Plan.
- B. The City has adopted the Aurora Square Community Renewal Plan consistent with RCW 35.81. The Aurora Square CRA 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 712, the City is amending the Unified Development Code, SMC Chapter 20.50 Subchapter 8 Signs, to implement development regulations.
- D. The designation of the Aurora Square CRA Planned Action is consistent with the goals and policies of the City's Comprehensive Plan and the Aurora Square Community Renewal Plan.
- E. The City of Shoreline has prepared the Aurora Square Planned Action Draft Environmental Impact Statement (DEIS) and the Aurora Square Final Environmental Impact Statement (FEIS), collectively the Planned Action EIS, which identifies 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. 712, specifically those regulations set forth in SMC 20.50 Signs, attached hereto as Exhibit B, will adequately mitigate significant impacts from development within the Planned Action area.
- G. The Aurora Square CRA Plan and the Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action and emphasize 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 during the Aurora Square CRA 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.
- K. The City, with adoption of this Planned Action, intends to update the Capital Facilities Element of its Comprehensive Plan.

**Section 2. Planned Action Area Designation.** The Planned Action Area is hereby defined as that area set forth in the Aurora Square Community Renewal Area 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 within 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 Aurora Square Planned Action EIS analyzed the impacts associated with development in the Planned Action Area designated in Section 2 of this Ordinance. The EIS contains mitigation measures to adequately address impacts associated with this development up to the thresholds identified below. An individual development proposals or combination of Planned Action Projects that would exceed any of these thresholds and/or would alter the assumptions and analysis in the Planned Action EIS would not qualify as a Planned Action and may be subject to additional environmental review as provided in WAC 197-11-172. 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 (multi-family), retail, office, entertainment, and open space; 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:

<b>Feature</b>	<b>Alternative 2</b>	<b>Alternative 3</b>
Residential Units	500	1,000
Retail – Square Feet	125,000	250,000
Office – Square Feet	125,000	250,000

***NOTE – This table will need to be updated based on the Alternative/level of development ultimately adopted***

(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 A 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 and Thresholds. The number of new PM Peak hour and daily trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	<b>No Action Alternative 1</b>	<b>Phased Alternative 2</b>	<b>Net Trips Alternative 2</b>	<b>Phased Alternative 3</b>	<b>Net Trips Alternative 3</b>
Inbound Trips	553	933	380	1,313	760
Outbound Trips	737	1,159	422	1,581	844
Total Trips	1,289	2,092	803	2,894	1,605

***NOTE – This table will need to be updated based on the Alternative/level of development ultimately adopted***

(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 and 20.60.150 Adequate Access. Applicants shall be required to provide documentation that the project meets concurrency standards.

(c) Access and Circulation. All Planned Action Projects shall meet access and circulation standards established in SMC 20.60.150 Adequate Access. All Planned Action Projects shall provide frontage improvements for public roadways and shall provide for a coordinated onsite circulation system per Exhibit A.

(d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3(C)(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection 3(C)(3)(b), and that the project has mitigated impacts consistent with Subsection 3(C)(3)(c).

(e) 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 C 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, the Aurora Square CRA 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 shall 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 this Ordinance and the Shoreline Municipal Code 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 Aurora Square CRA Planned Action.** Any proposed project within the Planned Action Area must be consistent with the City's Unified Development Code, Title 20 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 Aurora Square CRA Planned Action area to ensure that it is consistent with the assumptions of this Ordinance, the Aurora Square CRA 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 Aurora Square CRA.

B. The Planned Action shall be reviewed by the SEPA Responsible Official no later than six (6) years from the effective date of this ordinance and every six (6) years thereafter. The reviews 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 of review the Planned Action EIS.

**Section 6. Conflict.** In the event of a conflict between this Ordinance and any mitigation measures imposed thereto, any ordinance or regulation of the City, the provisions of this Ordinance shall control.

**Section 7. 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 8. 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.

**Section 9. Expiration Date.** This Ordinance shall expire twenty (20) years from the date of adoption unless otherwise repealed or readopted by the City Council following a report from the Director of Planning and Community Development and a public hearing.

**PASSED BY THE CITY COUNCIL ON AUGUST 3, 2015.**

\_\_\_\_\_  
Shari Winstead  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Margaret King  
City Attorney

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_



## **EXHIBIT A**

### **Planned Action Ordinance Mitigation Document Mitigation Required for Development Applications**

#### **1.0 MITIGATION MEASURES**

The Planned Action EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts. Please see Final EIS Chapter 1 Summary for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this **Exhibit A** to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action EIS. The mitigation measures in this **Exhibit A** shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action EIS and which are located within the Planned Action Area (see **Exhibit C**).

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. 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 Project. 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.

Any and all references to decisions to be made or actions to be taken by the City’s SEPA Responsible Official may also be performed by the City’s SEPA Responsible Official’s authorized designee.

#### **1.1 Land Use/Light and Glare**

As part of land use permit review, the City shall evaluate site development permits to consider the siting, design, and orientation of new uses relative to existing surrounding land uses in R-4, R-6 or R-8 zones, and may condition proposals to direct uses with the potential for producing noise away from sensitive receptors in those zones. The Planning and Community Development Director or designee may consider the maximum environment noise levels found in WAC 173-60-040 and application of the City’s General Development Standards in Chapter 20.50 to condition proposals.

## 1.2 Transportation

### Frontage Improvements

When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. The City has developed specific cross sections for City streets describing the travel lanes, sidewalk widths, bicycle facilities, and on-street parking. As part of the Aurora Square Planned Action EIS, customized designs were developed for 160th Street, Westminster Way N, N 155th Street, and Aurora Avenue N (see Draft EIS Appendix B and staff reports to City Council regarding Westminster Way). The Aurora Square CRA frontage improvements are described in detail under Draft EIS Section 3.3. Other frontage improvements would follow the City’s standard designs (e.g. west and south borders with Dayton, Fremont, and 155th along WSDOT area). The projects are identified in Table A-1 and Figure A-1.

Planned Action applicants may request and the City may consider a fee-in-lieu for some or all of the frontage improvements that are the responsibility of the property owner through the execution of a voluntary agreement (pursuant to RCW 82.02.020) or other instrument deemed acceptable to the City and applicant. The City may approve the fee-in-lieu agreement if the City finds the fee in lieu approach to be in the public interest, such as having the frontage completed in a more consistent or complete manner in combination with other properties at a later date.

As part of a voluntary agreement (pursuant to RCW 82.02.020) or other instrument deemed acceptable to the planned action applicant or City, the City may reduce the share of cost of the frontage improvements otherwise due to a Planned Action property, such as if Planned Action applicants implement high priority street improvements in place of lower priority improvements, either along their frontage, or offsite, as described in Table A-1 and illustrated in Figure A-1, or implement a greater length of a lower priority project, or meet other objectives that advance the CRA.

**Table A-1. Renewal Priority of Aurora Square CRA Transportation Improvements**

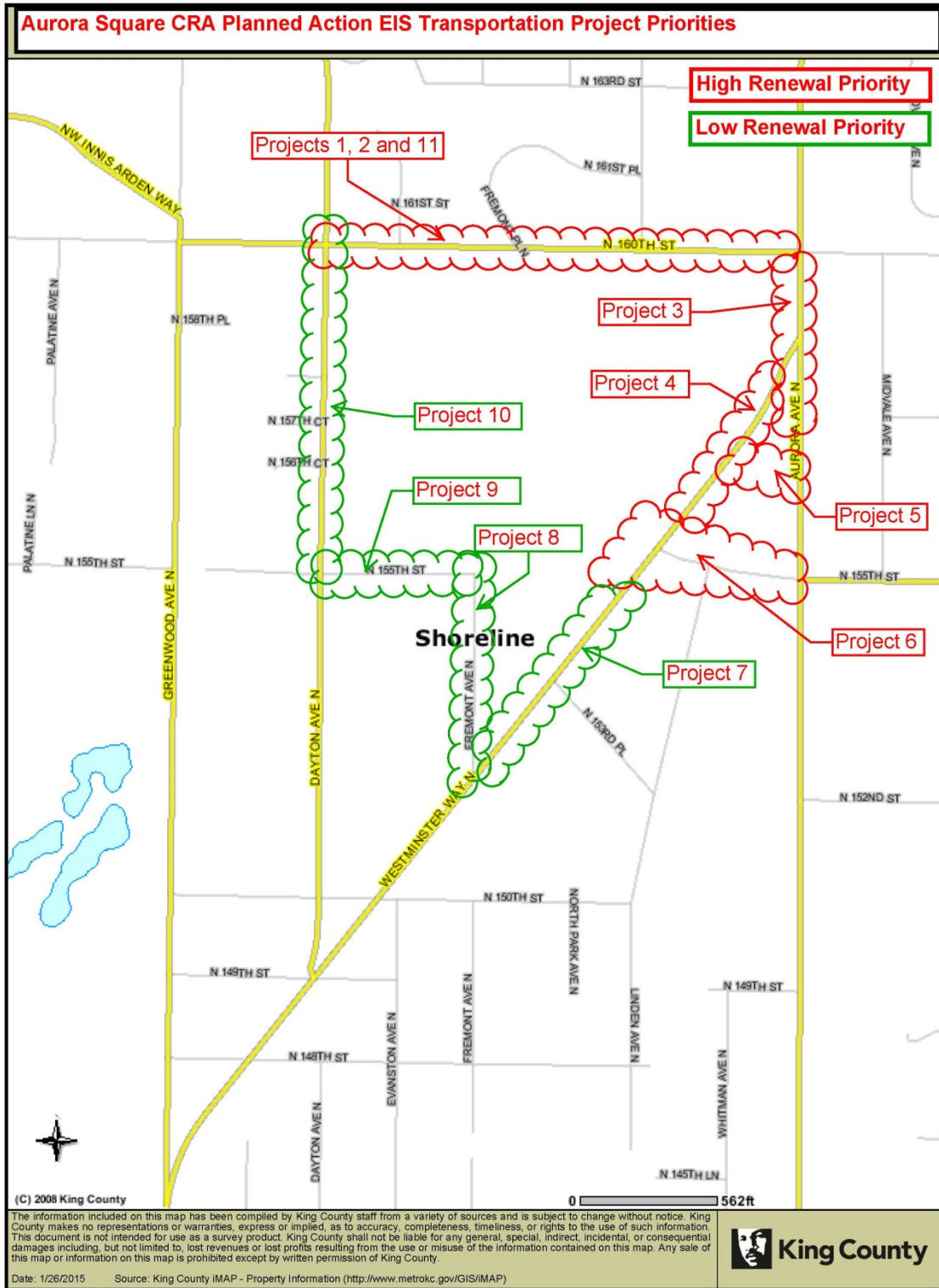
The Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. Now that the CRA and Renewal Plan is established, the City is empowered to partner with private enterprise to encourage 21st century renewal. Master planning identified a number of projects that the City of Shoreline can accomplish on its own or in partnership with developers. The transportation improvements identified through the Planned Action EIS process are prioritized below to reflect the value of these improvements for economic renewal of the Aurora Square CRA.

No.	Project	Limits	Renewal Priority	Description
1	Rechannelization of N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	High	Planned restriping to a 3-lane section with bicycle lanes in 2015 is high priority and will create better access to Aurora Square by vehicles, pedestrians, and cyclists.
2	N 160th St Intersection	Midblock on N 160th St	High	Improvements would provide a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most effectively done when the Sears property redevelops and only if traffic volumes warrant. Note requirement for traffic study.

## Attachment K - Exhibit A

No.	Project	Limits	Renewal Priority	Description
3	Aurora Avenue N	Aurora Interurban Bridge to N 160th St	High	Provide a cycle connection from the Interurban Trail to the new N 160th St bike lane along the section of Westminster Way N vacated after the N 157th St road connection is constructed.
4	Westminster Way N (North)	N 155th St to N 160th St	High	Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property.
5	Construct N 157th St	Westminster Way N to Aurora Ave N	High	New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and provides on street parking for future retail. Most effectively completed with the redevelopment of the triangle property.
6	Intersection at N 155th St and Westminster Way N	Westminster Way N to Aurora Ave N	High	Improves the main vehicle intersection and increases safety for pedestrians. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.
7	Westminster Way N (South)	N 155th St to Fremont Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
8	Fremont Ave N	Westminster Way N to N 155th St	Low	Frontage improvements provide little support of renewal efforts in this location.
9	N 155th St (West)	Fremont Ave N to Dayton Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
10	Dayton Ave N	N 155th St to N 160th St	Low	Frontage improvements provide little support of renewal efforts in this location.
11	Cycle Track along N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	Low	The cycle track proposed for improved connectivity between the Interurban Trail and Shoreline Community College ideally will be completed in conjunction with improvements to the West N 160th St project. The cycle track will likely require the City to secure matching grants and the property owners to dedicate ROW.

Figure A-1. CRA Transportation Project Priorities Map



**N 160th St Intersection Access Improvements**

Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. Planned Action applicants shall analyze the traffic operations of the new intersection and may be required by the City to construct a signal at the new intersection if signal warrants are met. The methods and approach to the analysis shall be consistent with SMC 20.60.140 Adequate Streets.

**Parking Management**

Planned Action applicants shall prepare and submit a parking management plan to the city for review and approval prior to approval of necessary land use and building permits.

Said parking management plan shall be in place prior to the occupancy of the development.

The plan shall:

1. Describe relationship of the parking management plan to the overall center plan, including how the proposed parking fits into the overall access and mobility plans for the center.
2. Address parking comprehensively for the range of users and times of day:
  - A. Encourage shared parking among neighboring businesses and document shared parking agreements and conditions consistent with the Shoreline Municipal Code.
  - B. Demonstrate the requested supply of parking for the mix and range of uses will meet the demand for parking at different times and for different events consistent with the Shoreline Municipal Code.
  - C. Take into account the parking patterns for different user groups in the center —employees, customers, and residents — throughout the course of the day.
  - D. Address freight and truck access and parking.
  - E. Be attentive to workers, customers and visitors traveling to the center by modes other than automobile, such as bicycle and transit.
  - F. Design parking facilities to accommodate pedestrian movement, including safety and security.
  - G. Take into account any traffic control management programs, such as parking restrictions during peak commuting periods.
  - H. Develop parking strategies for special events or for infrequent peak demands.
3. Establish goals and objectives for parking — to support short-term and long-term development plans for the center, during construction and post-construction.
4. Include measures to ensure parking is shared, reduce drive alone commute trips, and prevent parking from being used by commuters to other adjacent sites or as an unsanctioned park and ride lot. Such measures could include:
  - A. Establishing a parking manager to manage site parking
  - B. Charging for daytime parking

- C. Validating parking
  - D. Providing a segmented parking garage or facility so that some parking is reserved for certain uses at certain times of day
  - E. Reserve areas for short-term parking by customers and visitors
  - F. Allow non-peak shared parking (e.g. office parking used for retail parking on nights and weekends)
5. Identify wayfinding measures, such as signage directing visitors and customers to parking facilities, electronic signage with parking availability information, mobile phone applications, or other measures.
  6. Provide contingency measures such as monitoring, enforcement, and other adaptive management techniques to promote access to parking onsite and avoid parking encroachment into adjacent neighborhoods.

### **1.3 Stormwater**

The City shall apply the stormwater management manual in effect at the time of proposal application. As of 2015, the City of Shoreline is evaluating options for regional flow control facilities in the vicinity of the study area. Creating a downstream regional flow control facility to serve the study area, if pursued by the City, would require additional study and analysis to verify feasibility, preparation of regional facility basin plan for review by Ecology, environmental analysis and permitting, and final design and construction. If a regional flow control facility is approved by the City, an applicant may request or the City may condition development to pay a fee based on the area of new and replaced impervious surface subject to Minimum Requirement 7 in the 2012 stormwater management manual for Western Washington published by the Washington Department of Ecology or equivalent requirement in place at the time of application.

### **1.4 Sewer and Water**

#### **Sewer**

The sewer service provider agency may assume control of private sewer mains larger than 6 inches that are proposed or required to be replaced, upgraded, or relocated within the Aurora Square CRA.

#### **Water**

The current water system infrastructure and supply are able to meet the additional residential and employment need. The water mains inside the study area are owned privately, and there would need to be coordination if the privately owned water mains need to be extended, replaced, or altered. The water service provider or the City of Shoreline may require extension, replacement, upgrade, or relocation of water mains to serve proposals to meet adopted standards of service.

### **1.5 Schools and Parks**

#### **Parks**

The City's commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development. Applicants may propose or the City may require



consolidation or reconfiguration of required public space to advance the adopted Aurora Square CRA Renewal Plan or in order to optimize the provisions of SMC 20.50.240 Site design where mixed commercial and residential uses are proposed.

To redirect a portion of the onsite open space towards a more centrally located public space within or adjacent to the Aurora Square property, the City may allow up to fifty percent (50%) of the private recreation space required in SMC 20.50.240 to be: 1) accomplished offsite as approved by the Planning and Community Development Director; or 2) a fee-in-lieu (proportionate to the cost of the space if it were built onsite) through a negotiated voluntary agreement.

### **Schools**

As of 2015, the City of Shoreline does not charge school impact fees. The Shoreline School District is preparing a Capital Facilities Plan as of 2015, which may be the basis for charging impact fees in the future. The City shall apply regulations in place at the time of application, including subsequently adopted impact fees, where applicable.

## **2.0 CODE REQUIREMENTS – ADVISORY NOTES**

The EIS identifies specific regulations that act as mitigation measures. These are summarized below by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Actions. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

### **2.1 Land Use**

- All new development of specific parcels will be subject to SMC Chapter 20.40 which sets forth the permitted uses and activities for the zoning district in which the CRA is located.
- SMC 20.50.020: Contains design guidelines, development dimensions, standards, and conditions for development within areas covered by the MB zoning designation. These design guidelines and development standards include site coverage and height as well as setback requirements.
- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.
- SMC 20.50.205: Addresses light standards including avoiding light trespass.
- SMC 20.50.240: Contains commercial site design guidelines including site frontage, rights-of-way lighting, corner sites, site walkways, public places, multifamily open space, outdoor lighting, service areas, and mechanical equipment.

### **2.2 Light and Glare**

- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.

- SMC 20.50.205: Addresses light standards including avoiding light trespass. For example, a lamp or bulb light source installed on commercial property and visible from any residential property must be shielded such that the light source is no longer directly visible. This provision also excludes certain types of lighting (e.g. search lights, laser lights, strobe lights, etc.).
- SMC 20.50.240(H): Contains commercial guidelines for outdoor lighting including pole heights for parking and pedestrian lights and shielding of fixtures to prevent direct light from entering neighboring property.
- SMC 20.50.250: Addresses commercial building design including building articulation, materials, modulation, and facade treatments.
- SMC 20.50.540(G): Addresses sign area, heights, types, illumination, and number of maximum allowable signs.

Development in the analysis area would be subject to the City's existing design review process and would be required to comply with all applicable urban design principles.

In addition to design review and the application of design guidelines, development in the MB zone would be required to comply with all applicable development regulations contained in the Shoreline Zoning Code.

### **2.3 Transportation**

#### **Frontage Improvements**

When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. See Section 2.0 for mitigation measure requirements on how the City's specific frontage proposals are to be implemented in the Aurora Square CRA.

#### **Concurrency**

Future proposals would meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets.

#### **Impact Fees**

The City of Shoreline adopted Transportation Impact Fees effective January 1, 2015 per Shoreline Municipal Code (SMC) Chapter 12.40. Payment of the Transportation Impact Fees is designed to mitigate city-wide transportation impacts that will result from residential and non-residential growth within Shoreline. As new development occurs within the CRA, each development would be assessed a per trip fee based on the number of new trips added to the street network.

#### **Commute Trip Reduction**

The City has adopted a Commute Trips Reduction Program (SMC 14.10) consistent with State Requirements under RCW 70.94.527.

### Internal Pedestrian Access

Chapter 20.60.150 of the SMC requires new development to provide pedestrian facilities that connect street right-of-way to building entrances, safe access to parking areas, and connections connecting commercial developments. As part of its development review process, the City will ensure the implementation of these requirements to encourage walking and transit use.

## 2.4 Stormwater

- Stormwater management is regulated by federal, state, and local laws and ordinances. This section provides an overview of the key regulations and policies that relate to stormwater management and stormwater impacts.
- The Federal Clean Water Act governs the discharge of pollutants into the waters of the United States and regulates water quality standards for surface water. The discharge of any pollutant from a point source into navigable waters without a proper permit is unlawful, under the act; therefore, the NPDES permit program controls these discharges. Ecology, under RCW 90.48 is the permitting agency for NPDES permits in the state of Washington.
- Under Federal Law, Section 401, any activity requiring a Section 404 permit (placement of fill or dredging within waters of the United States) or a Section 10 permit (placing a structure within the waters of the United States) which may result in any discharge into the navigable waters of the United States must obtain a certification from the state certifying that such discharge will comply with the applicable provisions of the Clean Water Act. Ecology, under chapter RCW 90.48, is the certifying agency for Section 401 permits.
- Ecology is responsible for implementing and enforcing surface water quality regulations in Washington State. The current water quality standards are established in state regulations (WAC 173-201A). General requirements for stormwater management are contained in the *NPDES Phase II Western Washington Municipal Stormwater Permit*. Specific guidance for achieving stormwater management standards for development and redevelopment projects is provided by Ecology in the *Stormwater Management Manual for Western Washington (SMMWW)*. The SMMWW identifies minimum requirements for development and redevelopment projects of all sizes and provides guidance on implementation of BMPs to achieve these requirements. As part of compliance with the *NPDES Phase II Western Washington Municipal Stormwater Permit*, Ecology's regulations require local agencies to adopt stormwater treatment regulations. Many local agencies, including the City of Shoreline, have chosen to adopt the SMMWW rather than develop a similar but unique set of regulations.
- The SMMWW includes requirements and recommended BMPs for managing stormwater runoff during the construction phase. However, if project construction would disturb more than 1 acre of ground and would discharge stormwater to surface waters, redevelopment projects within the study area would require coverage under the *NPDES Construction Stormwater General Permit*. Coverage under this general permit requires submitting an application to Ecology. The permit requires implementing BMPs and performing monitoring activities to minimize construction-related impacts to water quality.
- Local laws require stormwater discharges to meet water quality and flow control standards. Through Shoreline Municipal Code (SMC) 13.10, the City has adopted the most recent version of the

SMMWW published by the Washington State Department of Ecology. The most recent version of the SMMWW was published in August 2012.

## **2.5 Water and Sewer**

- SPU design standards indicate that fire flow is determined based on the City’s Fire Code and considered when issuing Water Availability Certificates. SPU will determine availability of services at the time of development (i.e. Certificates of Availability).
- Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate sewer systems, water supply and fire protection. Shoreline also implements Chapter 13.05 SMC, Water and Sewer Systems Code, and applies King County codes and standards.
- Currently, new development is required to pay a general facilities fee by the wastewater facility provider. Fees in place at the time of application will apply.

## **2.6 Parks**

- In SMC 20.50.240 Site Design, Subsection G, the City requires multifamily open space at a rate of 50 square feet per dwelling unit and a minimum of 800 square feet.
- The City’s commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet.

## **2.7 Hazardous Materials**

- New development will be subject to City codes for handling hazardous materials, including but not limited to applicable provisions of SMC 13.14 and SMC 15.05. New development will also be subject to State and Federal hazardous materials regulations. Based on applicable laws, applicants shall provide the City with an Environmental Assessment in regards to hazardous soils, substances, and materials on site.

## **3.0 PUBLIC AGENCY ACTIONS AND COMMITMENTS**

Under some elements of the Planned Action EIS, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for implementing regulations and infrastructure investments in order to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below in Table A-2.

Actions identified as “Proposed Concurrent Actions” refer to legislative actions proposed for adoption together with the Preferred Alternative. Longer term and other agency actions will occur in the future, depending on need. The projected timeframe and responsible departments are identified and will be used in monitoring the implementation of this Ordinance.

Table A-2 will be used in the monitoring process established in Section 5 of this Ordinance.

**Table A-2  
Public Agency Mitigation Measures**

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
Municipal Code Amendments; Sign Code and Noise Standards (time of day).	X			City	2015
Evaluation of Other Potential Mitigation for Transportation: Consultation and coordination with CRA property owners on additional left-turn capacity for northbound traffic on Aurora Avenue N (see DEIS page 2-65) and integration into Comprehensive Plan and/or CRA Planned Action.		X		City	Monitor. Consider implementation strategies with next Comprehensive Plan Update (approximately 2037) or within 5 years (2020).
Integration of Roadway and Stormwater Capital Projects into City Capital Facility Plan and Capital Improvement Program		X		City	2015 concurrent with budget; or next annual amendment process.
School District Capital Facility Plan		X		Shoreline School District	Process is underway in 2015. City may address in future Comprehensive Plan amendment cycle. District and City to consider impact fees as appropriate.

**Attachment K - EXHIBIT B**

**Sign Code Development Regulations – Aurora Square CRA**

**SMC 20.50.532 Permit required.**

E. Applications for property located within the Aurora Square Community Renewal Area, as defined by Resolution 333, shall be subject to SMC 20.50.620.

.....

**SMC 20.50.620 Aurora Square Community Renewal Area Sign Standards.**

**A. Purpose.** The purposes of this subsection are:

1. To provide standards for the effective use of signs as a means of business identification that enhances the aesthetics of business properties and economic viability.

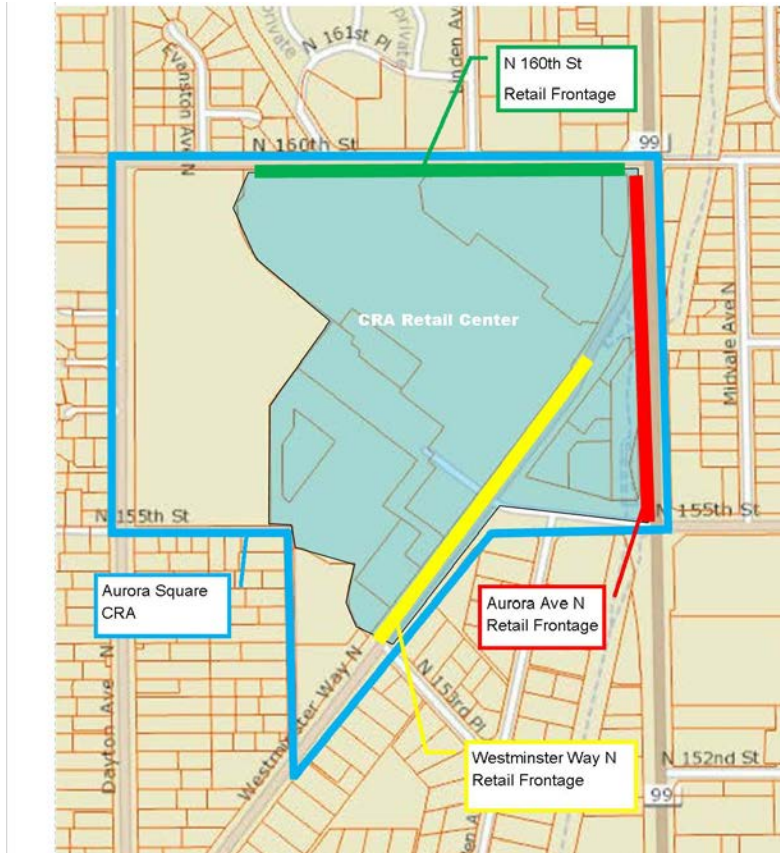
2. To provide a cohesive and attractive public image of the Aurora Square Community Renewal Area retail shopping center.

3. To protect the public interest and safety by minimizing the possible adverse effects of signs.

4. To establish regulations for the type, number, location, size, and lighting of signs that are complementary with the building use and compatible with their surroundings.

**B. Location Where Applicable.** Map 20.50.620.B illustrates the Aurora Square CRA where the Sign Standards defined in this subsection apply.





**C. Definitions.** The following definitions apply to this subsection:

<p><b><u>CRA</u></b></p>	<p><u>Aurora Square Community Renewal Area, as defined by Resolution 333, the Aurora Square Community Renewal Area Plan, and SMC 20.50.620.B Map.</u></p>
<p><b><u>CRA Building-Mounted Sign</u></b></p>	<p><u>A sign permanently attached to a building, including flush-mounted, projecting, awning, canopy, or marquee signs. Under-awning or blade signs are regulated separately.</u></p>
<p><b><u>CRA Monument Sign</u></b></p>	<p><u>A freestanding sign with a solid-appearing base 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. Monument signs may also consist of cabinet or channel letters mounted on a fence, freestanding wall, or retaining wall where the total height of the structure meets the limitations of this code.</u></p>
<p><b><u>CRA Pylon Sign</u></b></p>	<p><u>A freestanding <b>sign</b> with a visible support structure or with the support structure enclosed with a <b>pole</b> cover.</u></p>

<b><u>CRA Retail Center</u></b>	<u>That portion of the Aurora Square CRA primarily associated with retail, with some non-retail uses, at the time of formation of the CRA.</u>
<b><u>CRA Retail Frontage</u></b>	<u>That section of the streets that directly serves and abuts the CRA Retail Center. The three CRA Retail Frontages are on N 160<sup>th</sup> St, Westminster Way N, and Aurora Ave N.</u>
<b><u>CRA Signage Design Guidelines</u></b>	<u>The set of design standards adopted by the CRA Retail Center property owners that specifies the common fonts, the common colors, and the common sign standards used throughout the CRA Retail Center for its CRA Pylon, CRA Monument, and CRA Way-finding Signage.</u>
<b><u>CRA Under-Awning Sign</u></b>	<u>A sign suspended below a canopy, awning or other overhanging feature of a building.</u>
<b><u>CRA Way-finding Sign Post</u></b>	<u>A sign with multiple individual panels acting as directional pointers that are suspended from a freestanding post.</u>
<b><u>Electronic Message Center (EMC)</u></b>	<u>A sign with a programmable, changeable digital message.</u>
<b><u>Portable Sign</u></b>	<u>A sign that is readily capable of being moved or removed, whether attached or affixed to the ground or any structure that is typically intended for temporary display.</u>
<b><u>Temporary Sign</u></b>	<u>A sign that is only permitted to be displayed for a limited period of time, after which it must be removed.</u>
<b><u>Window Sign</u></b>	<u>A sign applied to a window or mounted or suspended directly behind a window.</u>

**D. Permit Required.**

1. Except as provided in this subsection, no permanent sign may be constructed, installed, posted, displayed or modified without first obtaining a sign permit approving the proposed sign's size, design, location, display, and, where applicable, adherence to the CRA Signage Design Guidelines

2. No permit is required for normal and ordinary maintenance and repair, and changes to the graphics, symbols, or copy of a sign, without affecting the size, structural design or height. Exempt changes to the graphics, symbols or copy of a sign must meet the standards defined herein.

3. Sign applications that propose to depart from the standards of this subsection must receive an administrative design review approval under SMC 20.30.297 for all signs on the property as a comprehensive signage package.

#### **E. Sign Design.**

1. 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.

2. 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.

3. 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 non-illuminated background. Sign area 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.

4. 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.

5. 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.

6. CRA Signage Design Guidelines. Only a business' name can be used in signs that require adherence to the CRA Signage Design Guidelines. Business' logos and business colors cannot be used. All colors must adhere to the uniform color scheme. The business' trademarked font may be substituted for the common font.

7. Illumination. Where illumination is permitted per Table 20.50.620.E7 the following standards must be met:

a. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.

b. Opaque cabinet signs where light only shines through copy openings.

c. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.

d. Neon signs.

e. 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.

f. EMCs shall be equipped with technology that automatically dims the EMC according to light conditions, ensuring that EMCs do not exceed 0.3 foot-candles over ambient lighting conditions when measured at the International Sign Association’s recommended distance, based on the EMC size. EMC message hold time shall be three (3) seconds with dissolve transitions. 10% of each hour shall advertise civic, educational, or cultural events.

g. Building perimeter/outline lighting is allowed for theaters only.



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

8. Sign Specifications.

<b>Table 20.50.620.E8 Sign Dimensions</b>
<b>CRA MONUMENT SIGNS</b>

<u>Maximum Area Per Sign Face</u>	<u>100 square feet. The Monument Sign must be double-sided if the back of the sign is visible from the street.</u>
<u>Maximum Height</u>	<u>Eight (8) feet.</u>
<u>Maximum Number Permitted</u>	<u>Two (2) per driveway.</u>
<u>Sign Content</u>	<u>At least 50% of the area shall be used to identify the CRA Retail Center. The entire sign shall conform to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>At any driveway to a CRA Retail Frontage.</u>
<u>Illumination</u>	<u>Permitted.</u>
<b><u>CRA WAY-FINDING SIGN POSTS</u></b>	
<u>Maximum Area Per Sign Face</u>	<u>Two (2) square feet.</u>
<u>Maximum Height</u>	<u>Ten (10) feet.</u>
<u>Maximum Number Permitted</u>	<u>No limit.</u>
<u>Sign Content</u>	<u>Shall conform to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>Anywhere in the CRA Retail Center.</u>
<u>Illumination</u>	<u>Not permitted.</u>
<b><u>CRA PYLON SIGN</u></b>	
<u>Maximum Area Per Sign Face</u>	<u>300 square feet. Up to 50% of sign face area can be used for an Electronic Message Center (EMC).</u>
<u>Maximum Height</u>	<u>25 feet.</u>
<u>Maximum Number Permitted</u>	<u>Three (3) pylon signs are allowed.</u>
<u>Sign Content</u>	<u>At least 25% of the sign face shall be used for identification of the CRA Retail Center. All non-EMC portions of the sign shall conform to the CRA Signage</u>

	<u>Design Guidelines.</u>
<u>Location</u>	<u>One sign can be located on each of the CRA Retail Frontages</u>
<u>Illumination</u>	<u>Permitted.</u>
<b><u>CRA BUILDING-MOUNTED SIGN</u></b>	
<u>Maximum Sign Area</u>	<u>Maximum sign area shall not exceed 15% of the tenant fascia or a maximum of 500 square feet, whichever is less.</u>
<u>Maximum Height</u>	<u>Not limited. 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.</u>
<u>Number Permitted</u>	<u>The sign area per business may be distributed into multiple signs provided that the aggregate sign area is equal to or less than the maximum allowed sign area.</u>  <u>Maximum of one projecting sign per tenant, per fascia. Maximum sign area of projecting shall not exceed 10 percent of tenant's allotted wall sign area.</u>
<u>Illumination</u>	<u>Permitted.</u>
<b><u>CRA UNDER-AWNING SIGNS</u></b>	
<u>Maximum Sign Area</u>	<u>12 square feet.</u>
<u>Minimum Clearance from Grade</u>	<u>Eight (8) feet.</u>
<u>Maximum Height</u>	<u>Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended. Signs may project into the public right-of-way subject to City approval.</u>
<u>Number Permitted</u>	<u>One (1) per business entrance.</u>
<u>Illumination</u>	<u>External only.</u>



9. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

10. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but subject to the following standards:

a. Maximum two signs per business;

b. Must contain the business' name and may be located on the City right-of-way in any of the CRA Retail Frontages;

c. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;

d. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;

e. Maximum two feet wide and three feet tall, not to exceed six square feet in area;

f. No lighting of signs is permitted;

g. All signs shall be removed from display when the business closes each day; and

h. A-frame/sandwich board signs are not considered structures.

## **F. Prohibited Signs.**

1. Spinning devices; flashing lights; searchlights, or reader board signs. Traditional barber pole signs allowed.

2. Portable signs, except A-frame signs as allowed by SMC 20.50.660(I).

3. Outdoor off-premises advertising signs (billboards).

4. Signs mounted on the roof.

5. Inflatables.

6. Signs mounted on vehicles.

## **G. Nonconforming Signs.**

1. All pylon signs in the CRA Retail Center existing at the time of adoption of this subsection are considered nonconforming.

2. 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.

3. Electronic changing message (EMC) or reader boards may not be installed in existing, nonconforming signs without bringing the sign into compliance with the requirements of this code.

## **H. Temporary Signs.**

1. 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 are 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.

2. Temporary On-Premises Business Signs. Temporary banners are permitted to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

a. Be limited to one sign for businesses under 10,000sf, two signs for businesses larger than 10,000sf but smaller than 40,000sf, and three signs for businesses larger than 40,000sf;

b. Be limited to 100 square feet in area;

c. 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

d. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

3. 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.

4. Feather flags and pennants when used to advertise city-sponsored or CRA Retail Center events.

5. Pole banner signs that identify the CRA Retail Center.

6. Temporary signs 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.

**I. Exempt Signs.** The following are exempt from the provisions of this chapter, except that all exempt signs must comply with SMC 20.50.540(A), Sight Distance, and SMC 20.50.540(B), Private Signs on City Right-of-Way:

1. Historic site markers or plaques and gravestones.

2. Signs required by law, including but not limited to:

a. Official or legal notices issued and posted by any public agency or court; or

b. Traffic directional or warning signs.

3. Plaques, tablets or inscriptions indicating the name of a building, date of erection, or other commemorative information, which are an integral part of the building structure or are attached flat to the face of the building, not illuminated, and do not exceed four square feet in surface area.

4. Incidental signs, which shall not exceed two square feet in surface area; provided, that said size limitation shall not apply to signs providing directions, warnings or information when established and maintained by a public agency.

5. State or Federal flags.

6. Religious symbols.

7. The flag of a commercial institution, provided no more than one flag is permitted per business; and further provided, the flag does not exceed 20 square feet in surface area.

8. Neighborhood identification signs with approved placement and design by the City.

9. Neighborhood and business block watch signs with approved placement of standardized signs acquired through the City of Shoreline Police Department.

10. Plaques, signs or markers for landmark tree designation with approved placement and design by the City.

11. Real estate signs not exceeding 24 square feet and seven feet in height, not on City right-of-way. A single fixed sign may be located on the property to be sold, rented or leased, and shall be removed within seven days from the completion of the sale, lease or rental transaction.

12. City-sponsored or community-wide event signs.

13. Parks signs constructed in compliance with the Parks Sign Design Guidelines and Installation Details as approved by the Parks Board and the Director. Departures from these approved guidelines may be reviewed as departures through the administrative design review process and may require a sign permit for installation.

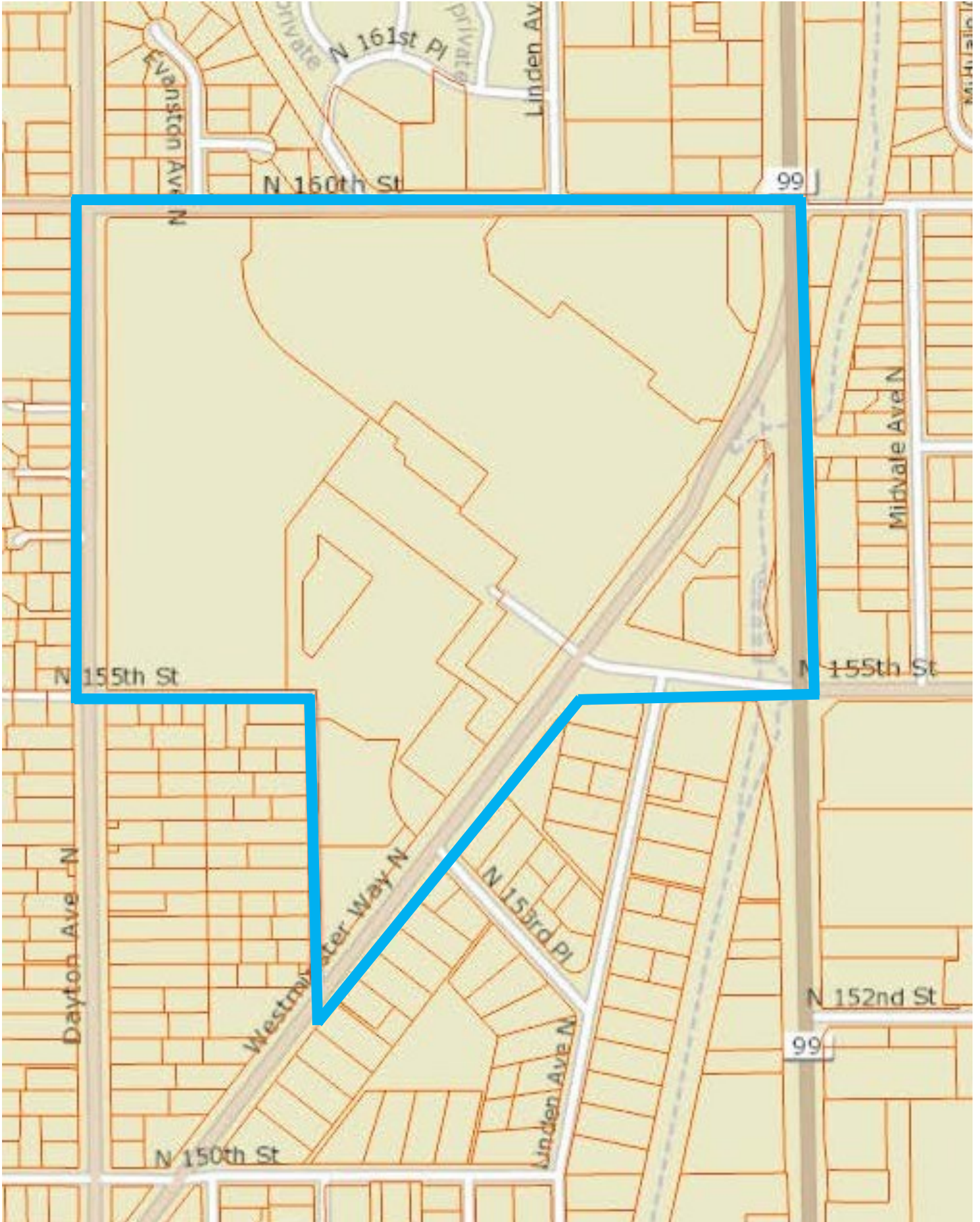
14. Garage sale signs not exceeding four square feet per sign face and not advertising for a period longer than 48 hours.

15. City land-use public notification signs.

16. Menu signs used only in conjunction with drive-through windows, and which contains a price list of items for sale at that drive-through establishment. Menu signs cannot be used to advertise the business to passersby: text and logos must be of a size that can only be read by drive-through customers. A building permit may be required for menu signs based on the size of the structure proposed.

17. Campaign signs that comply with size, location and duration limits provided in Shoreline Administrative Rules.

# The Aurora Square Community Renewal Area



**ORDINANCE NO. 712**

**AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE UNIFIED DEVELOPMENT CODE, SHORELINE MUNICIPAL CODE TITLE 20, CHAPTER 20.50 SUBCHAPTER 8 SIGNS.**

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 designated the Aurora Square Community Renewal Area in September 2012; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City adopted Ordinance No. 705 designating the redevelopment of Aurora Square as a Planned Action; and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on January 29, 2015 and, due to technical difficulties, held a second public hearing on March 19, 2015, which considered modifications to the SMC related to the redevelopment of Aurora Square, 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 June 8, 2015 which considered the modifications to the SMC related to the redevelopment of Aurora Square, including changes to the City's sign code, reviewed the Planning Commission's recommendation and the entire public record; and

WHEREAS, the City has determined that modifications to SMC 20.50 Subchapter 8 Signs will provide for a more cohesive master sign program for Aurora Square that will facilitate successful economic development of the area; 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 Chapter 20.50, Subchapter 8 Signs attached hereto as Exhibit A are adopted.

**Section 2. 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 3. Effective Date.** 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 AUGUST 3, 2015.**

\_\_\_\_\_  
Shari Winstead  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Margaret King  
City Attorney

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_

**Attachment L – Exhibit A**

**ORDINANCE NO. 712**

**Sign Code Development Regulations – Aurora Square CRA**

**SMC 20.50.532 Permit required.**

E. Applications for property located within the Aurora Square Community Renewal Area, as defined by Resolution 333, shall be subject to SMC 20.50.620.

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**SMC 20.50.620 Aurora Square Community Renewal Area Sign Standards.**

**A. Purpose.** The purposes of this subsection are:

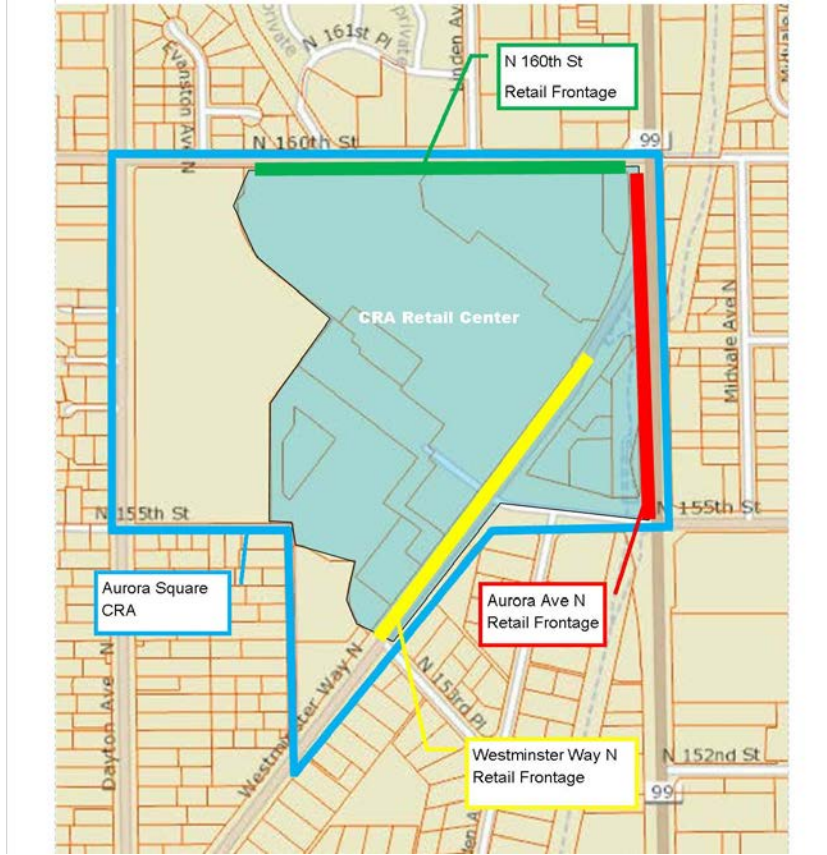
1. To provide standards for the effective use of signs as a means of business identification that enhances the aesthetics of business properties and economic viability.

2. To provide a cohesive and attractive public image of the Aurora Square Community Renewal Area retail shopping center.

3. To protect the public interest and safety by minimizing the possible adverse effects of signs.

4. To establish regulations for the type, number, location, size, and lighting of signs that are complementary with the building use and compatible with their surroundings.

**B. Location Where Applicable.** Map 20.50.620.B illustrates the Aurora Square CRA where the Sign Standards defined in this subsection apply.



**C. Definitions.** The following definitions apply to this subsection:

<b><u>CRA</u></b>	<u>Aurora Square Community Renewal Area, as defined by Resolution 333, the Aurora Square Community Renewal Area Plan, and SMC 20.50.620.B Map.</u>
<b><u>CRA Building-Mounted Sign</u></b>	<u>A sign permanently attached to a building, including flush-mounted, projecting, awning, canopy, or marquee signs. Under-awning or blade signs are regulated separately.</u>
<b><u>CRA Monument Sign</u></b>	<u>A freestanding sign with a solid-appearing base 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. Monument signs may also consist of cabinet or channel letters mounted on a fence, freestanding wall, or retaining wall where the total height of the structure meets the limitations of this code.</u>
<b><u>CRA Pylon Sign</u></b>	<u>A freestanding sign with a visible support structure or with the support structure enclosed with a pole cover.</u>

<b><u>CRA Retail Center</u></b>	<u>That portion of the Aurora Square CRA primarily associated with retail, with some non-retail uses, at the time of formation of the CRA.</u>
<b><u>CRA Retail Frontage</u></b>	<u>That section of the streets that directly serves and abuts the CRA Retail Center. The three CRA Retail Frontages are on N 160<sup>th</sup> St, Westminster Way N, and Aurora Ave N.</u>
<b><u>CRA Signage Design Guidelines</u></b>	<u>The set of design standards adopted by the CRA Retail Center property owners that specifies the common fonts, the common colors, and the common sign standards used throughout the CRA Retail Center for its CRA Pylon, CRA Monument, and CRA Way-finding Signage.</u>
<b><u>CRA Under-Awning Sign</u></b>	<u>A sign suspended below a canopy, awning or other overhanging feature of a building.</u>
<b><u>CRA Way-finding Sign Post</u></b>	<u>A sign with multiple individual panels acting as directional pointers that are suspended from a freestanding post.</u>
<b><u>Electronic Message Center (EMC)</u></b>	<u>A sign with a programmable, changeable digital message.</u>
<b><u>Portable Sign</u></b>	<u>A sign that is readily capable of being moved or removed, whether attached or affixed to the ground or any structure that is typically intended for temporary display.</u>
<b><u>Temporary Sign</u></b>	<u>A sign that is only permitted to be displayed for a limited period of time, after which it must be removed.</u>
<b><u>Window Sign</u></b>	<u>A sign applied to a window or mounted or suspended directly behind a window.</u>

**D. Permit Required.**

1. Except as provided in this subsection, no permanent sign may be constructed, installed, posted, displayed or modified without first obtaining a sign permit approving the proposed sign's size, design, location, display, and, where applicable, adherence to the CRA Signage Design Guidelines

2. No permit is required for normal and ordinary maintenance and repair, and changes to the graphics, symbols, or copy of a sign, without affecting the size, structural design or height. Exempt changes to the graphics, symbols or copy of a sign must meet the standards defined herein.

3. Sign applications that propose to depart from the standards of this subsection must receive an administrative design review approval under SMC 20.30.297 for all signs on the property as a comprehensive signage package.

### **E. Sign Design.**

1. 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.

2. 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.

3. 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 non-illuminated background. Sign area 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.

4. 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.

5. 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.

6. CRA Signage Design Guidelines. Only a business' name can be used in signs that require adherence to the CRA Signage Design Guidelines. Business' logos and business colors cannot be used. All colors must adhere to the uniform color scheme. The business' trademarked font may be substituted for the common font.

7. Illumination. Where illumination is permitted per Table 20.50.620.E7 the following standards must be met:

a. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.

b. Opaque cabinet signs where light only shines through copy openings.

c. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.

d. Neon signs.

e. 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.

f. EMCs shall be equipped with technology that automatically dims the EMC according to light conditions, ensuring that EMCs do not exceed 0.3 foot-candles over ambient lighting conditions when measured at the International Sign Association’s recommended distance, based on the EMC size. EMC message hold time shall be twenty (20) seconds with dissolve transitions. 10% of each hour shall advertise civic, educational, or cultural events.

g. Building perimeter/outline lighting is allowed for theaters only.



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

8. Sign Specifications.

<b><u>Table 20.50.620.E8 Sign Dimensions</u></b>
<b><u>CRA MONUMENT SIGNS</u></b>



<u>Maximum Area Per Sign Face</u>	<u>100 square feet. The Monument Sign must be double-sided if the back of the sign is visible from the street.</u>
<u>Maximum Height</u>	<u>Eight (8) feet.</u>
<u>Maximum Number Permitted</u>	<u>Two (2) per driveway.</u>
<u>Sign Content</u>	<u>At least 50% of the area shall be used to identify the CRA Retail Center. The entire sign shall conform to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>At any driveway to a CRA Retail Frontage.</u>
<u>Illumination</u>	<u>Permitted.</u>
<u>Mandatory Installation</u>	<u>One (1) monument sign shall be installed at three (3) vehicle entries to the CRA Retail Center by July 1, 2017.</u>
<b><u>CRA WAY-FINDING SIGN POSTS</u></b>	
<u>Maximum Area Per Sign Face</u>	<u>Two (2) square feet per business name; no limit on number of businesses displayed.</u>
<u>Maximum Height</u>	<u>Ten (10) feet.</u>
<u>Maximum Number Permitted</u>	<u>No limit.</u>
<u>Sign Content</u>	<u>Shall conform to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>Anywhere in the CRA Retail Center.</u>
<u>Illumination</u>	<u>Not permitted.</u>
<u>Mandatory Installation</u>	<u>At least twelve (12) CRA Way-finding Sign Posts shall be installed in the CRA Retail Center by July 1, 2017.</u>
<b><u>CRA PYLON SIGN</u></b>	
<u>Maximum Area Per Sign Face</u>	<u>300 square feet. Up to 50% of sign face area can be used for an Electronic Message Center (EMC).</u>
<u>Maximum Height</u>	<u>25 feet.</u>
<u>Maximum Number</u>	<u>Three (3) pylon signs are allowed.</u>

<u>Permitted</u>	
<u>Sign Content</u>	<u>At least 25% of the sign face shall be used for identification of the CRA Retail Center.</u>
<u>Location</u>	<u>One sign can be located on each of the CRA Retail Frontages</u>
<u>Illumination</u>	<u>Permitted.</u>
<u>Mandatory Installation</u>	<u>Three (3) CRA Pylon Signs shall be installed by July 1, 2017.</u>

**CRA BUILDING-MOUNTED SIGN**

<u>Maximum Sign Area</u>	<u>Maximum sign area shall not exceed 15% of the tenant fascia or a maximum of 500 square feet, whichever is less.</u>
<u>Maximum Height</u>	<u>Not limited. 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.</u>
<u>Number Permitted</u>	<u>The sign area per business may be distributed into multiple signs provided that the aggregate sign area is equal to or less than the maximum allowed sign area.</u> <u>Maximum of one projecting sign per tenant, per fascia.</u> <u>Maximum sign area of projecting shall not exceed 10 percent of tenant's allotted wall sign area.</u>
<u>Illumination</u>	<u>Permitted.</u>

**CRA UNDER-AWNING SIGNS**

<u>Maximum Sign Area</u>	<u>12 square feet.</u>
<u>Minimum Clearance from Grade</u>	<u>Eight (8) feet.</u>
<u>Maximum Height</u>	<u>Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is</u>

	<u>suspended. Signs may project into the public right-of-way subject to City approval.</u>
<u>Number Permitted</u>	<u>One (1) per business entrance.</u>
<u>Illumination</u>	<u>External only.</u>

9. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

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a. Maximum two signs per business;

b. Must contain the business' name and may be located on the City right-of-way in any of the CRA Retail Frontages;

c. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;

d. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;

e. Maximum two feet wide and three feet tall, not to exceed six square feet in area;

f. No lighting of signs is permitted;

g. All signs shall be removed from display when the business closes each day; and

h. A-frame/sandwich board signs are not considered structures.

**F. Prohibited Signs.**

1. Spinning devices; flashing lights; searchlights, or reader board signs. Traditional barber pole signs allowed.

2. Portable signs, except A-frame signs as allowed by SMC 20.50.660(l).

3. Outdoor off-premises advertising signs (billboards).

4. Signs mounted on the roof.

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1. All pylon signs in the CRA Retail Center existing at the time of adoption of this subsection are considered nonconforming and shall be removed by July 1, 2017.

2. 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.

3. Electronic changing message (EMC) or reader boards may not be installed in existing, nonconforming signs without bringing the sign into compliance with the requirements of this code.

### **H. Temporary Signs.**

1. 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 are 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.

2. Temporary On-Premises Business Signs. Temporary banners are permitted to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

a. Be limited to one sign for businesses under 10,000sf, two signs for businesses larger than 10,000sf but smaller than 40,000sf, and three signs for businesses larger than 40,000sf;

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c. 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

d. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

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4. Feather flags and pennants when used to advertise city-sponsored or CRA Retail Center community events.

5. Pole banner signs that identify the CRA Retail Center.

6. Temporary signs 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.

**I. Exempt Signs.** The following are exempt from the provisions of this chapter, except that all exempt signs must comply with SMC 20.50.540(A), Sight Distance, and SMC 20.50.540(B), Private Signs on City Right-of-Way:

1. Historic site markers or plaques and gravestones.

2. Signs required by law, including but not limited to:

a. Official or legal notices issued and posted by any public agency or court; or

b. Traffic directional or warning signs.

3. Plaques, tablets or inscriptions indicating the name of a building, date of erection, or other commemorative information, which are an integral part of the building structure or are attached flat to the face of the building, not illuminated, and do not exceed four square feet in surface area.

4. Incidental signs, which shall not exceed two square feet in surface area; provided, that said size limitation shall not apply to signs providing directions, warnings or information when established and maintained by a public agency.

5. State or Federal flags.

6. Religious symbols.

7. The flag of a commercial institution, provided no more than one flag is permitted per business; and further provided, the flag does not exceed 20 square feet in surface area.

8. Neighborhood identification signs with approved placement and design by the City.

9. Neighborhood and business block watch signs with approved placement of standardized signs acquired through the City of Shoreline Police Department.

10. Plaques, signs or markers for landmark tree designation with approved placement and design by the City.

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16. Menu signs used only in conjunction with drive-through windows, and which contains a price list of items for sale at that drive-through establishment. Menu signs cannot be used to advertise the business to passersby: text and logos must be of a size that can only be read by drive-through customers. A building permit may be required for menu signs based on the size of the structure proposed.



17. Campaign signs that comply with size, location and duration limits provided in Shoreline Administrative Rules.

Aurora Square Community Renewal Area  
Planned Action Ordinance No. 705  
Sign Code Ordinance No. 712

June 8, 2015

City Council



Dan Eernisse, Economic Development

Steve Szafran, Planning

Kendra Dedinsky, Public Works

Julie Ainsworth-Taylor, Assistant City Attorney

Transportation Consultant, Michael Lapham,

KPG

DEIS Consultant, Lisa Grueter, BERK



# Glossary

- Community Renewal Area (CRA)
- CRA Renewal Plan (Plan)
- Environmental Impact Statement (EIS)
- Draft EIS (DEIS) and Final EIS (FEIS)
- Planned Action Ordinance (Ord. No. 705)
- Sign Code Ordinance (Ord. No. 712)

# “Why a planned action?”





**Old and  
obsolete buildings**

9a-565





**Defective street and  
pedestrian layout**

9a-566



**Acres of under-  
utilized property**

9a-567



Denny's

Private investment  
not matching public

9a-568





**Aurora Square in 2012**  
**\$6,000 sales tax/acre**

9a-569

**Aurora Village in 2012**  
**\$39,000 sales tax/acre**





Attachment M

ROIC

ABRAMS

SEARS

WSDOT

ROIC

Shoreline

LOKJ

POTALA

DESIMONE

ZHANG

NW SCHOOL

9a-570

**Problem of Multiple Owners**

# Project-based Renewal Plan



## RENEWAL PLAN

The September 1967 Grand Opening of the City of Shoreline's Sears was heralded with great fanfare. After 45 years the Sears store and its surroundings are in need of renewal, and the City of Shoreline is seeking renewal partners.

## AURORA SQUARE CRA

The Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. Now that the CRA and Renewal Plan is established, the City is empowered to partner with private enterprise to encourage 21st century renewal.

DRAFT

**THE CRA TOOLKIT**

The Council's action to designate Aurora Square as a CRA provides a toolkit of powers that the City intends to utilize to bring renewal to the CRA.

**PROPERTY OWNERSHIP**

- With a CRA, a city is allowed to buy, lease, condemn, acquire, and dispose of real property with the intent to be resold to private parties for economic development.
- Although allowed by State statute, the Shoreline City Council expressly prohibited the use of condemnation to cure economic blight in the Aurora Square CRA.
- With a CRA, a city can hold, clear, or improve real property not only for public facilities, but also for eventual private use and ownership.

**PLANNING AND ZONING**

- With a CRA, a city can use its resources to master plan private property or create a special district with unique rules.
- In a CRA, the city can create a Subarea Plan utilizing a planned action SEPA review to expedite the process and lower costs for future project permits.

**PRIVATE PARTNERSHIPS**

- In a CRA, a city can identify partners to develop all or part of a property prior to purchasing the property, and it can also dictate how the property will be used by the eventual owner.
- With a CRA a city can select a buyer that agrees to further the area's goals.
- The CRA expands the public purposes for contracts and other instruments needed to correct blight.

**BUILDING INFRASTRUCTURE**

- Without a CRA, a city can only close, vacate, and rearrange streets for public purposes, but with a CRA, these purposes are expanded for economic development.
- Only with a CRA in place can a city...

*"The CRA toolkit can be used to make a worthy project pencil."*



# *“Why a planned action?”*

- More comprehensive environmental review
- Advocates for area-wide improvements
- Increases likelihood of investment
- City can shape improvements

# Growth alternatives studied

1. No growth
2. 500 units + 250,000sf commercial
3. 1,000 units + 500,000sf commercial

NOTE: Maximum growth level studied is based on growth level in Comprehensive Plan

# DEIS Process

- Funded for 2014
- December 12: Published DEIS
- December 18: Community meeting
- December 18: Introduced to PC
- January 29: Public Hearing before PC
- March 19: Recorded Public Hearing before PC

# Unanimous recommendation

- Adopt Planned Action
  - Alternative 3 preferred
  - Additional 1,000 units and 500,000sf commercial
- Amend the Sign Code as proposed

# Key areas studied with EIS

1. Transportation
2. Light, noise, and glare
3. Stormwater management

Presentation on each followed by discussion

# Transportation

- *“What is hindering renewal?”*
  - Lack of connectivity
  - Westminster Way divides
  - No strong connection to SCC
- *“What will growth make worse?”*
  - Westminster and N 155<sup>th</sup> St intersection



# Transportation findings

- Road network can handle growth
- Custom frontage projects help renewal
- Projects should be prioritized

No.	Project	Limits	Renewal Priority
1	Rechannelization of N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	High
2	N 160th St Intersection	Midblock on N 160th St	High
3	Aurora Avenue N	Aurora Interurban Bridge to N 160th St	High
4	Westminster Way N (North)	N 155th St to N 160th St	High
5	Construct N 157th St	Westminster Way N to Aurora Ave N	High
6	Intersection at N 155th St and Westminster Way N	Westminster Way N to Aurora Ave N	High
7	Westminster Way N (South)	N 155th St to Fremont Ave N	Low
8	Fremont Ave N	Westminster Way N to N 155th St	Low
9	N 155th St (West)	Fremont Ave N to Dayton Ave N	Low
10	Dayton Ave N	N 155th St to N 160th St	Low
11	Cycle Track along N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	Low



**Transportation solutions**

# High priority renewal projects

## N 160<sup>th</sup> St

1. Re-channelization of N 160<sup>th</sup> St
2. N 160<sup>th</sup> St intersection
3. Bike connection from bridge to N 160<sup>th</sup> St

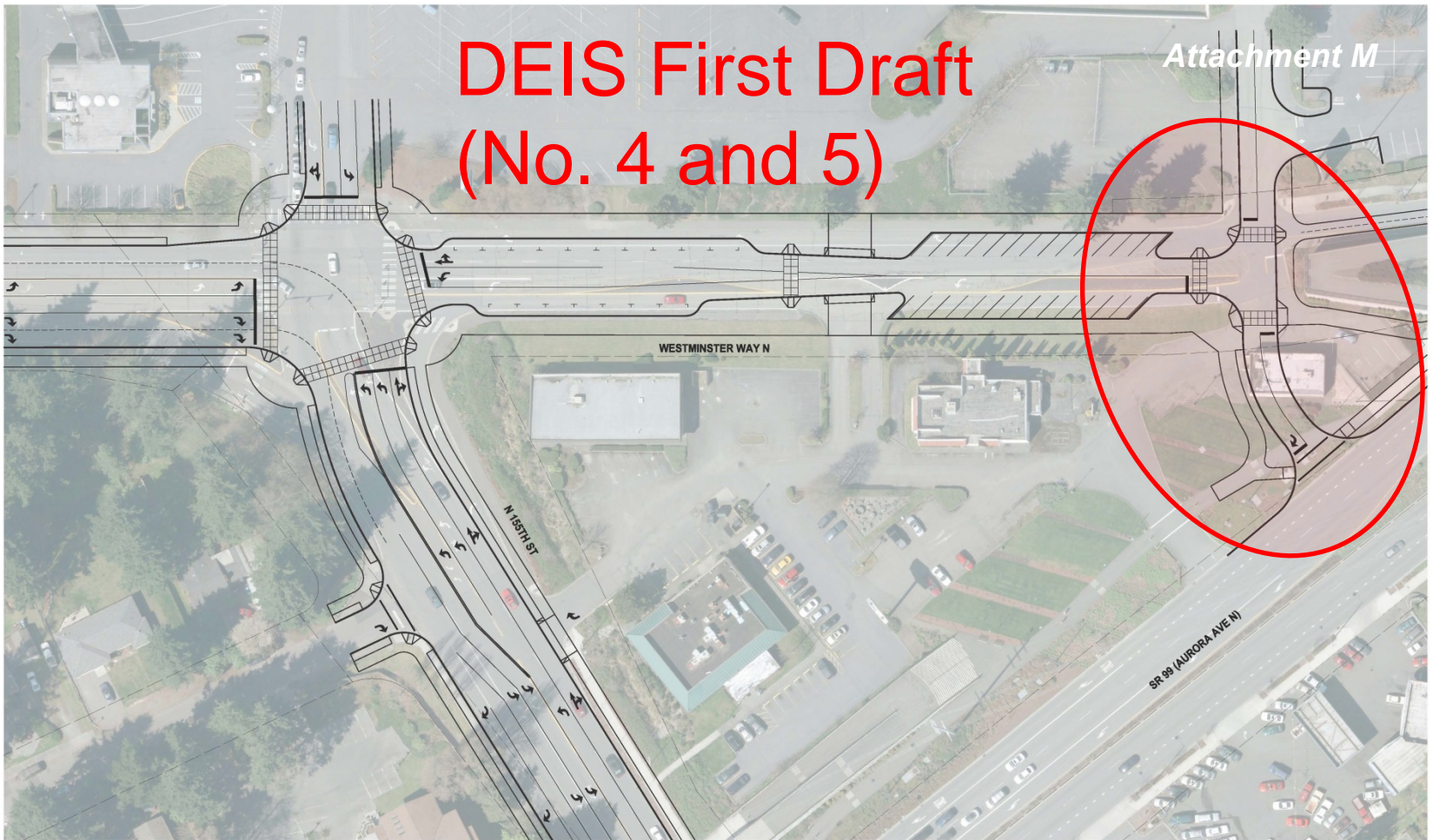
# High priority renewal projects

## Westminster Way N

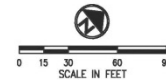
4. Westminster Way N (north)
5. New N 157<sup>th</sup> St
6. 155<sup>th</sup> / Westminster Intersection

# DEIS First Draft (No. 4 and 5)

Attachment M



9a-582  
TRANSPORTATION PLAN FOR THE AURORA SQUARE CRA  
PRELIMINARY LAYOUT  
APRIL, 2015

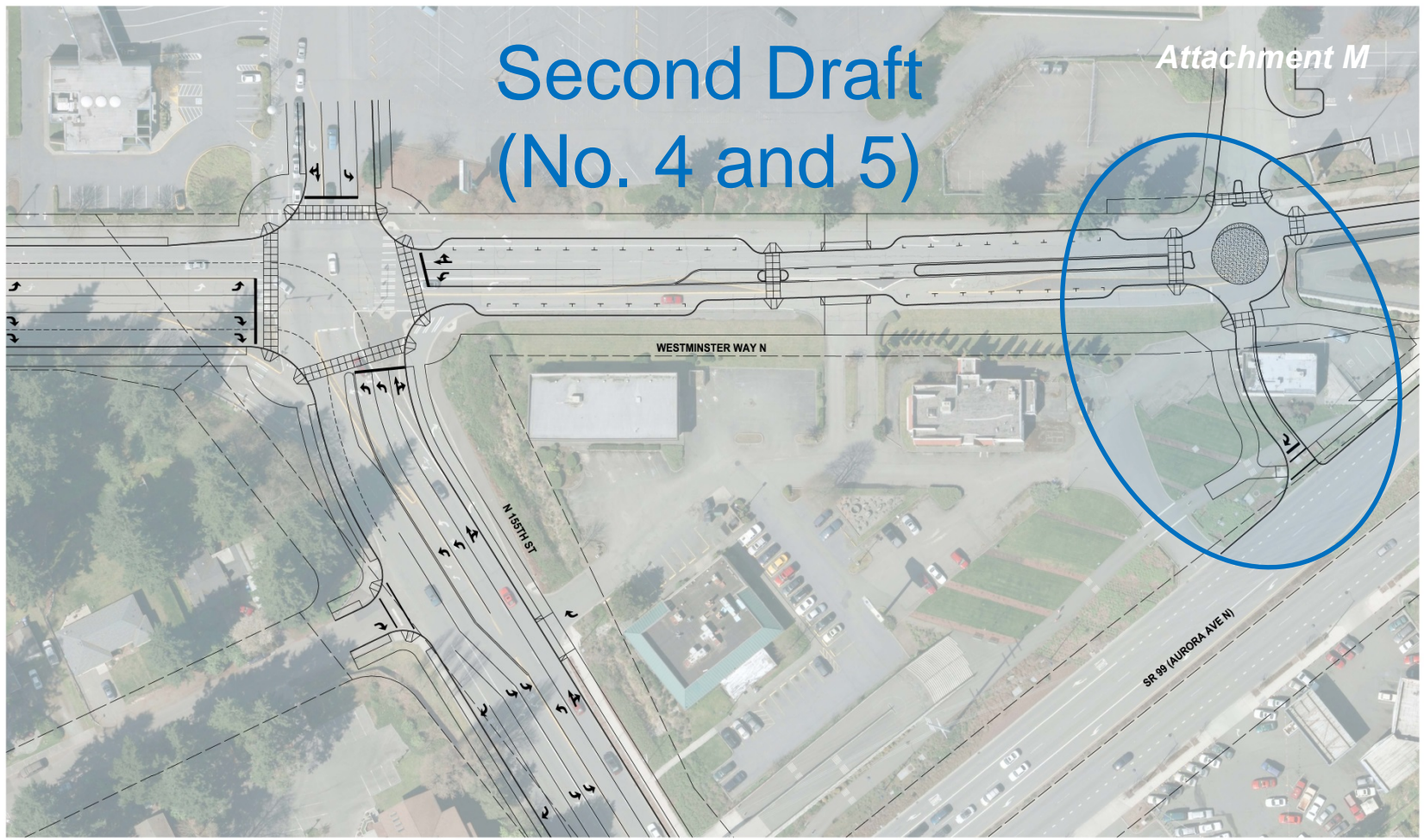


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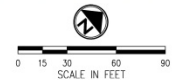


# Second Draft (No. 4 and 5)

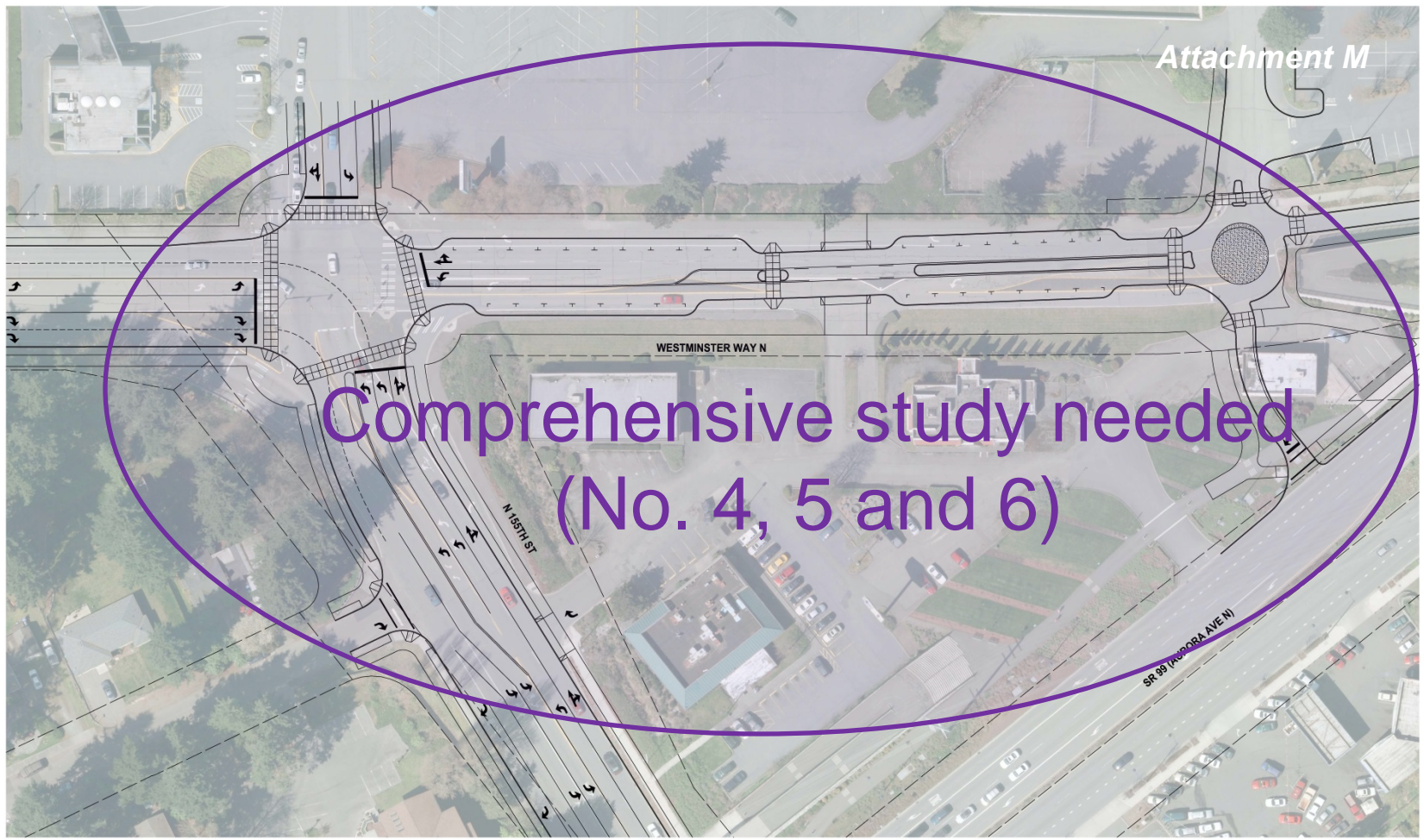
Attachment M



9a-583  
TRANSPORTATION PLAN FOR THE AURORA SQUARE CRA  
PRELIMINARY LAYOUT  
APRIL, 2015







Comprehensive study needed  
(No. 4, 5 and 6)

# Other renewal projects

7. Westminster Way N (south)
8. Fremont Ave N
9. N 155<sup>th</sup> St (west)
10. Dayton Ave N
11. Cycle Track along N 160<sup>th</sup> St

# Transportation discussion



# Light, glare and noise

- *“How to unite center?”*
- *“How to create a dining destination?”*
- *“How to overcome sightline blockage?”*



Current view from  
155<sup>th</sup> and Aurora

9a-588





Current view  
travelling north

92 589





Current view  
travelling south

02 590



Existing pylon signage



Existing pylon  
signage locations



# CRA Sign Code Section

- Signage to unite the CRA
  - Branding for retail center
  - Way-finding signs to and within site
  - 3 Electronic replacement pylon signs
- Signage to support dining and entertainment



Attachment M



Sign components compared



# Proposed Site Signage

## Center name

- At least 50% of Monument
- At least 25% of Pylon

## Branding conformance

- Monuments have branded Center and Business names
- Non-electronic portion of pylon branded





# Proposed Site Signage

## Way-finding Sign Post

- Allowed throughout



9a-596

# Proposed Common Signage

## Individual businesses

- Common colors
- No logos
- Trademarked font okay

## Electronic Message Center

- Limited to pylons
- 3 second message hold
- Dissolve transitions



# EMC Hold time comparison



# Signage discussion



# Stormwater Management

- *“Can we lower cost onsite?”*
- *“Can we lower cost offsite?”*
  - SCC’s Greenwood parking lot

# Stormwater management <sup>Attachment M</sup>



**1967 stormwater  
management**

9a-601



# Stormwater findings

- Detention greatest detriment
  - Vaults on-site up to \$500,000/ac
  - No viable alternatives
- Regional detention system
  - Shoreline Community College collaboration
  - Enlarged facility \$50,000/ac

9a-603 Aurora Square Transpo Plan (DESIGN) Drawings Working 14045-BasinRevel.dwg 9/30/2014 4:35 PM

TOWN CENTER POTENTIAL REDEVELOPMENT AREA APPROX. 43 ACRES

OTHER AURORA AVENUE POTENTIAL REDEVELOPMENT APPROX. 53 ACRES



TOTAL TRIBUTARY AREA TO REGIONAL POND 685 AC

SHOREWOOD HIGH SCHOOL

FREMONT PL N  
N 160TH ST  
N 145TH ST

AURORA SQUARE 44 AC

INTERURBAN TRAIL

WESTMINSTER WAY N

DAYTON AVENUE

GREENWOOD AVENUE

CONCEPTUAL REGIONAL FLOW CONTROL POND APPROX. MITIGATION CAPACITY:  
ALT 1 - 76 AC  
ALT 2 - 130 AC

M1 DAM

CARLISLE HALL RD

SHORELINE COMMUNITY COLLEGE 31.8 AC

# Regional stormwater facility

9a-603

COMMUNITY COLLEGE  
T AREAS TRIBUTARY TO



# Stormwater findings

- Immediate benefit
- May be able to serve Shoreline Community College, Aurora Square plus 50 acres more
- Need engineering study

# Stormwater discussion



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