

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

**AGENDA TITLE:** Discussion of Ordinance Nos. 750, 751, 752, and 756 – 145<sup>th</sup> Street Station Subarea Plan Package and Amendments to Development Regulations Related to Light Rail Station Subareas (145<sup>th</sup> and 185<sup>th</sup>)

**DEPARTMENT:** Planning & Community Development

**PRESENTED BY:** Miranda Redinger, Senior Planner  
Steven Szafran, AICP, Senior Planner  
Rachael Markle, AICP, P&CD Director

**ACTION:**        ☐ Ordinance        ☐ Resolution        ☐ Motion  
                 ☒ Discussion        ☐ Public Hearing

**PROBLEM/ISSUE STATEMENT:**

The City Council last discussed the 145<sup>th</sup> Street Station Subarea Plan at their May 2, 2016 meeting. Since that time, the City has published the Final Environmental Impact Statement (FEIS); held study sessions with the Planning Commission about the FEIS, Subarea Plan, potential zoning scenarios, Development Code regulations, and Planned Action Ordinance; and held a public hearing before the Planning Commission on August 18, 2016 on the adopting ordinances, which was continued until August 22, 2016.

The purpose of tonight's meeting is for the Council to discuss, and possibly amend, the Planning Commission recommendation with regard to the ordinances below, which constitute the "145<sup>th</sup> Street Station Subarea Plan Package" and amendments to development regulations related to the light rail station subareas.

Ord. No. 750 - Adopting the 145<sup>th</sup> Street Station Subarea Plan and Amending the Comprehensive Plan and Future Land Use Map (*Attachment A*)

- Exhibit A - 145<sup>th</sup> Street Station Subarea Plan
- Exhibit B - Comprehensive Plan Future Land Use Map

Ord. No. 751 - Amending the Official Zoning Map to Implement the 145<sup>th</sup> Street Station Subarea Plan (*Attachment B*)

- Exhibit A - Planning Commission Recommendation for Zoning Map

Ord. No. 752 - Adopting a Planned Action Ordinance for the 145<sup>th</sup> Street Station Subarea pursuant to the State Environmental Policy Act (SEPA) (*Attachment C*)

- Exhibit A - Mitigation Measures
- Exhibit B - Development Code Regulations
- Exhibit C - Planned Action Boundary Map



Ord. No. 756 - Amending the City's Light Rail Station Subarea regulations set forth in the Unified Development Code, Shoreline Municipal Code Title 20, relating to both the 145<sup>th</sup> and 185<sup>th</sup> Subareas (*Attachment D*)

- Exhibit A - Development Code Regulations

Note that all documents above are DRAFT until adopted by the City Council. Ordinances and exhibits were updated to reflect the Planning Commission recommendation following the August 18 and 22 public hearing. Further amendments to the zoning map would also necessitate amendments to the Comprehensive Plan Future Land Use Map, the Planned Action Boundary Map, and possibly the Mitigation Measures contained in the Planned Action Ordinance. The adoption of phased zoning would also necessitate revisions to multiple ordinances and exhibits above, as would amendments to draft Development Code regulations.

Following tonight's discussion, the Council is currently scheduled to adopt proposed Ordinance Nos. 750, 751, 752 and 756 at the September 26, 2016 Council meeting.

**RESOURCE/FINANCIAL IMPACT:**

While adoption of the 145<sup>th</sup> Street Station Subarea Plan Package and amendments to the City's Light Rail Station Subarea development regulations will not have direct financial implications, implementation of these amendments will impact future budgets and staff work plans. This could include Capital Improvement Projects to upgrade transportation and utility infrastructure, establishing funding to purchase property for parks or open spaces, and establishing an affordable housing trust fund and possibly a Transfer of Development Rights program.

**RECOMMENDATION**

Staff recommends that Council discuss and amend, as necessary, the Planning Commission recommendation for the 145<sup>th</sup> Street Station Subarea Plan Package and the City's Light Rail Station Subarea development regulations for the 145<sup>th</sup> and 185<sup>th</sup> Subareas, which could potentially be adopted at the September 26, 2016 Council meeting.

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



## **BACKGROUND**

In 2013, the City began subarea planning for two light rail stations that will serve Shoreline beginning in 2023. *Attachment E* is a timeline of the entire 145<sup>th</sup> Street Station Subarea Planning process. A brief description of the initial phases of the process, including hyperlinks to materials, is provided below. A more detailed description of events leading up to the May 2, 2016 Council meeting was included in the staff report for that meeting, which is available at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport050216-8b.pdf>.

The City's process began in May 2013 with a community meeting for both light rail station subareas (185<sup>th</sup> and 145<sup>th</sup>). A video of the May 2013 meeting is available at the following link: <https://www.youtube.com/playlist?list=PLP37gJyqrHTNJGPIh4Mthum1D6xn4IT5d>.

**Visioning Events** -The City hosted five visioning events between July and September 2013, some in partnership with Senior Services and Neighborhood Associations. Attendees provided feedback on their vision for neighborhoods surrounding future light rail stations with regard to housing, jobs and businesses, recreation and community services, transportation and mobility, and station design.

At the time, Sound Transit was considering multiple alignments for light rail, all of which included a station at NE 185<sup>th</sup> Street, and a second station in Shoreline, either at NE 155<sup>th</sup> or 145<sup>th</sup> Street. The City moved forward with subarea planning for the 185<sup>th</sup> Street Station and waited for the Sound Transit Board to choose their Preferred Alternative station location to the south in November 2013.

**Design Workshop, Part 1** - In June of 2014, the City hosted a series of Design Workshops with the 145<sup>th</sup> Street Station Citizen Committee and the community. A **Summary Report** of this first series of workshops was produced. As well, a **Market Analysis** was published in August of 2014 for this subarea to better understand potential future demand.

**Design Workshop, Part II** - In October of 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. A **Summary Report** of the second series of workshops was also produced.

**Draft Environmental Impact Statement (DEIS)** - The DEIS for the 145<sup>th</sup> Station Subarea was published in January 2015 and analyzed each of the three potential zoning scenarios under consideration at the time with regard to impacts and mitigations for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.



The Planning Commission then hosted a public hearing on the DEIS and potential zoning scenarios on February 5, 2015. The staff report and attachments for this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=19425>, and the minutes from this meeting are available here:

<http://www.shorelinewa.gov/Home/ShowDocument?id=19627>.

The Planning Commission public hearing was continued to February 19, 2015. The staff report and attachments for this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=19631>, and the minutes from this meeting are available here:

<http://www.shorelinewa.gov/Home/ShowDocument?id=19953>.

**145<sup>th</sup> Street Subarea Planning Process Delay** - Following the Planning Commission public hearing on February 19, 2015, the Commission recommended that the City Council not recommend any zoning scenario for the FEIS pending completion of the 145<sup>th</sup> Street Multimodal Corridor Study. On March 23, 2015, the Council voted to delay selection of the Preferred Alternative zoning scenario to be analyzed in the FEIS until completion of this study. The staff report and attachments from this meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport032315-8a.pdf>, and the minutes from this meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2015/032315.htm>.

**Addendum to DEIS** - Many comments were submitted on the DEIS, including comments about wetlands, streams, soils, trees, habitat, and surface and ground water in the subarea. To better respond to these comments, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical areas: Paramount Open Space and Twin Ponds Park. On February 18, 2016, two technical memos were published and discussed with the Planning Commission: a Wetlands and Streams Assessment and Geotechnical Considerations for High Groundwater or Peat Conditions. These memos constitute an addendum to the DEIS. Although not required, a public comment period was offered through March 21, 2016.

The staff report and attachments from the February 18 Planning Commission meeting are available here: <http://www.shorelinewa.gov/home/showdocument?id=25139>, and the minutes from this meeting are available here:

<http://www.shorelinewa.gov/Home/ShowDocument?id=25209>.

**145<sup>th</sup> Street Subarea Planning Process Resumption** - On March 3, 2016, the Planning Commission received a presentation on the 145<sup>th</sup> Street Multimodal Corridor Study. The staff report and attachments from this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=25215>, and the minutes from this meeting are available here:

<http://www.shorelinewa.gov/Home/ShowDocument?id=25301>.



The Corridor Study was intended to inform subarea planning through an analysis of whether improvements that would be envisioned for NE 145<sup>th</sup> Street could accommodate projected population growth from the subarea as well as increased demands on the road from commuters using the light rail station.

On March 17, 2016 the Planning Commission then discussed all potential zoning scenarios considered to date and created the Compact Community Hybrid scenario. The staff report and attachments from this meeting are available here: <http://www.shorelinewa.gov/home/showdocument?id=25323>, and the minutes from this meeting are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=25581>.

On April 7, 2016, the Planning Commission held a public hearing to select a Preferred Alternative zoning scenario to recommend to the Council for study in the FEIS. The staff report and attachments from this meeting are available here: <http://www.shorelinewa.gov/home/showdocument?id=25603>. The minutes from that meeting are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=25805>. The Commission recommended the Compact Community Hybrid zoning scenario as the Preferred Alternative for the FEIS.

On May 2, 2016, the Council discussed potential zoning scenarios to be studied in the FEIS. The Council elected to not select a Preferred Alternative zoning scenario, but rather to study the Compact Community Hybrid as a fourth potential alternative, in addition to studying the concept of phasing for all action alternatives (Connecting Corridors, Compact Community, and Compact Community Hybrid).

**Final Environmental Impact Statement (FEIS)** - Pursuant to the direction received at the May 2 Council meeting, the City's consultant team, OTAK, began working on the FEIS, which was published on July 18, 2016. While information in the FEIS should inform the discussion of adopting ordinances and their exhibits, the FEIS itself is not adopted as part of the Subarea Plan Package, and was therefore not a subject of the public hearing.

**Planning Commission Study Sessions on Components of the Subarea Plan Package and Light Rail Station Subarea Development Regulation Amendments** - Because the Subarea Plan Package relies on the FEIS and consists of multiple documents, maps, and regulations, the Planning Commission held multiple study sessions on each component.

- May 5, June 2, and July 21, 2016 - the Planning Commission discussed potential Development Code regulations applicable to both of the City's light rail station subareas.
  - The staff report and materials from the May 5 meeting are available at: <http://www.shorelinewa.gov/home/showdocument?id=25845>.
  - The staff report and materials from the June 2 meeting are available at: <http://www.shorelinewa.gov/home/showdocument?id=26061>.



- The staff report and materials from the July 21 meeting are available at: <http://www.shorelinewa.gov/home/showdocument?id=26347>.
- July 7, 2016 - the Commission was presented with an overview of the FEIS for this proposal.
  - The staff report and materials from this meeting are available at: <http://www.shorelinewa.gov/home/showdocument?id=26205>.
- May 19 and July 21 - the Commission discussed draft policies for the Subarea Plan.
  - The staff report and materials from the May 19 meeting are available at: <http://www.shorelinewa.gov/home/showdocument?id=25981>.
- August 4 - the Commission discussed the Planned Action Ordinance.
  - The staff report and materials from this meeting are available at: <http://www.shorelinewa.gov/home/showdocument?id=26501>.

**Public Hearing on 145<sup>th</sup> Street Station Subarea Plan Package and Light Rail Station Subarea development regulation amendments** - The Planning Commission

held the required public hearing on the 145<sup>th</sup> Subarea Plan Package and Light Rail Station Subarea development regulation amendments on August 18, 2016. Following the staff presentation and public comment portions of the hearing, the Commission began their deliberation. The Commission discussed proposed Ordinance Nos. 750 and 751 under one motion, and recommended separating the proposed amendments to the Development Code regulations from proposed Ordinance No. 751 into new ordinance, proposed Ordinance No. 756, because regulations would apply to both the 145<sup>th</sup> and 185<sup>th</sup> Street Station Subareas. The Commission also made amendments to the proposed zoning scenario (listed in the Discussion section of this staff report) and unanimously voted to recommend revised Ordinance Nos. 750 and 751 for Council adoption. The Commission then continued the remainder of their deliberation to August 22, 2016.

On August 22, the Commission discussed and amended Ordinance Nos. 752 and 756, and voted to recommend the revised ordinances for Council adoption. This action concluded the Planning Commission involvement in the 145<sup>th</sup> Street Station Subarea Plan Package and amendments to the Light Rail Station Subarea development regulations. The staff report for the public hearing is available at the following link: <http://www.shorelinewa.gov/home/showdocument?id=26651>. Draft minutes from the August 18 and 22, 2016 public hearings are included as *Attachment F* and *Attachment G* respectively.

## **DISCUSSION**

**Ordinance 750 - Adopting the 145<sup>th</sup> Street Station Subarea Plan and Amending the Comprehensive Plan and Future Land Use Map (Attachment A)**

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

- |                             |                                |
|-----------------------------|--------------------------------|
| • sprawl reduction          | • property rights              |
| • concentrated urban growth | • natural resource industries  |
| • affordable housing        | • historic lands and buildings |



- economic development
- open space and recreation
- regional transportation
- environmental protection
- permit processing
- public facilities and services
- early and continuous public participation
- shoreline management

The City of Shoreline adopted the most recent major update to its Comprehensive Plan on December 10, 2012. Upon adoption, the 145<sup>th</sup> Street Station Subarea Plan will be incorporated as an optional element into the Comprehensive Plan as permitted by RCW 36.70A.080(2).

The full Subarea Plan document is attached to this staff report (Attachment A, Exhibit A), and may also be downloaded from the City's website ([www.shorelinewa.gov/145FEIS](http://www.shorelinewa.gov/145FEIS)) by section or in its entirety. Chapters of the Subarea Plan are as follows:

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

The Subarea Plan contains policy direction for future development of the 145<sup>th</sup> Street Station Subarea, including implementation strategies that will require additional work following adoption of the plan. This includes working with the Parks Board to develop a program for impact fees or dedication of new parks, and coordinating with service providers regarding capital projects. The Subarea Plan contains information from the Public and Stakeholder Involvement Plan, Design Workshop Summary Reports, Market Assessment, and the FEIS.

In addition to incorporating policy language into the Comprehensive Plan, the Subarea Plan also amends the Future Land Use Map (Attachment A, Exhibit B). Some Comprehensive Plan land use designations represent a range of potential zoning designations. This means that if a property had a Comprehensive Plan designation with a variety of possible zones the owner could submit an application to be rezoned to any one of those designations. The process is criteria-based and involves a public hearing.

However, for the light rail station subareas, each proposed Comprehensive Plan designation (Station Areas 1, 2, and 3) correlate to only one Mixed Use Residential (MUR) zoning designation: SA-1=MUR-70'; SA-2=MUR-45'; and SA-3=MUR-35'. This makes it more difficult for owners of MUR property to rezone to a different designation because the Comprehensive Plan land use map would also have to be amended.

At the August 18, 2016 public hearing, the Planning Commission made no changes to proposed Ordinance No. 750, other than incorporating changes to the zoning map in proposed Ordinance No. 751 into the Comprehensive Plan Future Land Use Map.



## **Southeast Neighborhoods Subarea Plan**

The Southeast Neighborhoods Subarea Plan was adopted in May 2010. It covered an area bounded on the south by 145<sup>th</sup> Street, on the west by 8<sup>th</sup> Avenue, on the north by 155<sup>th</sup> and 150<sup>th</sup> Streets, and on the east by Lake City Way. It contained portions of both the Ridgecrest and Briarcrest neighborhoods. When the Briarcrest neighborhood annexed into the City, most of the area was not assigned Comprehensive Plan designations, but given the place-holder "Special Study Area." The City worked with a Citizen's Advisory Committee from July 2008 until November 2009 to create a vision, craft policy recommendations, and adopt Comprehensive Plan and zoning designations for this area of Shoreline. The Southeast Neighborhoods Subarea Plan is available at the following link: <http://www.shorelinewa.gov/home/showdocument?id=12249>.

There is an area of overlap between the Southeast Neighborhoods Subarea and the 145<sup>th</sup> Street Station Subarea, which could create inconsistency within the Comprehensive Plan with regard to designations on the Future Land Use Map. The Southeast Neighborhood Subarea Plan uses the standard Comprehensive Plan land use designations (e.g. Low Density Residential, High Density Residential, and Mixed Use 2) while the 145<sup>th</sup> Street Station Subarea Plan proposes to use the station-specific land use designations (e.g. Station Areas 1, 2, and 3).

The GMA (36.70A RCW) states that a Comprehensive Plan is to be an internally consistent document and, therefore, any subarea plan must be consistent with all elements of the Comprehensive Plan, including other subarea plans. The overlap of the proposed 145<sup>th</sup> Street Station Subarea and the Southeast Neighborhood Subarea has the potential to create inconsistencies and, therefore, an amendment should occur in order to address the overlap between the two subareas. The City Council added an amendment to the 2016 Comprehensive Plan Docket at their June 13, 2016 meeting that provided direction to amend the boundaries of the Southeast Neighborhood Subarea Plan to "zipper" against the boundaries of the 145<sup>th</sup> Street Station Subarea Plan.

If the boundaries of the Southeast Neighborhoods Subarea Plan are amended, some of the policies contained in that plan would refer to areas no longer within the boundaries of that subarea. Therefore, in order to preserve the work of the Citizen Advisory Committee that created the Southeast Neighborhood Subarea Plan, staff recommends moving policies that refer to Paramount Park, Paramount Open Space, or 15<sup>th</sup> Avenue into the 145<sup>th</sup> Street Station Subarea Plan. These policies are listed below as they are currently included in the draft 145<sup>th</sup> Street Station Subarea Plan:

- Transportation Policy 7 - Implement improvements along arterials to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.
  - In the Southeast Neighborhoods Subarea Plan, this policy specifically referred to 15<sup>th</sup> Avenue, but the Planning Commission changed it to "arterials", as shown above, because they felt that it applied to other streets in the subarea as well.



- Community Design Policy 5 - Improve the area around 145<sup>th</sup> Street and 15<sup>th</sup> Avenue with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the city.
- Parks, Recreation, and Open Space Policy 3 - Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145<sup>th</sup> Street light rail station are designed and constructed to fit the character of the parks.
  - In the Southeast Neighborhoods Subarea Plan, this policy was phased a bit differently: "Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood." A committee of the Parks Board made recommendations to the Planning Commission with regard to Parks and Natural Environment policies, and suggested the language above.

### **Ordinance No. 751 - Amending the Official Zoning Map to Implement the 145<sup>th</sup> Street Station Subarea Plan (Attachment B)**

Potential zoning scenarios have been the subject of many Council and Commission meetings. A brief history is included below.

- **August 18, 2014** - Based on ideas generated at the June 12, 2014 Design Workshops; analysis in the Market Assessment; and existing national, state, regional, and local policy direction, Council discussed design concepts and how they could be translated into zoning scenarios. The staff report and attachments for this meeting are available at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport081814-9a.pdf>; minutes are available at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2014/081814.htm>
- **September 15, 2014** - Council discussed seven possible zoning scenarios, including No Action, emphasis on connecting corridors (either 5<sup>th</sup> Avenue, 155<sup>th</sup> Street, or both), or compact alternatives that included neither corridor. The staff report and attachments for this meeting are available at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport091514-8a.pdf>; minutes are available at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2014/091514.htm>
- **September 29, 2014** - Council selected three zoning scenarios to be presented to the community at the October 9, 2014 Design Workshop, Part II: No Action, Connecting Corridors, and Compact Community. The staff report and attachments for this meeting are available at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport092914-8a.pdf>; minutes are available at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2014/092914.htm>



- **November 10, 2014** - Following the October 9 Design Workshop, Part II, Council chose to move forward with No Action, Connecting Corridors, and Compact Community as the zoning scenarios to be analyzed in the DEIS for the 145<sup>th</sup> Street Station Subarea Plan. The staff report and attachments for this meeting are available at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport111014-8b.pdf>; minutes are available at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2014/111014.htm>
- **February 5 and 19, 2015** - The Planning Commission hosted a public hearing on the DEIS and potential zoning scenarios on February 5, 2015. The staff report and attachments for this meeting are available here:  
<http://www.shorelinewa.gov/home/showdocument?id=19425>; minutes are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=19627>. The Planning Commission public hearing was continued to February 19, 2015. The staff report and attachments for this meeting are available here:  
<http://www.shorelinewa.gov/home/showdocument?id=19631>; minutes are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=19953>

  - Following the February 19 public hearing, the Commission recommended that Council not select a Preferred Alternative zoning scenario or initiate the FEIS until completion of the 145<sup>th</sup> Street Multimodal Corridor Study.
- **March 23, 2015** – The Council accepted the Commission’s recommendation and voted to delay selection of the Preferred Alternative zoning scenario to be analyzed in the FEIS until completion of the Corridor Study. The staff report and attachments from this meeting are available here:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport032315-8a.pdf>; minutes are available here:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2015/032315.htm>
- **March 17, 2016** – The Planning Commission discussed all potential zoning scenarios considered to date and created the Compact Community Hybrid scenario. The staff report and attachments from this meeting are available here:  
<http://www.shorelinewa.gov/home/showdocument?id=25323>; minutes are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=25581>
- **April 7, 2016** – The Planning Commission held a public hearing to select a Preferred Alternative zoning scenario to recommend to the Council for study in the FEIS. The staff report and attachments from this meeting are available here:  
<http://www.shorelinewa.gov/home/showdocument?id=25603>; minutes are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=25805>
- **May 2, 2016** – Council directed that the Compact Community Hybrid be studied in the FEIS as a fourth alternative, in addition to the three alternatives studied in the DEIS, but they did not select a Preferred Alternative. Council also directed that the potential to phase zoning for all action alternatives (Connecting Corridors, Compact



Community, and Compact Community Hybrid) be studied in the FEIS. The staff report and attachments from this meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport050216-8b.pdf>; minutes are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2016/050216.htm>

- **August 4, 2016** – Commissioner Mork proposed a potential amendment to the Compact Community Hybrid zoning scenario to be considered for the August 18 public hearing. The map illustrating this amendment showed wetlands, streams, and their buffers surrounding Twin Ponds Park and Paramount Open Space, based on information from the recent delineation performed for Twin Ponds Park and the City's Critical Areas GIS layer for Paramount Open Space. Commissioner Mork proposed that properties that include any critical areas or their buffers retain R-6 zoning, while properties that did not include a critical area or buffer would be zoned MUR-35'. Commissioner Mork's reasoning was that properties likely to include critical areas or buffers should be limited to single-family development, but that other properties surrounding park land should have the option to maintain single-family standards or to redevelop with multi-family units that could house more people near such amenities. Her concern was that eventually, properties zoned R-6 that are not constrained by critical area regulations would eventually redevelop into larger, more expensive single-family homes, which she considered a potential equity issue and inconsistent with the vision.
- **August 18, 2016** - The Commission made the following revisions to the zoning map as part of their recommendation to Council, which have been incorporated into Attachment A, Exhibit B:
  - Commissioner Mork's proposed amendments to the Compact Community Hybrid Map that change areas around Paramount Park and Open Space and Twin Ponds park not impacted by critical areas or buffers from R-6 to MUR-35';
  - Commissioner Moss-Thomas' amendment to also change two parcels south of Paramount Open Space that front NE 145<sup>th</sup> Street from R-6 to MUR-35'; and
  - Commissioner Malek's amendment to change the block between 5<sup>th</sup> and 6<sup>th</sup> Avenues NE and NE 152<sup>nd</sup> and 155<sup>th</sup> Streets from MUR-45' to MUR-70'.

Also attached for City Council reference is *Attachment H*, which is the updated 145<sup>th</sup> Street Station walk- and bike-shed map. This map has been revised to incorporate the Planning Commission recommended zoning scenario and the new proposed location for the Sound Transit light rail station, which is approximately 400 feet north of the previously proposed station location.

**Ordinance No. 752 - Adopting a Planned Action Ordinance for the 145<sup>th</sup> Street Station Subarea pursuant to the State Environmental Policy Act (SEPA)**  
***(Attachment C)***

A Planned Action Ordinance involves detailed SEPA review and preparation of EIS documents in conjunction with subarea plans, consistent with [RCW 43.21C.031](#) and [WAC 197-11-164](#) through [WAC 197-11-172](#). Such up-front analysis of impacts and



identification of mitigation measures facilitates environmental review of subsequent individual development projects.

The key purpose of doing a Planned Action is to develop an understanding of cumulative impacts of potential redevelopment, rather than performing this analysis only at the development project level. Analyzing impacts and identifying mitigations through the FEIS for both 20 year and build-out timeframes allows the City to prioritize capital projects for the shorter timeframe, while also foreseeing what could be needed for the long-term. If the zoning scenarios analyzed for this subarea were to build-out at a growth rate of 1.5-2.5 percent, the long-term timeframe identified for needs could be somewhere between 55 and 98 years.

Analyzing different timeframes has the added benefit of accommodating unpredictable rates of growth. If more redevelopment were to occur than projected for the 20 year timeframe, projects may not be considered under the Planned Action, but the City and other service providers would already know what general improvements would be necessary before development could proceed.

It is worth noting that adopting a Planned Action Ordinance is not an indefinite or unlimited pass for growth. The City must monitor actual projects against the level analyzed, and if this threshold is reached, either a developer would need to perform independent environmental analysis, or the City could choose to develop a Supplemental Environmental Impact Statement to determine additional mitigations. Either option would be accompanied by new public process. Regulations that are adopted as part of a Planned Action Ordinance may be amended over time to address issues that arise, such as requiring additional design standards or mandating extra amenities, and would require additional analysis.

Going into the August 18, 2016 Planning Commission public hearing, staff recommended that the Planned Action Boundary correspond to the Phase 1 zoning boundary studied in the FEIS for all action alternatives. This recommendation was based on the following:

- With the 185<sup>th</sup> Street Station Subarea Plan, the Planned Action Boundary included the first two (of three) phases of development because Phases 1 and 2 would be in effect prior to 2033 (in 2015 and 2021, respectively).
- Phase 3 in the 185<sup>th</sup> Street Station Subarea Plan and Phase 2 in the 145<sup>th</sup> Street Station Subarea Plan could both be activated in 2033 (10 years after the light rail station is operational).
- Therefore, using a planned action boundary that correlates more closely to a 20-year development timeframe represents a consistent approach to both subarea plans.
- Twenty years is also a more common timeframe for Planned Action Ordinances, as opposed to using the build-out of a zoning scenario, which could take 55-87 years for the Compact Community Hybrid, applying a growth rate of 1.5-2.5 percent.
- Because the 145<sup>th</sup> Street Station Subarea Plan FEIS studied a phased approach to zoning, specific mitigations were identified for this timeframe (through 2033), which were used as the basis for proposed Ordinance No. 752, Exhibit A.



During the August 22, 2016 portion of the public hearing, the Commission recommended that the Planned Action Boundary should not correspond to a Phase 1 zoning boundary, but should instead be drawn around MUR-45' and MUR-70' zoning designations. Staff has no objections to this change, which is shown in Attachment C, Exhibit C.

During the August 22 portion of the public hearing, the Planning Commission also debated whether or not to provide notice when a Determination of Consistency or Inconsistency is issued for a project that is proposed under the Planned Action. Ultimately, this motion failed by a three to four vote, and the motion to recommend Council adoption of proposed Ordinance No. 752 passed with a six to one vote, with Commissioner Chang voting against it because of the lack of notice provision.

**Ordinance No. 756 - Amending the Unified Development Code, Shoreline Municipal Code Title 20, relating to both the 145<sup>th</sup> and 185<sup>th</sup> Street Station Subareas (Attachment D)**

New and/or modified regulations proposed for adoption through the 145<sup>th</sup> Street Station Subarea Plan Package would apply to both 185<sup>th</sup> and 145<sup>th</sup> Street station subarea zoning designations. Proposed regulations include changes to the follow areas:

- Critical Areas Reasonable Use Permit
- Station Area Uses
- Single-family detached in MUR-35' and MUR-45' zones
- Minimum density in MUR-35'
- Minimum density in MUR-70'
- Maximum setback on 145<sup>th</sup> and 185<sup>th</sup> Streets
- Additional height for rooftop amenities
- Minimum density calculations
- Townhouse design standards in MUR-45'
- Site and frontage improvement thresholds for change of land use
- Access to development from 5<sup>th</sup> Avenue NE

It is important to note that regulations already set forth in Title 20 relating to the light rail station zoning districts (MUR 35', MUR 45', and MUR 70') and the remainder of the existing Development Code would be applicable to the 145<sup>th</sup> Street Station Subarea Plan. These regulations address such aspects of development as:

- Height limits
- Front, rear, and side yard setbacks
- Architectural step backs in the building design ("wedding cake" form)
- Vehicular access oriented to side and rear rather than to the front along arterials
- Streetscape improvements and landscaping requirements
- Open space and recreation facilities for residents
- Parking quantity, access, and location standards
- Vehicle, pedestrian and bicycle circulation and access
- Lighting to enhance safety and security
- Design of public spaces
- Building façade articulation and compatible architectural form



- Preferences for architectural finishes and materials
- Tree conservation encouraged with residential redevelopment
- Signage requirements
- Integration of public art, planters, water features, and other public amenities

During the August 22, 2016 portion of the public hearing, the Planning Commission discussed several proposed regulations, including single-family in the MUR-45' zone, minimum lot size versus increased minimum density in MUR-70' zone, and minimum density in MUR-35' zone. The following recommendations were made by the Commission:

- Discard minimum lot size in the MUR-70' zone and increase minimum density to 80 units/acre; and
- Establish a minimum density of 12 units/acre in MUR-35' zone.

**Proposed Schedule for 145<sup>th</sup> Street Subarea Plan Adoption** - Following tonight's study session, staff will amend proposed Ordinance Nos. 750, 751, 752, and 756 and their exhibits based on Council direction for potential adoption at the September 26, 2016 Council meeting. The Council may wish to discuss and adopt Ordinance Nos. 750 and 751 through the same motion because of the relationship between the Comprehensive Plan Future Land Use Map and the Zoning Map. Council may also wish to discuss and adopt Ordinance No. 756 prior to Ordinance No. 752 because the Development Code regulations amended through Ord. No. 756 are also included as an exhibit for Ord. No. 752 because they are considered mitigations for the Planned Action Ordinance.

### **STAKEHOLDER OUTREACH**

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

<http://www.shorelinewa.gov/home/showdocument?id=15884>. Additional background information is available on the City's light rail webpage at [www.shorelinewa.gov/lightrail](http://www.shorelinewa.gov/lightrail), and in the Background section of this staff report and the May 2, 2016 staff report.

### **COUNCIL GOALS ADDRESSED**

Adoption of the 145<sup>th</sup> Street Station Subarea Plan Package and related light rail station subarea development regulations would be a significant step towards addressing Council Goal #3: "Prepare for two light rail stations."

### **RESOURCE/FINANCIAL IMPACT**

While adoption of the 145<sup>th</sup> Street Station Subarea Plan Package and amendments to the City's Light Rail Station Subarea development regulations will not have direct financial implications, implementation of these amendments will impact future budgets and staff work plans. This could include Capital Improvement Projects to upgrade transportation and utility infrastructure, establishing funding to purchase property for



parks or open spaces, and establishing an affordable housing trust fund and possibly a Transfer of Development Rights program.

### **RECOMMENDATION**

Staff recommends that Council discuss and amend, as necessary, the Planning Commission recommendation for the 145<sup>th</sup> Street Station Subarea Plan Package and the proposed amendments to the City's Light Rail Station development regulations, which could potentially be adopted at the September 26, 2016 Council meeting.

### **ATTACHMENTS**

- Attachment A - Ord. No. 750 - Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Future Land Use Map
  - Exhibit A - 145<sup>th</sup> Street Station Subarea Plan
  - Exhibit B - Comprehensive Plan Future Land Use Map
- Attachment B - Ord. No. 751 - Amending the Official Zoning Map to Implement the 145th Street Station Subarea Plan
  - Exhibit A - Planning Commission Recommendation for Zoning Map
- Attachment C - Ord. No. 752 - Adopting a Planned Action Ordinance for the 145th Street Station Subarea pursuant to the State Environmental Policy Act
  - Exhibit A - Mitigation Measures
  - Exhibit B - Development Code Regulations
  - Exhibit C - Planned Action Boundary Map
- Attachment D - Ord. No. 756 - Amending the Unified Development Code, Shoreline Municipal Code Title 20, related to the 145<sup>th</sup> and 185<sup>th</sup> Street Station Subareas
  - Exhibit A - Development Code Regulations
- Attachment E - Timeline for 145<sup>th</sup> Street Station Subarea Planning Process
- Attachment F - Draft Planning Commission minutes of the August 18, 2016 public hearing
- Attachment G - Draft Planning Commission minutes of the August 22, 2016 public hearing continuation
- Attachment H - Updated 145<sup>th</sup> Street Station Walk- and Bike-shed Map



**ORDINANCE NO. 750**

**AN ORDINANCE OF THE CITY OF SHORELINE ADOPTING THE 145<sup>th</sup> STREET STATION SUBAREA PLAN AND AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP TO INCLUDE THE SUBAREA PLAN.**

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

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

WHEREAS, the City's Comprehensive Plan includes policies for the creation of a subarea plan for the 145<sup>th</sup> Street Station Subarea; and

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

WHEREAS, the City prepared the 145<sup>th</sup> Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plan including open houses, community meetings, study sessions, and public meetings before the Planning Commission and the City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on July 18, 2016, the City issued the 145<sup>th</sup> Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS), which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan; and

WHEREAS, the Planning Commission, after required public notice, on August 18, 2016 held a public hearing on the 145<sup>th</sup> Street Station Subarea Plan, including changes to the City's Comprehensive Plan Land Use Map, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session for the 145<sup>th</sup> Street Station Subarea Plan, including changes to the City's Comprehensive Land Use Map, on September 12, 2016, and reviewed the Planning Commission's recommendation and the entire public record presented to the City Council; and



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

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

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

**Section 1.     Adoption of the 145<sup>th</sup> Street Subarea Plan.** The 145<sup>th</sup> Street Station Subarea Plan, attached hereto as Exhibit A, is adopted.

**Section 2.     Amendment of the Comprehensive Plan and Land Use Map.** The City of Shoreline's Comprehensive Plan is amended to include the 145<sup>th</sup> Street Station Subarea Plan and the City's Comprehensive Plan Land Use Map is amended to include the land use designations set forth in the 145<sup>th</sup> Street Station Subarea Plan as shown on Exhibit B attached hereto.

**Section 3.     Severability.** Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

**Section 4.     Effective Date of Publication.** A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five days after publication.

**PASSED BY THE CITY COUNCIL ON SEPTEMBER 26, 2016.**

\_\_\_\_\_  
Christopher Roberts  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Margaret King  
City Attorney

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_





# 145<sup>TH</sup> STREET STATION SUBAREA PLAN

DRAFT July 2016



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# Introduction

# 1

## 145th Street Station Subarea Plan

*The background behind development of the 145th Street Station Subarea Plan (SSP/subarea plan), including the organization, context, purpose, process, and foundational principles for the subarea plan are described in this introductory section.*

### Background

In spring of 2013, the City of Shoreline entered into community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community's light rail station subareas at NE 145th and NE 185th Streets along Interstate 5 (I-5). The subarea plans for both station areas were shaped by extensive public and stakeholder engagement (see Chapter 2 of this Subarea Plan) as well as technical and environmental analysis.

Development of the subarea plan was guided by Framework Policies adopted by the City Council in May 2012, as well as specific policies of the Land Use Element (LU23-LU46) adopted into the Comprehensive Plan in December 2012. Other policies and provisions of the City of Shoreline's Comprehensive Plan, as well as citizen visioning work that culminated in Vision 2029, and adopted plans such as the Transportation Master Plan were also foundational to the subarea plan.

A Draft Environmental Impact Statement (DEIS) was published for the 145th Street SSP in January 2015, an Addendum to the DEIS was published in February 2016, and the Final Environmental Impact Statement (FEIS) was published in July 2016.

The DEIS and FEIS for the 145th Street Station Subarea studied a range of alternatives for future growth and change in the subarea. This included studying a No Action alternative and two action alternatives (Connecting Corridors and Compact Community) in the DEIS. After consideration of elements studied in the DEIS and public and agency comments, the City Council chose to study Alternative 4—Compact Community Hybrid and the potential to phase any of the action alternatives as additional options in the FEIS. The Council did not select any of the potential zoning alternatives as a “Preferred Alternative”, so because the Compact Community Hybrid was the last recommendation from the Planning Commission (following the April 7, 2016 public hearing), that map is used as the basis of this draft subarea plan. If the Commission were to recommend or Council were to adopt a different zoning scenario, maps in the subarea plan and adopting ordinances would be amended.

The “subarea plan package” will consist of the following ordinances:

- **ORD. NO. 750** Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map





*Community Design Workshop #1, June 2014*

- **ORD. NO. 751** Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan
- **ORD. NO. 752** Planned Action for the 145th Street Station Subarea pursuant to the State Environmental Policy Act

Adoption of these ordinances will amend the City's Comprehensive Plan, including the Future Land Use Map; Development Code regulations and the zoning map; and establish Planned Action boundaries and mitigation requirements to accommodate projected population growth.

## Subarea Plan Organization

The 145th Street SSP includes the following sections:

1. Introduction
2. Community and Stakeholder Engagement in Plan Development
3. Existing Conditions and Population Forecasts
4. Market Outlook and Economic Development Potential
5. Long Term Vision

6. Sustainability and Livability Benefits of Implementing the Subarea Plan.
7. Incremental Implementation Strategy

## Planning Context

Through a separate public process for the Lynnwood Link Extension, which included development of a DEIS, Sound Transit identified NE 145th Street on the east side of Interstate 5 (I-5), north of the interchange, as the preferred location for one of the two light rail stations to potentially be built in Shoreline. A park-and-ride structure, also to be constructed by Sound Transit, would be potentially located on the east side I-5, also north of the 145th Street interchange. The City of Shoreline supports this proposed station location as Sound Transit's preferred alternative for the Lynnwood Link Extension, and identifies the location in the City's Comprehensive Plan Land Use Map.

The City of Shoreline Planning Commission determined planning boundaries for the 145th Street SSP through considerations of factors such as policy direction, topography, ability to walk and bike to and from the station, and other existing conditions and influencing factors. The City of Shoreline Planning Commission recommended and City Council adopted specific land use and mobility study area boundaries for the 145th Street SSP. Together, the two study areas make up the "subarea" that is the focus of this planning process.

The rectangular-shaped subarea includes portions of the Parkwood and Ridgecrest neighborhoods of Shoreline, and also a very small portion of the Briarcrest neighborhood east of 15th Avenue. N/NE 145th Street serves as a southern boundary of the subarea, with City of Seattle jurisdiction to the south. **Figure 1-1** illustrates the subarea planning boundaries and shows the location of the potential light rail station and park-and-ride structure.



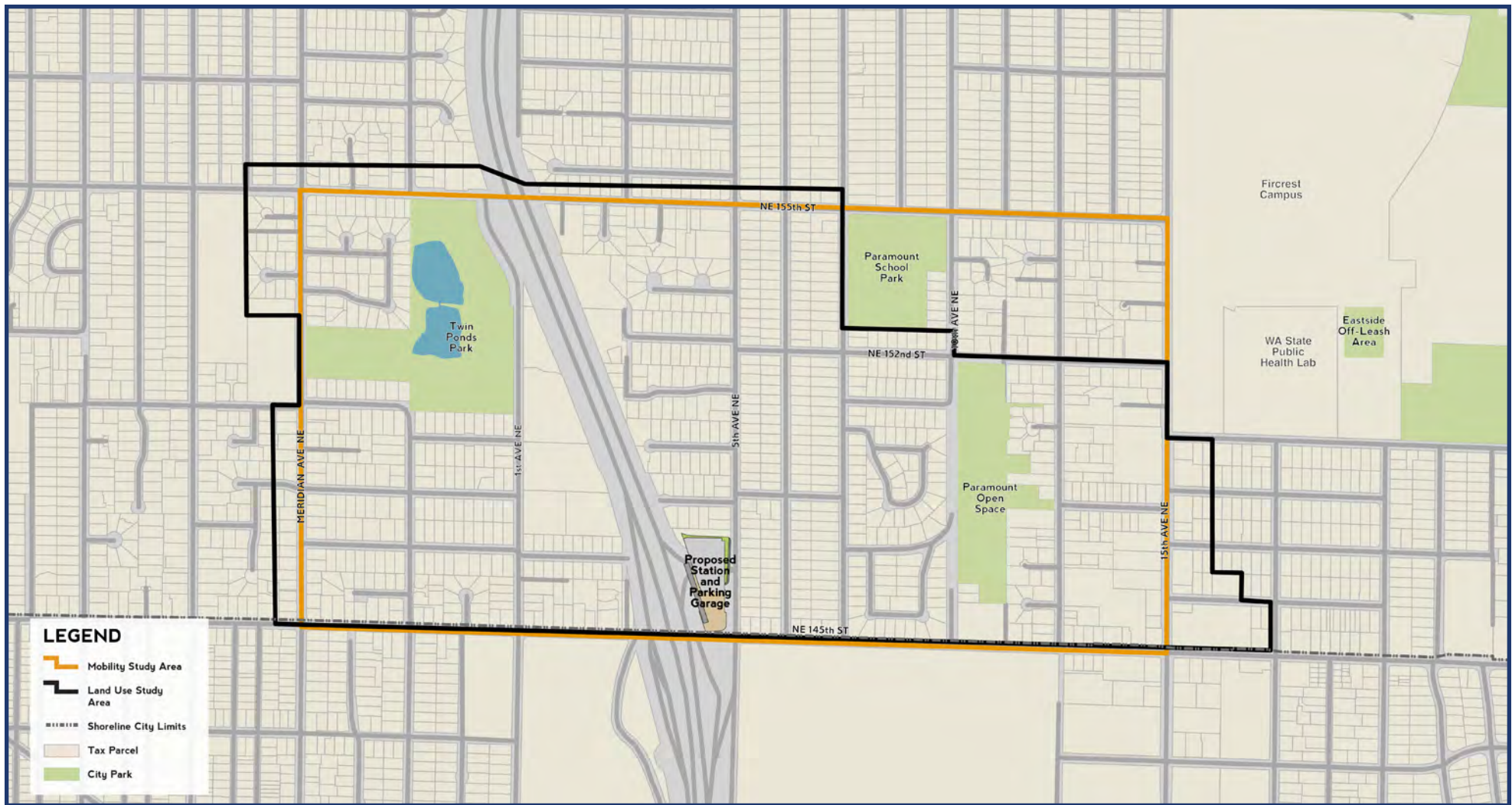


FIGURE 1-1: Subarea Planning Boundaries





*Planning Diagramming*

## Purpose and Need for the Subarea Plan

The City of Shoreline developed the 145th Street SSP for the purpose of addressing future land use and transportation needs in the vicinity of the planned light rail transit station. Consistent with the City of Shoreline's Comprehensive Plan, Vision 2029, Transportation Master Plan, and other adopted plans and policies at the federal, state, regional and local levels, the subarea plan encourages development of a livable, equitable community around high-capacity transit.

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

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

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

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

The 145th Street SSP was developed through a process that integrated State Environmental Policy Act (SEPA) provisions and extensive community and stakeholder involvement. Details related to community and stakeholder engagement are described in the next section of this plan, while the general subarea plan development process is summarized below.

### SUBAREA PLANNING PROCESS

The subarea planning process was completed during the timeframe from summer 2013 through fall of 2016 and included four distinct stages of work:

- ▶ **ENVISION**—The community-driven visioning process that established key objectives for the station subarea.
- ▶ **EXPLORE**—Development of options and alternatives that would achieve the vision and objectives.



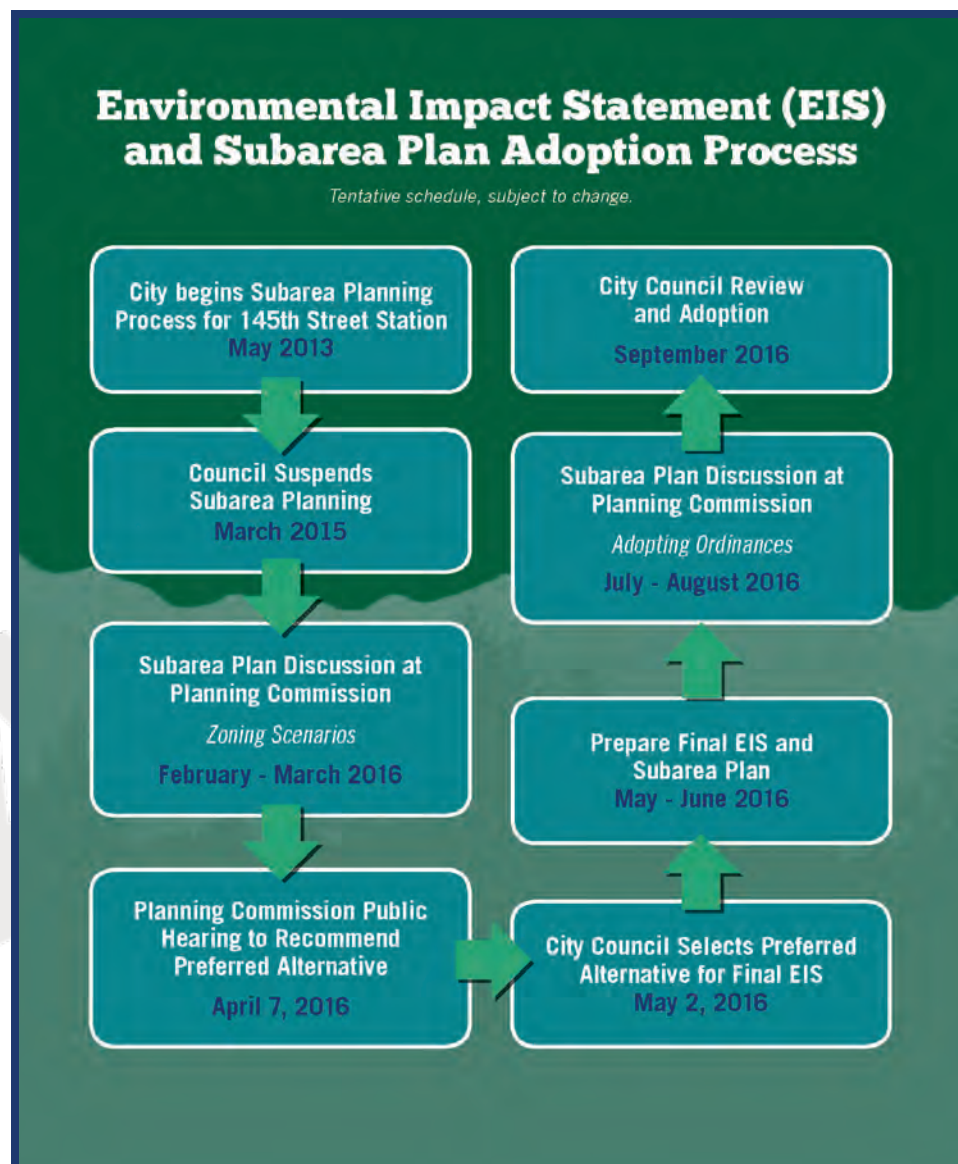
- **ANALYZE**—Formal analysis of a reasonable range of alternatives meeting the purpose and need of the planned action in the Draft and Final EISs.
- **ADOPT**—Adoption of the subarea plan/ordinances 750, 751, and 752.

**Figures 1-2 and 1-3** illustrate the subarea planning process for the 145th Street SSP.

The “Envision” phase consisted of a series of Visioning events (during summer and fall 2013) and Design Workshops (in June 2014 and October 2014) where community members brainstormed and sketched ideas about qualities and elements they wanted to preserve and enhance in their neighborhoods over time. The June 2014 workshop series resulted in the development of the two action alternatives studied in the DEIS, Alternative 2—Compact Community, which looked at redevelopment in a more compact area around the light rail station, and Alternative 3—Connecting Corridors, which looked at redevelopment more spread out in the subarea and along the key corridors of 5th Avenue NE and N-NE 155th Street. Both alternatives also included the concept of a “Green Network” of trails, pedestrian, and bicycle facilities, along with green stormwater infrastructure, parks and open space, and other amenities in the subarea.

The FEIS later studied a fourth alternative, Alternative 4—Compact Community Hybrid, which retained many of the same characteristics of Alternative 3, but also with some aspects of Alternative 2. Alternative 4 also retained R-6 single family zoning around parks in the subarea and included the “Green Network” concept, but updated it to more closely resemble the Off Corridor Network of pedestrian and bicycle facilities proposed by the 145th Street Corridor Study.

All action alternatives studied included an emphasis on alternative modes of transportation, promoting neighborhood-serving businesses, and a greater variety of housing choices.



**FIGURE 1-2: Environmental Impact Statement (EIS) and Subarea Plan Adoption Process**



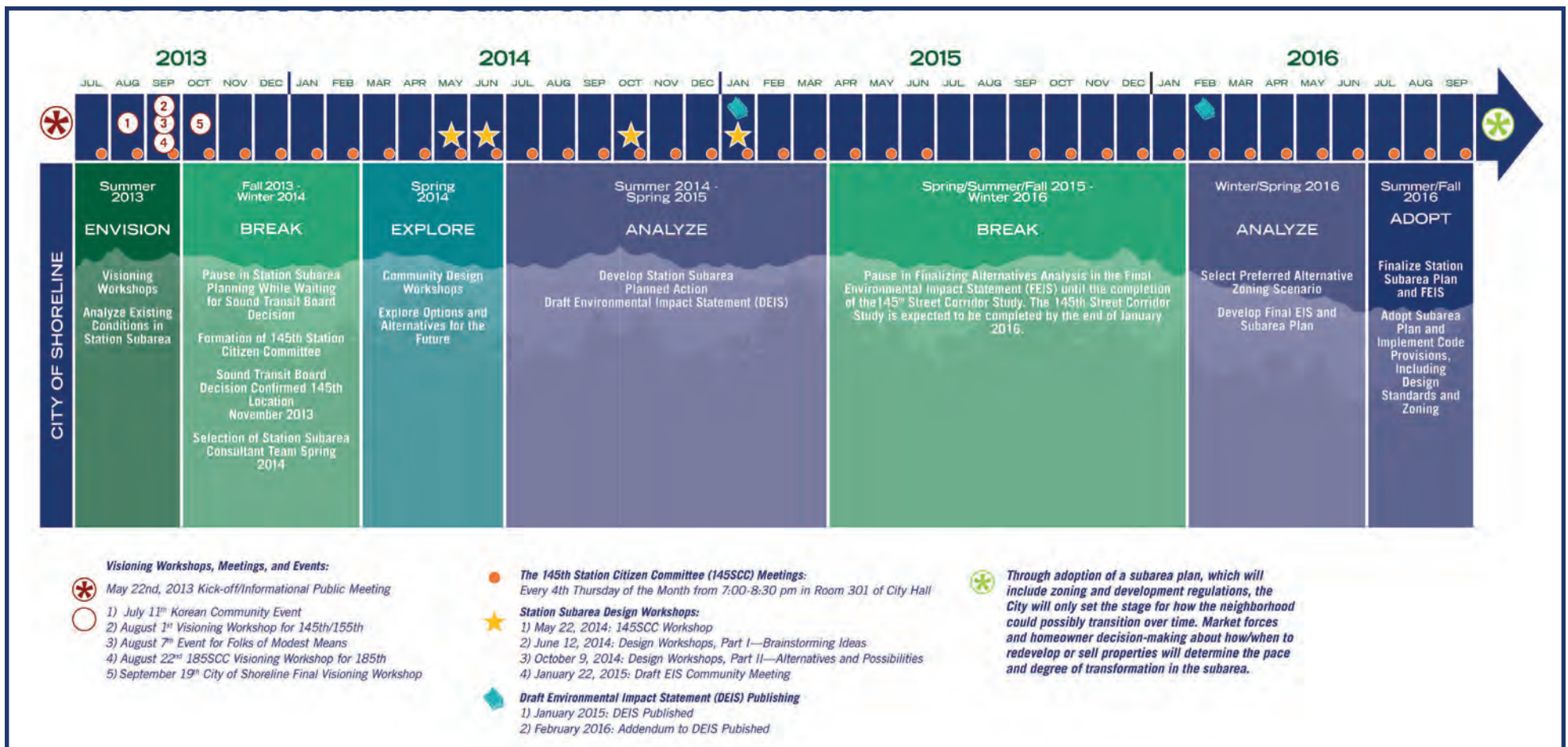


FIGURE 1-3: Planning Process and Schedule



## PLANNED ACTION ORDINANCE

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

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

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

The previous Draft and Final EISs completed for the subarea address Step 1 identified above by analyzing the potential environmental impacts related to alternatives and prescribing mitigation to address potential impacts. Step 2 is addressed through adoption of the 145th Street Subarea Planned Action Ordinance, which identifies the boundary for improvements and projects to support redevelopment. This boundary is shown in **Figure 1-4**.



*Community Design Workshop #1, June 2014*

## Subarea Policies

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

## Other Relevant Plans and Policies

The 145th Street SSP is consistent with and supports a wide array of federal, state, regional, and local plans and policies, including the Partnership for Sustainable Communities of the United States Housing and Urban Development, Department of Transportation, and Environmental Protection Agency; Washington State Growth Management Act, Puget Sound Region Vision 2040 and the Growing Transit Communities Partnership; Countywide (King County) Planning Policies; and the City of Shoreline Vision 2029, Comprehensive Plan, and other relevant City planning policies and development regulations. These are summarized and referenced below. Refer to the Chapter 2 of the FEIS for a full summary of applicable plans and policies.



**145<sup>TH</sup> STREET STATION SUBAREA PLAN  
DRAFT COMPREHENSIVE PLAN FUTURE LAND USE MAP  
JULY 21, 2016**



**FIGURE 1-4: Planned Action Area**



## PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

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

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

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

## WASHINGTON STATE GROWTH MANAGEMENT ACT

The Washington State Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City of Shoreline plans for its growth in accordance with the GMA, which means that its comprehensive plan

establishes provisions and a capital improvement program with adequate capacity to support the City's share of projected regional growth, along with its own vision. Planned and financed infrastructure improvements are identified to support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

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

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



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

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

## PUGET SOUND REGION VISION 2040 AND GROWING TRANSIT COMMUNITIES PARTNERSHIP

The proposed 145th Street SSP is consistent with the regional long-range plan, Vision 2040, as well as land use and transportation planning initiatives to support the region's investment in high-capacity transit, as described further below.

### VISION 2040

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

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

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



- ▶ **ECONOMY**—The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
- ▶ **TRANSPORTATION**—The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.
- ▶ **PUBLIC SERVICES**—The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

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

## GROWING TRANSIT COMMUNITIES PARTNERSHIP

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

The Partnership also worked with the Center for Transit-Oriented Development to create a People + Place Typology for the region's 74 high-capacity transit station areas. The 145th Street station area in Shoreline was designated with the typology, "Protect and Grow," characterized as follows.

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow.

Key strategies for the "Protect and Grow" typology at the 145th Street Station subarea include:

- ▶ Provide development regulations and capital facilities investments that support market demand
- ▶ Leverage a full range of tools for new and preserved affordable housing
- ▶ Complete community needs assessments and targeted community investments
- ▶ Provide targeted small business support

## COUNTYWIDE PLANNING POLICIES

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

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

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





May 2014 145SCC Workshop

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

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

## CITY OF SHORELINE VISION 2029

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

## VISION 2029

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

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

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

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

Key aspects of *Vision 2029* relevant to the 145th Street SSP are summarized below.



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

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

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

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

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places—like parks, plazas, cafes, and wine bars—provide opportunities for neighbors to meet, mingle, and swap the latest news of the day. Neighborhood main streets also serve as transportation



*Community Design Workshop #1, June 2014*

hubs, whether you are a cyclist, pedestrian, or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail, and other regional destinations.

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

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

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



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

### Shoreline's Comprehensive Plan

defines transit-oriented communities as

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

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

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

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

## FRAMEWORK GOALS

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

## CITY OF SHORELINE COMPREHENSIVE PLAN POLICIES

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



## SPECIFIC POLICIES RELATED TO LIGHT RAIL STATION AREAS

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

- LU23:** Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU24:** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU25:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU26:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU27:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU28:** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU29:** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU30:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- LU31:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU32:** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU33:** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU34:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.
- LU35:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU36:** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU37:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).



- LU38:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU39:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU40:** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU41:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU42:** Use the investment in light rail as a foundation for other community enhancements.
- LU43:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (e.g. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU44:** Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU45:** Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU46:** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

## Other Relevant City of Shoreline Plans

In addition to the City's Comprehensive Plan, the 145th Street SSP is consistent with several other adopted City of Shoreline plans, including:

- ▶ 185th Street Station Subarea Plan, March 2016
- ▶ Shoreline Climate Action Plan, September 2013
- ▶ Economic Development Strategic Plan, January 2012
- ▶ Transportation Master Plan, 2011, with amendments adopted in December 2012 and December 2013
- ▶ Parks, Recreation, and Open Space Master Plan, July 2011
- ▶ Surface Water Master Plan, December 2011
- ▶ Town Center Subarea Plan, July 2011
- ▶ Southeast Neighborhoods Subarea Plan, May 2010
- ▶ Shoreline Environmental Sustainability Strategy, July 2008
- ▶ Shoreline Comprehensive Housing Strategy, March 2008



# Community and Stakeholder Engagement

## 2

### 145th Street Station Subarea Plan

*Public involvement has been important and integral to the development of the 145th Street Station Subarea Plan (SSP/subarea plan). The Shoreline community and stakeholders have been engaged throughout the planning process, especially the 145th Street Station Citizen Committee (145SCC), which is a self-facilitated group, not appointed by the City. The 145SCC is primarily composed of residents of the Parkwood and Ridgecrest neighborhoods, but the organization is open to anyone in the community.*

*Development around the new light rail station has the potential to provide Shoreline residents greater access to the region's transit system and create a vibrant, equitable transit-oriented community. To that end, the City has fostered an interactive process to engage stakeholders and the community in shaping potential alternatives for the station subarea. The process also has worked to build public support for a long term approach to growth and change in the subarea.*

## Overview of the Public and Stakeholder Involvement Plan

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

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

For more information about public and stakeholder involvement and the station subarea planning process, and to view the results of other workshops and activities, visit: [www.shorelinewa.gov/lightrail](http://www.shorelinewa.gov/lightrail). The Public and Stakeholder Involvement Plan can be viewed or downloaded at this website.





*Korean Community Meeting, July 2013*

## Goals for Community Engagement

The following overarching goals guided the community and stakeholder engagement process for the 145th Street SSP.

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

## Key Messages

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

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

## Participants in the Process

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

### OVERALL COMMUNITY

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



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

- ▶ Shoreline's 2015 population was estimated to be 55,439.
- ▶ While Shoreline's population prior to the current decade remained fairly stable, the community has seen a small amount of growth in recent years. Between 2010 and 2015, the population grew by 2,432 (slightly less than one percent per year).
- ▶ The community's demographics have been changing, including three noticeable trends:
  - ▷ Greater diversity in the community, with increasing Asian-American, Hispanic/Latino, African-American, and foreign-born residents.
  - ▷ Aging of the general population—the median age of residents increased from 39 in 2000 to 42 in 2010 (dropping slightly to 41.5 in 2014); Shoreline has the second largest percent of people 65 and older among King County cities, at 15.8 percent.
  - ▷ Families (two or more people related by birth, marriage, or adoption) declined from 65 percent to 61 percent of all households in Shoreline between 2000 and 2010. Non-family households increased from 35 percent to 39 percent of households. The number of people living in group quarters, such as nursing homes, adult family homes, and Fircrest increased by 9 percent between 2000 and 2010 based on the 2010 Census.
- ▶ Foreign born residents of Shoreline increased from 17 percent of the population in 2000 to 19 percent in 2010 (American Community Survey and US Census data).
- ▶ The largest minority population is Asian-American, composed of several subgroups, which collectively make up 15 percent of the population.

## WHAT ARE THE BENEFITS?



### PLANET

- Reducing carbon footprints and greenhouse emissions
- Mitigating climate change



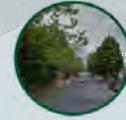
### REGION

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



### COMMUNITY

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



### NEIGHBORHOOD

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





*Community Design Workshop #1, June 2014*

- ▶ The African-American population increased by 45 percent between 2000 and 2010, the highest increase of any population, followed by a 15 percent increase by people of two or more races.
- ▶ Hispanic people may be of any race, and this demographic increased by 41 percent between 2000 and 2010.
- ▶ “Baby boomers,” those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percentage of people 65 and older among King County cities. The aging population of the community is an important consideration when coupled with the fact that many older adults heavily rely on transit for transportation.
- ▶ Among older adults, the fastest growing segment is people 85 and older, up 1/3 from 2000.
- ▶ An estimated 73 percent of dwelling units in Shoreline are single family homes; 27 percent are multi-family units.
- ▶ The median value of owner-occupied housing in Shoreline was \$205,300 in 1999 and in April 2016 median sale price for Shoreline was \$447,700, an increase from the 2007 high of 19 percent. The rapid increase in home values and rental costs puts increasing pressure on households in Shoreline, and widens the affordability gap for prospective buyers.

## NEIGHBORHOOD INTERESTS

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

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





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

Neighborhoods that are part of the 145th Street Station Subarea include:

- ▶ Ridgecrest
- ▶ Parkwood

The subarea contains a very small portion of the Briarcrest neighborhood, on the east side of 15th Avenue.

Other neighborhoods near the subarea include:

- ▶ Meridian Park
- ▶ Highland Terrace
- ▶ Westminster Triangle
- ▶ North City

Neighborhoods throughout the rest of Shoreline include:

- ▶ Echo Lake
- ▶ Ballinger
- ▶ The Highlands
- ▶ Richmond Highlands
- ▶ Hillwood
- ▶ Richmond Beach
- ▶ Innis Arden

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

## COMMUNITY-BASED ORGANIZATIONS

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

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

## REGIONAL INTERESTS AND STAKEHOLDERS

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

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

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





**145th Subarea Mapping**

## KEY PROPERTY OWNERS

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

- ▶ Sound Transit—Constructing the light rail system and station improvements, including parking
- ▶ Shoreline School District
- ▶ Shoreline Parks, Recreation, and Cultural Services—Public property owner in the 145th Station subarea
- ▶ All City departments
- ▶ Seattle City Light
- ▶ Public utility and service providers serving the station subarea (including Ronald Wastewater, North City Water District, and Seattle Public Utilities)
- ▶ Private property owners in the station subarea

## Involvement Methods and Activities

In order to facilitate integral public and stakeholder engagement for the 145th Street Station Subarea Plan, the City of Shoreline has provided opportunities throughout the subarea planning and environmental review process, summarized below.

- ▶ **CITY WEBSITE POSTINGS/PROJECT WEBPAGES.** The City has posted information on its website and created project webpages for the subarea plan, DEIS, and FEIS, accessible via: [www.shorelinewa.gov/lightrail](http://www.shorelinewa.gov/lightrail). The information on the webpages has been frequently updated during the planning process. Posted information has provided background information on the subarea plan and environmental impact statements, described the schedule, and provided links to relevant documents as they were released for public review. Contact information for City staff also has been provided to allow the public to submit comments or ask questions about the subarea plan and environmental impact statements.
- ▶ **COMMUNITY WORKSHOPS/PUBLIC MEETINGS.** The City has hosted multiple community workshops and public meetings during the planning and environmental stages of work. Visioning workshops were held in the summer and fall of 2013 to gather public comments and ideas on the vision for the station subarea. In June of 2014, the City hosted a series of Design Workshops with the 145SCC and the community. In October 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. Summary reports for these workshops are available for viewing or downloading at: <http://www.shorelinewa.gov/home/showdocument?id=17748> and <http://www.shorelinewa.gov/home/showdocument?id=25421>

The workshops were effective in engaging diverse interests as well as the overall community. Separate meetings were held with the 145SCC group, as well as other community-based interests.



The design workshops provided the opportunity for hands-on development of alternatives using design-in-public techniques, and participants provided input on a variety of topics. This approach involved members of the station subarea planning team meeting with individuals and groups to present ideas and illustrate possible solutions through SketchUp modeling and visualization graphics.

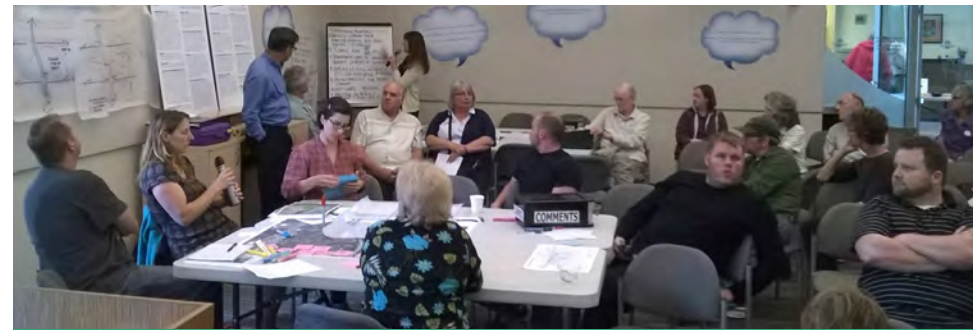
The "Green Network" concept plan that includes a recommended system of trails, pedestrian, and bicycle facilities through the subarea, along with green stormwater infrastructure, parks and open space improvements, and other amenities, was a direct outcome of the workshop sessions based on community interests.

Community meetings were noticed on the project website, and through email distribution lists, Alert Shoreline, press releases, and mailings. Invitations to individual stakeholder meetings were delivered via email distribution lists for various organizations.

- **DEIS SCOPING COMMENT PERIOD.** The station subarea planning process complied with the Washington State Environmental Policy Act (SEPA) for development of a planned action environmental impact statement (EIS). Specific public engagement methods were provided to support the planned action EIS, including SEPA scoping to present potential alternatives and environmental elements to be studied.

Public and agency comments were solicited in a scoping period from October 1-31, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the EIS and offer written suggestions. In addition, the City documented comments received at the October 2014 public meeting related to scoping and answered questions about the subarea plan and EIS at that meeting.

- **DEIS COMMENT PERIOD AND PUBLIC MEETING.** The DEIS was released for public review on January 17, 2015 with a public and agency comment period extending through February 19, 2015.



*Community Design Workshop #1, June 2014*

The DEIS analyzed three potential zoning scenarios with regard to potential impacts and mitigation measures for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

- **ADDENDUM TO DEIS.** Many comments were submitted on the DEIS, including comments about wetlands, streams, soils, trees, habitat, and surface and ground water in the subarea. To better respond to these comments, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical areas- Paramount Open Space and Twin Ponds Park. On February 18, 2016, two technical memos were published and discussed with the Planning Commission: a Wetlands and Streams Assessment, and Geotechnical Considerations for High Groundwater or Peat Conditions. These memos constituted an addendum to the DEIS, which was posted for public comment on February 19, 2016. Although not required, a public comment period was offered through March 21, 2016.



► **FEIS.** The FEIS was published in July 2016 and provided analysis not studied in the DEIS related to phasing and a fourth action alternative, Alternative 4—Compact Community Hybrid, which was a hybrid between two previous alternatives analyzed in the DEIS. This new alternative also retained R-6 single family zoning around parks in the subarea. The FEIS also integrated the content from the DEIS Addendum and the 145th Multimodal Corridor Study, and it included responses to comments on the DEIS and DEIS Addendum. As is typical with the SEPA process, there was not a formal comment period for the FEIS. However, several public meetings were held during the FEIS and subarea plan adoption process, as described below.

► **POST DEIS AND FEIS PLANNING COMMISSION AND CITY COUNCIL MEETINGS.** Additional Planning Commission and City Council meetings have been held for the FEIS, Subarea Plan, and Planned Action Ordinance review and adoption. Subsequent to preparation of the FEIS, the City prepared the Subarea Plan document, the Planned Action Ordinance, and code regulations to support implementation of the plan. The following timeline outlines the schedule for review of the FEIS and Subarea Plan package for the 145th Street Station Subarea:

- **May 5 and 19**—Planning Commission meetings: Discuss potential Development Code regulations
- **June 2**—Planning Commission meeting: Discuss potential Development Code regulations
- **July 7**—Planning Commission meeting: Discuss Final EIS
- **July 21**—Planning Commission meeting: Discuss Subarea Plan and potential zoning scenarios
- **August 4**—Planning Commission meeting: Discuss Planned Action and adopting ordinances
- **August 18**—Planning Commission Public Hearing: Discuss Subarea Plan package and make recommendation to the City Council

- **September 12**—City Council meeting: Study Session on Subarea Plan package
- **September 26**—City Council meeting: Council potentially adopts Ordinance Numbers 750, 751, and 752

*It should be noted that this schedule could change if decisions or deliverables take longer than the time allotted.*

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

- **Planning Commission:** <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>
- **City Council:** <http://www.shorelinewa.gov/government/shoreline-city-council/live-and-video-council-meetings>

► **SPECIAL BRIEFINGS, PRESENTATIONS, AND DISPLAYS.**

City staff and members of the project team gave special briefings and presentations and provided information at meetings of various groups and special events in the community during the planning process. This included having project information on hand at venues such as the Farmers Market, Celebrate Shoreline, and other events. Display materials identified the subarea planning boundaries, alternatives under analysis, project timelines, and other information. Displays (both online and real-time) also promoted “walkshops”. Activities included inviting participants at various workshops and events to submit ideas via a photo journal (ideas written on white boards, held up by the submitters, and photographed).

► **WALKSHOPS/WALKING TOUR MAPS.** Tour maps were developed for the subarea and posted online as well as in hard-copy form on signs out in the neighborhood. City staff also hosted tours during the summers 2013, 2014, and 2015. Participants could walk,





bicycle, drive, or take a virtual tour of the routes in the map and were prompted to consider potential ideas for redevelopment and improvements needed along the way. The maps illustrate existing conditions, with photos of existing streets and sites in the station areas.

- ▶ **VISUALIZATION GRAPHICS.** The project team developed visualization graphics using SketchUp models and perspective illustrations to show the public what various station subarea planning alternatives might look like if implemented. Viewers were able to look at the sketch models multiple perspectives and get a sense of *possibilities* for how the station area might change over time.
- ▶ **FLYERS, INFORMATION SHEETS ("101S"), RESPONSES TO FREQUENTLY ASKED QUESTIONS AND OTHER OUTREACH MATERIALS.** A variety of public information sheets and outreach materials have been developed during the station subarea planning

process to broaden awareness and educate the public about key aspects related to creating transit-oriented communities.

The City developed a Frequently Asked Questions (FAQs) sheet (available at: [www.shorelinewa.gov/lightrail](http://www.shorelinewa.gov/lightrail)). Specific information sheets about housing (including affordable housing and property taxes) were made available at various meetings and workshops. The City also prepared press releases and articles for *Currents* (the City's newsletter) and developed and distributed postcards, flyers, and other materials to announce public meetings and workshops and guide people to online information. Comment forms, digital media presentations, and various hand-outs were made available at public meetings.

## INVOLVEMENT ACTIVITIES BY PARTNER ORGANIZATIONS

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

- ▶ **SOUND TRANSIT** has its own process for public involvement, but is coordinating with City staff and City Council. Sound Transit's Board released its Final Environmental Impact Statement for the Lynnwood Link Extension project in April 2015. For more information, visit: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>
- ▶ **THE 145TH STATION CITIZENS COMMITTEE (145SCC)** is a neighbor-led effort to inform residents about the light rail station subarea planning process and how to be involved, and to advocate for neighborhood interests. Organized by residents of the Parkwood and Ridgecrest neighborhoods, 145SCC aims for an inclusive participation process of all populations in these neighborhoods, with special attention paid to those populations who are historically underserved, to facilitate a resident-driven effort. Anyone is welcome to attend their monthly meetings. For more information email [145SCC@gmail.com](mailto:145SCC@gmail.com)



- ▶ **SENIOR SERVICES**, a regional organization involved in advocacy for community development that supports seniors' needs and seeks to engage underrepresented groups. Senior Services hosted two visioning events: the July 11, 2014 public meeting involving Shoreline's Korean community and the August 7, 2014 event that focused on engaging folks of modest means.

For a video of the Korean community meeting, visit:

<http://www.youtube.com/watch?v=IWBw3psGB1s#t=11>

For a video of the meeting with folks of modest means, visit:

<http://www.youtube.com/watch?v=mYpNSNalyIA>

- ▶ **FUTUREWISE**, a statewide public interest group working to promote healthy communities and cities, supported visioning activities in summer 2013.

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

## Summary of Community and Stakeholder Input Received at Visioning and Design Workshop Sessions

Public input received at community design workshops and throughout the Scoping, DEIS, and DEIS Addendum process helped guide the development of alternatives analyzed in the FEIS and included in this subarea plan.

The City hosted five visioning events between July and September 2013, some in partnership with Senior Services, Futurewise, and Neighborhood Associations. Attendees provided feedback on their vision for neighborhoods surrounding future light rail stations with regard to housing, jobs and businesses, recreation and community services, transportation and mobility, and station design. For more information

and to view comments received, visit: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/visioning-workshop-comments>.

In June of 2014, the City hosted a series of Design Workshops with the 145th Street Station Citizen Committee and the community. Key themes that emerged from the June workshops were described in a Summary Report and are listed below:

- ▶ Housing choices and opportunity
- ▶ Environmental protection and enhancement
- ▶ Mixed-Use corridor (5th Avenue and/or 155th Street)
- ▶ 145th Street and enhancing east/west transit connections
- ▶ Pedestrian and bicycle connections and bridging Interstate-5
- ▶ Safety and security
- ▶ Parking

In February of 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. The potential zoning scenarios introduced at the series of workshops are described below.

- ▶ **NO ACTION (ALTERNATIVE 1)** - This scenario is required to be analyzed in the EIS. Note that "No Action" does not mean "no change." Even if the City retained current zoning, property owners would still be able to maximize existing development capacity, including 35 foot heights in single-family zones, adding Accessory Dwelling Units, etc.
- ▶ **CONNECTING CORRIDORS (ALTERNATIVE 2)** - This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square. Because potential development in this scenario is more spread out, lower density zoning (more area at 35 foot height limit and maximum base height of 65 feet closest to future station) was analyzed compared to the Compact Community scenario.



- **COMPACT COMMUNITY (ALTERNATIVE 3)** - This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. Because potential development in this scenario is concentrated, higher density zoning (maximum base height of 85 feet closest to future station) was analyzed in several locations compared to the Connecting Corridors scenario.

Key themes that emerged from the February workshops where these potential zoning scenarios were introduced were also described in a Summary Report. Many of the themes were similar to discussions held the previous June.

With regard to housing choice, there were also concerns about change in the subarea. Many participants commented that they understood the purpose of increasing housing choices and opportunities in the subarea around the future light rail station. At the same time, many were concerned about how the change in density might affect the neighborhood. There was not a clear preference between the Connecting Corridors and Compact Communities scenarios—there were mixed perspectives. Participants encouraged the City to consider concentrating density in proximity to the station and making sure that the scale and height of redevelopment was compatible with surrounding single family neighborhoods. Similar to comments at the earlier workshop sessions, some participants were interested in proceeding with a livable density that would include an affordable mix of multi-family buildings, as well as townhomes, cottage style homes, and single family homes that are attractive to young families.

With regard to building heights, workshop participants had varying viewpoints about what the maximum height for new redevelopment should be in the subarea. Some wanted the height to predominantly remain below three stories (even though the height limit in the existing R-6 single family allows for heights of 35 feet). This perspective is represented in the Mixed-Use Residential-35 foot height zone (MUR-35') included in the action alternatives. Other participants suggested buildings no taller than five stories, and this is reflected in the Mixed-Use Residential-45



*Community Design Workshop #1, June 2014*

foot height zone (MUR-45') included in the action alternatives. Others recommended buildings of seven stories or taller focused around the light rail station; this is also reflected in potential zoning scenarios. Overall, height was a sensitive issue in community meetings with residents who live in the station subarea. Some participants expressed caution that the transition of change and redevelopment should be something that maintains the integrity of the residential-feel of the neighborhoods in the subarea—similar to that seen in Fremont or Columbia City.

Participants discussed the potential for connections to commercial uses along the key corridors. Workshop groups also discussed the importance of having more local restaurants, grocery stores, cafes, and other “Mom and Pop” businesses that are easily supported by commuters, pedestrians, and bicyclists. In general, participants were supportive of creating signature streets with landscaped medians, street trees, furnishings, curb extensions, and other features that enhance identity, improve walkability, and provide traffic calming.

Participants viewed community design illustrations showing greater density and building height at key intersections, such as the 145th Street and 5th Avenue intersection and the 165th and 5th Avenue Intersection. Again, similar to in earlier workshops, participants preferred





## Virtual bulletin board comments

architectural building setbacks that provide transition to adjacent neighborhoods through a “wedding cake effect” (step backed floors) at the intersections and along key corridors.

Participants continued to remain passionate about the natural resources (including the Thornton Creek corridor and tributaries), parks, trees, and open space areas in and around the subarea. Key parks in the subarea include Twin Ponds Park, Paramount Park and Open Space, and Hamlin Park. Participants wanted to see these areas protected and enhanced as redevelopment occurs. Many suggestions for improving environmental quality of the parks and natural resources included protecting and preserving trees, planting new trees including street trees (with 145th Street improvements), creating more green space, addressing storm water issues, and improving water quality.

The Draft Environmental Impact Statement (DEIS) was published in January 2015 and analyzed each of the three potential zoning scenarios with regard to impacts and mitigations for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

As part of the public process to discuss this analysis and any other potential zoning scenarios that should be considered through this FEIS, many community members supported studying a scenario that did not include upzoning around neighborhood parks and open spaces. This led to the development of Alternative 4- Compact Community- Hybrid. This scenario includes a maximum base height limit of 70 feet (MUR-70') based on development regulations that were adopted as part of the 185th Street Station Subarea Plan.

This scenario shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Street Corridor Study, but also incorporates elements of the Green Network that was included in zoning scenarios analyzed in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

On May 2, 2016 when the Council decided to study Alternative 4 in this FEIS in addition to Alternatives 1, 2, and 3, they also chose to study the potential to phase zoning for all action alternatives. If phased zoning were to be implemented, Phase 1 could take effect upon adoption of the Subarea Plan (2016) and Phase 2 could take effect in 2033 (10 years after the light rail station is operational).



# Existing Conditions and Population Forecasts

## 3

### 145th Street Station Subarea Plan

#### Station Subarea Geography

N-NE 145th Street is the most prominent corridor in the subarea, also functioning as State Route (SR) 523 and the boundary between the City of Seattle and the City of Shoreline. Currently, Seattle owns the eastbound lane, King County owns the westbound lane, and Shoreline begins behind the north edge of the sidewalk.

The subarea generally extends approximately one-half mile north of the 145th corridor, with the western boundary at Meridian Avenue N, the eastern boundary near 15th Avenue NE, and the northern boundary at N-NE 155th Street.

For analysis related to the 145th Street Station Subarea Plan, the City of Shoreline Planning Commission determined study area boundaries for land use and mobility with consideration of factors such as topography, the ability to walk and bike to and from the station, policy direction from Shoreline City Council, access to arterial streets, opportunity sites, environmental assets, and other existing conditions and influences.

**Figure 1-1** in Chapter 1 illustrates the land use and mobility boundaries that together comprise the combined study area for the subarea.

The subarea is predominantly composed of portions of the Parkwood and Ridgecrest neighborhoods of Shoreline, but also includes a small area of the Briarcrest neighborhood, east of 15th Avenue. Bordering areas include the City of Seattle to the south, and incorporated areas of Shoreline to the north, west, and east. The City of Lake Forest Park is located to the east of the subarea. **Figure 3-1** illustrates the neighborhoods within and surrounding the subarea.

Analysis of population, housing, and employment projections and transportation planning in the subarea applies traffic analysis zone (TAZ) boundaries. Because TAZ boundaries align with census tract boundaries, they are commonly used for planning and analysis purposes. Refer to **Figure 3-2** for a map of the TAZ boundaries.



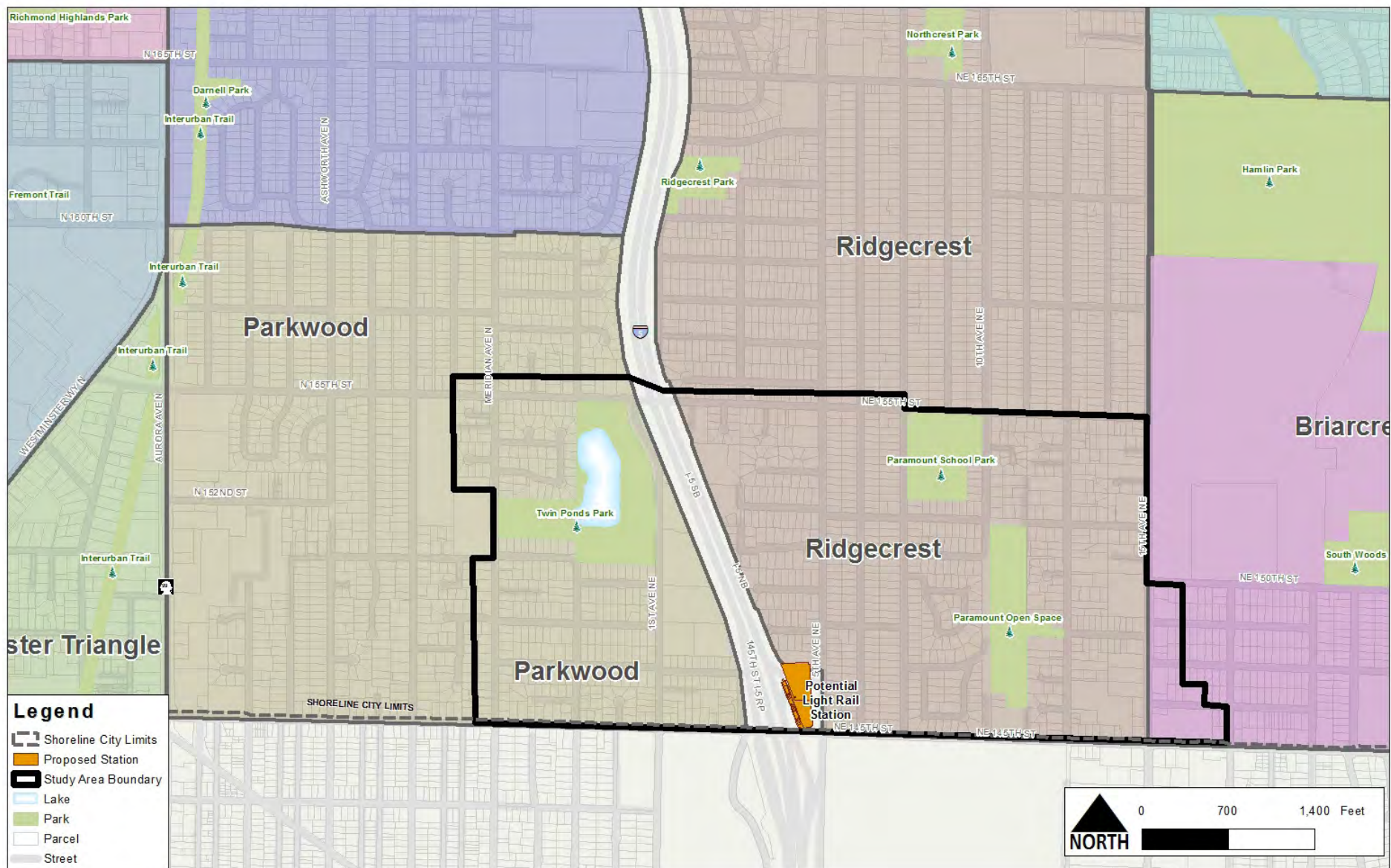


FIGURE 3-1: Subarea Neighborhoods



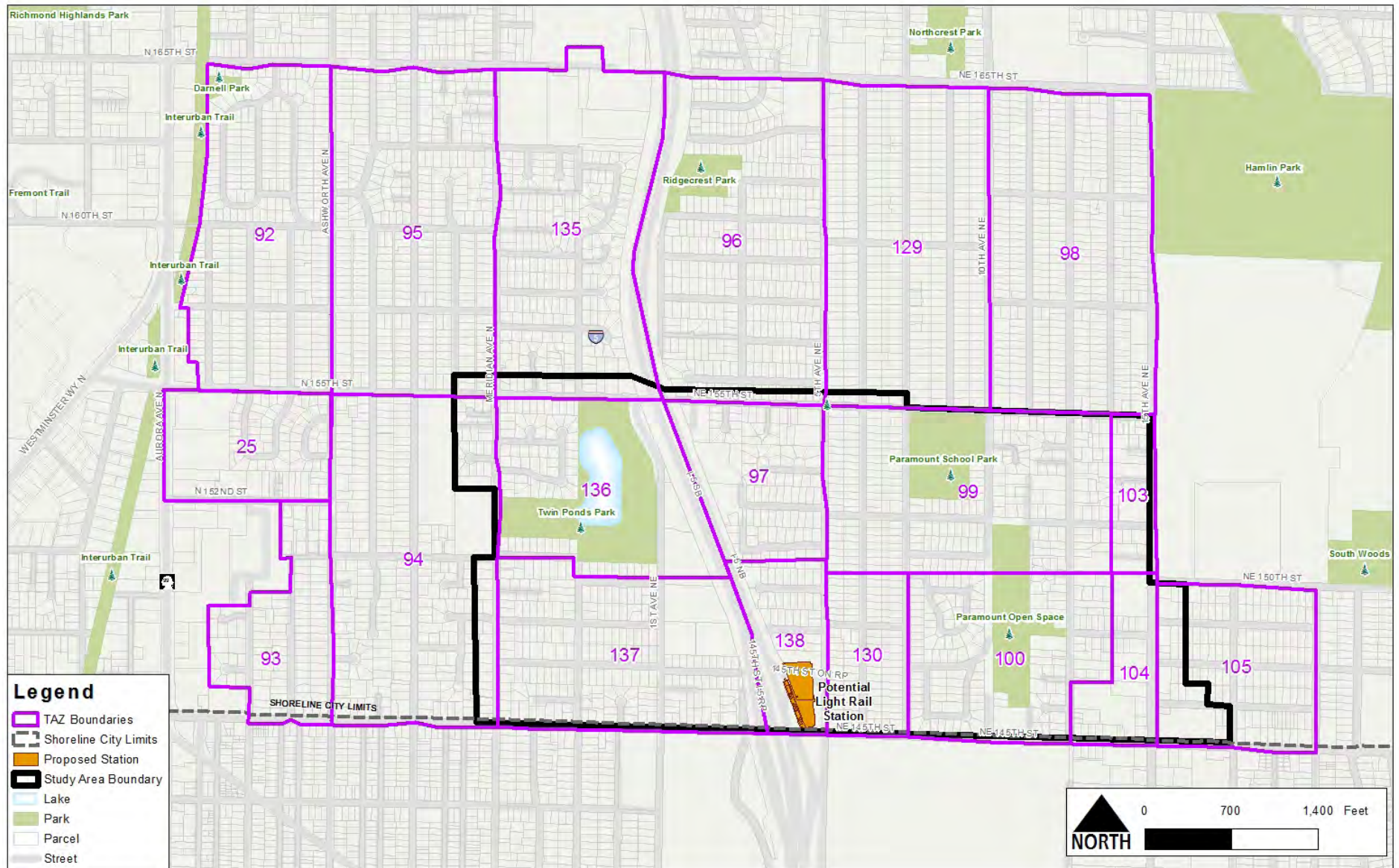


FIGURE 3-2: Traffic Analysis Zone (TAZ) Boundaries





*Mae Newkirk feeding chickens in 1914*

## Proposed Sound Transit Light Rail Station Facilities

Through a separate environmental process, Sound Transit identified the potential light rail station location. The preferred option for the station location is just to the north of NE 145th Street on the east side of and immediately adjacent to the Interstate 5 (I-5) corridor. A park-and-ride structure, also to be constructed by Sound Transit, potentially would be located also on the east side of I-5, just to the north of the light rail station.

The City of Shoreline supports the station location proposed by Sound Transit, and identifies the location in the City's Comprehensive Plan Land Use Map. **Figure 3-3** and **Figure 3-4** show conceptual design plans provided by Sound Transit for the 145th Street light rail station (preferred alternative). These figures show a conceptual level site plan and cross section views of the potential 145th Street light rail station and park-and-ride structure.

The second proposed Sound Transit light rail station in Shoreline is planned to be located immediately north of NE 185th Street, adjacent to the east side of I-5. The primary connecting routes between the 145th and 185th light rail station subareas include the north-south corridors of 5th Avenue NE, 8th Avenue NE, 10th Avenue NE, and 15th Avenue NE.

## Land Use Patterns in the Subarea

Envisioning how the 145th Street Station Subarea could transform into a redeveloped transit-oriented community is benefitted by understanding the past and present settlement patterns and land uses in the vicinity.

### HISTORY AND SETTLEMENT OF THE AREA

Early accounts of Shoreline tell how Native Americans traveled along the shores of Puget Sound and local streams collecting swordfern and kinnikinnick at Richmond Beach, and wild cranberries at what are now Ronald Bog and Twin Ponds parks. Controlled fires were set in the Richmond Highlands and North City areas to create meadows for the cultivation of certain wild plants and to provide inviting, open spaces for small game.

In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route. Among these was Richmond Beach, platted in 1890. The arrival of the Great Northern Railroad in Richmond Beach in 1891 spurred the growth of the small town and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, increasing suburban growth. People could live on a large lot, raise much of their own food and still be able to take the Interurban, train, or (beginning in 1914) the bus to work or high school in Seattle. Children could attend one of two local elementary schools, and general stores provided most of the goods that could not be grown at home. Local produce from fruit orchards, chicken farms, and strawberry crops was transported via the Interurban or the train. The Fish family's Queen City Poultry Ranch on Greenwood at 159th was a prosperous chicken farm that attracted many visitors. Ronald Station along the trolley line was located near present-day Park at Town Center.



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

A precursor to Interstate 5, Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. Originally known as the Pacific Highway, but later named Aurora Speedway and Aurora Avenue, there are conflicting histories of the source of the name "Aurora." Some say the name was meant to honor Aurora, Illinois, the hometown of Dr. Edward Kilbourne, a Fremont founder. Others say the name recognized the highway as a route north, toward the Aurora Borealis. Regardless of how the highway got its name, it changed the face of the area north of Seattle forever, and as more people took to the road in automobiles, there was less use of the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

The Great Depression and World War II (1930-1945) slowed the pace of development. Many Shoreline families managed to live off land they had purchased in better times. During World War II, building materials were rationed and housing construction virtually stopped. The only major development in Shoreline during the war was the Naval Hospital (now Fircrest). At its peak in 1945, the hospital housed over 2,000 patients and 600 staff.



*Edward Yenne Grocery exterior Maywood ca 1925*

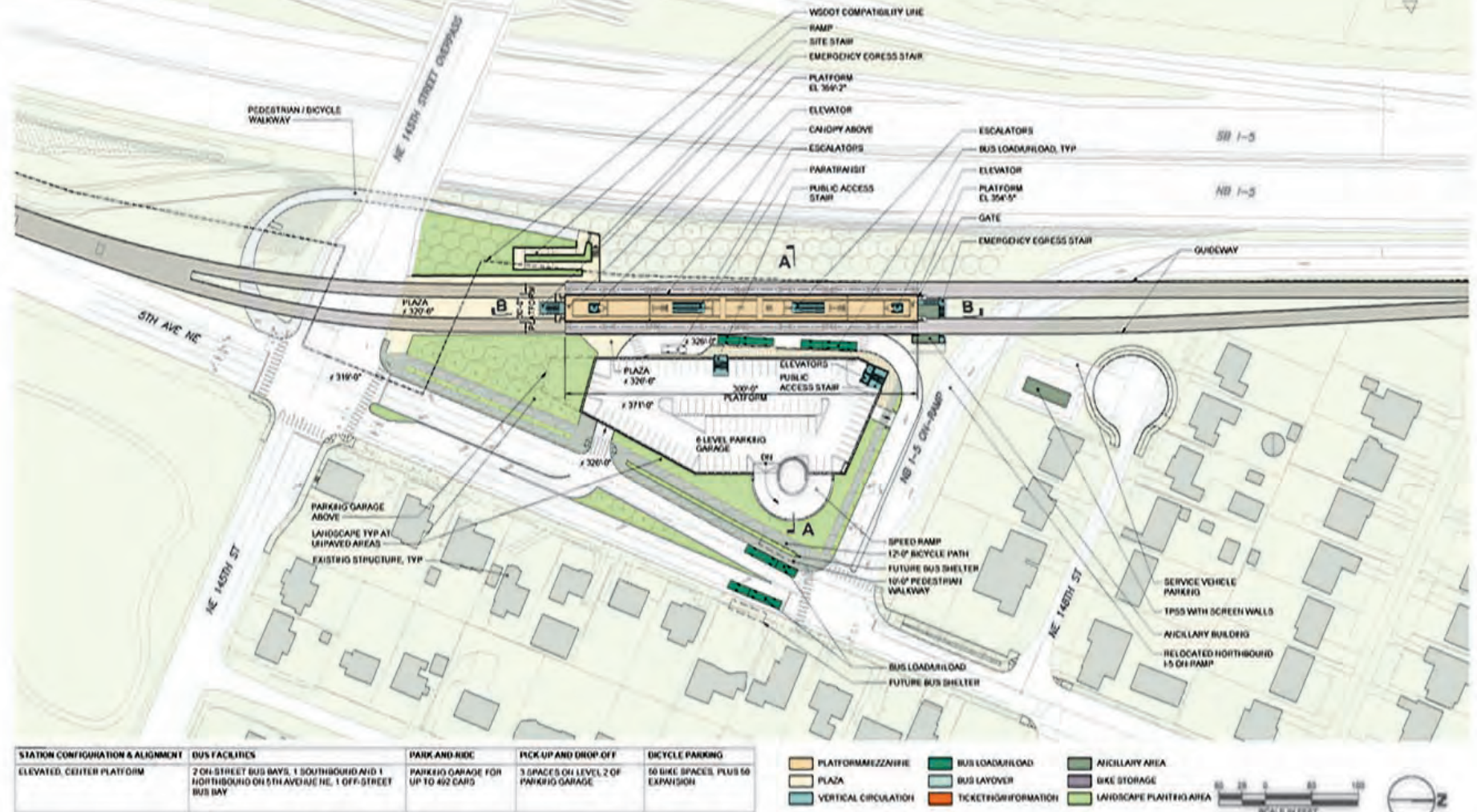
With the end of the war came a substantial demand for family housing. The late 1940s saw large housing developments such as Ridgecrest (NE 165th to 155th Streets, 5th to 10th Avenues NE) spring up seemingly overnight. Schools ran on double shifts as families with young children moved into the new homes. In the late 1940s, business leaders and residents began to see Shoreline as a unified region rather than scattered settlements concentrated at Interurban stops and railroad accesses.

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

Shoreline continued to grow, becoming an attractive place to live in the central Puget Sound region due to the great neighborhoods, schools, parks, and other community features. After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became



# SOUND TRANSIT LYNNWOOD LINK EXTENSION



HEWITT

PREFERRED ALTERNATIVE  
NE 145TH STREET STATION  
SITE PLAN

DWG NO. N13-AAP001

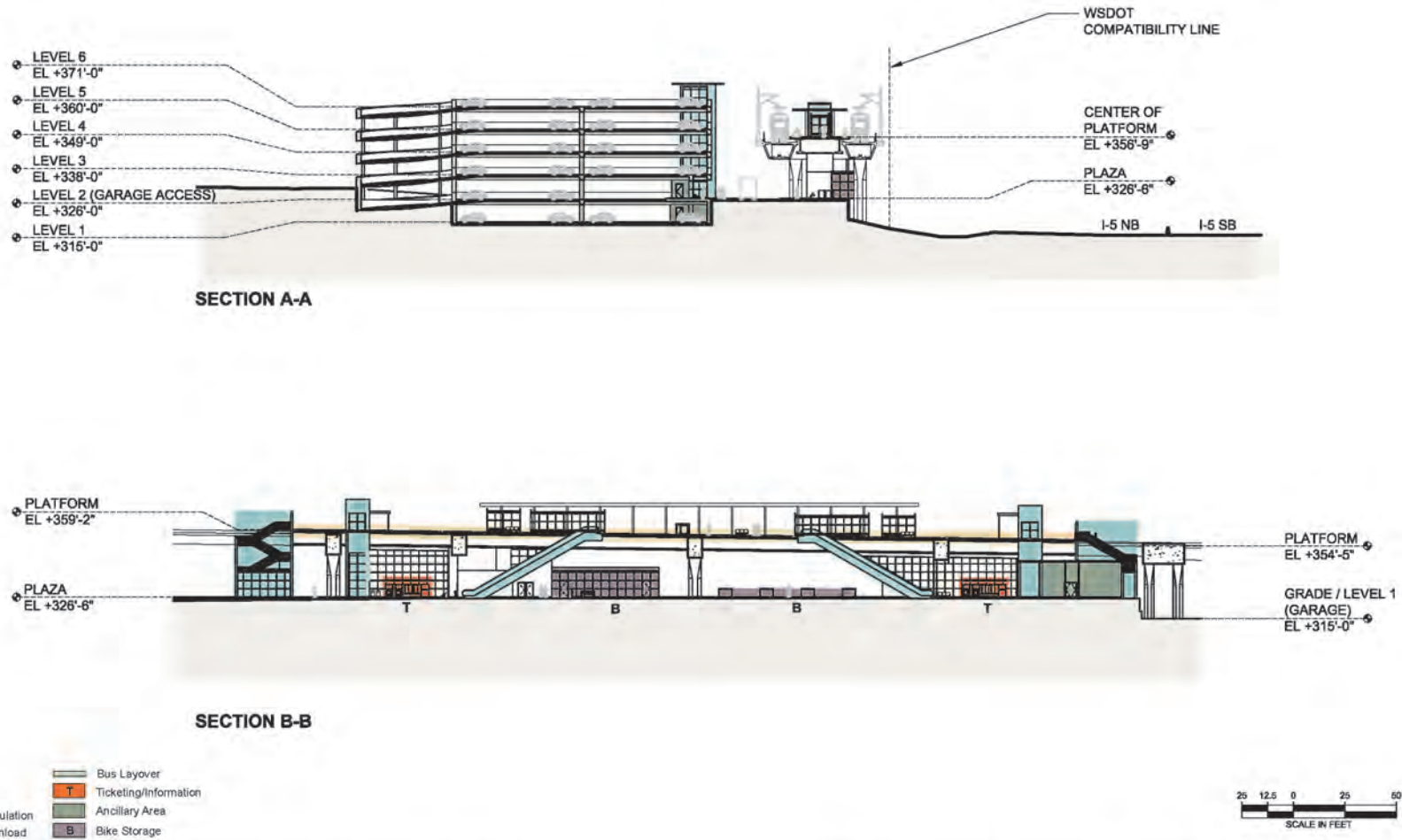
SHEET 32 OF 60

REV. NO.





## SOUND TRANSIT LYNNWOOD LINK EXTENSION



**North Corridor  
Transit Partners**  
PARAMETRIX + PARSONS SWINCKESHOF

**HEWITT**

**PREFERRED ALTERNATIVE  
NE 145TH STREET STATION  
SECTIONS**

DWG NO. N13-ASX101

SHEET 33 OF 59

REV. NO. \_\_\_\_\_

FIGURE 3-4: Sound Transit Concept Plan for the 145th Light Rail Station



more of a regional route and alternate travel way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline, and made east-west travel on local roads more difficult.

Although known as “Shoreline” for decades, the community did not become officially incorporated city until 1995, and prior to that it remained an unincorporated area of King County north of Seattle. Today with 54,790 residents (2013 population), Shoreline is Washington's 15th largest city.

## PRESENT-DAY LAND USE PATTERNS

The subarea today consists primarily of single family neighborhoods zoned as R-6 (residential, six units per acre) and developed at an average density of 3.2 units per acre. Refer to Figure 3-5 for a map of existing zoning. In addition to single family residential uses, there are several houses of worship, parks, schools, and school properties within and in proximity to the subarea. For example, just northeast of the subarea a large contiguous area of land contains Hamlin Park, Kellogg Middle School, Shorecrest High School, Washington State Public Health Lab, and Fircrest Campus, although these parcels are owned and operated by various agencies.

Because most of the neighborhoods in the subarea were developed as single-family housing in the decades following World War II (primarily from the mid- to late 1940s through the 1970s, when the area was part of unincorporated King County), street standards did not require sidewalks, and as such, most of the local streets today do not have sidewalks or bike lanes. Also at that time when the neighborhoods were originally developed, surface water management standards were less intensive than they are today and as such, there are frequently drainage issues in the subarea. Stormwater facilities are generally below the standard now required by the Department of Ecology, and there are very few low impact development facilities such as rain gardens.

The City of Shoreline, incorporated in 1995, now has jurisdiction over this area and works with the community to prioritize capital transportation and infrastructure improvements throughout the city.



*Twin Ponds Park*

Although some improvements have been made in the subarea in recent years, budget constraints have limited the level of street and utility improvements completed to date.

Growth and change over the past 50 years in the subarea has been minimal, limited to areas that are zoned to accommodate redevelopment into a mix of residential, commercial, retail, and office at a few limited locations within and adjacent to the subarea.

## NEIGHBORHOODS IN THE SUBAREA

The subarea includes the following defined Shoreline neighborhoods

- ▶ Parkwood
- ▶ Ridgecrest
- ▶ Briarcrest (Only a small portion of this neighborhood is within the subarea boundaries, specifically the parcels adjacent to the east of 15th Avenue NE.)

Shoreline’s neighborhoods are very engaged in the community and maintain active neighborhood associations. Shoreline’s Council of Neighborhoods consists of two representatives from each of the neighborhood associations (including those listed above). The Council





FIGURE 3-5: Existing Zoning Map





*Ridgecrest Elementary School*

of Neighborhoods meets monthly to network, learn about other neighborhood happenings and meet with City representatives. This two-way communication allows neighborhood associations to provide community input and the City to present information on programs and projects. Brief descriptions, including historical information, for the three primary neighborhoods in proximity to the subarea follow.

**PARKWOOD NEIGHBORHOOD**—Located at the southern edge of Shoreline, the Parkwood Neighborhood extends from N 160th Street to NE 145th Street, and from Aurora Avenue N to Interstate 5. Twin Ponds Park is a key feature of the neighborhood. Twin Ponds Park contains two ponds, recreational facilities, and a natural area with a stream that feeds Thornton Creek. Parkwood lies within the headwaters of the Thornton Creek watershed, a complex system of small streams and peat bogs, where wild cranberries were known to grow. Early accounts of the area mention how Native Americans would visit the area that is now Twin Ponds Park to collect the wild cranberries. The Interurban Trail crosses through the northwest corner of the neighborhood.

The Parkwood Neighborhood, like other neighborhoods of Shoreline, was primarily agriculture and forest with a few residential homes in the early 20th century. Businesses such as wood cutting, grocery, poultry, and fur animal husbandry took place. Extensive peat mining occurred in the Parkwood area as well. Eventually construction of roads such as North

Trunk Road (now Aurora Avenue N) led to easier access between the neighborhood and Seattle, increasing the neighborhood's desirability. Today, the predominant land use in Parkwood still consists of single family homes, with the exception of commercial uses along Aurora Avenue N, and public recreational facilities in Twin Ponds Park. In addition to single family homes, multifamily and assisted living residences also exist in the neighborhood. Parkwood's 2014 population was estimated to be 2,562.

**RIDGECREST NEIGHBORHOOD**—Ridgecrest Neighborhood extends from I-5 east to 15th Ave NE, and from the southern boundary of NE 145th Street to the northern boundary of NE 175th Street. The planned light rail station and park-and-ride structure is located in this neighborhood. The first major housing development in the neighborhood happened in the mid 1940s, near the end of World War II. Returning soldiers could purchase any one of the 100 houses that were built in 100 days. So many families with school age children moved to the neighborhood that the newly completed Ridgecrest Elementary School had to run double shifts. The majority of the single family housing stock was built in the late 1940s to early 1950s on large lots, set well back from the streets. Although some homes in this neighborhood were built earlier, including a log cabin built in 1933 from trees logged from the property that still stands today.

Today, Ridgecrest is a primarily a middle income, working class neighborhood that is both multi-cultural and multi-generational. According to the 2010 US Census, Ridgecrest had 6,116 residents and 2,175 homes, making it one of the most populated neighborhoods in Shoreline. The neighborhood also has nine houses of worship, and four parks, as well as Shoreline's only theatre and skate park, and the oldest operating 7-11 store in the State of Washington.

**BRIARCREST NEIGHBORHOOD**—Briarcrest Neighborhood is located in the southeast corner of the city, east of the Ridgecrest neighborhood, and extends to the eastern city limits, adjacent to Lake Forest Park. A large portion of Briarcrest was originally part of the Hamlin homestead acquired by the Hamlin family in 1895. The land was logged and farmed for decades. Much of the land of the original homestead was



sold and developed. In 1939 Seattle Trust and Savings Bank donated 8 acres to King County, which became Hamlin Park. Hamlin Park is considered the oldest official park in the King County park system (but today is part of the City of Shoreline's park system). Over the years, the park was expanded through land dedications, and an area to the east was acquired by the Shoreline School District. Today, the 80-acre Hamlin Park contains ball fields, public art, picnic areas, and forest. South Woods Park is another important open space in the neighborhood, consisting of a lowland forest with maintained trails, and pedestrian improvements.

Predominant land uses within the neighborhood in addition to parks and open space include single family residential homes, Shorecrest High School, Kellogg Middle School, and Acacia Cemetery.

## KEY SITES AND ASSETS OF THE SUBAREA

### TWIN PONDS PARK

Located just across I-5 and slightly to the north of the proposed station is Twin Ponds Park. This park is seen as a key feature, being the only major green-space and recreational area in the subarea west of I-5. The park is irregular in shape and surrounded by primarily single family homes, as well as an assisted living center across the street to the east.

The park was originally referred to as South Central Park by King County. The name was changed to Twin Ponds at some point, likely named after the two ponds that are the dominant feature of the park. In the 1940s and 1950s the property was mined for peat.

Recent improvements to Twin Ponds Park were implemented through a bond approved by voters in 2006. The bond acquired park property and made improvements to its soccer fields. Improvements included installation of synthetic turf to replace a formerly sand field. This also improved surface water quality and drainage. The Twin Ponds Community Garden is an organic P-Patch-style garden in the SE corner of Twin Ponds Park. It consists of 36 10' x 10' raised beds and two 4' x 10' accessible beds. "The Giving Garden" is located in the center of the community garden and is dedicated to growing food for donation to the



*Shoreline Farmers Market*

local food bank, Hopelink Shoreline. The Giving Garden is run entirely by volunteers. Twin Ponds Park and Twin Ponds Community Garden are owned and operated by the City of Shoreline.

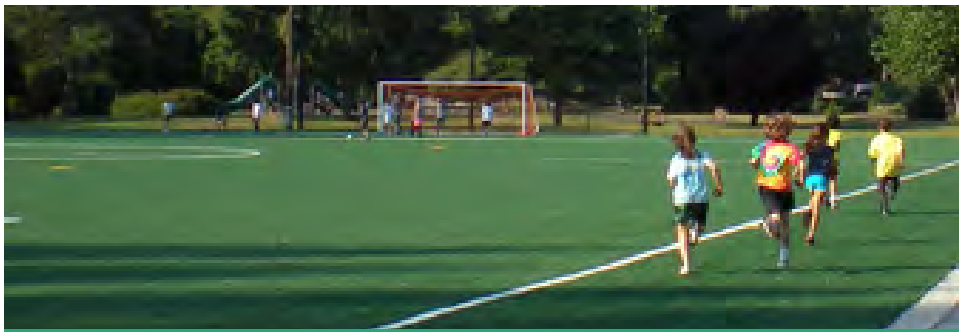
### PARAMOUNT OPEN SPACE AND PARAMOUNT PARK

Paramount Park and Open Space are located about five blocks east of the planned light rail station. Paramount Park is located just to the north of Paramount Open Space. Paramount Open Space is a wooded area available for passive recreation use with soft-surface trails and interpretive and plant identification signage. Paramount Park has been improved to accommodate more active recreation and contains baseball/softball fields, restrooms, playground, skate park, a trail that circumnavigates the park, and picnic shelters. The park and open space areas are frequently used by area residents.

### PROTECTION OF PARKS AND OPEN SPACE ASSETS

The City of Shoreline fully intends to preserve and protect existing park and open space lands in the subarea. As such, no change in land use is proposed for these areas. In community workshops during the planning process, participants emphasized that parks and open space areas should continue to provide valuable green space to future residents as the subarea redevelops, and that land use alternatives





*Twin Ponds Park*



should look to maximize access to these features. Participants also were concerned that the natural resources and habitat areas of the park be sufficiently protected to avoid impacts from population growth and more intensive use over time.

## HOUSES OF WORSHIP

There are several houses of worship within the station subarea. These properties are larger in size than the single family parcels that make up most of the subarea. These properties may maintain their current uses in perpetuity, or they could become potential transit-oriented development sites due to their size and location along arterial and collector streets. If the property owners are willing and interested, portions or all of these sites have the potential to be redeveloped over time, converting all or portions of the site to mixed use with housing (including affordable options). The proposed zoning for the subarea would accommodate this redevelopment. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

## SOUTHEAST NEIGHBORHOODS SUBAREA

The Southeast Neighborhoods Subarea is bounded on the south by NE 145th Street, on the west by 8th Avenue NE, on the north by NE 155th and NE 150th Streets, and on the east by Bothell Way.

The City of Shoreline developed a subarea plan for the Southeast Neighborhoods, which was adopted in May 2010. The plan was developed several years before the preferred location for the 145th Street light rail station was identified, but makes reference to a potential future light rail stop in the subarea. Updated land use designations were adopted in the subarea, allowing more medium and high density residential as well as mixed use and community business. Council may choose to amend the boundaries of the original subarea plan to “zipper” against the boundaries of the 145th Street Station Subarea Plan to avoid inconsistencies in land use designations within the Comprehensive Plan.



## HOME-BASED BUSINESSES AND INTEREST IN CONVERTING FROM SINGLE FAMILY USE

There are a few small neighborhood businesses in the subarea, and an interest in more flexibility to convert single family homes to office and small business use. As with other urbanizing areas, there will be a growing need for more neighborhood services and businesses in the subarea. There is also an increasing trend in teleworking, with more people interested in having home-based businesses and offices. This growing need can be accommodated through zoning regulations that were adopted as part of the 185th Street Station Subarea Plan to provide more flexibility to convert single family homes to business and office uses along arterial streets.

## AURORA SQUARE/SHORELINE PLACE COMMUNITY RENEWAL AREA

Aurora Square/Shoreline Place is a shopping district built in the 1960s at the crossroads of Aurora Avenue N and N 155th Street, outside the subarea, but within the retail service area of existing and future residents of the subarea. The 70-acre site was designated as a Community Renewal Area (CRA) by Shoreline City Council, recognizing that economic renewal would deliver multifaceted public benefits. A Renewal Plan for the CRA was developed in 2013 and calls for several key actions as part of redevelopment and revitalization of the area. The key opportunity related to the station subarea is proximity and access to the shopping center (in its current form as well as to potential future new uses there) via N-NE 155th Street.

Public amenities and infrastructure redevelopment at Aurora Square could be resources for future station subarea residents. For example, a grand public space is envisioned with redevelopment of the shopping center, which could become an important destination for subarea residents. Also the CRA plan calls for implementation of district energy and eco-district solutions. Infrastructure in N-NE 145th Street and/or N-NE 155th Street built for district energy conveyance could possibly be designed to extend to future customers in the station subarea. Good multimodal connections between Aurora Square/Shoreline Place and the station subarea will be important as planning, design, and implementation of redevelopment projects proceed. More information about the plan is available at: <http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.



*Paramount School Park*

## THE FIRCREST CAMPUS

The Fircrest Campus is state-owned property that is not in the subarea, but located immediately to the east. Fircrest School, located at the campus, is a state-operated residential habilitation center for individuals with developmental disabilities. The Adult Training Program offers Fircrest residents vocational training and supported employment opportunities.

As with Aurora Square, redevelopment at the Fircrest Campus could offer land uses that are compatible and cohesive with the new redevelopment in the station subarea over time. However, any decisions about potential development on this campus would be up to the State, and entail a master planning process that would include extensive public involvement, and an act of the Legislature. The City is not considering any change in use or zoning regarding Fircrest as part of this subarea process.

## NEIGHBORING COMMUNITIES

Within the City of Lake Forest Park located to the northeast and the City of Seattle located to the south of NE 145th Street, existing land uses are predominantly single family use, similar to Shoreline. Jackson Park Golf Course is located immediately south of NE 145th Street to the east of Interstate 5 (I-5), and Lakeside School is located immediately south of NE 145th Street to the west of I-5.



# Existing Transportation Conditions

## REGIONAL ACCESS

As a limited access freeway, classified as a highway of statewide significance, I-5 provides access from the mobility study area (see Figure 1-1) south to Northgate, the University District, Capitol Hill, and Downtown Seattle and beyond, as well as to Mountlake Terrace, Lynnwood, and points north. I-5 also connects with State Routes 522 and 523, providing access to Lake Forest Park and Bothell. Additionally, I-5 serves as the key corridor for express regional bus service in the area. The nearest access point to I-5 from the mobility study area is the NE 145th Street interchange, centrally located at the southern edge of the study area.

### Limited Access Control Standards

WSDOT has full control of access to roadways within 300 feet of a freeway ramp terminal. In the case of the 145th Street Station, this is pertinent for 5th Avenue NE and the I-5 Northbound on-ramp. WSDOT policy states that any change to existing land use within this 300-foot boundary would need to be re-evaluated to determine if access can remain if the land use is changed.

Deviations from the policy would require the Federal Highway Administration, WSDOT, Sound Transit, and the City of Shoreline to determine an appropriate course of action. This may be a constraint to the development and access allowed directly adjacent to the station location. Access for parcels within this constrained area may need to reconfigure site access to 6th Avenue NE.

## SUBAREA STREET NETWORK

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

The principal arterials in the study area are N/NE 145th Street and 15th Avenue NE, which form the southern and eastern edges. NE 145th Street is a state highway (SR 523) from I-5 to SR 522. N/NE 145th Street is not located within the City of Shoreline. The northern half of the right-of-way is located in unincorporated King County and the southern half of the right-of-way is located in the City of Seattle. Minor arterials within the study area include Meridian Ave N, N/NE 155th Street and 5th Avenue NE. Figure 3-6 highlights the street classifications of the roadways within the study area. The proposed light rail station location is identified on the map immediately east of I-5 and north of NE 145th Street. The area is composed of a mostly gridded network. The non-arterial street grid is broken in many places by the presence of parks. Crossings of I-5 are limited, with the only east-west connections located along N/NE 145th Street and N/NE 155th Street.

## EXISTING ROADWAY OPERATIONS

### CONCURRENCY MANAGEMENT SYSTEM

The Washington State Growth Management Act (GMA) includes a transportation concurrency requirement. This means that jurisdictions must provide adequate public facilities and services to keep pace with a community's growth over time to maintain the Level of Service (LOS) goals stated in a community's comprehensive plan. The improvements can include capital improvements, such as intersection modifications, or other strategies such as transit service expansion or transportation demand management. As part of the process, a jurisdiction evaluates the operations of roadway segments or intersections in order to determine the relative impact from new development on the transportation network. The City of Shoreline has an adopted concurrency methodology to balance growth, congestion, and capital investment.



**Table 3-1: Level of Service Criteria for Intersection and Roadway Analysis**

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

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

## LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

A common metric to evaluate intersection operations is average seconds of delay per vehicle, which can be translated into a grade for Level of Service (LOS) as shown in **Table 3-1**. An additional metric is the evaluation of a roadway segment via the volume-to-capacity (V/C) ratio, which compares a roadway's vehicle demand against the theoretical capacity of that segment. These V/C ratios can also be translated into LOS grades as shown in the table. The LOS concept is used to describe traffic operations by assigning a letter grade of A through F, where A represents free-flow conditions and F represents highly congested conditions. As shown in **Table 3-3**, the City has adopted LOS D for signalized intersections on arterials, unsignalized intersecting arterials and roadway segments on Principal and Minor Arterials. WSDOT has a separate set of standards, which can also be referenced in **Table 3-3**. N/NE 145th Street is not subject to the City of Shoreline's LOS standards because it is not located within the City of Shoreline and is also a state highway between I-5 and SR 522. Existing street classifications are shown in **Figure 3-6**.

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

STREET	SEGMENT	AVERAGE DAILY TRAFFIC	PM PEAK HOUR VOLUME*	VOLUME-TO-CAPACITY RATIO
<b>EAST-WEST CORRIDORS</b>				
N/NE 145th Street*	West of I-5	25,240	1,331	0.81
NE 145th Street*	East of I-5	31,790	1,431	0.87
N 155th Street	West of I-5	11,640	538	0.60
NE 155th Street	East of I-5	9,900	486	0.61
<b>NORTH-SOUTH CORRIDORS</b>				
5th Avenue NE*	I-5 NB on-ramp to NE 155th Street	7,170	530	0.76
15th Avenue NE	NE 145th to NE 150th Street	16,130	1,038	0.52
15th Avenue NE**	NE 150th to NE 155th Street	14,240	881	0.73
Meridian Avenue N	145th to 155th Street	6,220	392	0.56

Source: 2011 City of Shoreline Transportation Master Plan and updated traffic counts from 2014

\*Note that 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

\*\*The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.



**Table 3-3: Level of Service Standards by Agency**

AGENCY	LOS STANDARD
<b>City of Shoreline</b>	- LOS D for signalized intersections - LOS D for unsignalized intersecting arterials - V/C ratio of .90 (LOS D) for principal and minor arterials <sup>2</sup>
<b>City of Seattle</b>	- LOS D (goal)
<b>WSDOT</b>	- LOS D for highways of statewide significance (HSS) - LOS E/mitigated for regionally significant state highways (non-HSS)

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

## TRAFFIC VOLUMES

The existing conditions analysis uses data from the 2011 TMP update to describe current traffic operations and supplements it with more recent vehicle counts. Traffic counts were obtained from the City of Seattle, WSDOT, and the City of Shoreline and were also collected by the project team in July 2014. **Figure 3-7** and **Table 3-2** show existing traffic volumes and LOS values within the study area. N/NE 145th Street corridor has the highest east-west volume and carries over 30,000 vehicles per day. 15th Avenue NE is the busiest north-south corridor, with over 16,000 average daily trips (ADT). All segments in the study area in the City of Shoreline currently operate within City LOS standards.

## INTERSECTION EVALUATION

During the PM peak hour, all intersections within the study area and under the City's jurisdiction currently operate within the Shoreline LOS standards as shown in **Figure 3-8**. The most congested intersection is located at NE 145th Street and 15th Avenue NE, which operates at LOS E. While most intersections along N/NE 145th Street operate at LOS D or better, some individual movements experience higher levels of delay than an overall intersection LOS D would suggest. This includes the northbound left and westbound through movements at the NE 145th Street / 5th Avenue NE intersection.

## COLLISION HISTORY

As shown in **Figure 3-9**, some intersections in the study area have a relatively high number of vehicle collisions; experiencing a crash rate above 1.0 per million entering vehicles (MEV). The intersection of N 145th Street and Meridian Avenue N averaged 12 collisions per year, or 1.39 collisions per MEV (col/MEV), with a high number of rear-end, left-turn, right-angle, and sideswipe collisions. NE 145th Street and 5th Avenue NE experienced 16 collisions per year, a rate of 1.18 col/MEV. NE 145th Street and 15th Avenue NE had 12 collisions per year, a rate of .90 col/MEV. With a high number of rear-end and right-angle collisions. Additionally, the unsignalized intersection of 5th Avenue NE and the I-5 Northbound on-ramp averaged 7 collisions per year, a collision rate of 1.37 col/MEV. All other intersections in the study area averaged fewer than 10 collisions per year. The collision rate for the entirety of the 145th Street corridor is 6.03 per million vehicle miles of travel, more than two and a half times higher than the 2010 Northwest Region average collision rate of 2.27 for Urban Principal Arterials.

Between 2011 and 2013, there were 15 pedestrian and bicycle collisions within the study area, with five of the collisions located along N/NE 145th Street. Five collisions occurred along N 155th Street while three were located along 15th Avenue NE.

## EXISTING TRANSIT SERVICE

The transit coverage within the study area is provided by King County Metro and Sound Transit. **Table 3-4** details the current headways and destinations serviced by routes that traverse the area while **Figure 3-10** highlights the location of the routes.

There are many transit routes with service within and in the vicinity of the study area, both in the peak and off-peak time periods. Peak-period routes connect the study area with regional growth centers such as Downtown Seattle, the University of Washington, Northgate, Bellevue, and Redmond. All-day service is primarily provided along the north-

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

<sup>2</sup> Information provided by Lynnwood Link FEIS using collision data from 2008 to 2011







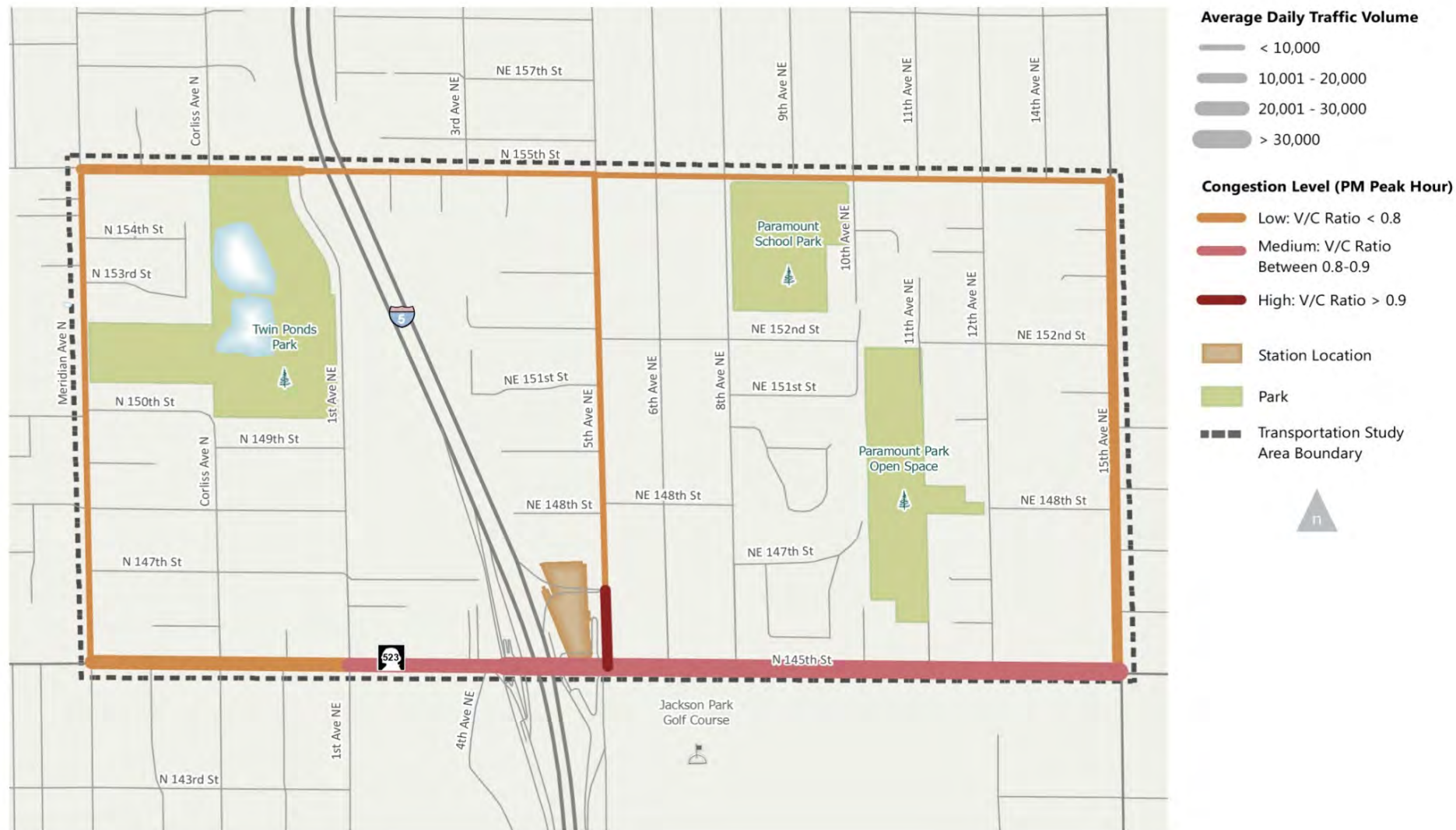


FIGURE 3-7: Average Daily Traffic and PM Peak Congestion (Existing Conditions)



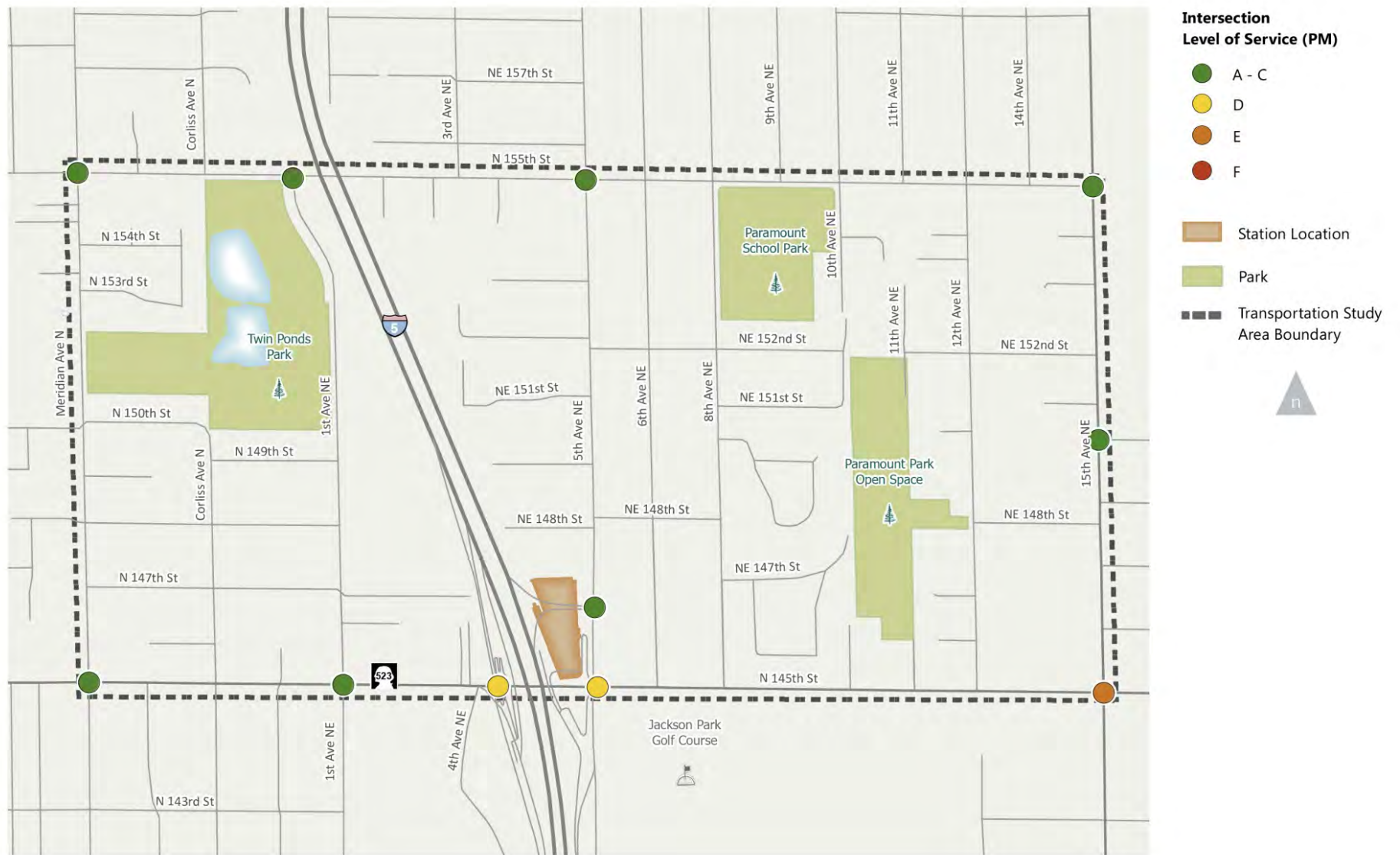


FIGURE 3-8: Intersection Level of Service (Existing Conditions)



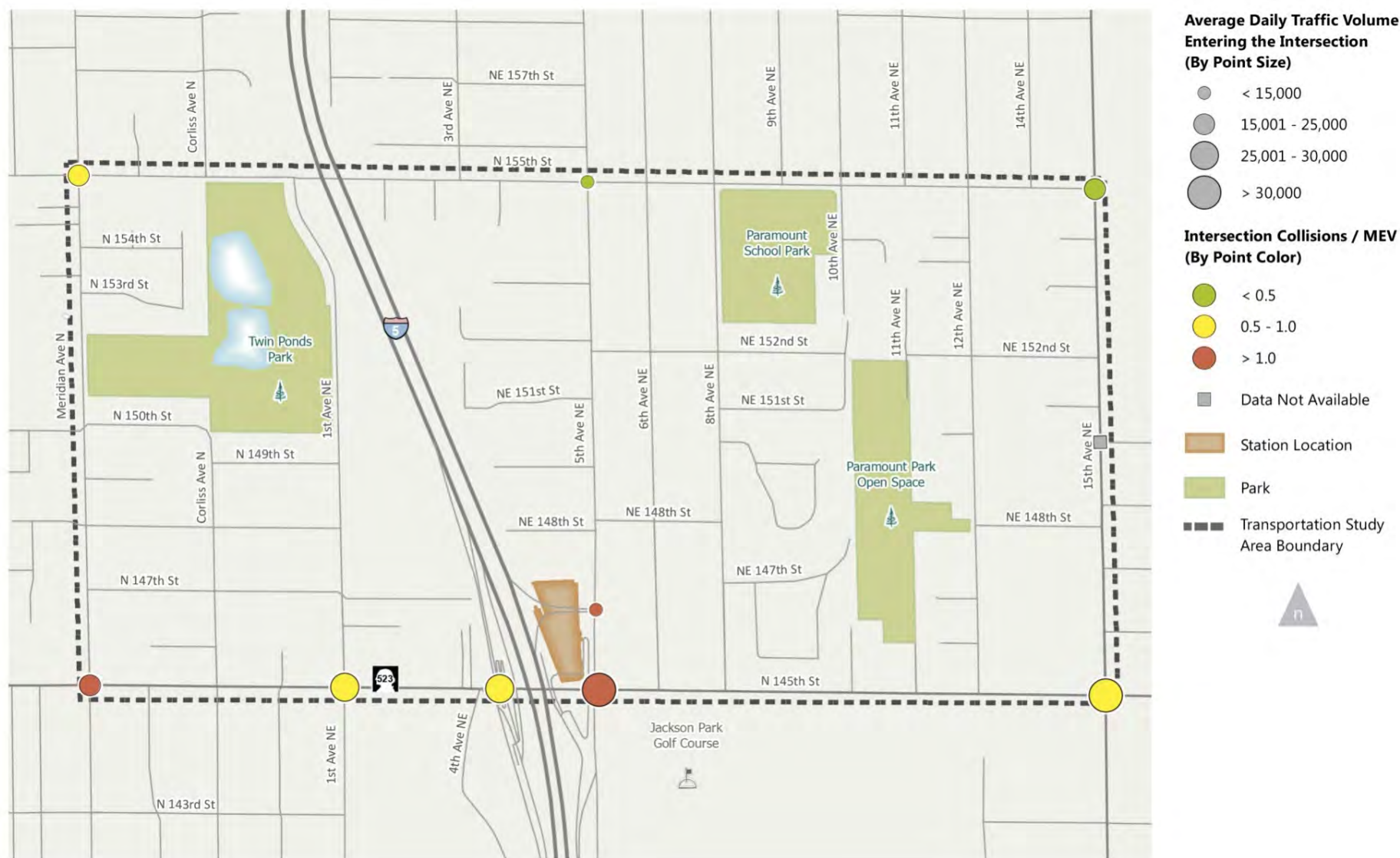


FIGURE 3-9: Accident Rate (Existing Conditions)



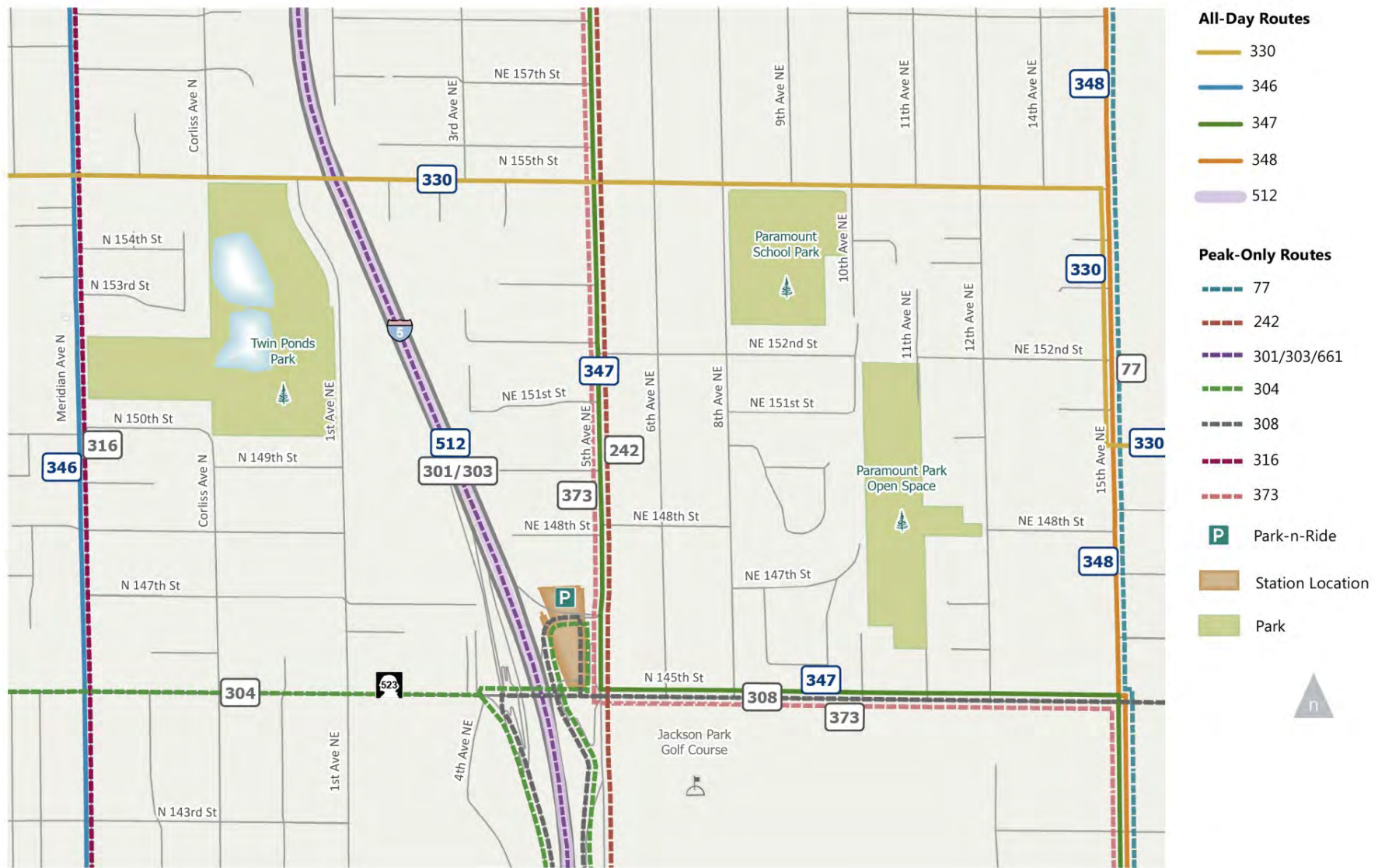


FIGURE 3-10: Existing Transit Service



**Table 3-4 Existing Transit Service**

WEEKDAY HEADWAYS (IN MINUTES)					DESTINATIONS SERVICED
ROUTE	AM PEAK (6-9 AM)	MIDDAY	PM PEAK (3-6 PM)	EVENING	
ALL-DAY ROUTES					
KCM 330	60	60	60	60	Shoreline Community College, Lake City
KCM 346	30	30	30	60	Aurora Village, Meridian Park, Northgate
KCM 347	30	30	30	60	Northgate, Ridgecrest, North City, Mountlake Terrace
KCM 348	30	30	30	60	Richmond Beach, North City, Northgate
ST 512	15	15	15	15-30	Everett, Lynnwood, Mountlake Terrace, University District, Downtown Seattle
PEAK PERIODS					
KCM 77	15-25	-	15-30	-	North City, Maple Leaf, Downtown Seattle
KCM 242	30	-	30	-	Northgate, Ravenna, Montlake, Bellevue, Overlake
KCM 301*	15**	-	15**	-	NW Shoreline, Aurora Village, Shoreline Park and Ride, Downtown Seattle
KCM 303	15	-	15	60**	Shoreline Park and Ride, Aurora Village Transit Center, Meridian Park, Northgate, Downtown Seattle, First Hill
KCM 304	20-30	-	20-30	-	Richmond Beach, Downtown Seattle
KCM 308	30	-	30	-	Lake Forest Park, Lake City, Downtown Seattle
KCM 316	15-20	-	15-25	-	Meridian Park, Bitter Lake, Green Lake, Downtown Seattle
KCM 373	15	-	15	60**	Aurora Village Transit Center, Shoreline Park and Ride, Meridian Park, University District

Source: King County Metro, 2014

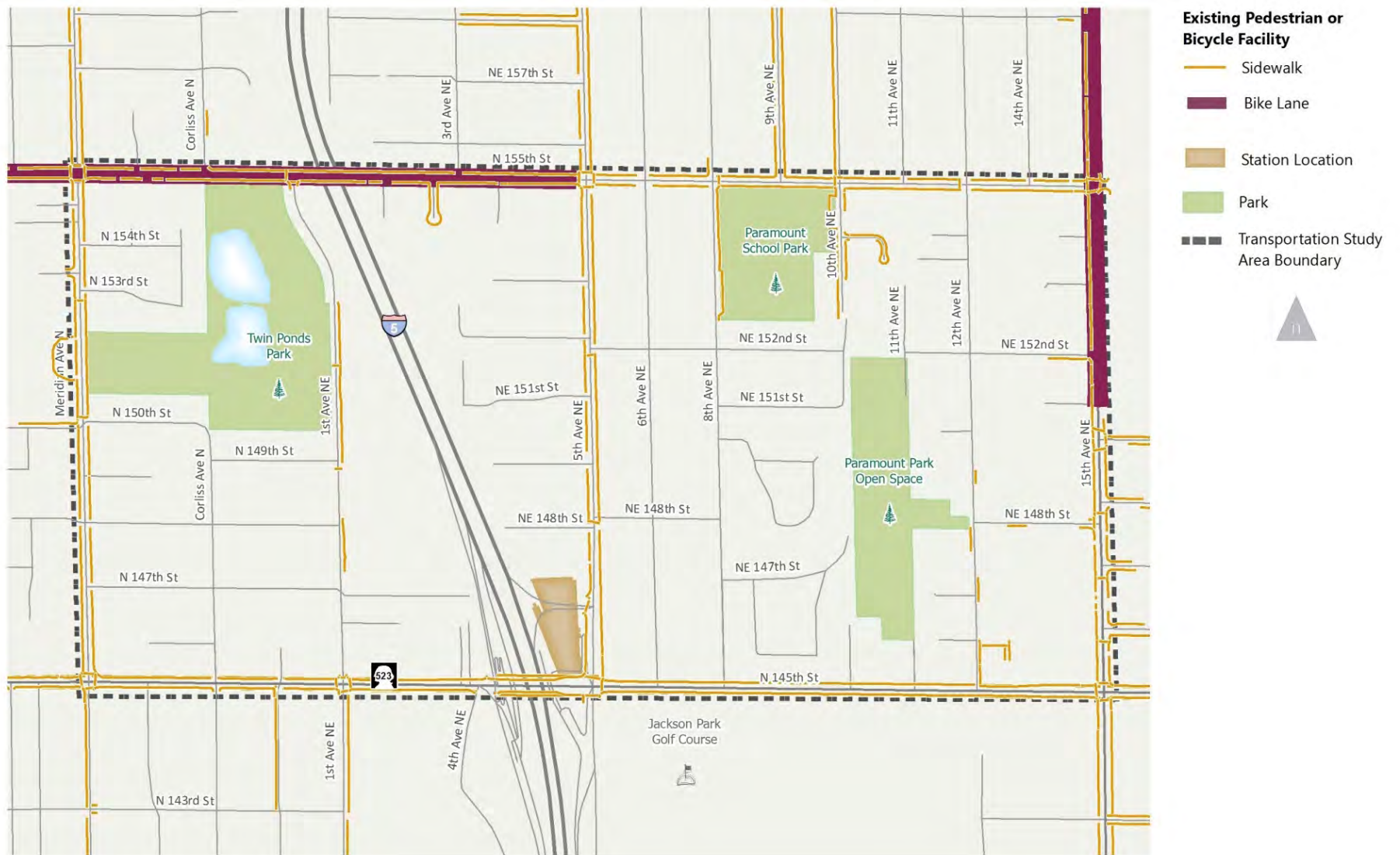
south corridors within the study area. Sound Transit provides all-day service from downtown Seattle to Lynnwood and Everett, with a stop at the NE 145th Street freeway station. However, this route does not serve the freeway station in the peak travel direction during the peak periods (i.e. there is no service at the southbound stop during the a.m. peak and there is no service at the northbound stop during the p.m. peak). There is no all-day east-west route that travels the entire length of the 145th Street corridor between Aurora Avenue and Lake City. The only east-west all day service in the study area is along N/NE 155th Street. While Sound Transit routes 510, 511, and 513 and a number of Community Transit routes pass by the study area along I-5, they do not stop at the 145th Street freeway bus station.

<sup>2</sup> Information provided by Lynnwood Link FEIS using collision data from 2008 to 2011

## PLANNED TRANSIT SERVICE

While the City of Shoreline does not have direct control over the transit service within its borders, a number of conceptual modifications with light rail deployment are identified in the TMP and King County Metro's Connect Long Range Plan. The TMP specifies that bus service be redirected to better connect to the station once service begins, especially along N/NE 145th Street. The City will be engaged with King County Metro and Sound Transit over the next two years as part of the development of a Transit Service Integration Plan. The Metro Connects Long Range Plan assumes that three high frequent routes and one Sound Transit Bus Rapid Transit route will serve the NE 145th Street Station by 2040. Additionally, the Lynnwood Link FEIS forecast 2,600-6,000 daily light rail station boardings at the NE 145th Street Station. The Lynnwood Link FEIS noted that long-distance/commuter bus routes near the 145th Street Station could be rerouted to connect with the light rail station as a transfer point in order to provide a faster and more frequent trip.





**FIGURE 3-11: Existing Pedestrian and Bicycle Facilities**



## EXISTING ON-STREET PARKING CONDITIONS

A substantial portion of the mobility study area is residential in character and does not have on-street parking restrictions. Streets within the study area where parking is restricted include the main corridor of N/NE 145th Street, portions of 1st Avenue NE between N 145th Street and N 155th Street, 5th Avenue NE south of the I-5 northbound on-ramp, and 15th Avenue NE between NE 145th Street and NE 155th Street. The Lynnwood Link FEIS evaluated parking supply and utilization for an area within a quarter-mile of the proposed station. The study determined that there were 450 unrestricted on-street spaces and 350 off-street spaces in total with a utilization rate of 27 percent for the on-street spaces and 71 percent for the off-street locations. A later section on planned improvements provides a summary of the parking mitigation identified in the Lynnwood Link FEIS.

Due to the limitations of the midday evaluation and the geographic area covered, a qualitative assessment was conducted for the Shoreline 145th Street Station Subarea Plan FEIS during the periods in which residential on-street parking utilization is typically higher, such as evenings and weekends. Within the study area, there are approximately 1,950 on-street spaces available. Utilization was observed to be between approximately 10 percent and 20 percent for a majority of the non-arterial streets, with higher utilization of 20 and 30 percent observed along 6th Avenue NE.

## PARK-AND-RIDE FACILITIES (EXISTING AND PLANNED)

King County Metro owns and operates the 68 space North Jackson Park park-and-ride lot at 14711 5th Avenue NE. This lot generally is 100% utilized. As part of the Lynnwood Link Extension Preferred Alternative, a 500 space parking garage will be located on the eastern edge of I-5 just north of NE 145th Street in the WSDOT right-of-way and the existing park-and-ride area. The Lynnwood Link FEIS assumed that the garage would be fully utilized during the daytime hours. During the PM peak hour, it was estimated that 180 vehicles would exit the garage and 45 would enter. During the AM peak hour, it was estimated that 200 vehicles would enter the garage and 50 would exit.

## EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Bicycle and pedestrian facilities are located sporadically throughout the mobility study area. **Figure 3-11** details the current sidewalk and bicycle infrastructure. Sidewalks exist on both sides of most arterial streets including Meridian Avenue N, 5th Avenue NE, 15th Avenue NE, N/NE 145th Street, and N/NE 155th Street. The quality and condition of these sidewalks varies throughout the subarea. The sidewalks along N/NE 145th Street are typically less than five feet wide, provide little buffer from heavy vehicle traffic, are in various states of repair, and are constricted by utility poles. The only existing bicycle facilities within the study area are on N/NE 155th Street between Meridian Avenue N and 5th Avenue NE, and on 15th Avenue NE between NE 150th Street and NE 155th Street (these facilities continue beyond the study area boundary). Currently there is not a direct bicycle connection to the proposed station site.

The neighborhoods within the subarea were primarily developed from the 1940s through the 1970s when the area was part of unincorporated King County. The street standards at that time did not require sidewalks, and as such, most of the non-arterial streets today do not have them. This is also true of bicycle lanes, which are not provided on non-arterial streets.

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

I-5 presents a barrier for east-west bicycle and pedestrian travel, as there are only two crossings within the study area and they are approximately one-half mile apart. Bicycle lanes and sidewalks are present at N 155th Street. At the NE 145th Street interchange, the existing bridge has narrow, curbside sidewalks and no bicycle facilities. These minimal facilities, combined with heavy traffic volumes, the need for pedestrians to cross freeway on- and off-ramps, and limited north-south crossings, create an uncomfortable environment for pedestrians and bicyclists.

Data were collected mid-week in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm. Observations were conducted December 2014 on a Sunday between 7 am and 8 am. King County Metro Park and Ride utilization report Second Quarter 2014. Vehicle volume estimates provided from the Lynnwood Link DEIS



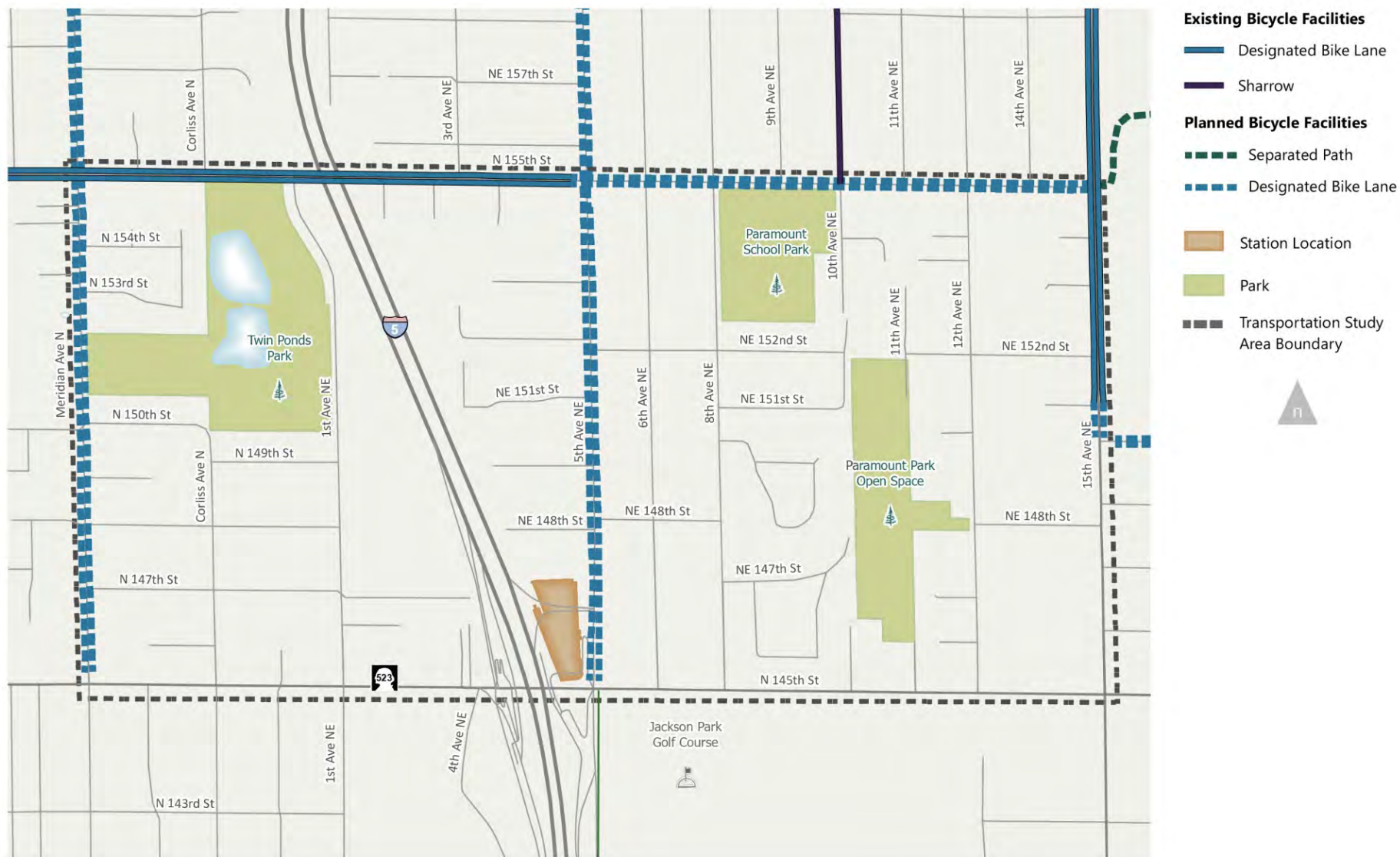


FIGURE 3-12: Bicycle System Plan from the Transportation Master Plan



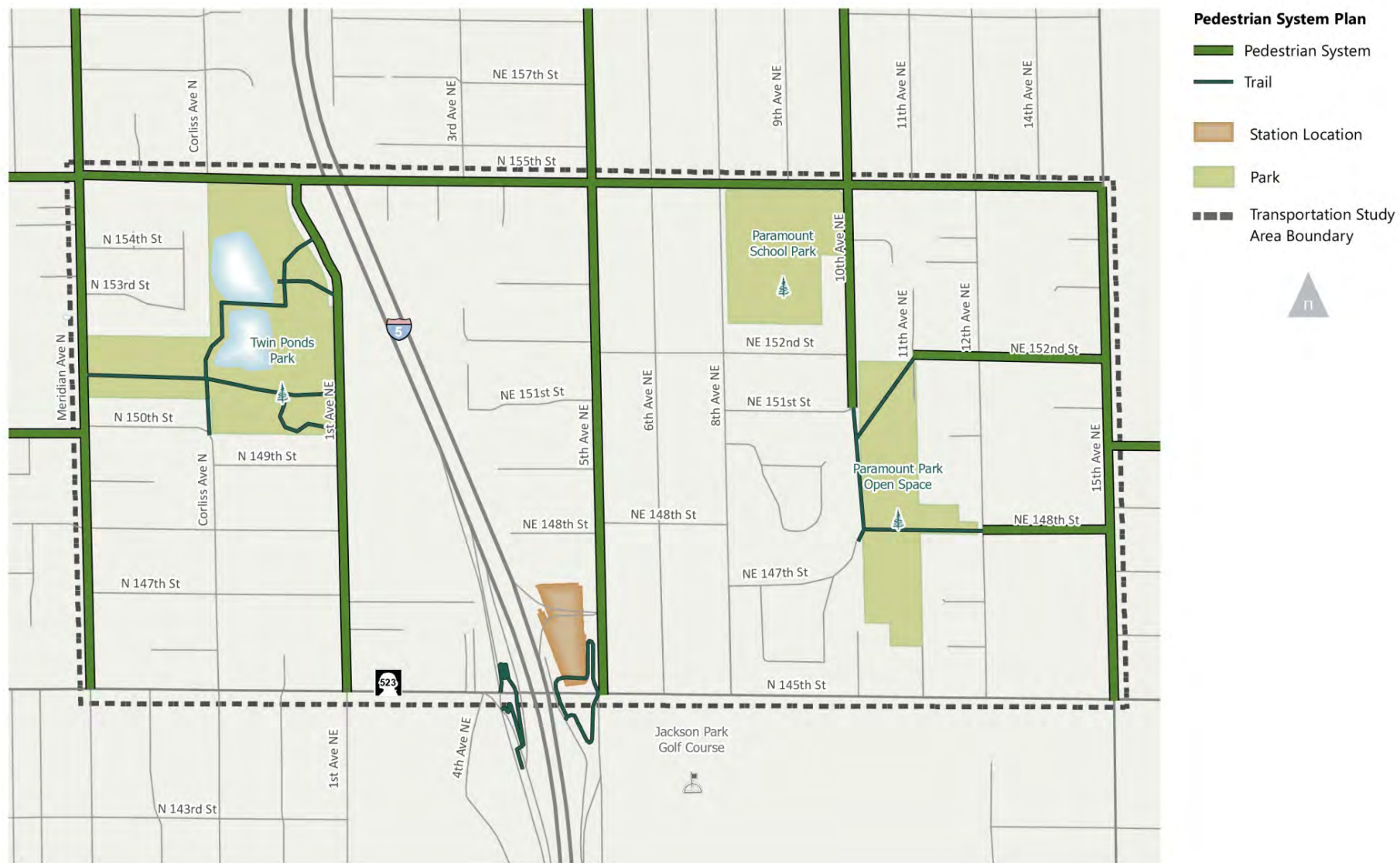


FIGURE 3-13: Pedestrian System Plan from the Transportation Master Plan



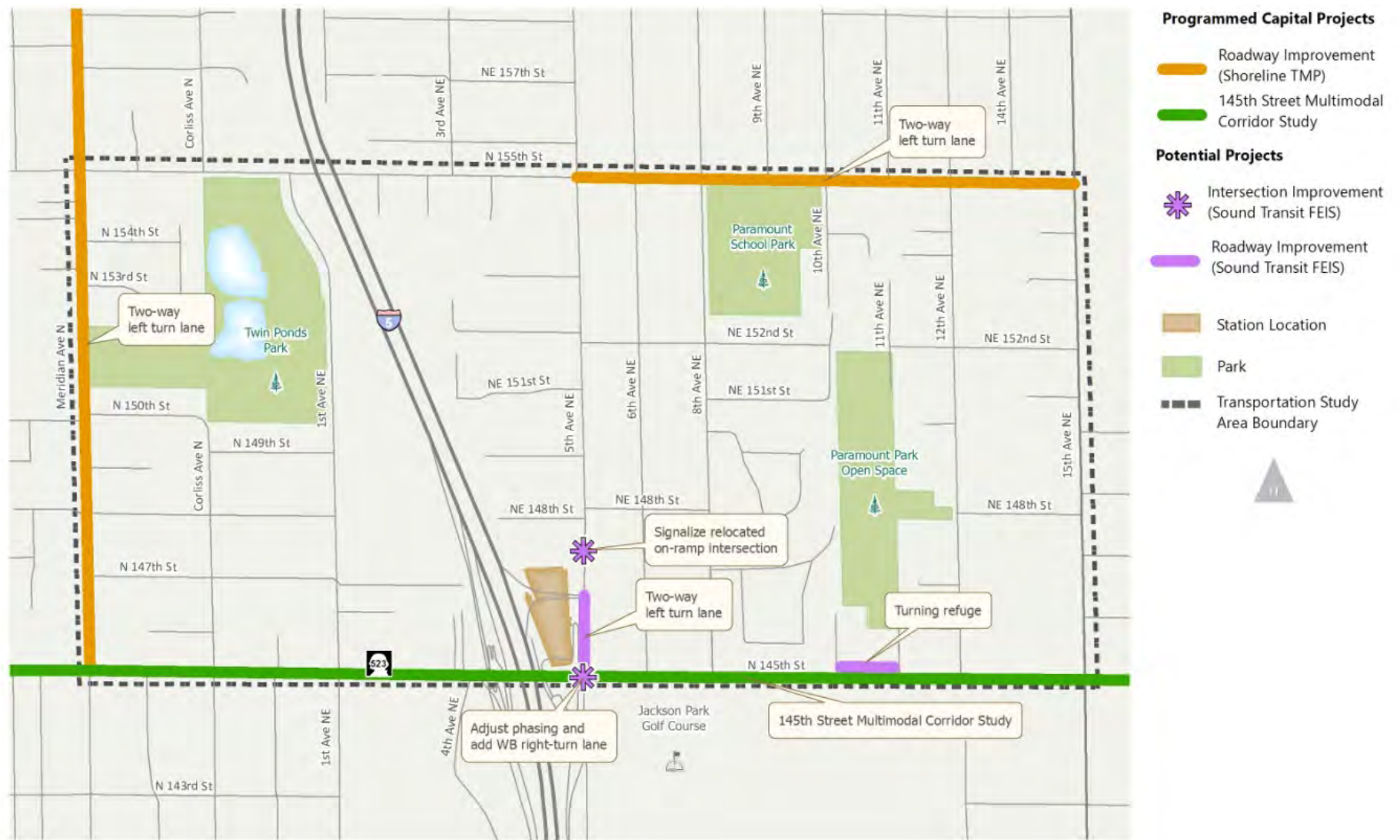
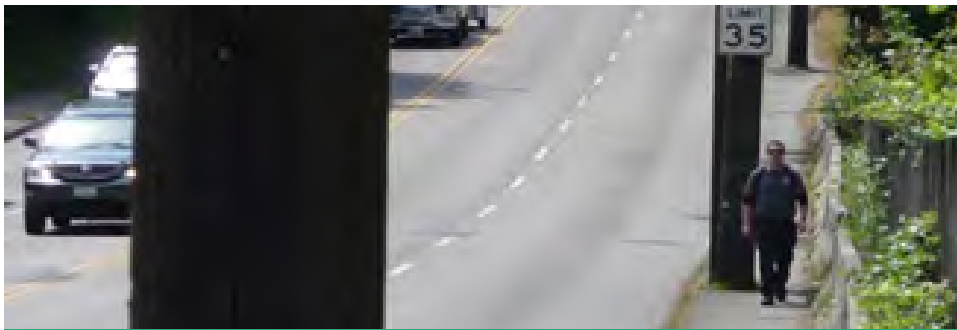


FIGURE 3-14: Roadway Improvements to Accommodate Growth Identified in the Transportation Master Plan





***Narrow and Non-ADA Compliant Sidewalk Facilities  
Along NE 145th Street near 10th Avenue NE***

## PLANNED MULTIMODAL TRANSPORTATION IMPROVEMENTS

### PEDESTRIAN AND BICYCLE IMPROVEMENTS

The 2011 TMP identified a number of improvements to address the pedestrian and bicycle connectivity challenges described in the previous subsection. **Figure 3-12** highlights the planned bicycle improvements. **Figure 3-13** details the Pedestrian System Plan, as identified in the TMP. Within the study area, the Bicycle System Plan recommends adding bicycle lanes along 5th Avenue NE, Meridian Avenue NE, and an extension of the current bicycle lanes along NE 155th Street to 15th Avenue NE. The extension of the bicycle lanes on NE 155th Street east of 5th Avenue NE, as well as bicycle lanes on NE 150th Street between 15th Avenue NE and 25th Avenue NE are part of the Interurban / Burke-Gilman Trail Connectors project that is specified in the 2016-2021 Capital Improvement Program and scheduled for completion in 2016. Bicycle lanes along Meridian Avenue NE and 5th Avenue NE are scheduled for completion at a later date.

The Pedestrian System Plan specifies sidewalk facilities for the minor and collector arterials in the study area, including 1st Avenue NE, 5th Avenue NE, 15th Avenue NE, Meridian Avenue NE, and NE 155th Street. While several of these streets already have sidewalks, many do not comply with

the City's existing standards for materials, width and/or amenity zones. The 145th Street Multimodal Corridor study addressed sidewalk standards along N/NE 145th Street in addition to bicycle connections in the area. Details of this study are provided in a later section.

## VEHICLE TRAFFIC IMPROVEMENTS

**Figure 3-14** highlights projects identified in the TMP as well as in the Lynnwood Link FEIS that are needed to accommodate future planned growth and maintain the City's adopted transportation level of service standard. The TMP calls for the reconfiguration of Meridian Avenue N to allow for a two-way left turn lane from N 145th Street to N 205th Street. NE 155th Street would have a similar treatment, extending the current 3-lane profile from 5th Avenue NE to 15th Avenue NE. Potential traffic improvements listed in Sound Transit's Lynnwood Link FEIS related to a 145th Street station alternative are summarized below. It should be noted that the City of Shoreline has not agreed that these improvements are adequate mitigation for the proposed station.

- ▶ 5th Avenue NE: Two-way left-turn lane between NE 145th Street and the park-and-ride entrance along 5th Avenue NE
- ▶ 5th Avenue NE / I-5 northbound on-ramp: Relocate the on-ramp and intersection to the north of the proposed station parking garage and signalize the intersection
- ▶ NE 145th Street / 5th Avenue NE: Add a protected northbound right-turn phase. Add a protected westbound to northbound right-turn lane
- ▶ NE 145th Street / 12th Avenue NE: Add a short refuge area on NE 145th Street for eastbound approach

Additional improvements along N/NE 145th Street were identified in the 145th Street Multimodal Corridor Study and were incorporated into the transportation mitigation measures. Details of these improvements are included in a later section.



## Existing Population and Trends

Shoreline's overall estimated population in 2015 was 55,439, based on information recently released by the US Census Bureau. Of the total population of Shoreline, an estimated 8,321 people live in the 145th Street Station Subarea (approximately 15.2 percent of the city's population).

Shoreline's population increased in the 1980s and 1990s, remained fairly stable between 2000 and 2010, but recently has started to increase. The city has grown an average of slightly under 1 percent per year since 2010 based on US Census Bureau estimations.

In review of the demographic composition of the population, two trends are occurring, including greater race/ethnic diversity and aging of Shoreline's population.

The largest minority population is Asian-American, composed of several subgroups, which collectively made up 15 percent of the population as of the 2010 Census. The African-American population, comprising 2,652 people, had the largest percentage increase, at 45 percent between 2000 and 2010, followed by people of two or more races, at 15 percent. Hispanics may be of any race, and this demographic increased 41 percent to 3,493. Additionally, foreign born residents of Shoreline increased from 17 percent of the population to an estimated 19 percent by 2010, as measured by the American Community Survey (ACS). By 2014 the ACS estimates these populations to be: Asian—7,880 (14.5 percent), Black/African American—3,171 (5.8 percent), two or more races—2,696 (5.0 percent), Hispanic/Latino—4,399 (8.1 percent).

The median age of community residents increased from 39 in 2000 to 42 in 2010 and dropped slightly to 41.5 by 2014. "Baby Boomers", those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percent of people 65 and older among King County cities, at 15.8 percent. Among older adults, the fastest growing segment is people 85 and older, up one-third from 2000.

Families (two or more people related by birth, marriage, or adoption) declined from 65 percent to 61 percent of all households in Shoreline between 2000 and 2010. Non-family households increased from 35 percent to 39 percent of households. The number of people living in group quarters, such as nursing homes, adult family homes, and Fircrest increased by 9 percent between 2000 and 2010 based on the 2010 Census.

## POPULATION GROWTH TRENDS AND FORECASTS

The central Puget Sound region is one of the fastest growing metropolitan areas in America. Seattle, Shoreline's neighboring city to the south, grew faster than any other major American city in 2013, according to the US Census Bureau, with approximately 18,000 people moving to the city in the one-year period. Seattle is the 21st largest city in the US. Seattle's growth rate from July 1, 2012 to July 1, 2013 was 2.8 percent, the highest rate among the 50 most populous US cities, bringing the total 2013 population to 652,405. From July 1, 2012 to July 1, 2013, the Seattle-Tacoma-Bellevue metropolitan area ranked tenth in numerical population growth of metropolitan areas of the US, adding 57,514 people. According to Puget Sound Regional Council's 2040 Transportation Plan, our region will add 1.4 million people and 1.1 million jobs by 2040.

Washington State's overall population was 7,061,400 as of April 1, 2016 and is forecasted to grow by just above 1 percent per year through 2025 and then at less than 1 percent per year through 2040 according to the Washington State Office of Financial Management.

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

In a review of other transit-oriented districts around light rail and high-capacity transit in the US, growth rates have varied greatly. Average annual growth rates of around 2 percent are often achieved, but are influenced by a variety of factors.





### *Potential Housing Styles in the Subarea*

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

### **ESTIMATED ANNUAL POPULATION GROWTH RATE FOR SUBAREA PLANNING PURPOSES**

Given all of the above growth statistics, the estimated average annual growth forecasted for the subarea is around 1.5 percent to 2.5 percent. This is the assumed growth rate for purposes of subarea planning and environmental analysis.

Population, housing, and employment may grow faster or slower than the 1.5 to 2.5 percent annual growth rate in any given year, or for several consecutive years. With the potential adoption of one of the zoning alternatives as a planned action, the City of Shoreline would monitor growth levels to the thresholds defined in the planned action ordinance.

The opportunity and potential for growth in the 145th Street Station Subarea will be higher with the adoption of the proposed mixed use zoning. However, growth would be moderated by potential challenges related to redevelopment, such as the need to aggregate parcels to create

sites large enough for mixed use and multifamily housing. Uncertainty about the market and property owners' interests in redeveloping or selling their properties also moderates the forecast for growth.

### **CAPACITY BUILDING FOR THE FUTURE AND FOCUS OF THE PLANNED ACTION**

Given challenges associated with smaller parcel sizes (and the correlating need to aggregate parcels), redevelopment to the capacity of the proposed zoning for the subarea would take many decades. The rezoning creates capacity for redevelopment over the long term for current and future generations of residents in the subarea. Rezoning also allows flexibility for redevelopment to occur in a variety of locations in the subarea based on property owners' interests and development market influences. The proposed zoning under the subarea plan sets the vision for what could occur over the long term. The plan also defines capital improvement needs and project priorities to support potential redevelopment over the next twenty years, which is the established planning horizon (see Chapter 7). The plan addresses anticipated phasing and locations of redevelopment and makes specific recommendations for public investment in the subarea to support this first stage of growth.



## ASSIGNED GROWTH TARGETS FOR SHORELINE

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

Applying Shoreline's current average household size of 2.4 people per residence, 5,800 new housing units equates to 13,920 new residents by 2035.

Another recent capacity target set by Puget Sound Regional Council (PSRC) calls for Shoreline to gain more than 7,200 new jobs by 2035, improving its jobs-to-housing ratio to 0.91. (Note: jobs-to-housing ratio and balance are discussed and defined later in this section.)

The City is required to plan for its assigned growth target and demonstrate that its Comprehensive Plan is able to accommodate the growth targets for housing units and employment. Sufficient land (zoning capacity) and strategies must be in place to show that there will be available housing and services for the projected population. The City of Shoreline has met these requirements through its Comprehensive Plan, which shows that growth targets can be met through housing and employment capacity, particularly along Aurora Avenue N.

Although the city has capacity to meet these growth targets with or without upzoning the station subarea, intensifying densities in proximity to the light rail station is "smart growth," consistent with regional goals and policies, as well as those adopted by the City. (See Chapter 6 for more information about smart growth principles.)

With more people living and working near high-capacity transit, Shoreline can better achieve the objectives of the Climate Action Plan and better meet the policies and provisions of the Comprehensive Plan and Transportation Master Plan. Adopted policies related to expanding



*May 2014 145SCC Planning Workshop*

housing and transportation choices and enhancing quality of life through better connectivity in the station subarea also can be realized.

Upzoning to create capacity for more residents and employees in proximity to high-capacity transit also will help to catalyze redevelopment and encourage higher rates of growth in the subarea than are currently being experienced citywide and regionally.

A review of growth rates over the last ten years shows that the City has only recently been barely keeping pace with the growth target of 200 housing units per year within the last couple of years and is not yet meeting the jobs/employment growth target range.

With adopting of upzoning or rezoning in the subarea, density would be added through various types of multifamily and transit-oriented development (mixed use buildings, condominiums, apartments, townhomes, etc.) allowed under the proposed MUR-70', MUR-45', and MUR-35' zoning categories. Attached single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, and other multiplexes would be expected to develop (within the proposed MUR-35' zoning), and these types of housing units would provide a transition between the more intensive density in the station vicinity and the traditional detached single family neighborhoods in outer areas.





### Senior Living

With these new transit-supportive densities of housing and mixed use development are being proposed in the subarea, there will be growing pressure in the single family neighborhoods of the subarea and surrounding neighborhoods for additional housing units as more people seek to live near the station. That said, single family homes will continue to be a protected use in the subarea under any of the new zoning categories. Some homeowners may choose to maintain their homes in their current configurations, while others may renovate or redevelop their properties to maximize density.

### REDEVELOPMENT POTENTIAL AND TIMING

The potential for growth and timing of redevelopment would be influenced by various factors in the subarea, including development market influences and individual property owner decisions on the use of their properties. Implementation of upzoning will maximize opportunities for future redevelopment, increase housing options and choices, and add a considerable amount of new jobs over time.

That said, redevelopment potential is influenced by parcel size. Most properties in the subarea are smaller sized single family lots that would need to be aggregated into larger parcels to create a site size suitable for redevelopment to the proposed zoning. There are church/

houses of worship parcels of larger size west of I-5 and north of 145th Street NE that would be suitable for additional growth in the near term, if property owners are interested in redeveloping and incorporating additional uses and development onto their site, or are willing to sell to an interested developer.

Because most properties within the subarea are smaller sized single family residential lots and would need to be aggregated, growth in the subarea would be anticipated to occur very gradually over many years. As an example, even if the higher average annual growth rate of 2.5 percent were to occur, it is estimated that it would take approximately 55 years to reach full build-out, and at a 1.5 percent average annual growth rate, it would take 87 years to reach full build-out of the proposed subarea zoning.

## Existing and Planned Housing and Household Characteristics

Planning for expected growth requires an understanding of current housing and housing unit characteristics, as well as economic and market trends and demographics. A summary of the market assessment and economic trends is provided in Chapter 4 of this subarea plan. Below is a summary of current housing characteristics in Shoreline including conditions related to affordability. Much of the information presented is based on the supporting analysis in the 2012 Comprehensive Plan for the City of Shoreline, as well as more recent data.

### COMPREHENSIVE HOUSING STRATEGY

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



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

## SHORELINE AND SUBAREA HOUSING INVENTORY

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Almost 60 percent of the current housing stock was built before 1970, with 1965 being the median year of home construction. Only 7 percent of homes (both single and multifamily) were constructed after 1999. Much of the housing stock is approaching 70 years of age and most is over 50 years old. More and more homeowners are either making substantial renovations to their homes or demolishing existing homes and replacing with new ones. This trend likely would continue absent upzoning in the subarea.

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

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



*Example of Low Impact Development*

## QUANTITY OF HOUSING UNITS, TYPES, AND SIZES

Single-family homes are the predominant type of existing housing and encompass a wide range of options, which span from older homes built prior to WWII to new homes that are certified through the Leadership in Energy and Environmental Design (LEED) program. Styles range from expansive homes on large view lots to modest homes on lots less than one quarter acre in size. In the station subarea, the predominant single family lot size is 8,000 to 10,000 square feet (with some lots around 6,000 square feet). Although much of the existing zoning in the subarea is Residential, six units per acre (R-6), the current built density of the subarea is approximately 3.2 units per acre.

According to the 2014 ACS, there were 22,271 housing units within the City of Shoreline, an increase of 1,555 since 2000. About 65 percent of these housing units are detached single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes. See **Table 3-5**. In the 145th Street Station Subarea, including the TAZs associated with the subarea, it is estimated that there are currently 3,467 housing units based on data in the 2010 Census.





## Affordable Housing at High Point in West Seattle

**Table 3-5: Number of Dwelling Units and Percentage of Housing Types in Shoreline and King County**

TYPE OF HOUSING		KING COUNTY		ROADWAY SEGMENT VOLUME-TO-CAPACITY RATIO (V/C)	
		UNITS	PERCENT	UNITS	PERCENT
<b>2010</b>	<b>Total</b>	<b>851,261</b>		<b>22,787</b>	
	1 Unit	494,228	58.06%	16,290	71.49%
	2+ Units	338,645	39.78%	6,422	28.18%
	MH/TR/Spec	18,388	2.16%	75	0.33%
<b>2015</b>	<b>Total</b>	<b>893,275</b>		<b>23,330</b>	
	1 Unit	506,079	56.65%	16,358	70.12%
	2+ Units	369,051	41.31%	6,898	29.56%
	MH/TR/Spec	18,145	2.04%	74	0.32%

Source: American Community Survey 2008-2012

**Table 3-6: Average Household Size**

	1980	1990	2000	2010
<b>Shoreline</b>	<b>2.7</b>	<b>2.5</b>	<b>2.5</b>	<b>2.4</b>
<b>King County</b>	<b>2.5</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>

Source: 1980 Census, 1990 Census, 2000 Census, 2010 Census

While the number of housing units increases in Shoreline each year, population levels show a potential trend toward a decrease in the number of people per household. This is consistent with national trends. However, overall in King County, household size has remained stable since 1990 (see **Table 3-6**). Shoreline's existing average household size is 2.4 people per dwelling unit.

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

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



## DEFINITION AND MEASURE OF HOUSING AFFORDABILITY

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

## SPECIAL NEEDS HOUSING AND HOMELESSNESS GROUP QUARTERS

Group quarters, such as nursing homes, correctional institutions, or living quarters for people who are disabled, homeless, or in recovery from addictions are not included in the count of housing units reported above. According to the 2010 Census, about 2.6 percent of Shoreline's population, or 1,415 people, live in group quarters. This is a slightly higher percentage than the 1.9 percent of King County residents living in group quarters. Fircrest in Shoreline, one of five state residential habilitation centers for people with developmental disabilities, provides medical care and supportive services for residents and their families. In 2011, Fircrest had about 200 residents. This reflects a decline from more than 1,000 residents 20 years ago, as many residents moved into smaller types of supported housing, such as adult family or group homes.

## FINANCIALLY ASSISTED HOUSING

As shown in **Table 3-7** financially assisted households for low- and moderate-income individuals and families exist in the City of Shoreline.

In addition to this permanent housing, King County Housing Authority provided 566 vouchers to Shoreline residents through the Section 8 federal housing program, which provides housing assistance to low income renters (City of Shoreline Office of Human Services, 2012).



*Example of Housing in Mixed-use Development*

**Table 3-7: Assisted Household Inventory**

PROVIDER	UNITS
King County Housing Authority	669
HUD Subsidized Units	80
Tax Credit Properties**	272
<b>Total</b>	<b>1,021</b>

*Source: City of Shoreline Office of Human Services, 2012*

*\*\* The Low Income Housing Tax Credit program was created by Congress through the passage of the Emergency Low Income Housing Preservation Act, 1987. When the tax credits expire, these properties may be converted to market rate housing.*

## HOMELESSNESS

According to the Shoreline School District, 376 students experienced homelessness during the 2014-2015 school year. According to the 2016 King County One Night Count of homeless individuals, 138 people were found living on the streets in the north of King County.



## Affordable Housing Metrics for Shoreline

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

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

Sample Wages 2011

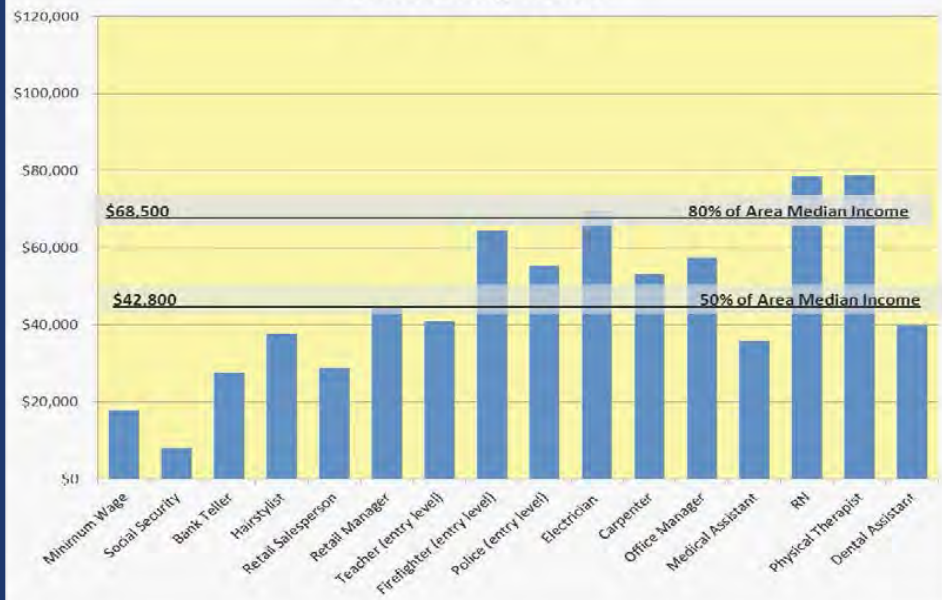


FIGURE 3-14: Income Levels/Sample Wages of Various Professions

### Emergency and Transitional Housing Inventory

Five emergency and transitional housing facilities provide temporary shelter for their current maximum capacity of 49 people in the City of Shoreline. These facilities focus on providing emergency and transitional housing for single men, families, female-headed households, veterans, and victims of domestic violence. These facilities are listed in **Table 3-8**.

### HOUSING TENURE AND VACANCY

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

In the 1980s and 1990s a shift began in the ownership rate. The actual number of owner-occupied units remained relatively constant, while the number of renter-occupied units increased to 32 percent of the city's occupied housing units in 2000, and nearly 35 percent in 2010. This shift was mainly due to an increase in the number of multifamily rental units in the community. Refer to **Table 3-9**.

Table 3-8: Emergency and Transitional Housing Inventory

LOCATION	NO. OF OCCUPANTS	FOCUS
Caesar Chavez	6	Single Men
Wellspring Project Permanency	14	Families
Home Step Church Council of Greater Seattle	4	Female Head-of-Household
Shoreline Veterans Center	25	Veterans
Confidential Domestic Violence Shelter	6	Victims of Domestic Violence

Source: City of Shoreline Office of Human Services, 2012



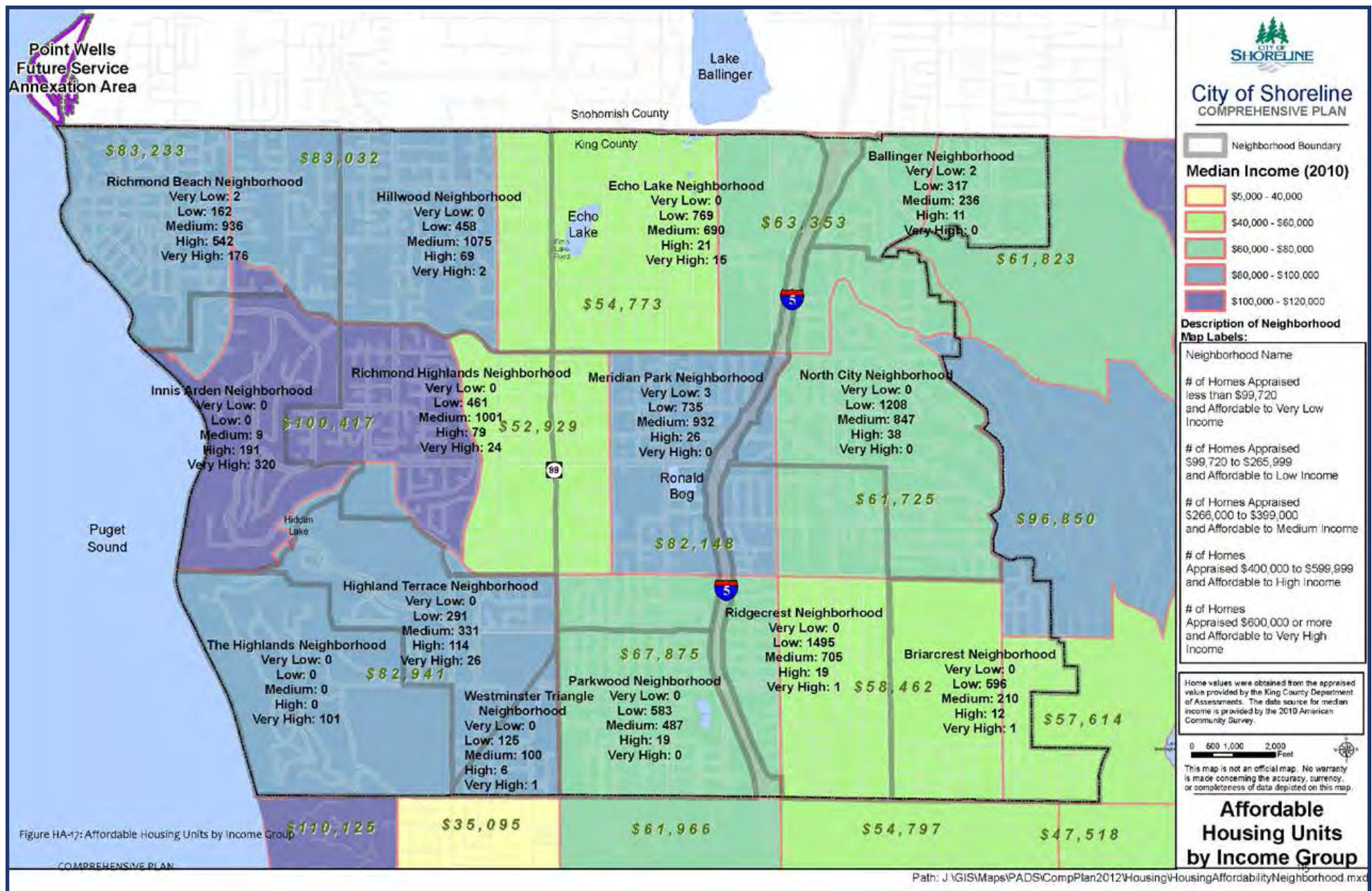


FIGURE 3-15: Affordable Housing Units by Income Group in Shoreline



**Table 3-9: Housing Inventory and Tenure**

	2000	2010	CHANGE 2000 TO 2010
<b>Total Housing Units</b>	21,338	22,787	+1,449
<b>Occupied Housing Units</b>	20,716	21,561	+845
<b>Owner-Occupied Units</b>	14,097 68% of Occupied	14,072 65.3% of Occupied	14,072 65.3% of Occupied
<b>Renter-Occupied Units</b>	6,619 32% of Occupied	7,489 34.7% of Occupied	+870 13.1% Increase
<b>Vacant Units</b>	622 2.9% of Total	1,226 5.4% of Total	+612 99.7% Increase

Source: City of Shoreline Office of Human Services, 2012

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

## HOUSING DEMAND AND AFFORDABILITY

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

In 2014, about 61 percent of households were family households (defined as two or more related people), down from 65 percent in 2000. Approximately 30 percent were individuals living alone, an increase from 26 percent in 2000. The remaining 9 percent were in nonfamily households where unrelated individuals share living quarters. Households with children decreased from 33 percent of households in 2000 to 27.4 percent of households in 2014. Single-parent families also decreased from 7.4 percent to 6.9 percent of households, reversing the previous trend of increasing single-parent families. Shoreline now has a lower percentage of households with children than King County as a whole, where households with children account for about 29 percent of all households, down from 30 percent in 2000. **Table 3-10** summarizes the changing characteristics of households.

## A CHANGING COMMUNITY

As previously mentioned, Shoreline's population is becoming more ethnically and racially diverse. In 2000, 75 percent of the population was white (not Hispanic or Latino). By 2010, this percentage dropped to 68 percent and rose slightly to 69.9 in 2014. Shoreline's changing demographic characteristics may impact future housing demand. Newer residents may have different cultural expectations, such as extended families living together in shared housing. The increase in the number of singles and older adults in the community suggests that there is a need for homes with a variety of price points designed for smaller households, including accessory dwelling units or manufactured housing.

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



**Table 3-10: Changing Household Characteristics in Shoreline**

	2000	2010	CHANGE 2000 TO 2010
<b>Total Households</b>	<b>20,716</b>	<b>21,561</b>	<b>+845</b>
<b>Households with Children</b>	6,775 32.7% of Total	6,015 27.9% of Total	-760 11.2% Decrease
<b>Single-Person Households</b>	5,459 26.5% of Total	6,410 29.7% of Total	+951 17.4% Increase
<b>Households w/an Individual over 65</b>	4,937 23.8% of Total	5,509 25.6% of Total	+572 11.6% Increase

Source: 2000 Census; 2010 Census

## THE NEED FOR AFFORDABLE HOUSING

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

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

Assessing affordable housing needs requires an understanding of the economic conditions of Shoreline households and the current stock of affordable housing. Estimated percentage of households at each income level is presented in **Table 3-11**.

## AFFORDABILITY GAP

The "affordability gap" is the difference between the percentage of city residents at a particular income level and the percentage of the city's housing stock that is affordable to households at that income level. A larger gap indicates a greater housing need. **Table 3-12** depicts the affordability gap. Since 2010, housing prices have been growing more rapidly than wage growth, further widening Shoreline's affordability gap.

**Table 3-11: Households by Income Level in Shoreline and King County**

	SHORELINE	KING COUNTY
<b>Very Low Income &lt;30% AMI</b>	3,154 (15%)	53,784 (13%)
<b>Low Income 30% to 50% AMI</b>	2,580 (12%)	52,112 (11%)
<b>Moderate Income 50% to 80% AMI</b>	3,665 (17%)	76,279 (16%)
<b>80% to 120% AMI</b>	4,443 (21%)	97,116 (19%)
<b>&gt;120% AMI</b>	7,520 (35%)	216,821 (41%)

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

**Table 3-12: Affordability Gap**

	SHORELINE	KING COUNTY
<b>Very Low Income &lt;30% AMI</b>	825 (3.9%)	11%
<b>Low Income 30% to 50% AMI</b>	2,116 (10%)	2%
<b>Moderate Income 50% to 80% AMI</b>	4,886 (23%)	N/A
<b>80% to 120% AMI</b>	6,367 (30%)	N/A
<b>&gt;120% AMI</b>	7,520 (35%)	216,821 (41%)

Source: King County Comprehensive Plan

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





*Examples of Multifamily Housing*

Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than 30 percent of household income for housing costs comprise 39 percent of homeowners and 48 percent of renters in Shoreline. Very low income cost-burdened households are at greatest risk of homelessness and may be unable to afford other basic necessities, such as food and clothing. The substantial affordability gap at this income level suggests that the housing needs of many of Shoreline's most vulnerable citizens are not being met by the current housing stock. Closing this gap requires the use of innovative strategies to provide additional new affordable units and the preservation/ rehabilitation of existing affordable housing. In order to assess the relative status of housing affordability in the city, comparison cities in King County were selected based on number of households and housing tenure. Two cities (Sammamish and Mercer Island) with few renters were selected for comparison, along with two cities (Kirkland and Renton) with a higher proportion of renting households. To compare Shoreline to these cities and to King County, the number of households in each income group countywide was compared to the number of households affordable at each income level. **Table 3-13** shows the comparison of affordability gaps in these communities to Shoreline's.

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

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



## RISING HOME VALUES

As in much of the rest of the country, home prices in Shoreline fell during the Great Recession years, but started to rise again in late 2012. Prices have continued to increase and have even recently surpassed their pre-recession high of \$375,300 in June of 2007. The April 2016 median sale price for Shoreline was \$447,700, an increase from the 2007 high of 19 percent. The rapid increase in home values puts increasing pressure on households in Shoreline, and widens the affordability gap for prospective buyers.

## A SEGMENTED MARKET

There has historically been a large discrepancy in the value of homes in the city's various neighborhoods. **Table 3-14** presents 2010 data extracted from home sales records used by the King County Assessor to assess the value of homes in various sub-markets within the city (the Assessor excludes sales that are not indicative of fair market value). Since home prices have risen dramatically in recent years, the market may be less segmented than in the past, but increasingly expensive or out of reach for many Shoreline households



*Affordable Housing in Bend, Oregon*

**Table 3-13: Comparison of Affordability Gap**

	VERY LOW INCOME AFFORDABILITY GAP	LOW INCOME AFFORDABILITY GAP	MODERATE INCOME AFFORDABILITY GAP	80% TO 120% AMIFORDABILITY GAP
<b>Sammamish</b>	12.1%	9.6%	10.1%	2.1%
<b>Mercer Island</b>	10.1%	8.9%	6.0%	6.7%
<b>Shoreline</b>	<b>8.6%</b>	<b>1.2%</b>	<b>N/A</b>	<b>N/A</b>
<b>Kirkland</b>	9.9%	4.9%	N/A	N/A
<b>Renton</b>	8.8%	N/A	N/A	N/A
<b>King County</b>	8.4%	N/A	N/A	N/A

Source: King County Comprehensive Plan

\* Discrepancy between tables results from use of Countywide household data for comparison with other cities and King County.



**Table 3-14: Single Family Housing Prices**

NEIGHBORHOOD AREA	MEDIAN SALE PRICE, 2010	AFFORDABLE INCOME LEVEL*	AVERAGE CHANGE IN ASSESSED VALUE, 2010-2011
West Shoreline	\$500,000	>120% of AMI	-2.1%
West Central Shoreline	\$341,500	115% of AMI	-6.0%
East Central Shoreline	\$305,000	100% of AMI	-6.9%
East Shoreline	\$290,000	100% of AMI	-5.2%

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

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

**Table 3-15: Shoreline Area Rental Market Rents and Vacancy Rates**

	2008	2009	2010	2011	2012	2013	2014	2015
Average Rent	\$897	\$977	\$949	\$934	\$966	\$1,026	\$1,070	\$1,161
Percent Change from Previous Year		+8.9%	-2.9%	-1.6%	+3.4%	+9.8%	+4.3%	+8.5%
Market Vacancy*	2.7%	4.6%	7.1%	5.0%	4.0%	2.3%	1.9%	1.6%

Source: Dupree+Scott, The Apartment Vacancy Report

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

## GMA AND REGIONAL POLICIES SUPPORTING AFFORDABLE HOUSING

The Washington State Growth Management Act (GMA) and regional plans include policies for housing. The GMA specifically states that its housing goal is to:

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

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

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

Puget Sound Regional Council (PSRC) administers the Growing Transit Communities Partnership (GTC). In accordance with the goals of the PSRC and GTC, high-capacity station areas should consider adopting the affordable housing policies and provisions stated in PSRC's VISION 2040. A few are included below, for the full list, read their report, available at: <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/read-the-full-growing-transit-communities-strategy/>



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

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

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

## **CITY OF SHORELINE AFFORDABLE HOUSING POLICIES AND REQUIREMENTS**

Chapter 20.40.230 of the Development Code currently includes provisions for affordable housing. These provisions were revised through adoption of the 185th Street Station Subarea Plan. In addition, the City has developed draft policies for the subarea that address affordable housing needs, including direction for further implementation work to develop programs. These policies, Development Code provisions, and development standards related to housing and mixed use development in the subarea are summarized in Sections 3.1 and 3.2 of the FEIS.

In May 2015, the Housing Development Consortium of Seattle-King County awarded the City of Shoreline the Municipal Champion Award for its leadership in supporting affordable housing opportunities in Shoreline and across the region. The award recognizes the City's efforts to create an equitable community through tools like incentive zoning and impact fee exemptions for affordable housing that were adopted through the 185th Street Station Subarea Plan. These same regulations would apply to the 145th Street Station Subarea, including many incentives and requirements to build affordable units within developments or pay into a housing trust fund to support development of local affordable housing options. The City intends to continue to work with regional organizations and local non-profits to provide greater affordability over time.



DRAFT



# Market Outlook and Economic Development Potential

# 4

## 145th Street Station Subarea Plan

### Summary of Key Findings of Subarea Market Assessment

A market assessment was completed in August 2014 by Leland Consulting Group (LCG) to inform the subarea planning process. The analysis is intended to identify the type, scale, and phasing of real estate development likely to be feasible within the station subarea, and provide a preliminary list of the actions that the City could take to encourage transit-oriented development (TOD).

Key findings of the market assessment included:

- ▶ **CONTEXT: TOD AND INFILL DEVELOPMENT.** Over the past decade, there has been a major national trend favoring TOD and infill—urban development that takes place within the fabric of existing cities and suburbs. According to the US Census and Wall Street Journal, “many U.S. cities are growing faster than their suburbs for the first time in decades, reflecting shifting attitudes about urban living.” A new generation of Americans (Generation Y) is seeking out active and exciting urban neighborhoods, while America’s biggest generation (the Baby Boomers) is now retiring, and also in many cases, looking for a more compact, connected, and urban lifestyle. While urban central city locations will continue to fare well, places that mix the best of suburban and compact, mixed-use qualities may be the most desirable. Transit is important to all demographic groups, with 52 percent of those polled nationwide stating that access to transit is an important factor in their choice of where to live. These demographic and consumer preference trends are very much in play in the Puget Sound region, where development trends during and following the recession have swung dramatically towards infill in places like Seattle, Bellevue, Mill Creek, and Bothell. Leland Consulting Group (LCG) expects these demographic demand drivers to remain in place for many decades, as the 145th Street Station Subarea redevelops.
- ▶ **THE STATION SUBAREA.** The station subarea benefits from the fact that Shoreline is a desirable community, with a reputation for good neighborhoods, parks, trails, schools, and safety. The Link light rail will also create a convenient connection to key destinations, notably the region’s most important jobs center, downtown Seattle, as well as SeaTac Airport, the University of Washington, Northgate Mall, and other communities to the north.



However, there will be challenges to development in the station subarea as well. These include a high degree of parcelization (many small properties in diverse ownership), little “center” or sense of place as yet, a pedestrian and bicycle network that is disconnected in some key locations, topography, and a challenging transportation and pedestrian environment on 145th Street. Similar challenges have been overcome elsewhere and can be overcome in Shoreline with the right plan, implementation strategy, investment, and time.

► **HOUSING MARKET.** Housing—including townhouses, apartments, and condominiums—is the most prevalent land use in TOD outside of central cities. One reason is that most transit trips are home-to-work trips, and people choose to live where they can take transit to work or school. Because Shoreline and the primary market area are projected to grow through 2035 and beyond, and because Shoreline should continue to attract medium- and higher-income households that can afford new housing, the station subarea has the potential to capture between 500 and 800 dwelling units during the first 20 years of development; over a 50 year period, the station subarea could attract between 1,300 and 2,000 housing units. In the first 20 years of development, new housing types are likely to range from two- and three-story townhouses to five- to seven-story mixed use mid-rise projects. In later years, taller projects may be possible. Thus, there will be demand for housing. However, the main challenges for this and other types of development summarized below will be land supply, and “place making”—creating an interesting, vibrant, people-oriented place at the station or nearby that will attract those looking for housing.

► **RETAIL MARKET.** As the population in the station subarea and throughout Shoreline continues to grow, these new households will generate new demand for retail and commercial services. In addition, there will be some potential to capture retail spending that is currently “leaking” out of Shoreline, and to replace

obsolete retail space. Within a 20-year timeframe, most retail is likely to be “pulled” into place as part of mixed-use projects, with housing above and some retail on the ground floor. Such retail and commercial space can provide a tremendous benefit, as restaurants, coffee shops, dry cleaners, day care, financial services, and other small tenants can enable residents and workers to accomplish many errands within one trip or a short walking distance, and create a sense of place in the station subarea. Over the long term (20 years or more), there will be potential to add larger scale retail: a grocery, pharmacy or small general merchandise store, along with more of the “in-line” retailers mentioned above. High quality access from arterial roads, sizeable floor plates (likely between one and two acres), and parking are very important to these types of retailers, and therefore a large site with immediate access to 145th Street and the station would be needed, which underscores the current challenges of land supply. Such larger scale retail would also take place as part of a mixed use project. Over 20 years, between 67,000 and 100,000 square feet of retail could be captured at the station subarea. Retail demand and needs should be revisited once this scale of retail development has been achieved.

► **OFFICE MARKET.** The Northend, stretching from Shoreline to Everett, has historically captured very little of the Puget Sound office market. Looking forward, there are a number of factors that suggest that it will be difficult to attract a significant amount of Class A or B office space to the station subarea. Office development tends to locate at the highest volume transportation nodes in a given region, such as downtown Seattle or major suburban freeway interchanges. In suburban locations, office parking requirements tend to be high, and therefore difficult to accommodate in land-scarce station subareas. Finally, the current suburban office development outlook is not promising, with virtually all new office development taking place in downtown Seattle and the Eastside.



Given this context, LCG recommends that plans for the station subarea focus on attracting ground floor “commercial office”—financial services, medical and dental offices, architecture and design firms, etc.—that have modest space demands, a local service area, and can fit in next to retailers. Such office space is assumed in the retail capture figures above. Second, the City should look to larger-scale development sites on Aurora or 15th Avenue NE for significant office development. Finally, the City should revisit the potential for additional office space once a dynamic place has been established through the development of significant housing, retail, and public spaces.

- ▶ **OTHER USES.** Major health care facilities, higher or primary education, government facilities, and other uses are also potential candidates for the station subarea, but are not “market-driven.” These uses typically depend on independent decisions made by local institutional leaders, and LCG did not review the potential for these uses as part of this analysis.
- ▶ **EMERGING VISION.** While a specific vision has not yet been adopted for the station subarea, LCG’s understanding is that the findings and recommendations summarized above are consistent with input that has been gathered from City Council and community events. This input has focused on concentrated nodes of development, improved east-west connectivity, Fifth Avenue NE as a “neighborhood boulevard,” and protected and enhanced parks, spaces, and natural resources.

Each of these key findings are described in more detail on the following pages. Implementation recommendations of the Market Assessment are provided in Chapter 7.



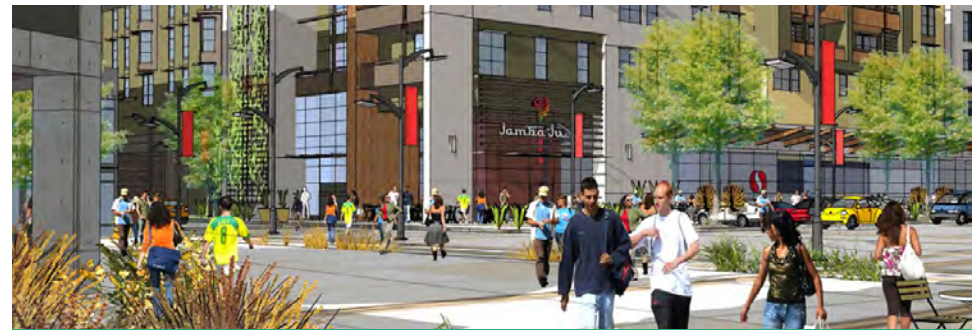


## Context: Transit Oriented Development (TOD) and Infill Redevelopment

Beginning in the 1990s and continuing to the present, the geographic focus of real estate development nationally has shifted from outward expansion towards transit oriented development (TOD) and infill—urban development that takes place within the fabric of existing cities. While lower-density, single use development will continue for the foreseeable future, a greater share of investment and development is likely to happen in places like Shoreline's 145th Street Station Subarea. According to Alan Ehrenhalt, author of *The Great Inversion*:

Between 1990 and 2007, central cities increased their share of housing permits within their metropolitan areas by more than double, the Urban Land Institute found. This continued after the housing recession caused the number of permits to plummet in the outer suburbs. What is more, statistics show, housing in cities and inner suburbs held their value during the recession far better than their exurban counterparts. There is a thirst for urban life among Millennials. It shows up in polls, in anecdotal conversation, in blogs and other casual writing. It is not based primarily on watching television shows such as *Friends* or *Seinfeld*, though those should not be discounted.

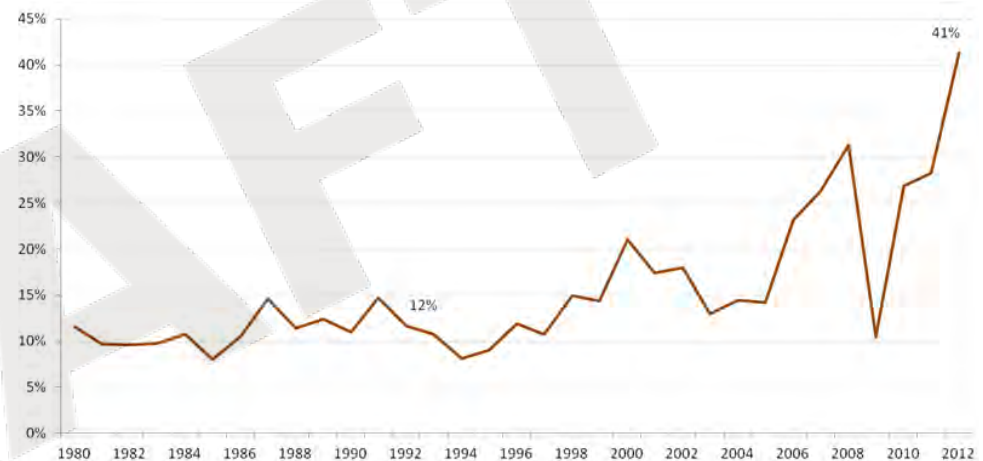
**FIGURE 4-1** to the right shows the impact of the “great inversion” trend in the Puget Sound region through the City of Seattle’s “capture rate” of all residential building permits issued region-wide by year. During the 1980s and 1990s, Seattle’s capture rate hovered between 10 and 15 percent. Beginning in the late 1990s, this rate began to increase rapidly. In 2012 (the most recent year for which data is available from the federal government), Seattle captured 41 percent of all regional housing permits. This is just one indication of the demand for urban living; other examples are visible in Bellevue, Bothell, Mill Creek, and other cities in the region.



**Hayward Station transit-oriented development concept, Bay Area, CA**

Source: BAR Architects and Bay Area Economics

**Figure 4-1: City of Seattle Capture Rate of All Puget Sound Residential Building Permits**

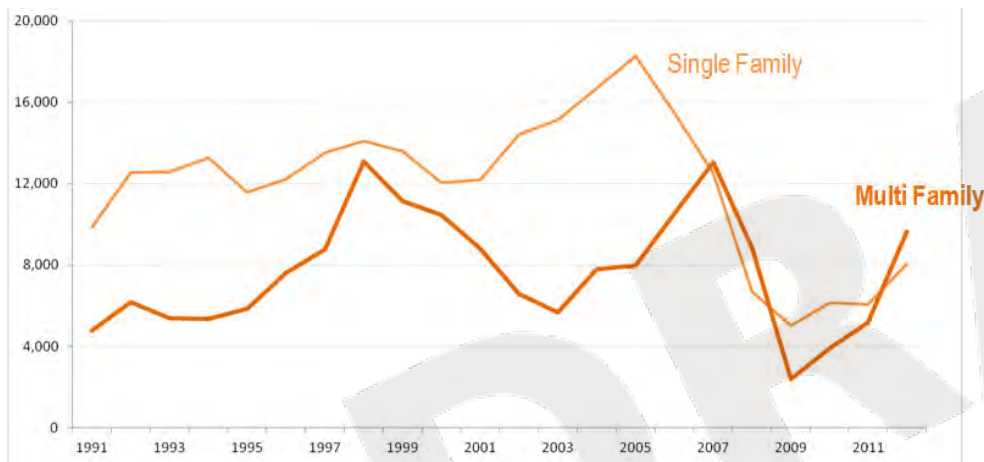


Source: United States Department of Housing and Urban Development, Leland Consulting Group.



**FIGURE 4-2** shows another indicator of shifting residential demand, with the number of multifamily housing permits overtaking single family housing permits in 2012. This likely represents both a short-term cyclical phenomenon and a longer-term consumer preference trend. While single family permits are likely to once again surpass the number of multifamily permits, multifamily is likely to capture a larger share of development than it did in the early 1990s and early 2000s.

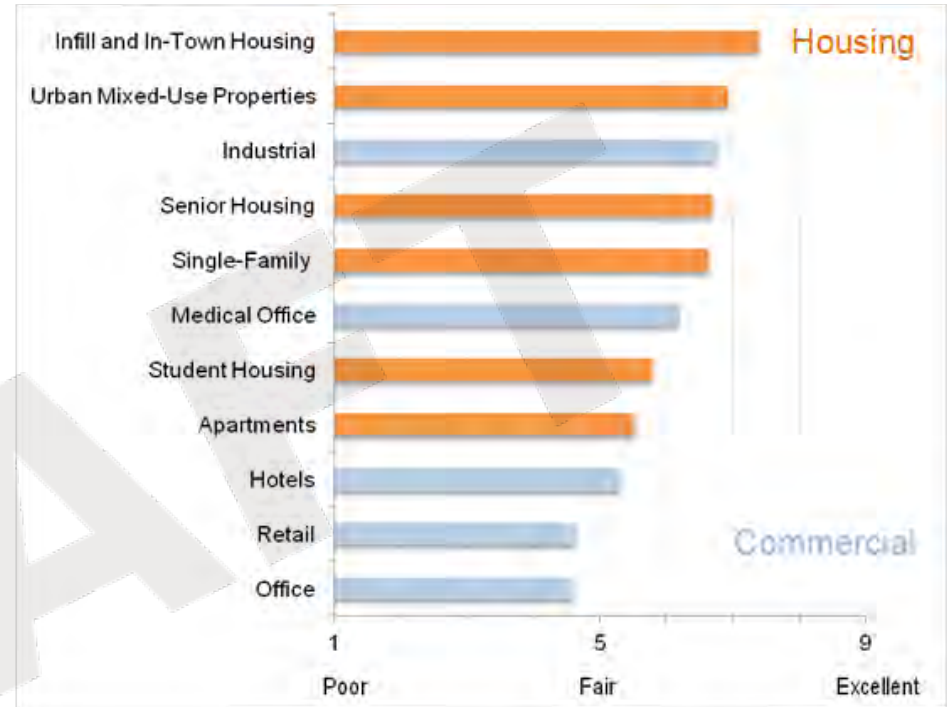
**Figure 4-2: Single Family and Multifamily Building Permits, Puget Sound Region**



Source: United States Department of Housing and Urban Development, Leland Consulting Group.

**FIGURE 4-3** shows the a 2014 forecast of “development prospects” by the Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals. Consistent with all years following the recession, infill product types such as infill housing and urban mixed use properties are viewed as the most promising development prospects.

**Figure 4-3: Development Prospects by Property Type, 2014**



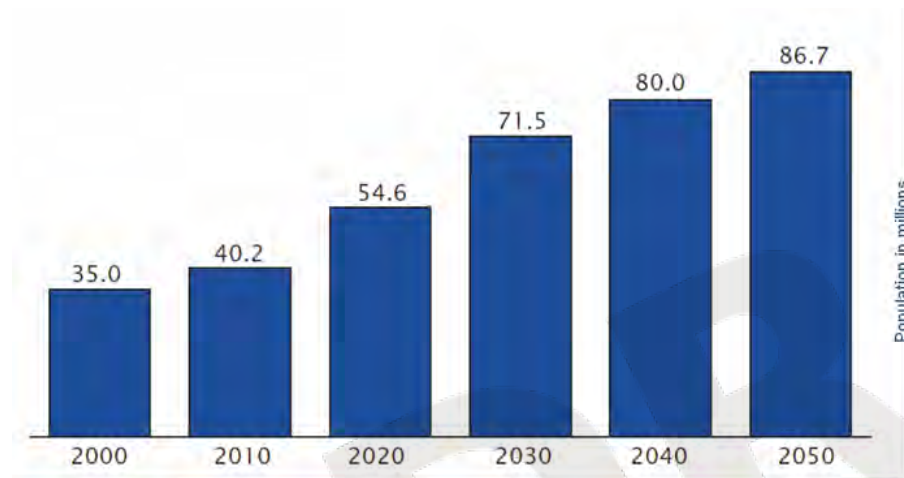
Source: Urban Land Institute, Leland Consulting Group.

Senior housing, student housing, and apartments—all of which may be good fits for the station subarea—are viewed as fair or above. Single use properties, particularly hotels, retail, and office, are generally viewed as the most risky type of development given today’s market conditions. Single family housing development has come back dramatically after being viewed as a very poor prospect for about five years.



As **Figure 4-4** shows, the number of Americans 65 years old and older will be growing dramatically in coming decades; in almost all metropolitan regions, the largest amount of population growth will come from these 65 and older households in the next two decades. The location preferences of these households varies widely: some will move to sunnier climes and others will stay in their current homes indefinitely.

**Figure 4-4: Population Aged 65 and Over, United States**



Source: Urban Land Institute, Leland Consulting Group.

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

**Figure 4-5** shows some results of “American in 2013: Focus on Housing and Community,” a national survey conducted by the Urban Land Institute. The figure shows the percentage of all adults, and members of Generation Y as a subset of all adults, who ranked various neighborhood features as “important” or “very important” (6 or more on a scale of 1 to 10). This survey and others like it reveal two findings. First, access to transit is important to a majority of Americans, particularly younger Americans. Second, it is one among a large number of neighborhood characteristics that influences where people decide to live and work. One takeaway for station subarea planning is that cities and their partners need to make sure that many of these attributes are in place in order to realize true TOD.

**Figure 4-5: Development Prospects by Property Type, 2014**

Community Attribute	% who say it's important:	
	All Adults	Gen Y
Convenience to public transit	52	57
Neighborhood Safety	92	88
Quality of Public Schools	79	87
Space between neighbors	72	69
Short distance to work or school	71	82
Distance to medical care	71	73
Walkability	70	76
Distance to shopping/entertainment	66	71
Distance to family and friends	63	69
Distance to parks/recreational areas	64	68

Source: American in 2013: Focus on Housing and Community, Urban Land Institute, 2013.



## Light Rail Stations/Transit Oriented Development adjacent to Interstate Highways

As a component of this market analysis, LCG was asked to review comparable light rail stations and surrounding transit oriented development that are located within highway rights of way, and the development that has taken place in surrounding station subareas. While a wide variety of station subareas was reviewed, the figures below and on the following page shows two stations that we believe provide the most relevant lessons for the 145th Street Station Subarea.

Center Commons, a 4.9-acre development pictured in **Figure 4-6**, was developed immediately south of the NE 60th Avenue light rail station in Portland, Oregon. The station boarding platform is within the Interstate 84 right of way, essentially at the grade of highway traffic, and below the grade of surrounding streets. Despite the lack of appeal or ambiance at the station subarea, Center Commons and other nearby development has been successful. Center Commons includes five different development components, including market-rate rental, ownership, senior, and affordable housing at a variety of different scales, from two to five stories. The shared public spaces are also of high quality, and the southeast corner of the block is occupied by a historic building and restaurant that was retained. The City of Portland (Portland Development Commission) and the regional government (Metro), were both involved in land acquisition, land value write-down, land sales, and other elements of the project. The project contains a total of 288 units at an average density of 65 units per net acre. Metro estimates that the project results in a net increase of approximately 45,800 transit trips per year.

Several key lessons learned are:

- ▶ Attractive and successful transit-oriented development adjacent to a freeway is possible.
- ▶ Most development at Center Commons is oriented towards the surrounding neighborhood and away from the freeway and

**Figure 4-6: NE 60th Avenue Station and Center Commons, Portland, Oregon**



Source: *American in 2013: Focus on Housing and Community*, Urban Land Institute, 2013.

station. The most attractive and successful public places are also somewhat distant from the freeway. It may be important to buffer development from the freeway.

- ▶ Proactive public sector agency involvement can help to spur development.

**Figure 4-7** shows the Hollywood Light Rail Station area in Portland, Oregon, about one mile west of the NE 60th Avenue Station shown above. The station boarding platform is also within the Interstate 84 right of way, essentially at the grade of highway traffic, and below the grade of surrounding streets.

Key lessons learned from this station are:

- ▶ A pedestrian and bicycle bridge/highway crossing was built, separate from the primary arterial roadway (39th Avenue), which significantly improves the non-auto connectivity in the area. This station would be far less accessible without the pedestrian and bicycle bridge.
- ▶ A wide variety of infill development has taken place in this station subarea, ranging from townhouses to mid rise (generally five story) mixed use projects.

<sup>1</sup> Leland Consulting Group site visits, and Center Commons Project Profile, Metro [http://www.oregonmetro.gov/sites/default/files/centercommons\\_final.pdf](http://www.oregonmetro.gov/sites/default/files/centercommons_final.pdf)

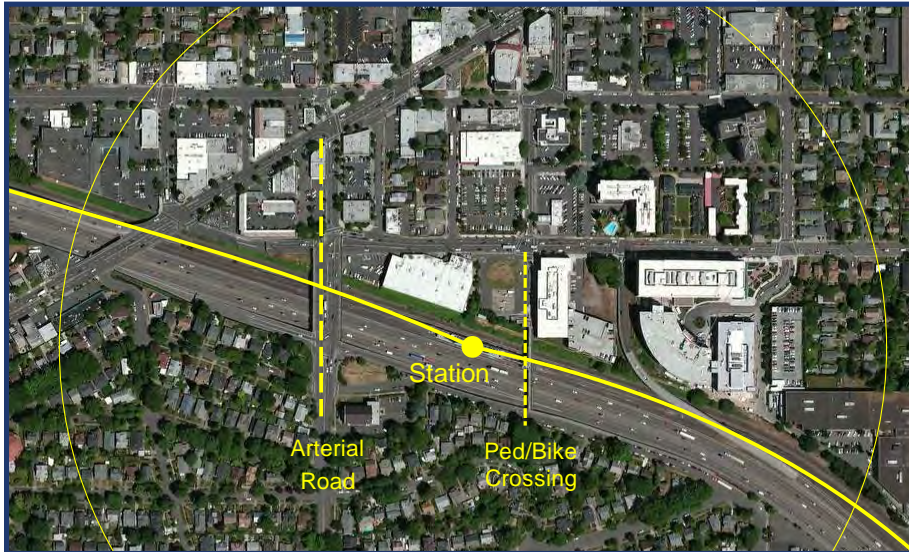


## Shoreline and the Station Subarea

Figures 4-8 and 4-9 on the following page summarize some of the key demographic attributes of Shoreline, the 145th Street Station Subarea's residential "primary market area," King County, and the Puget Sound region (Seattle Metropolitan Statistical Area or MSA). The primary market area includes the City of Shoreline and parts of Lake Forest Park and North Seattle, and is the area from which new housing development at the station subarea is most likely to draw residents. Some key takeaways from Figure 4-8 include:

- ▶ Median household incomes in Shoreline, the market area, and King County are all above \$65,000 per year. This indicates a large population of middle- and upper-income households with the capacity to rent or buy new housing and spend retail dollars in the station subarea.

**Figure 4-7: Hollywood Light Rail Station Subarea, Portland, Oregon**



Source: American in 2013: Focus on Housing and Community, Urban Land Institute, 2013.

- ▶ Shoreline and the market area both have high percentages of households in the 55+ and 65+ age categories. As stated above, this is an important demographic group for TOD and infill development. Many of these households will be looking to downsize and "age in place" near where they already live. Shoreline should be ready to keep many of these residents local, either in market rate infill or age-restricted development.
- ▶ By contrast, Shoreline has a low share of 25 to 34 age households, and these types of households, which tend to locate in higher density environments, may be more difficult to attract to the City and station subarea. However, the light rail represents a promising opportunity to attract more younger households because it will provide a direct rail connection to University of Washington and North Seattle Community College.
- ▶ 64 percent of Shoreline households, and 68 percent in the market area, have one or two people, which are the most likely to choose TOD or infill development. This is a very large market: more than 38,000 households in the current market area.

Some key takeaways from Figure 4-9 below include:

- ▶ All the geographical areas reviewed have highly educated populations, particularly the primary market area and King County. About two-thirds of the households in the City, market area, and King County are employed in white collar work. Both education and white collar employment are correlated with interest in urban living.
- ▶ 63.5 percent of the households in Shoreline are owners, more than the other areas compared. This is likely also a reflection of the older households in Shoreline and prevalence of single family homes. There should be an opportunity to add rental housing stock to the mix, particularly to the degree that 55+ households can be retained and younger households added.



Key:

Lower

Higher

Compared to the other geographical areas shown below.

Demographic Attribute	City of Shoreline	Primary Market Area	King County WA	Seattle MSA (Tacoma, Bellevue, Seattle)
<b>Population</b>	55,001	129,353	2,016,956	3,579,892
<b>Number of Households</b>	22,445	56,616	824,051	1,413,782
<b>Family Households (2010 Census)</b>	61%	55%	59%	62%
<b>Household Size (Average)</b>	2.39	2.24	2.40	2.48
<b>Household by Size (2010 Census)</b>				
1 - 2 person household	64%	68%	64%	62%
3 - 4 person household	29%	26%	28%	29%
5+ person household	7%	6%	8%	9%
<b>Median Household Income</b>	\$68,069	\$60,745	\$71,992	\$66,838
<b>Per Capita Income</b>	\$35,102	\$35,752	\$39,014	\$35,056
<b>Population by Age</b>				
0 to 24	26%	26%	30%	32%
25 to 34	13%	15%	16%	15%
35 to 44	13%	14%	15%	14%
45 to 54	15%	14%	14%	14%
55 to 64	16%	15%	13%	13%
65+	17%	17%	12%	12%
<b>Median Age</b>	43.4	41.7	37.8	37.5

Source: ESRI Business Analyst, US Census, Leland Consulting Group

FIGURE 4-8: Demographic Summary



Demographic Attribute	Shoreline City WA	Primary Market Area	King County WA	Seattle MSA (Tacoma, Bellevue, Seattle)
<b>Education and Employment</b>				
Less than High School	8.1%	7.9%	7.9%	8.5%
High School or Equivalent	17.1%	16.2%	17.0%	21.3%
Associate's or some college	31.5%	29.9%	29.1%	32.7%
Bachelor's or Advanced Degree	43.3%	45.8%	45.9%	37.5%
<b>Occupation</b>				
"White Collar"	66.8%	68.2%	69.1%	65.1%
"Blue Collar"	15.7%	14.4%	14.9%	17.9%
<b>Housing</b>				
Median Home Value	\$375,245	\$399,840	\$421,752	\$347,693
<b>Household Tenure</b>				
Owner Occupied Housing Units	63.5%	55.7%	57.2%	59.7%
Renter Occupied Housing Units	36.5%	44.3%	42.8%	40.2%

Source: ESRI Business Analyst, US Census, Leland Consulting Group

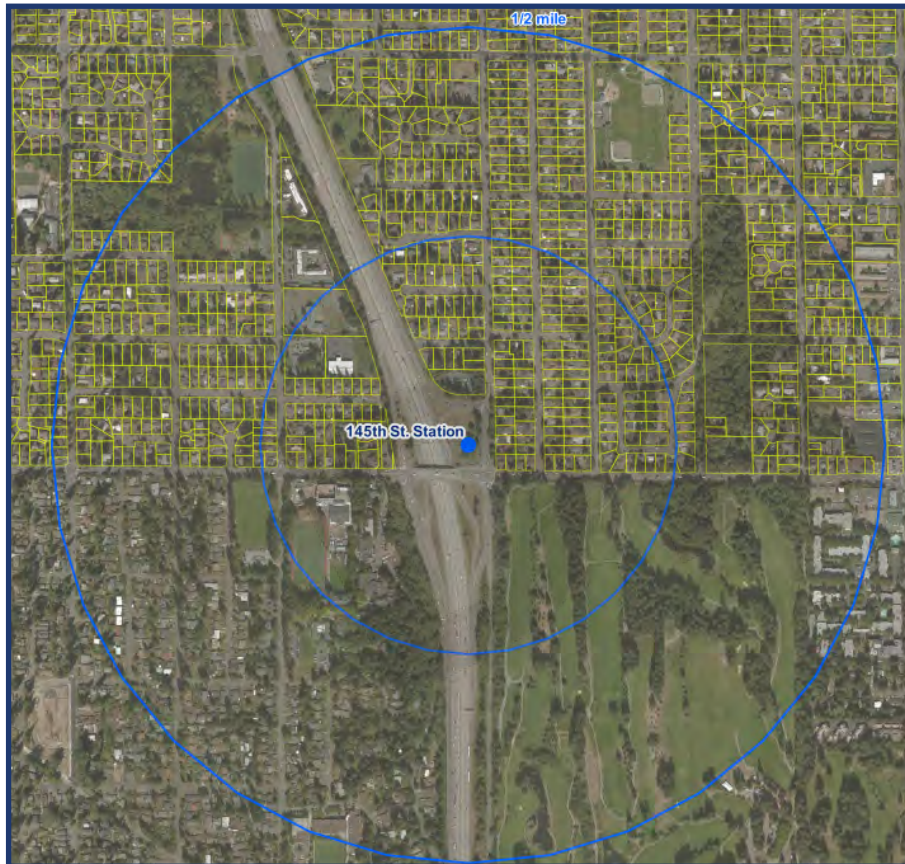
**FIGURE 4-9: Demographic Summary (Continued)**



## The Station Subarea

**Figure 4-10** shows the 145th Street Station Subarea with a one-quarter-mile circle (smaller blue circle), which represents about a 5 minute walk, and a one-half-mile circle, which represents a 10 minute walk. Most walk-in transit users tend to come from within this half-mile circle, and about 60 percent of transit users walk to transit.

**Figure 4-10: The 145th Street Station Subarea**



Source: Leland Consulting Group

A key feature of the station subarea is that the north half is located in the City of Shoreline and the south half is located in the City of Seattle. While this is a very important distinction in terms of the provision of services and jurisdictional control, the market—potential residents, shoppers, business tenants, and other users who drive real estate demand—is typically less attuned to this distinction. In addition, the urban environment in Seattle will, for better or worse, influence users' perceptions of the station subarea in Shoreline.

## Parcel Sizes

**Figure 4-11** shows a key feature of the station subarea vis-à-vis large scale redevelopment: a majority of properties are relatively small. In **Figure 4-11**, all lots that are 8,500 square feet or less are highlighted. Most of the other single family residential lots are approximately 10,000 square feet in size.

Diverse property ownerships, relatively small property sizes, and relatively high improvement (home) values present challenges for large scale development projects. A modest sized mixed use project can easily be 1.5 acres, which would require the acquisition of eight contiguous single family home lots within a narrow timeframe, and in the right location. This can be very time consuming and logistically challenging, and therefore developers will seek out large lots when possible. Zoning and regulation can encourage higher density development and provide density or other incentives for larger projects.

There are five large-lot properties (ranging in size from about one to three acres) to the northwest of the station and across I-5. These are the most obvious large-scale “development opportunity sites” in the ½ mile station subarea. The three southern properties are occupied by religious institutions; the two northern properties are occupied by Aegis, an assisted living provider. While they are opportunity sites, they are also privately owned, on the opposite side of I-5 from the station, and cannot be accessed to the south except via 1st Avenue NE.



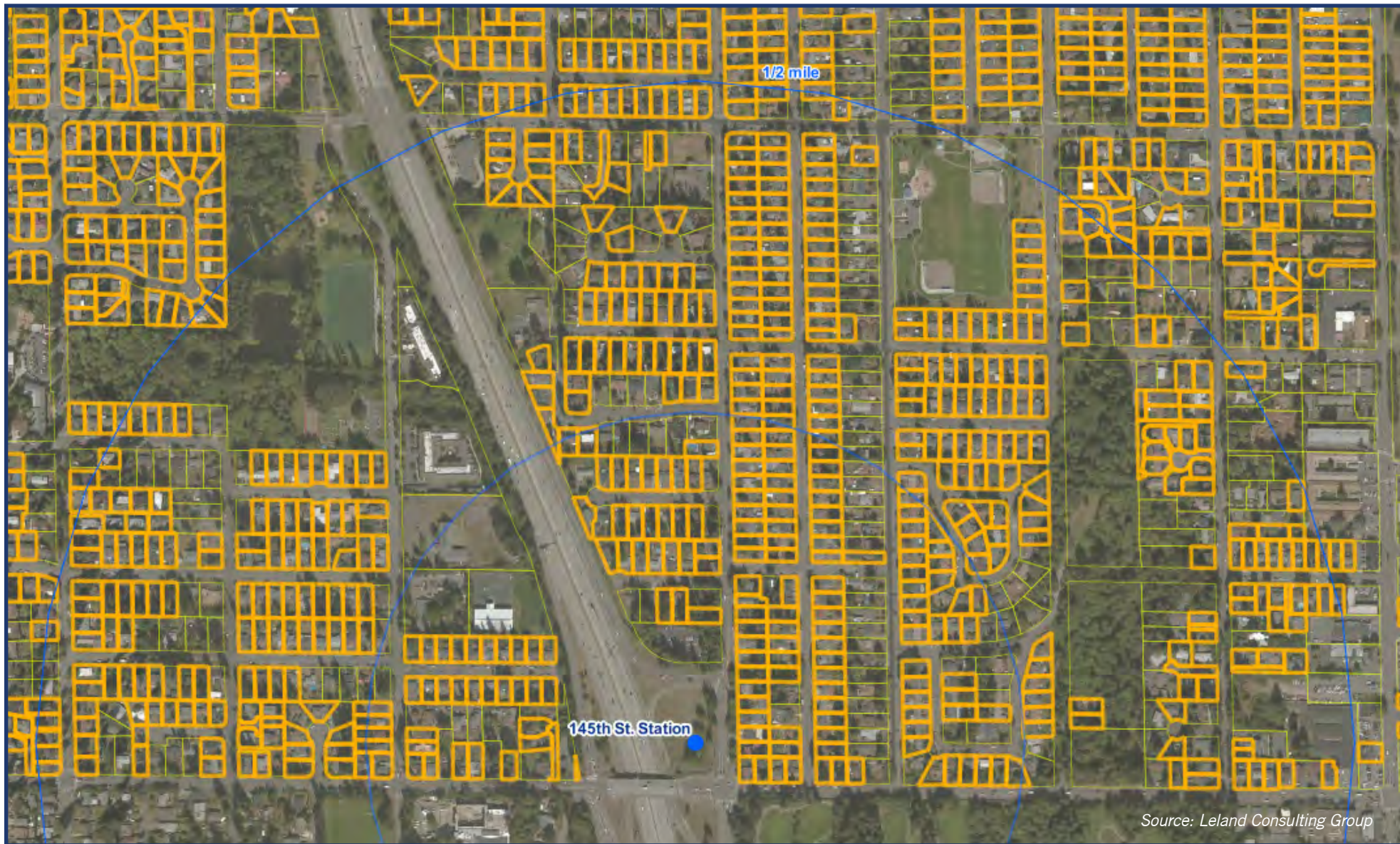


FIGURE 4-11: 145th Street Station Subarea: Lots of 8,500 Square Feet or Less Highlighted



**Figure 4-12** shows the view from 145th Street, looking northwest, with the future Link light rail station just to the north. This photograph shows that Interstate 5 creates a significant east-west division in the station subarea that will be difficult to bridge. 145th Street is a high volume arterial with narrow sidewalks. Urban streets that are most welcoming for mid- or high-rise development typically have wide sidewalks (eight to 15 feet) that include trees/planter strips, and on street parking. Through the 145th Street Corridor Study, the City examined ways to make 145th Street more functional for all modes of travel, including pedestrian, bike, and transit. 145th Street slopes up to the west, which will make ground-floor retail on this street challenging; developers only build retail on sloped streets in the most high-density urban districts.

**Figure 4-12: Looking Northwest from 145th Street / Link Light Rail Station**



Source: Leland Consulting Group

Note: the station location is approximate

These station-area challenges underscore the importance of looking to side streets such as 5th Avenue NE to create the most active, pedestrian friendly places. Side streets gain some exposure to the traffic on 145th Street, which will benefit retail, while having a naturally more pedestrian friendly character.

## Key Concepts for a Strong Station Subarea

Five key concepts have helped to shape the 145th Street Station Subarea Plan, and these concepts are generally consistent with the findings of this market analysis.

- ▶ **CONCENTRATED DENSITY IN NODES OF DEVELOPMENT:** The subarea has capacity to support greater housing density, mixed use and transit-oriented development. Interest was expressed in focusing the highest density of development and redevelopment around key assets and key intersections, while retaining the residential neighborhood character of much of the subarea.
- ▶ **IMPROVED EAST-WEST CONNECTIVITY FOR PEDESTRIANS AND BICYCLISTS:** Improved routes and connectivity for pedestrians and bicyclists have been expressed as a top priority by the community. Three important points were raised: the idea of an enhanced bus feeder system connecting activity centers to the light rail station; the prioritization of East-West transit connections along NE 145th Street and other key streets; and an East-West pedestrian and bicycle bridge spanning I-5.
- ▶ **5TH AVENUE AS A NORTH-SOUTH NEIGHBORHOOD BOULEVARD:** Viewed as an important corridor linking the 145th Street Station and the 185th Street Station subareas, 5th Avenue was envisioned by many as a distinct, walkable and human-scale neighborhood boulevard and commercial corridor, anchored by higher-density mixed-use development at key nodes.





## Housing Style Opportunities



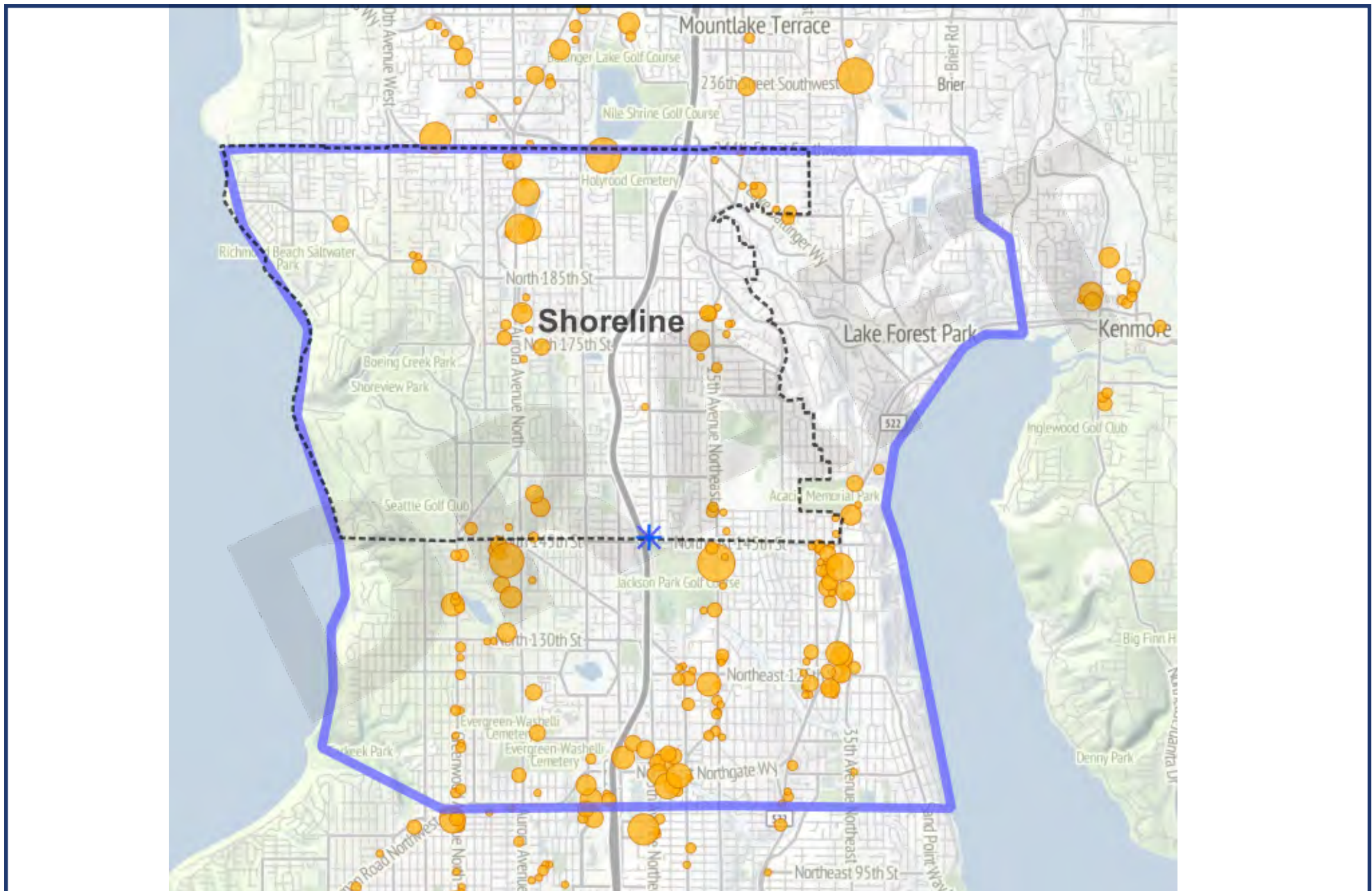
- **PROTECTED & ENHANCED PARKS, SPACES AND NATURAL RESOURCES:** Preserving and protecting existing parks and open spaces, while creating new public gathering places, parks and “green infrastructure” was viewed as an important principle for planning, serving as public amenities as well as a means of improving area water quality.
- **GREEN NETWORK LINKING PARKS, SPACES, AND FUTURE DEVELOPMENT:** An overall concept relating to the four noted above was to create a Green Network of trails, pedestrian and bicycle facilities, green space, landscaping, trees, and elements of green infrastructure (such as green roofs, green roofs and stormwater facilities) – connecting parks, open spaces and activity centers throughout the community.

## Housing Market

**Figure 4-13** shows the City of Shoreline boundary (outlined in dashed black line) and the primary residential market area defined by LCG. This market area includes the City of Shoreline as well as parts of Lake Forest Park and north Seattle, and represents the area from which the majority of future potential residents of the station subarea are most likely to be drawn. The market area also helps to understand baseline expectations about population growth and demographics. **Figure 4-13** also shows the rental multifamily housing projects in the area; the greater the number of units in the project, the larger the circle.

Several observations can be made based on the data reflected in **Figure 4-13**. First, the largest clusters of rental multifamily housing are located to the south, in Seattle, particularly around the Northgate Mall. Second, both within Shoreline and Seattle, rental multifamily is clustered along and around major arterial roads, particularly Aurora Avenue N and 15th Avenue NE. There are no multifamily housing projects located within a one-half-mile of the proposed 145th Street Station, and few located in close proximity to I-5.





**FIGURE 4-13: Primary Residential Market Area and Rental Multifamily Housing Projects**



**Table 4-1** shows LCG’s 20 year household growth projection for the primary market area. The projection is based on Puget Sound Regional Council (PSRC) estimates for current and future households by traffic analysis zone (TAZ). However, the annual household growth rate has been adjusted slightly upwards to 1.09 percent, because current projections completed by ESRI show that the market area, King County, and the Puget Sound region are growing faster than expected (at 1.38, 1.39, and 1.25 percent respectively). Table 1 shows a total 20-year demand for more than 13,500 new housing units. This is larger than the total household growth since a small number of units will need to be replaced each year. This provides the base amount from which the station subarea can “capture” some of the significant housing demand in the market area.

The household growth shown in **Table 4-1**, along with the positive demographics presented previously (relatively high incomes, education, percentage of one and two person households, etc.) demonstrate that that the market area in general, and the station are specifically, will see strong housing demand in the coming decades.

**Table 4-1: 20 Year Household Growth, Station Subarea Primary Market Area**

Households	2014	52,788
	2024	58,849
	2034	65,606
Household Growth	2014-34	12,818
Annual Growth Rate	-	1.09%
Adjusted Unit Requirement	-	13,587

Source: Puget Sound Regional Council, ESRI, Leland Consulting Group

**FIGURE 4-14: Malmo Apartments, Shoreline**



The two images on the following page show two current “mid rise” density infill projects in Shoreline. The first (**Figure 4-14**) shows the Malmo Apartments, which became available in 2015, just off Aurora Avenue N and N 152rd Street. The second (**Figure 4-15**) shows the Echo Lake Apartments, completed in 2009, which are also located just off of Aurora, north of 185th Street. Both are examples of the type of projects that will be feasible during the next two decades at the 145th Street Station Subarea under certain conditions. Both can also be considered TOD, since they are both well served by the existing Rapid Ride high frequency bus service.



The two projects have been customized to meet the demands of two of the key target markets discussed earlier: younger Generation Y renters in the case of the Malmo, and 55+ households in the case of Echo Lake. While there are similarities between the projects, this translates into different marketing approaches and amenity packages. The Malmo offers generally smaller units with open floor plans; its web site boasts of wifi throughout and access to hip restaurants and night life. The Echo Lake apartments feature larger units (including some townhouses), more subdued interior design, a community pool, and is age restricted to households 55 and older. Both market their access to the Interurban Trail, walkable access to grocery stores and shops, and quick access to Seattle and the region.

**FIGURE 4-15: Echo Lake Age Restricted Apartments, Shoreline**



It is important to note that both projects are “pushing the market:” they are financially ambitious, and at the time, pioneering since there were no other truly comparable projects in Shoreline. If they are financially successful, other developers and lenders will seek to build similar projects in Shoreline, potentially at the station subarea and elsewhere; if they struggle, it will be much more difficult to obtain financing and build similar projects in the future. Reports indicate that Echo Lake has struggled through the recession but may become more profitable as the economy continues to gain momentum. The \$2.00 per square foot rental rate is an important rent (revenue) threshold for mixed-use, mid-rise developers. When developers can earn \$2.00 per square foot per month (\$1,200 per month for a 600 square foot unit), financial returns typically become strong enough to justify construction. While the Malmo’s asking rents are at or above this level, it remains to be seen whether the project can consistently generate such rents as it competes against other similar properties in north Seattle and elsewhere. (This report focuses on market rate rental economics since very little condominium development is now taking place.)

**Figure 4-16** shows the Avalon Towers Apartments in downtown Bellevue, Washington. This is a high-rise project (13 and 23 story towers) that is not likely to be a feasible model in Shoreline due to development economics under current conditions. The higher structural and cosmetic construction costs associated with such buildings—including multiple floors of underground parking, multi-floor concrete podium, steel and concrete structure on residential floors, more numerous elevators, core circulation, and mechanical elements, more expensive cladding and interior finishes, etc.—mean that higher rents must also be achieved in order to justify development. Typically, feasibility for such projects begins at rents of between \$2.50 and \$3.00 per square foot. These rents are driven by a concentration of high-income households, and a highly desirable urban environment. There are no built projects in the market area achieving such rents at this time. However, given time and the maturation of the Shoreline market, some projects of this nature may be possible in the long-term future.



*An unlikely project type for Shoreline given current development economics; may be more feasible over the longer term*



The tables below show the projected 20-year housing demand for rental housing (**Table 4-2**) and ownership housing such as condominiums and townhomes (**Table 4-3**) based on all household growth in the market area. Two station subarea “capture rates” have been estimated: a conservative and more aggressive attainable capture rate, which represents the high end of the number of units that could potentially be attracted to the station subarea. LCG projects that the station subarea could capture approximately 330 to 520 market rate rental units, and 180 to 290 ownership units over a 20-year period. This assumes that an adequate amount of land can be aggregated and acquired by developers near the station subarea for reasonable prices, and that appropriate zoning and regulations are in place, among other conditions covered later in this chapter. Some housing in the three lowest income brackets is assumed to be wholly or partially subsidized by federal, regional, or local affordable housing programs. In addition, if public policy and low-income housing financing can be aligned, some additional affordable housing units could be included in the station subarea programs. In general, however, private market rate projects drive TOD and development feasibility

**FIGURE 4-16: Avalon Towers Apartments, Bellevue**



**Table 4-2: Rental Housing: 20-Year Station Subarea Housing Demand**

Annual Income Range	Approx. Rent Range	Trade Area Rental Demand	Conservative Capture Rate (within rentals)	Conservative Capture (units.)	Attainable Capture Rate (within rentals)	Attainable Capture (units.)
\$15-25K	\$375 - \$625	808	7.0%	57	11.0%	89
\$25-35K	\$625 - \$875	761	7.0%	53	11.0%	84
\$35-50K	\$875 - \$1,000	897	7.0%	63	11.0%	99
\$50-75K	\$1,000+	978	7.0%	68	11.0%	108
\$75-100K	\$1,000+	611	7.0%	43	11.0%	67
\$100-150K	\$1,000+	538	7.0%	38	11.0%	59
\$150 -200K	\$1,000+	98	7.0%	7	11.0%	11
over \$200K	\$1,000+	41	7.0%	3	11.0%	4
<b>Totals</b>		<b>4,732</b>	<b>7.0%</b>	<b>331</b>	<b>11.0%</b>	<b>521</b>

**Table 4-3: Condominiums and Townhomes: 20-Year Station Subarea Housing Demand**

Annual Income Range	Approx. Home Price Range	Trade Area For-Sale Demand (income \$15K+)	Pct. Townhome/Condo	Townhome/Condo Demand	Conservative Capture Rate (within condo/townhome)	Conservative Subject Capture (units)	Attainable Capture Rate (within condo/townhome)	Attainable Subject Capture (units.)
\$15-25K	\$75 to \$100K	143	50%	71	7.0%	5	11.0%	8
\$25-35K	\$100 to \$150K	326	50%	163	7.0%	11	11.0%	18
\$35-50K	\$150 to \$200K	734	50%	367	7.0%	26	11.0%	40
\$50-75K	\$200 to \$250K	1,467	50%	734	7.0%	51	11.0%	81
\$75-100K	\$250 to \$350K	1,427	40%	571	7.0%	40	11.0%	63
\$100-150K	\$350 to \$500K	1,908	25%	477	7.0%	33	11.0%	52
\$150 -200K	\$500K and up	717	20%	143	7.0%	10	11.0%	16
over \$200K	\$500K and up	774	15%	116	7.0%	8	11.0%	13
<b>Totals</b>		<b>7,496</b>	<b>35%</b>	<b>2,642</b>	<b>7.0%</b>	<b>185</b>	<b>11.0%</b>	<b>291</b>



**Tables 4-2 and 4-3** show a 20 year and 50 year housing demand projection for the station subarea. A very long-term (100-year) demand projection has been extrapolated from the 50 year projection.

During the 20 year time horizon, Leland Consulting Group (LCG) projects that the station subarea has the potential to capture a total of between 516 and 811 new housing units. We have assumed an average density of 60 dwelling units per acre, which implies a mix of mid-rise (five or more stories) and lower-scale wood frame projects (largely wood frame apartments and townhouses). This is very similar to the density of the Center Commons project, the Portland-area TOD project described earlier in this chapter. At this density, nine to fourteen acres of net buildable land would be required to accommodate this amount of development. For a sense of scale, this is equivalent to about two or three Center Commons projects. LCG assumes that no net new single family housing will be built in the station subarea, although many single family homes would probably be rehabbed and replaced.

For the financial feasibility reasons outlined above, LCG recommends that the focus for the next 10 to 20 years be on encouraging development that is between two and seven stories in scale. This scale of development is more economical in the near term, can create a strong sense of place, and can “prove” the viability of the station subarea market and therefore set the stage for higher density development in the future if desired.

**Table 4-4** shows a 20 year demand projection for the subarea, for between 516 and 811 housing units. **Table 4-5** shows a 50 year demand projection for the station subarea, for between 1,291 and 2,028 housing units. The density of 80 units per acre assumes a mix of low, mid, and high-rise (10 or more stories) construction. This suggests a potential 100 year build out of between approximately 2,500 and 4,000 units—a sizeable urban neighborhood. All 50 and 100 year projections are highly speculative by nature, since technology, lifestyles and lifespans, climate, and many more factors have the potential to change dramatically in that time.

**Table 4-4: 20 Year Demand Projection**

HOUSING TYPE	DWELLING UNITS		
Rental	331	TO	521
Condo/Townhome	185	TO	291
Single Family	-	TO	-
<b>TOTAL</b>	<b>516</b>	<b>TO</b>	<b>811</b>
Average Density	60		
Acres Required	9	TO	14

Source: Leland Consulting Group.

**Table 4-5: 50 Year Demand Projection**

HOUSING TYPE	DWELLING UNITS		
Rental	828	TO	1,301
Condo/Townhome	462	TO	727
Single Family	-	TO	-
<b>TOTAL</b>	<b>1,291</b>	<b>TO</b>	<b>2,028</b>
Average Density	80		
Acres Required	16	TO	25

Source: Leland Consulting Group.



## Single Family Housing Prices

Home prices in Shoreline cover a fairly broad range, as shown in **Table 4-6**. Median home prices in the past year have increased considerably in central and eastern Shoreline, at a rate nearly double that of King County; however they have remained essentially flat in the western area of Shoreline. As the housing market continues to strengthen, much of Shoreline continues to be attractive to potential homebuyers looking for a greater value than other areas in the County. Amenities, such as Shoreline's high-performing school district, RapidRide E Line BRT, and the coming Lynnwood Link extension will contribute to strengthening demand for existing and new housing in Shoreline.

**Table 4-6: Median Home Price, Shoreline and King County, 2012-2013**

	2012	2013	% Change 2012-2013	Sales Volume	% Change
<b>King County</b>	\$349,772	\$383,000	9.5%	9,982	20.3%
<b>City of Shoreline (a)</b>					
West - 98177	\$463,950	\$450,000	-3.1%	109	21.1%
Central - 98155	\$260,718	\$317,175	17.8%	160	18.5%
East- 98133	\$261,120	\$320,000	18.4%	192	17.8%

Note:

(a) Zip codes 98177, 98155 and 98133 for the city of Shoreline include portions of northern Seattle city.

Source: DQNews; BAE, 2013.

## Retail and Commercial Market

While Shoreline is home to many retail establishments, the City's Comprehensive Plan identified a significant amount of sales "leakage" in some retail categories. Leakage refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents. This leakage suggests that there are major retail opportunities in several areas, as shown below.

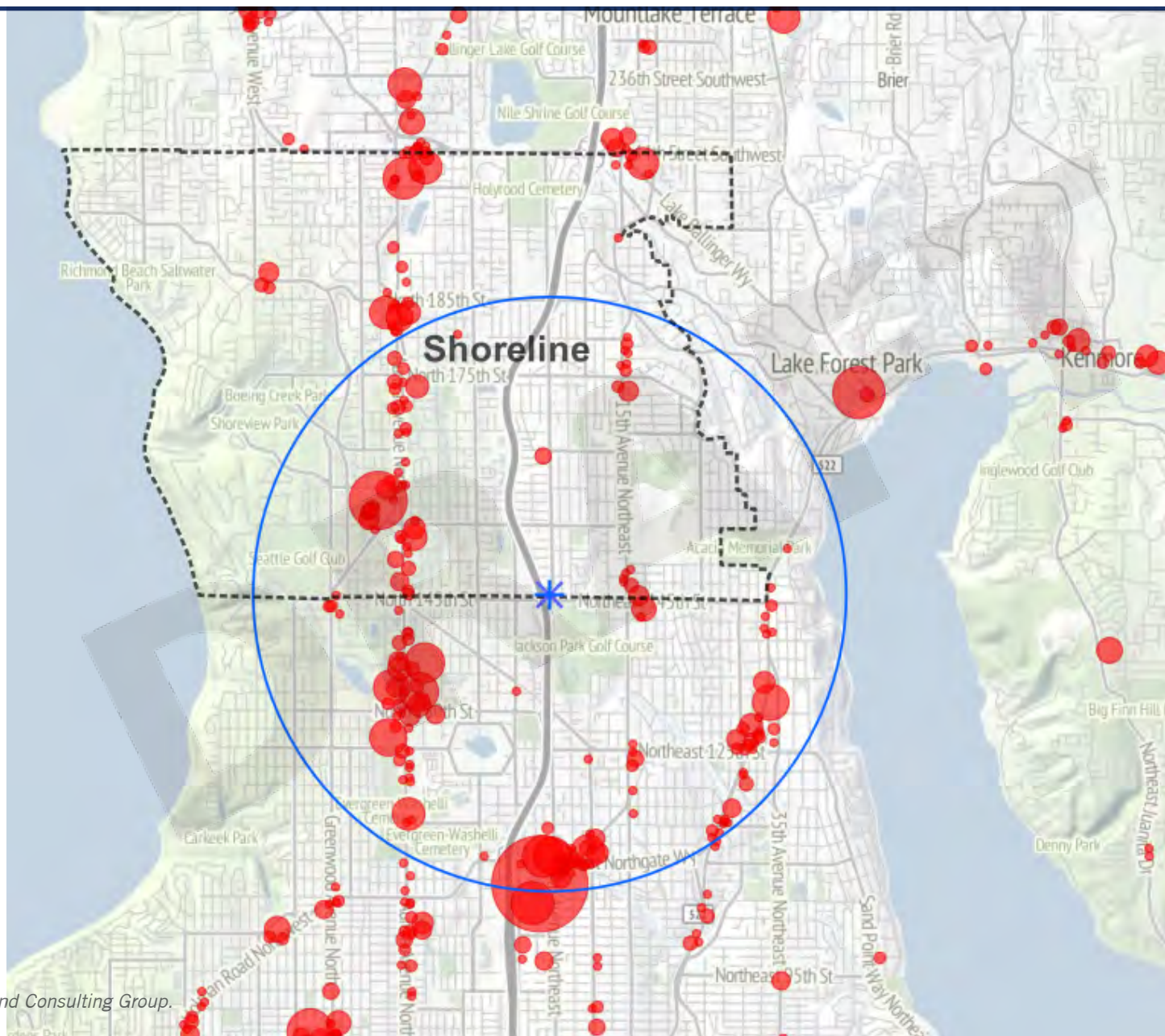
Percentage of Shoreline Resident Retail Dollars Spent Elsewhere (Leakage):

- ▶ **HEALTH AND PERSONAL CARE STORES:** 41.2 percent
- ▶ **CLOTHING AND CLOTHING ACCESSORIES STORES:** 90.5 percent
- ▶ **GENERAL MERCHANDISE STORES:** 71.2 percent
- ▶ **FOOD SERVICE AND DRINKING PLACES:** 36.5 percent

While addressing leakage and associated opportunities related to the type of retail is important to consider, during the next twenty years, the retail focus at the station subarea should focus on establishing quality of place and providing services for local residents rather than quantity of retail space. Under the right conditions, retail can be pulled into place along with other types of development, particularly housing, during this timeframe. Without significant development of other kinds, it will be difficult for developers to justify retail- or commercial-only development, regardless of what is allowed under comprehensive plan and zoning rules.

As **Figure 4-17** shows, the environment for large-format retail is very competitive, and nearly all retailers are located on high-traffic arterial roads, particularly Aurora Avenue N, and also 15th Avenue NE and other streets. The Northgate Mall is another major retail center that is just on the edge of the two-mile station subarea radius (shown as a blue circle below). The retail centers shown in red below are scaled to show their total square footage; larger retail centers are shown as larger red circles. Regional and sub-regional retail types, such as fashion, home decoration and furniture, major entertainment, and beauty supplies will almost

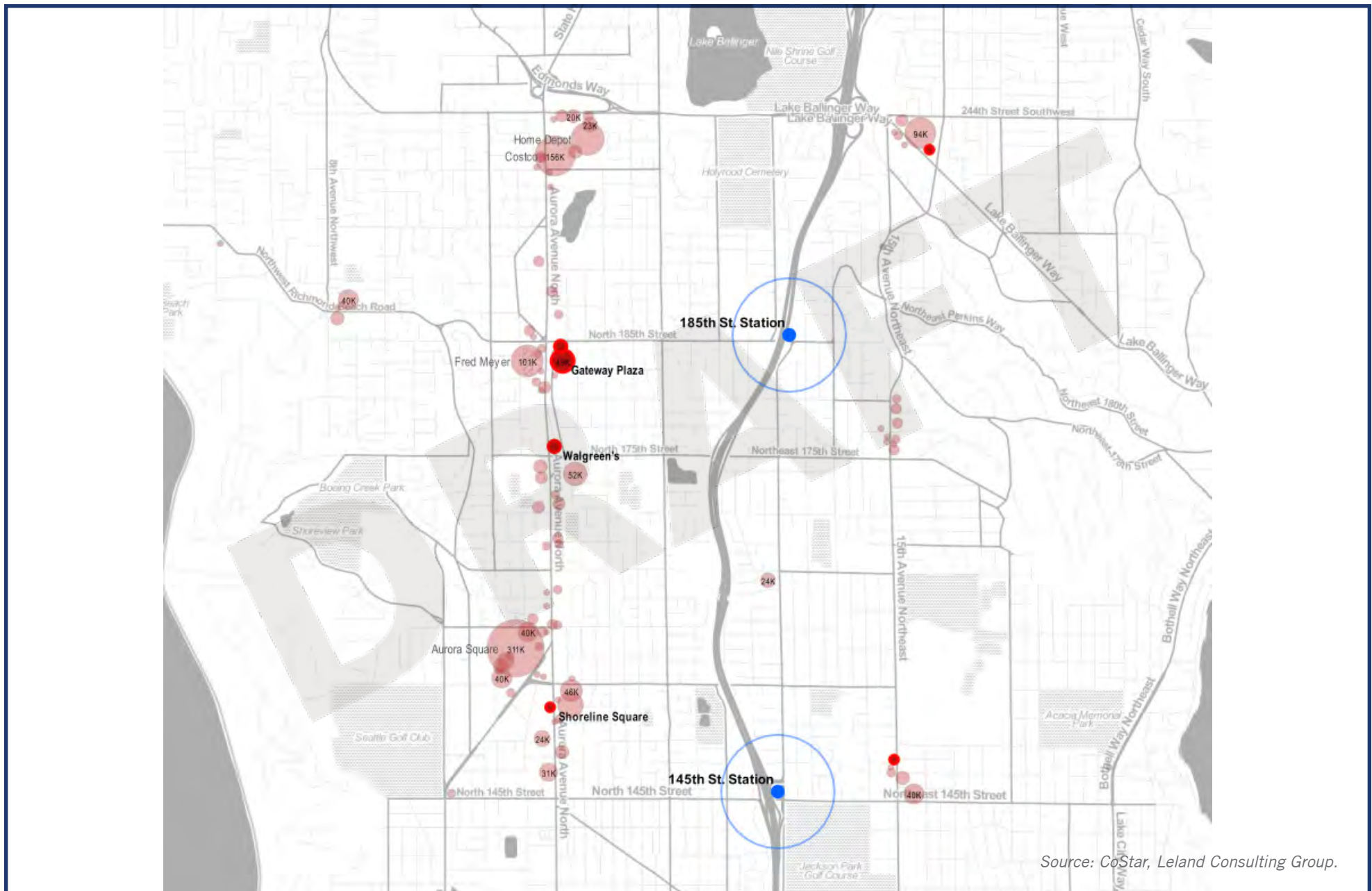




Source: CoStar, Leland Consulting Group.

**FIGURE 4-17: Current Retail Locations, Shoreline and Vicinity**





**FIGURE 4-18: Current Retail Locations and Half-Mile Station Subareas, Shoreline**



certainly continue to locate in these corridors and nodes, or others like them. The “community” and “neighborhood” retail environment is also very competitive. Grocery stores and pharmacies typically anchor this scale of retail, and are complemented by a variety of other stores including restaurants, salons, banks and financial services, etc.

Two grocery-anchored centers are located just over a half-mile away from the station subarea: The Aurora Village Shopping Center on Aurora just north of NE 145th Street is anchored by Safeway, and a QFC grocery anchors a neighborhood center on NE 145th Street and 15th Ave. NE. Most grocers seek locations where they are at least a mile from the closest completion, and therefore, a grocery anchor is unlikely until such time as the station subarea has developed considerably. Most retail is located on north-south oriented arterials, since this tends to follow the work-to-home commute, when a large share of spending at neighborhood retail centers takes place.

**Figure 4-18** shows retailers within a smaller geographical area. In addition, retail properties that have been developed since 2004 have been highlighted in darker red. This reveals a prevalent trend in development over the past decade: retail (as well as other types of commercial) development have slowed considerably. This is due to short term factors such as the economy, but also major long term factors, such as increasing online shopping, “just in time” inventory, and therefore the diminishing need for large retail floor spaces. LCG projects that the pace of retail development in the coming decades will also be slower, and smaller in scale, than in the past.



## Near and Medium Term Retail and Commercial Demand

A small restaurant and retail space are shown in **Figure 4-19**. While the total retail area of such retailers is typically 1,000 to 3,000 square feet, they can provide important goods and services, a sense of place, and a social hub for an infill neighborhood. Such small commercial tenants can include restaurants, coffee shops, other food vendors, salons, small medical offices, title companies and real estate offices, pet stores, and electronics. While these tenants prefer locations alongside anchor retailers such as grocery stores and pharmacies, a small number could be located at the station subarea in the first ten or more years of development, assuming that housing can also be attracted. These total retail area is likely to be no more than 25,000 square feet.

As these retailers will not have the benefit of a neighborhood retail anchor, they will benefit from high traffic exposure on 145th Street, a high volume of transit users, and a significant local population if properly located with accessibility to each of these markets.





**FIGURE 4-19: Restaurant and Small In-line Retailer in Mixed Use Project**

## Long Term Retail and Commercial Demand

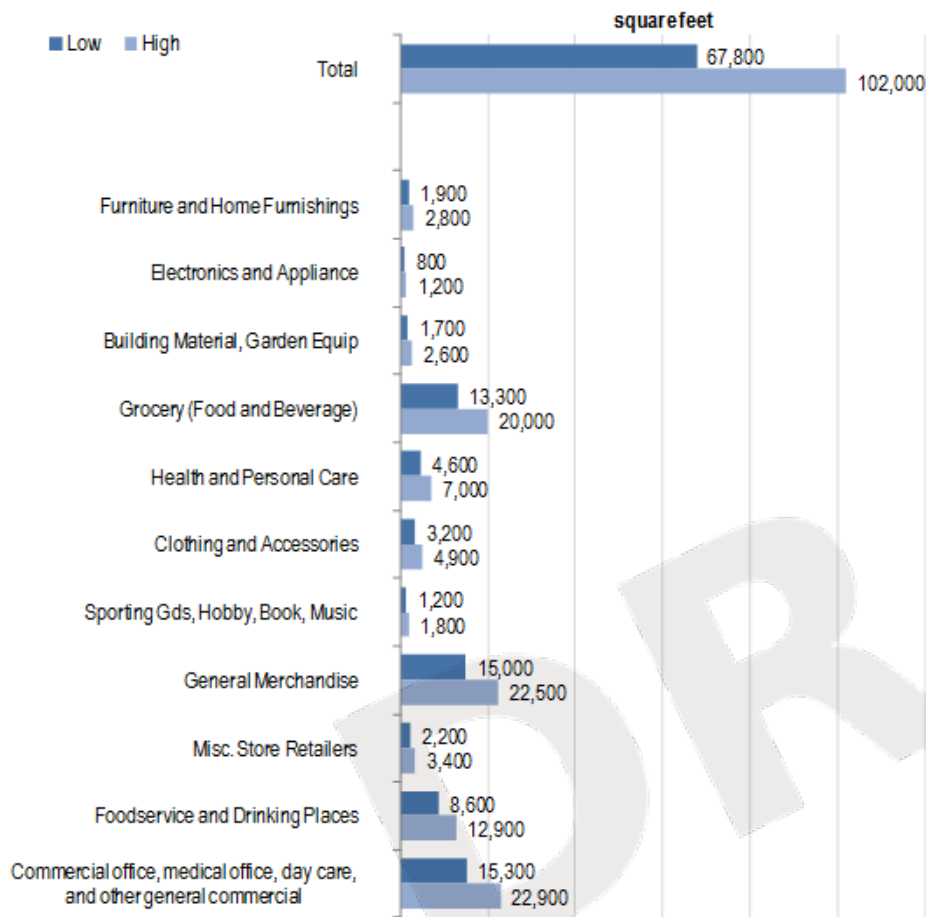
**Table 4-6** shows a potential long-term retail program that could be contemplated once significant residential development has occurred (800-plus units), some retail is in place, and the public realm around the station subarea (pedestrian and bike connections, sidewalks, and station-area plaza) has been improved. This retail program should not be attempted or expected until this development is in place. This retail program would also require one to two acres of ground-floor site area for the primary retailers, as well as a comparable amount of space for underground parking. It would be built as part of a mixed use project, with housing and other uses on upper floors. The site should front onto N-NE 145th Street, the street that carries the most passersby, and therefore has the greatest visibility.

Over the long term retail in the station subarea will benefit from ongoing population growth within Shoreline and the station subarea, and therefore increasing demand (consumer spending). In addition, there will be some potential to capture retail spending that is currently “leaking” out of Shoreline, and to replace obsolete retail space. As shown below, anchor tenants or tenant groups in this space would be grocery (food and beverage), general merchandise (e.g. pharmacies), food service (restaurants), and commercial office/general commercial. The total demand would be for between 67,800 and 102,000 square feet of retail and commercial space.

As suggested earlier in this chapter, there will be challenges to attracting this scale of retail. These include local (Aurora Avenue N and 15th Street NE) and regional competition; the difficulty of providing easy ingress and egress from both directions on 145th Street; smaller parcel sizes in the station subarea compared to those needed for large scale development; and orientation on an east-west rather than one of the north-south arterials, which carry the majority of work-to-home commute traffic.



**Table 4-7: Median Home Price,  
Shoreline and King County, 2012-2013**



Source: CoStar, ESRI, Leland Consulting Group.

## Office Market

Figure 4-20 shows the amount of office space that is existing and under construction within the five major Puget Sound region submarkets tracked by CoStar, a commercial real estate data provider. Shoreline is included in the Northend submarket, and the data is from the first quarter of 2014. Downtown Seattle dominates the regional market for office space, with the Eastside a strong and growing competitor. The Northend (which also includes Northgate, North Seattle, Lynnwood, Edmonds, and Everett), Southend, and Tacoma, are secondary office markets.

Office development tends to locate at the highest volume transportation nodes in a given region, such as downtown Seattle or major suburban freeway interchanges. In suburban locations, office parking requirements tend to be high (three spaces per 1,000 square feet), and therefore difficult to accommodate in land-scarce station subareas.

Figure 20 also shows that office development is slow, particularly outside of downtown Seattle and the Eastside. As of early 2014, 4,000 square feet of office space was under development in the Northend, representing an annual growth rate of less than one tenth of one percent. (This amount is rounded to zero in the figure below).

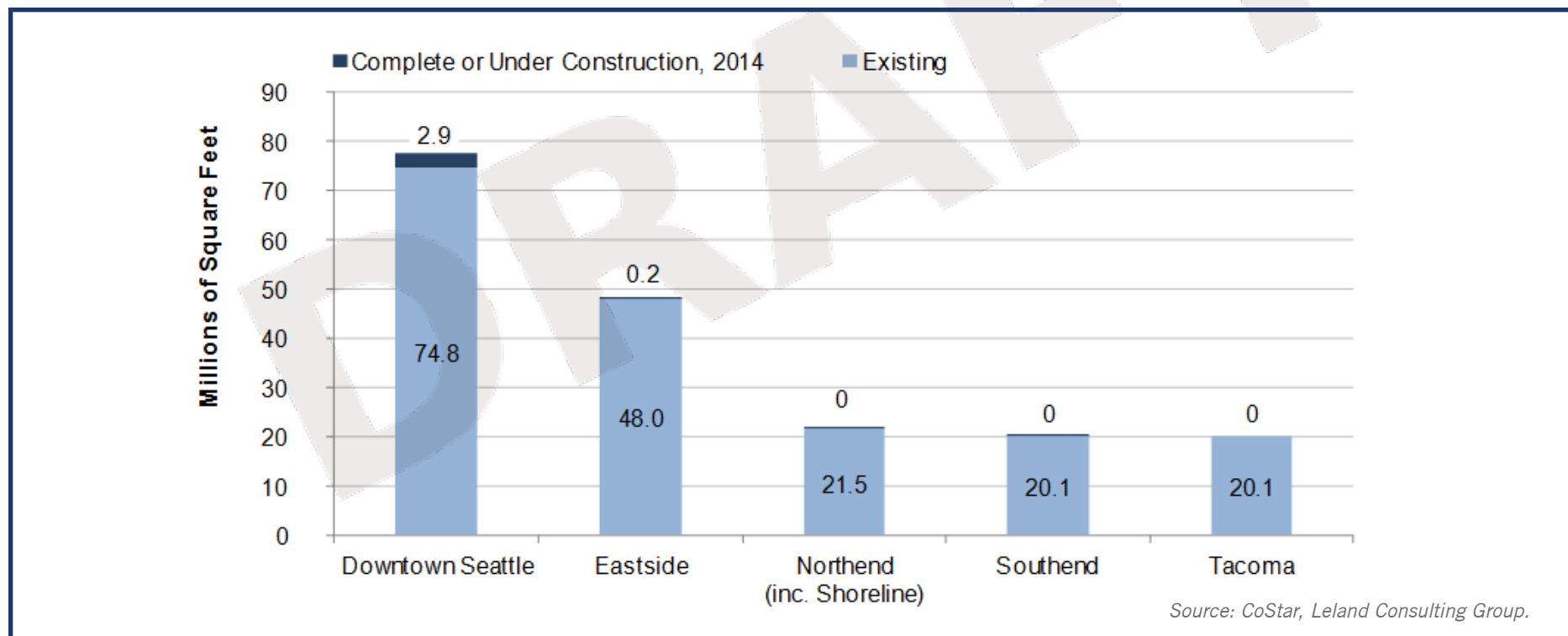
As shown in **Figure 4-5** earlier in this chapter, new office development nationwide generally continues to be viewed as a poor prospect. This is true for a number of reasons. Many companies shed space during the recession, which continues to be refilled. Companies continue to downsize their total space, and the amount of space occupied per person, as hard-wall offices are eliminated and replaced by open floor plans. In addition, employees can work from home or in coffee shops. Many office fixtures that required space, particularly extensive paper files, are being eliminated. Finally, companies hurt by the recession are highly reluctant to take on additional space and operating costs. While some of these factors will change as the economy improves, others



are long-term trends that LCG and other market analysts expect will significantly dampen the demand for new office development over the long term.

**Figure 4-21** shows the office space currently located in Shoreline. Office locations, shown as blue circles, are scaled to the size (square feet) of office space. Darker blue circles represent office built in the past decade (since 2004). The largest office space built in the city in that time period is Shoreline City Hall. Similar to retail spaces, office development in Shoreline is clustered along Aurora Avenue N and 15th Avenue NE.

Given this context, LCG recommends that plans for the 145th Street Station Subarea focus on attracting ground floor “commercial office” space—financial services, medical and dental offices, realtors, small architecture firms, and other uses—that have modest space demands, a local service area, and can fit in next to retailers. Such office space is assumed in the retail capture figures noted above. Second, the City should focus efforts to attract large scale employers to the larger-scale development sites on Aurora or 15th Avenue NE. Finally, the City should revisit the potential for significant office development at the station subarea once a dynamic place has been established through the development of significant housing, retail, and public spaces.



**Figure 4-20: Puget Sound Regional Office Space: Existing and Under Construction, Q1 2014**



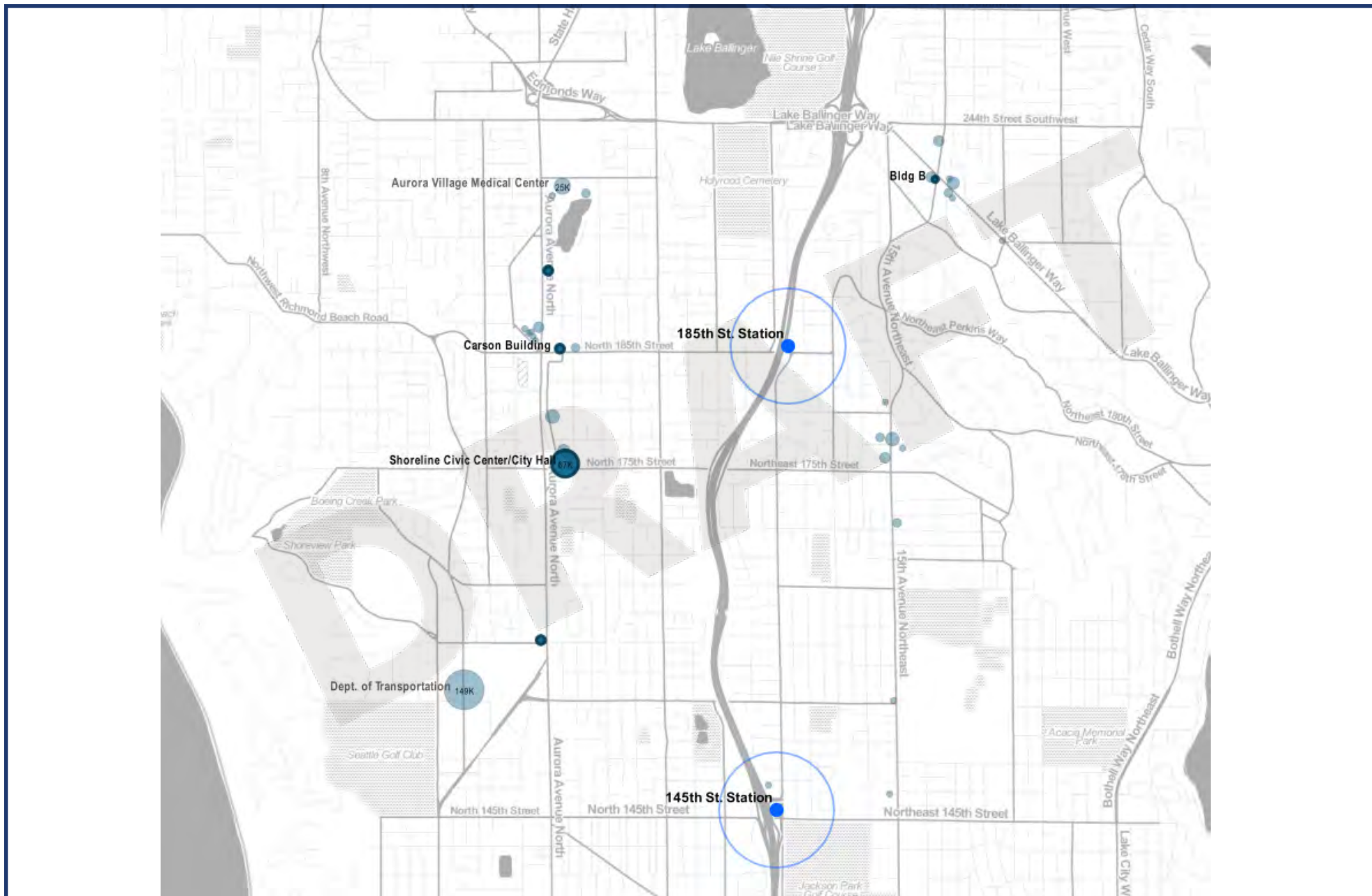


FIGURE 4-21: Current Office Locations and Half-Mile Station Subareas, Shoreline



## Key Sites and Assets

**Figure 4-22** shows the areas where LCG recommends that the City, other public agencies, and private developers focus their efforts for realizing higher density transit-oriented development in the station subarea. The City's redevelopment focus should be very close to the station—immediately to the west, east, or north. The direction may depend partially on where opportunities emerge through willing sellers or blocks of aggregated properties.

One set of development opportunities (Area A, See **Figure 4-22**) is on the west side I-5. This includes a northern section composed of three large houses of worship/church properties totaling that total 9.1 acres. However, this area is difficult to get to from the station on foot. If it could be combined with additional properties in the 7.3 acre area immediately south that is currently occupied by single family homes, it would improve prospects for redeveloping the entire 16-acre area with a mix of two to seven story housing and mixed use development.

The station itself is a development site. It should be a place where residents of the surrounding neighborhoods and Shoreline community want to go, even if they are not catching a train. Any plazas or public spaces should be of high quality, and include water features, places to sit and relax, and potentially public art. The City and Sound Transit should strongly consider at least one small retail space at the station where coffee, grab-and-go food, and sundries can be sold, even if such space is rented at below-market rates. The quality of the station as a gateway, plaza, and place has the potential to encourage or discourage new housing and mixed use development immediately around it, since open space and retail are among the top amenities that potential urban residents are looking for. Care should be taken to soften the presence of any parking structures here through quality exterior materials, vertical landscaping, interesting design at the ground level, or other features. The station itself is likely to be the largest public investment made in the station subarea within the next decade, and it should be done right.

Sound Transit will host a series of three workshops when they reach different phases of design to share current information and get feedback from the City and residents. The City also developed a set of Guiding Principles for light rail facility design for use in evaluating Sound Transit's proposals. A PowerPoint presentation from an Open House hosted by the City in January 2016 about Sound Transit's design process and the City's Guiding Principles for said design is available here: <http://www.shorelinewa.gov/home/showdocument?id=25055>.

Immediately to the east and north of the station, the 62.6 acre triangle (Area B, See **Figure 4-22**) surrounding 5th Ave. NE is a development opportunity area. If properties of adequate size can be assembled, and regulation encourages higher densities, the area could redevelop with a mix of two to seven story housing and mixed use development over time.

The intersection of 5th Avenue NE and NE 145th Street may have the greatest near-term potential for some retail/commercial hub, since there will be considerable passersby on foot, bike, and car. However, traffic circulation at this intersection could deter those at the station from patronizing retail on the east side of 5th Avenue NE. The first 500 feet of 5th Avenue itself could attract some of the retail/commercial spaces described above since it will also have moderate visibility from NE 145th Street and the station, and is also much more pedestrian friendly than NE 145th Street.

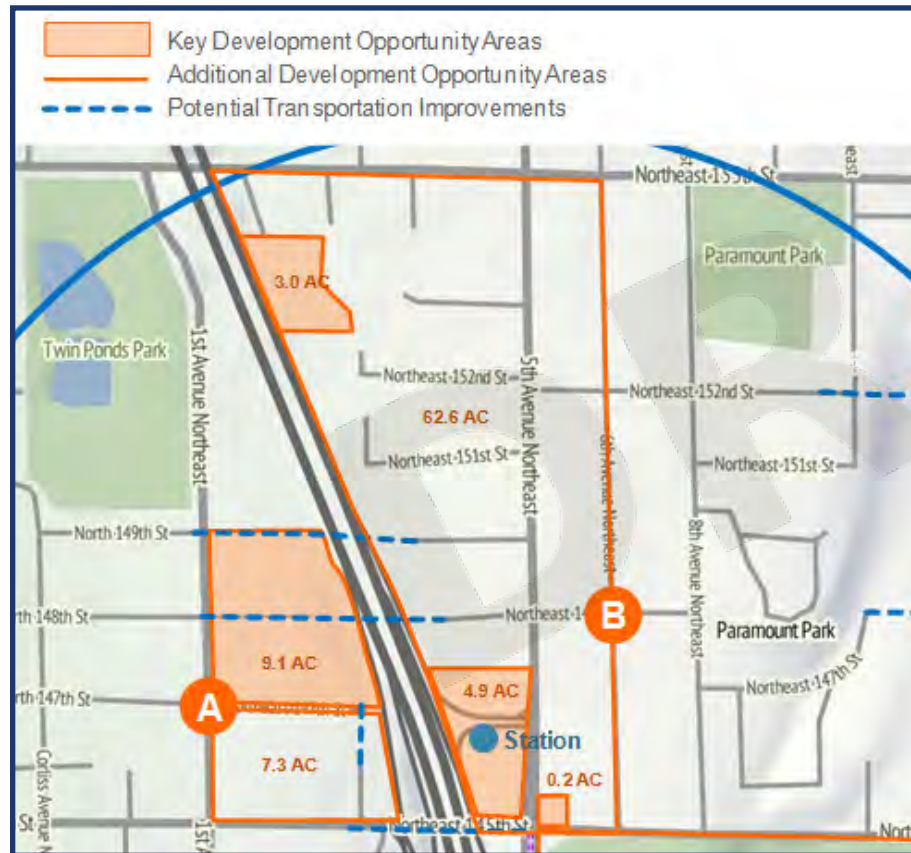
There is a small, publicly-owned pump station at the corner of 5th Avenue NE and NE 145th Street that could be redeveloped in the event the pump station was moved.

Over the long term, the Jackson Park Golf Course (to the south, outside the City of Shoreline and in the City of Seattle) as a potential development opportunity site. Fewer Americans are playing golf every year, and by some reports, 300 golf courses around the county have closed in the past decade. While the City of Shoreline cannot control the future of this course, it should continue to monitor the site and be prepared partner with Seattle in the event it becomes available for reuse in part or whole.



Finally, a series of potential transportation improvements are highlighted in **Figure 4-22**. These include two potential I-5 pedestrian/bicycle bridge alignments; connectivity improvements to the west and east of the station; and improvements on NE 145th Street. These improvements, largely to pedestrian and bicycle infrastructure, can improve transit use, the vitality of the neighborhood, and development prospects—particularly ground floor retail.

**FIGURE 4-22: Opportunities for Future Development**



## Other Economic Considerations

### 2012-2017 ECONOMIC DEVELOPMENT STRATEGIC PLAN

The City of Shoreline's Office of Economic Development Strategic Plan for 2012-2017 seeks to achieve sustainable economic growth by supporting placemaking projects. The plan acknowledges Shoreline's two planned station subareas as key economic development opportunities.

### TRANSIT-ORIENTED DEVELOPMENT POTENTIAL REPORT BY SOUND TRANSIT

Sound Transit retained Kidder Mathews to prepare the Lynnwood Link Extension Station Area Transit-Oriented Development Potential report in 2013. This report included a preliminary market assessment of the demand for office space, multifamily housing, retail space, and lodging. The findings of the TOD Development Potential report were generally consistent with the findings of the 145th Street Station Subarea Market Assessment.

### THE POTENTIAL IMPACT OF TRANSIT ON PROPERTY VALUES AND PROPERTY TAXES

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

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



## VALUE PREMIUM IMPACTS

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

Numerous studies have used statistical models and other methods to examine whether premiums exist for real estate prices or lease rates

near transit stops, particularly for commuter and light rail systems. A summary of various fixed guideway transit value premium studies was published in 2008 by the Center for Transit Oriented Development, a non-profit organization associated with Reconnecting America.

Entitled *Capturing the Value of Transit*, the publication reviews the concepts associated with this topic, and summarizes the findings of more than 20 analyses of the effect of fixed guideway transit on different land uses around the US. Many of these studies, in turn, identified a range of value premiums associated with fixed guideway transit, and utilized a variety of techniques to come to this conclusion. The range of findings from the wealth of literature indicates that this topic presents challenges in distilling conclusions applicable directly to other locations. As shown below, *Capturing the Value of Transit* found the reviewed studies to conclude the following, as shown in **Table 4-8**.

**Table 4-8: Range of Value Premiums Associated with Transit**

	Range of Property Value Premium	
<b>Single Family Residential</b>	<b>+2% w/in 200 ft of station</b> (San Diego Trolley, 1992)	<b>to +32% w/in 100 ft of station</b> (St. Louis MetroLink Light Rail, 2004)
<b>Condominium</b>	<b>+2% to 18% w/in 2,640 ft of station</b> (San Diego Trolley, 2001)	
<b>Apartment</b>	<b>+0% to 4% w/in 2,640 ft of station</b> (San Diego Trolley, 2001)	<b>to +45% w/in 1,320 ft of station</b> (VTA Light Rail, 2004)
<b>Office</b>	<b>+9% w/in 300 ft of station</b> (Washington Metrorail, 1981)	<b>to +120% w/in 1,320 ft of station</b> (VTA Light Rail, 2004)
<b>Retail</b>	<b>+1% w/in 500 ft of station</b> (BART, 1978)	<b>to +167% w/in 200 ft of station</b> (San Diego Trolley, 2004)

**Notes:**

VTA Light Rail is the Santa Clara, CA Valley Transportation Authority

BART is Bay Area Rapid Transit

Source: *Capturing Value from Transit* (Center for Transit Oriented Development, November 2008)



While **Table 4-8** focuses on those studies that found a premium, the report also describes a study that found negative impacts on value associated with fixed guideway transit. A 1995 study, by Dr. John Landis at the University of California, Berkeley, found that values for single family homes within 900 feet of light rail stations in Santa Clara County were 10.8 percent lower than comparable homes located further away, and no value premium could be identified for commercial properties within one-half mile of BART stations in the East Bay of the San Francisco Bay Area. Compared to other research though, the potential for decrease in values is rare and likely influenced by other factors.

One of the most thorough analyses conducted after 2000, when contemporary fixed guideway transit systems had established their resurgence as a modern, desirable form of transportation in urban America, was conducted by Dr. Robert Cervero at the University of California, Berkeley. This study, a survey of other studies covering only housing value premiums associated with fixed guideway transit, found that among the seven locations (Philadelphia, Boston, Portland, San Diego, Chicago, Dallas, and Santa Clara County), value premiums ranged from 6.4 to over 40 percent. The authors concluded that value premiums depended on a variety of factors, including traffic congestion, local real estate market conditions, and business cycles.

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

One key aspect of the literature is the separation of fixed guideway transit's impacts on existing real estate versus its impacts on new

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

Based on the analysis of value premiums, and considering the range of outcomes for previous projects, it would be reasonable to assume a potential value premium ranging from five percent up to 10 percent for properties located within one-half mile of the new transit station (one-half mile is considered the point at which resident interest in walking to a transit station substantially decreases). This value premium would represent a one-time increase in values that would be associated with a new transit station, and would also capture the benefit of changes in zoning and other City implementation actions to encourage TOD projects.

## REVENUE BASE— SALES TAX AND PROPERTY TAX

The revenue base of the City is another measure of the strength of the local economy. A strong revenue base supports necessary public facilities and services for an attractive place to live and work. Two major elements of the revenue base are taxable retail sales and the assessed valuation for property taxes. A review of Shoreline's taxable sales and assessed valuation compared with other cities yielded the following observations.

- ▶ Compared to the peer cities and King County, Shoreline has a relatively low revenue base. Among peer cities, Shoreline had the second lowest per capita taxable sales and second lowest per capita assessed valuation in 2010.



- ▶ Growth in assessed valuation has been moderate over the past decade, averaging a 6.7 percent annual increase. This could be due to a relative lack of new construction in comparison to a younger community, such as Marysville.
- ▶ Retail sales growth has averaged 1.5 percent annually. This is the second highest rate of increase among the peer cities and higher than King County as a whole.

## OTHER REVENUE SOURCES

Other sources of revenue for the City include the gambling tax, utility tax, permit fees, grants, and impact and other fees. Gambling taxes are collected at a rate of 10 percent of gross receipts for card rooms in the city. Projected gambling tax revenue for 2012 equals 6 percent of the total forecasted general fund operating revenues. Thirteen percent of total forecasted general operating revenues are expected to come from the utility tax, and 8 percent from license and permit fees. This compares to 32 percent from property taxes, and 20 percent from sales taxes. The remaining revenue comes from contract payments, state and federal grants, and other sources.

## PROPERTY TAX IMPACTS

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

- ▶ **ONE-PERCENT CONSTITUTIONAL LIMIT:** the State Constitution limits the regular combined property tax rate for all agencies to one percent, except for voter approved levies for schools or other agencies (such as the increase in the tax rate approved by Shoreline voters in 2010);
- ▶ **LEVY INCREASE LIMIT:** Taxing districts, such as cities, are limited to a levy limit (limit on increase in property tax revenues)

of no more than one percent of prior year property tax revenues, except for increases due to new construction, annexation, or voter approved increases; and

- ▶ **LEVY AMOUNT LIMIT:** There is a statutory limit on the maximum total levy for various types of taxing districts. The current maximum amount for cities is 0.59 percent of assessed value, excluding any voter-approved additional levies.

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

For example, each taxing district must on an annual basis adjust its levy (property tax) rate so that the increase in property taxes, excluding new construction, annexations, or voter-approved increases, does not exceed one percent. Other adjustments to levy rates may need to be made to stay within the One-Percent Constitutional and Levy Amount limits.

As described previously, there may be a potential for a one-time increase of between five to ten percent in property values within one-half mile of the 145th Street Station. The one-time increase in property values will need to be evaluated against overall changes in Shoreline property values to determine how it would impact property taxes for homeowners around the new light rail stations. For example, if the new stations lead to a five percent increase in value, but this occurs in a hot real estate market where property values are increasing at a faster rate on an annual basis, the increase in assessed values for properties around the station may be driven more by market conditions than the new transit station.

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





*Art and Swim Camp at Shoreline*

Because of the complexity of the overlapping limits, it is not possible to make a specific forecast for how much property taxes might increase around the station subarea. Instead, one would need to run a series of multiple scenarios with varying assumptions for market-based increases in property values, the increase in the value of properties around a new transit station, and evaluation of how the constitutional and statutory limit affect Shoreline to come up with a projection for a range of possible outcomes.

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

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

## Conclusion

The market assessment shows potential demand for multifamily residential housing and neighborhood-supporting retail in the subarea over the next twenty years.

Property values likely will increase at levels of 5 to 10 percent within one-half mile of the light rail station once it is operating.

This increase in property value will not necessarily translate to increases in property taxes for everyone. Many factors influence property tax assessments. With the regional economy gaining strength, experts are forecasting that there will be growing employment opportunities as well as ongoing increased demand for housing and jobs in the coming decades.

With the neighboring City of Seattle being one of the fastest growing cities of its size in the US and the attractiveness of living along the light rail line, Shoreline station subareas should experience market pressure for redevelopment. This will be tempered by the availability of sites large enough to support TOD, which in turn will be contingent upon owners' willingness to sell their properties and to aggregate with other property owners.

Although overall, the outlook is positive, these forces will moderate redevelopment activity, and as such, it is expected to take many decades for the station subarea to reach full build-out of the proposed zoning.



# Long Term Vision

# 5

## 145th Street Station Subarea Plan

### Community-Driven Visioning and Planning Process

The long term vision for the 145th Street station subarea is the outcome of a robust community-driven visioning and planning process that has set a strong foundation for future redevelopment. Chapter 2 summarizes community and stakeholder engagement activities that helped shape this plan over the three-and-a-half-year planning process.

The City's policy basis for planning vibrant, equitable communities around high-capacity transit in Shoreline began with the Council adopting framework goals for the process, which were later incorporated into the major update of the Comprehensive Plan in 2012. The City adopted specific land use policies (LU23 through LU46) for the light rail station area that call for the City's involvement in design of the station and extensive community engagement in planning of the station subarea. Other policies provided guidance regarding expanded multi-family residential choices in the station subarea and a full range of transportation and infrastructure improvements to support this change in land use.

The policies also call for allowing and encouraging uses in station subareas that will foster the creation of communities that are socially, environmentally, and economically sustainable. The policies encourage

development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods. As a result of this planning process, new policies specific for the 145th Street Station Subarea have been developed. These are presented later in this chapter of the subarea plan.

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

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





## Vision Statement

A “livable community” is one where *walking, biking, and transit are the best choice for most trips, public spaces are beautiful, well-designed and maintained, and the city is safer, healthier and more accessible. This makes walking and bicycling safer, transit faster, and public life more pleasant.* This is the overarching vision for the 145th Street Station Subarea.

Over time, the subarea will transform into a vibrant transit-oriented village with a variety of housing choices and neighborhood supporting retail connected by a green network of pedestrian and bicycle facilities, stormwater infrastructure, parks and open spaces, and other amenities. Housing opportunities and choices will be available for people of various income levels and preserving the livable qualities that Shoreline citizens cherish.

Over time, public and private investment will enhance the village setting, creating a walkable, safe, healthy, and livable place for people of all ages and cultures. People will be able to easily walk and bicycle to and from the light rail station, shopping, parks, schools, and other community locations from their homes. Neighborhood-oriented businesses and services will emerge as the village grows, along with places for civic celebrations, social gatherings, and public art. Eventually, the new transit-oriented village will become one of the most desirable places to live in Shoreline.





## Zoning for the Station Subarea

The proposed plan for zoning for the 145th Street Station Subarea calls for increased multi-family housing and mixed use development under the following classifications (Note that the designations below were adopted for the 185th Street Station Subarea Plan and are represented in the Compact Community Hybrid zoning alternative that is used throughout this subarea plan. If a different zoning alternative, containing MUR-85' or MUR-65' designations, is adopted by Council, appropriate text and graphics will be substituted throughout):

- ▶ **MUR-70'**: Mixed use residential with 70-foot maximum base building height
- ▶ **MUR-45'**: Mixed use residential with 45-foot maximum building height;
- ▶ **MUR-35'**: Mixed use residential with 35-foot maximum building height;

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The City updated Code provisions through adoption of the 185th Street Station Subarea Plan to add MUR-35', MUR-45', and MUR-70' zones and define allowed uses; dimensional, design, and transition standards; mandatory requirements; and incentives for desired amenities. Existing single-family homes are protected under all new zoning designations. Refer to the illustrations at the end of this chapter depicting potential housing styles that could be built within these zoning categories.

**Figure 5-1** shows proposed zoning in the subarea. **Figures 5-2 and 5-3** show Comprehensive Plan designations and the Planned Action boundaries, respectively.





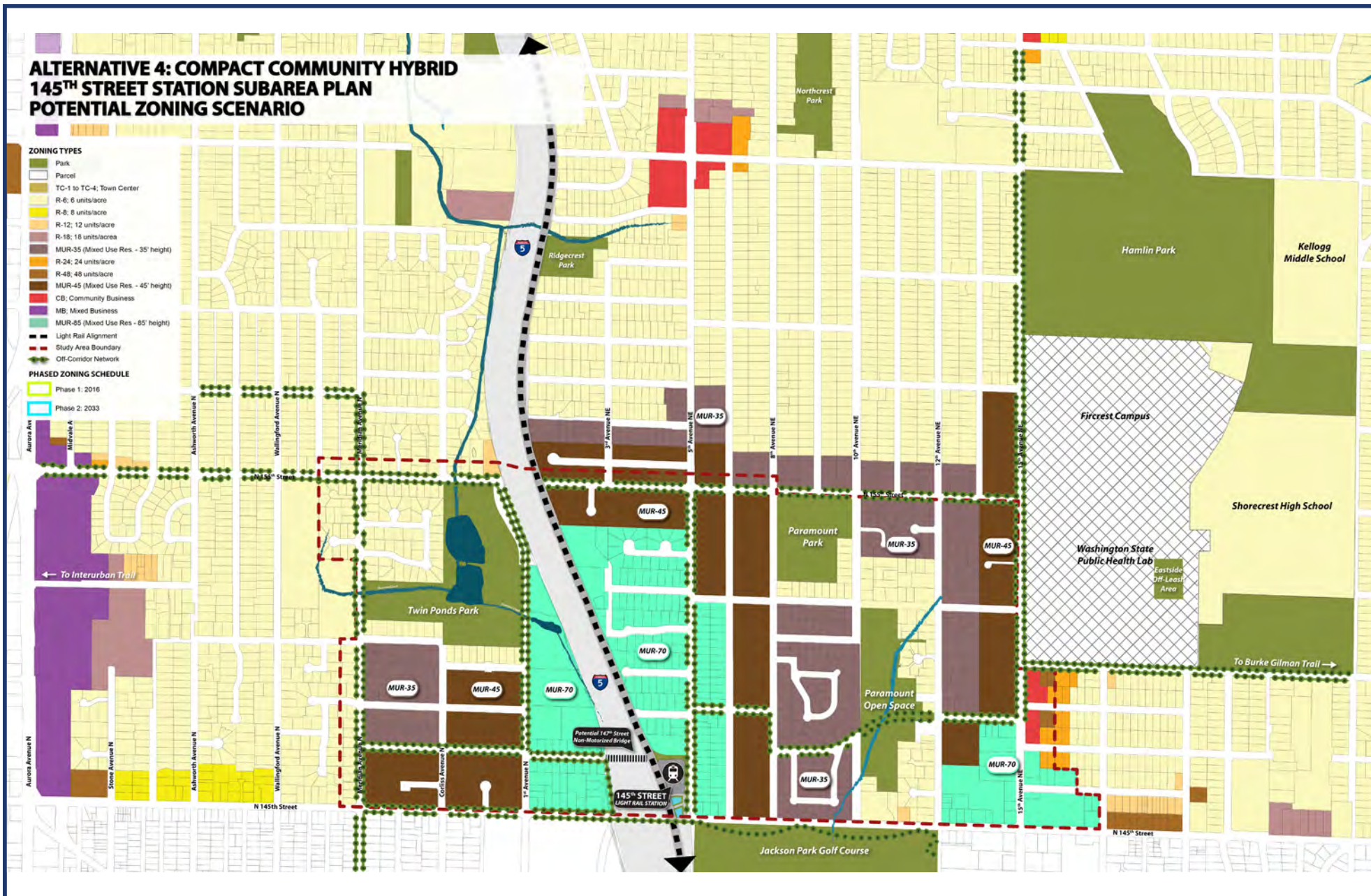


FIGURE 5-1: Proposed Zoning in the Subarea





*Existing single-family homes are protected under all new zoning designations.*

## MUR-70'

### MIXED-USE RESIDENTIAL—70-FOOT MAXIMUM BASE HEIGHT:

This zone would allow building heights of 70 feet, generally five to six stories tall with some flexibility for different roof top amenities. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 1 (five levels of wood-frame construction over a one level concrete podium at the ground floor level).

### POTENTIAL HEIGHT BONUS WITH DEVELOPMENT AGREEMENTS IN THE MUR-70' ZONE

The City Council included regulations adopted as part of the 185th Street Station Subarea Plan that create provisions for developer agreements that could award additional height/density for projects that provide a mix of required and optional amenities. See additional discussion later in the section regarding development regulations for more information. This would only be applicable to development projects in the MUR-70' zone.

The next feasible building height for construction after the 5 over 2 or 5 over 1 building type that can be built under any of these base zones

requires steel frame construction, which is significantly more expensive, and usually requires at least twelve stories to cover costs. As such, the allowable maximum height for buildings in the MUR-70' zone with development agreements would be 140 feet, which would allow up to approximately fourteen stories.

It is anticipated that redevelopment to these building heights could take many years to implement. Redevelopment of this type (supporting building heights of seven stories to fourteen stories with development agreements) would require aggregation of a large number of parcels. Given current market forces, it is likely that density styles more comparable to MUR-45' and MUR-35' would occur more commonly in the next ten to twenty years through infill development, with more intense uses occurring over a longer period of time. Any potential development agreements would be required to go through a public process, including notification and the opportunity for public input.

## MUR-45'

**MIXED-USE RESIDENTIAL—45-FOOT HEIGHT LIMIT:** This zone would allow multi-family building types. The height limit for MUR-45' would be 45 feet, which equates to a four story building. The MUR-45' zone





*Examples of MUR-35 Housing Styles*

would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. also could be developed in MUR-45', and single family homes along streets classified as "arterials" could be converted to commercial and professional office uses.

### **MUR-35'**

**MIXED-USE RESIDENTIAL—35-FOOT HEIGHT LIMIT:** This zone would allow multi-family and single family detached and attached housing styles such as row houses, townhomes, and potentially cottage housing. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35' also would allow commercial and other active uses along streets identified as arterials. These types of buildings might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.

## **The First Twenty Years of Implementation, with or without Phasing Boundaries, Compared to Build-Out**

Proposed Phase 1 and Phase 2 zoning areas identified by the City are shown in Figure 5-6. The proposed Phase 1 zoning boundary focuses the potential area of change more closely around the future light rail station.

City of Shoreline Comprehensive Plan Land Use policy LU34 provides direction to examine phasing of redevelopment. The proposed phasing of zoning in the subarea was discussed by the Shoreline Planning Commission during the April 7 public hearing to select a Preferred Alternative zoning scenario. The staff report from that meeting, which includes considerations with regard to phased zoning, is available here: <http://www.shorelinewa.gov/home/showdocument?id=25603>. The City Council discussed phased zoning at their May 2, 2016 meeting and requested that the concept be studied in the FEIS for all action alternatives (Connecting Corridors, Compact Community, and Compact Community Hybrid). Minutes from that meeting are available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2016/050216.htm>.

Under a phased approach, new zoning would be adopted within the Phase 1 boundary and redevelopment could occur within that geographic area immediately upon adoption. The Phase 2 boundary and proposed new zoning within that area could potentially be activated in 2033. This means growth and change would primarily occur within the Phase 1 boundary through 2033 and thereafter, could occur throughout the subarea for the future decades until build-out.

The proposed Phase 1 zoning area would remain in place for nearly for ten years after light rail station is operational in 2023. Ordinance



752 stipulates that Phase 2 zoning would be activated at the 2033 anniversary of adoption (likely September or October), but also that staff shall prepare a report to the City Council every six years in order to keep them informed about the rate of redevelopment and mitigation measures implemented to date.

Over the next 20 years and beyond, it will be important that the station subarea redevelops as a cohesive, connected community that is supportive of transit, but also that provides residents and potential developers with some predictability about when market forces are likely to support redevelopment of different areas.

For more information about what can be expected in the subarea during the first twenty years of plan implementation, refer to Chapters 6 and 7.

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

### EXISTING POPULATION, HOUSING, UNITS, AND EMPLOYMENT IN THE SUBAREA (2014 DATA)

Population	8,321
Housing Units	3,467
Employees	1,595

- This population is based on the data aggregated to Traffic Analysis Zones (TAZs) which encompass and extend beyond the subarea (see graphic at end of this guide).

- Population, housing, and employment levels forecasted are estimates that include the City of Shoreline subarea area geography. Land area south of N-NE 145th Street, inside the City of Seattle limits is not included in this study area.

- The total estimated population of the City of Shoreline was 55,439 in 2015.

## ESTIMATED TWENTY-YEAR AND BUILD-OUT POPULATION, HOUSING UNITS, AND EMPLOYMENT PROJECTIONS

SUBAREA PLAN (COMPACT COMMUNITY HYBRID ZONING)	
2035	10,860 to 13,343
Population*	11,207 to 13,365
2035	1,950 to 2,370
Housing Units*	4,670 to 5,681
2035 Employees*	2,180 to 2,678
Build-Out Population	32,367
Build-Out Housing Units	13,486
Build-Out Employees	11,011
Build-Out Years	55 to 87 years by 2071 to 2103

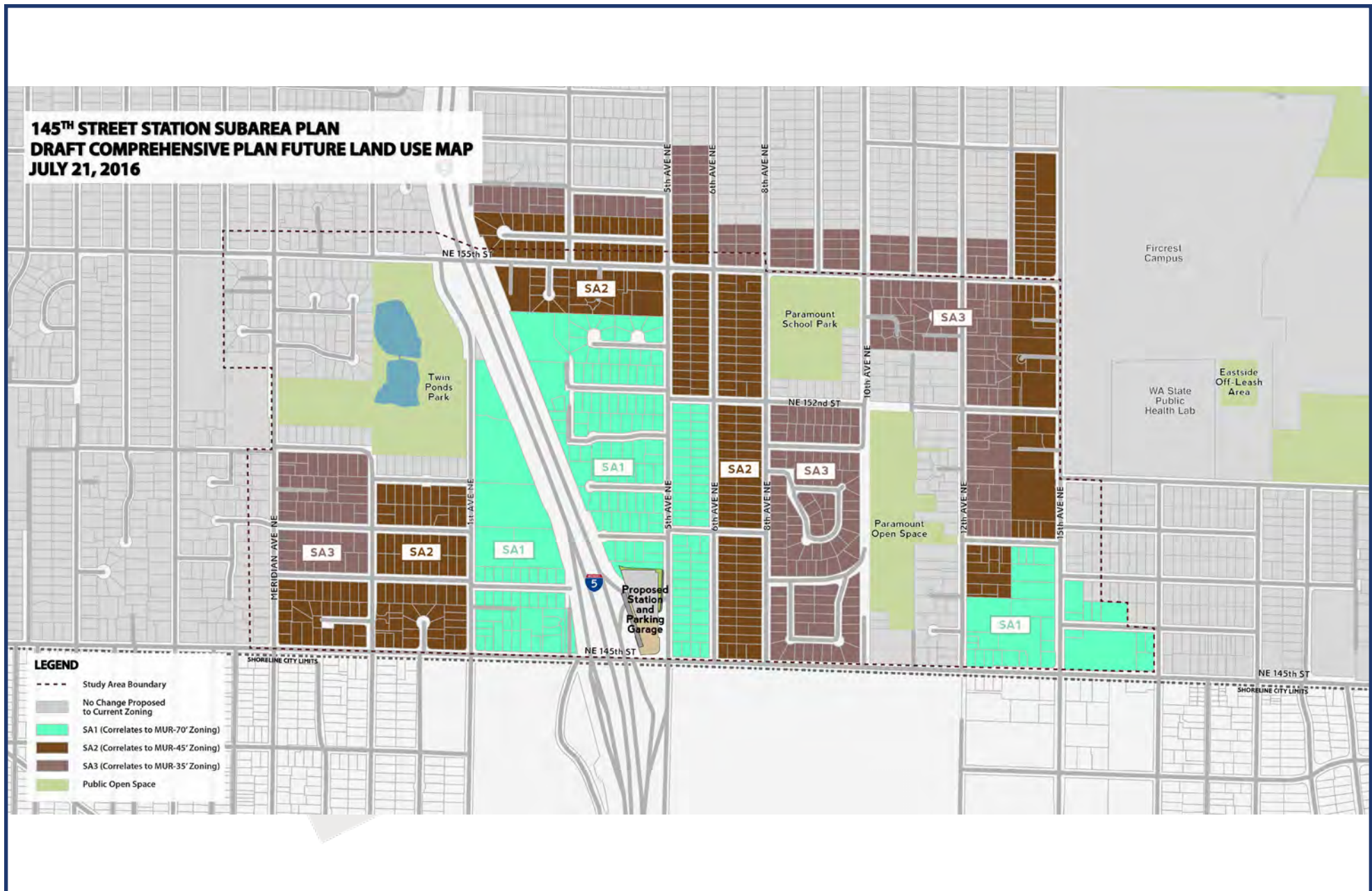
\* Projections assume 1.5 percent to 2.5 percent annual growth rate for the action alternatives from the time the rezoning is adopted.

### PROJECTED NET INCREASES IN POPULATION, HOUSING UNITS, AND EMPLOYMENT OVER EXISTING LEVELS

SUBAREA PLAN (COMPACT COMMUNITY HYBRID ZONING)	
2035 Population	+2,886 to +5,314
2035 Housing Units	+1,203 to +2,214
2035 Employees	+585 to 1,083
Build-Out Population	+24,046
Build-Out Housing Units	+10,019
Build-Out Employees	+9,416

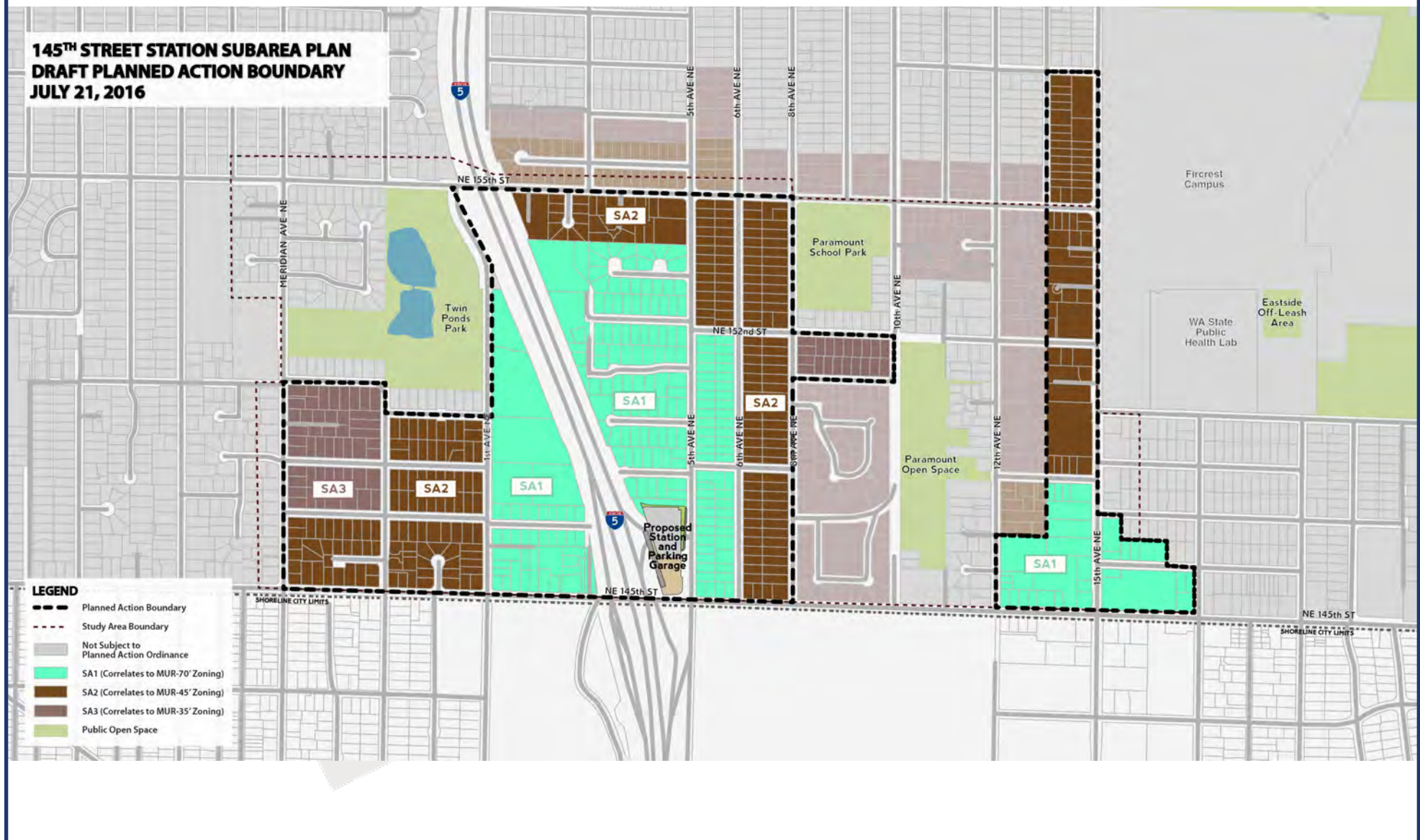
As discussed in Chapter 4, it is estimated that the population in the subarea would grow at around 1.5 percent to 2.5 percent on average annually. This is based on analysis of current growth rates in the region, as well as the anticipation that the rate of growth may increase with the allowance of higher density zoning in the subarea. Estimated time





**FIGURE 5-2: Comprehensive Plan Designations for the Subarea**





**FIGURE 5-3: Planned Action Boundary for the Subarea**



frames for achieving full build-out of the proposed zoning based on the estimated annual pace of growth of is 87 years at 1.5 percent and 55 years at 2.5 percent.

The estimated total number of housing units in the subarea would increase to 4,670 at 1.5 percent growth and 5,681 at 2.5 percent growth by 2035. Although the market assessment projected a demand for 500 to 800 or more housing units through 2035, this was a conservative estimate. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,450 housing units by 2035. There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years and improving market conditions.

Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea. A variety of housing choices would be available through the proposed mixed use residential (MUR) zoning categories.

## PROJECTED DEVELOPMENT AND CAPITAL IMPROVEMENTS TO SUPPORT THE FIRST TWENTY YEARS OF IMPLEMENTATION

As projected development/redevelopment occurs in the subarea, various infrastructure improvements will be made to support the new land uses. Streets and intersections, bicycle and pedestrian facilities, surface water management facilities, utilities, park improvements, and various amenities would be created with each future project, helping to build out the subarea infrastructure. At the same time the City and other service providers will be making capital investments in various projects to support growth in the subarea and other locations throughout their service areas. Capital improvements needed to support the first twenty years of implementation have been identified in this subarea plan, consistent with Washington State Growth Management Act (GMA) provisions. See Chapter 7.



*Conceptual illustration of live/work units and multifamily buildings proposed in West Seattle (Johnston Architects)*

## MARKET TRENDS AND DEMAND FOR HOUSING AND MIXED USE

A market assessment prepared by Leland Consulting Group for the 145th Street Station Subarea identified potential transit-oriented development opportunities for the next twenty years. The market assessment predicts an increased demand in multifamily and various types of housing as Shoreline continues to attract residents of varying income levels. While the market assessment identified a potential demand for approximately 500 to 800 residential units or more through 2035, additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, and other factors. Certainly, the demand for housing would continue beyond twenty years, and may grow higher depending on these factors. For more information about the findings of the assessment, refer to Section 3.1 in Chapter 3 of the FEIS or Chapter 4 of this subarea plan.

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014





*Luncheon event at the Shoreline Conference Center*

forecast of “development prospects,” ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring baby boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) are creating a higher demand for urban infill housing and mixed use. Based on recent studies by ULI and others, both of these types of consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles.

While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact, mixed use qualities may be most desirable. In a recent national survey American in 2013: Focus on Housing and Community, ULI found that among all adults polled (including Baby Boomers and Millennials/Gen Y-ers), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important. Shoreline’s reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades.

## Redevelopment Opportunities and Possibilities

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

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

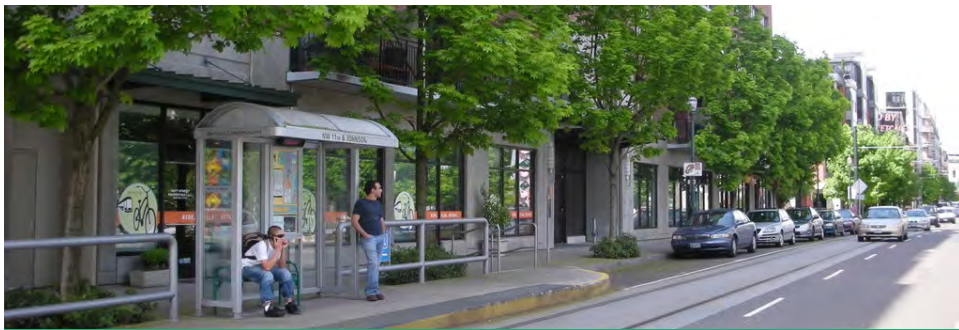
The most successful transit-oriented developments typically are located within a one-quarter mile (five minute) to one-half mile (ten minute) walking distance from high-capacity transit. For this reason, the proposed plan for zoning maximizes opportunities for housing and mixed use within proximity to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

The Housing Development Consortium emphasized the importance of creating affordable housing opportunities in proximity to the station:

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

- ▶ *Density Bonuses*
- ▶ *Incentive/Inclusionary Zoning*
- ▶ *Development Agreements*
- ▶ *Reductions in fees and other regulations*





*Example of TOD Streetscape, Portland, Oregon*

- ▶ *Permitting priority, streamlining, or flexibility*
- ▶ *Reduced parking requirements*
- ▶ *Multifamily Tax Exemption (MFTE)*
- ▶ *Transfer of Development Rights for Affordable Housing (TDR)*

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

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

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

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

**ASSEMBLAGES OF MULTIPLE SMALLER PARCELS INTO LARGER SITES FOR REDEVELOPMENT**—If groups of single family homeowners are interested in offering their properties for redevelopment, they could join together and work with a real estate broker to present their aggregated parcels as an opportunity site to potential development entities. Property owners also could consider specifying uses for which their properties could be sold, such as public parks and open space to serve growth in the neighborhood over time.

**HOME-BASED BUSINESSES AND INTEREST IN CONVERTING FROM SINGLE FAMILY USE**—There are a few small neighborhood businesses within and near the subarea, and current regulations allow home-based businesses with certain caveats, such as only using 25 percent of the square footage of the residence for said business. As expressed through the community visioning and design workshops, there is also an interest in more flexibility to convert single family homes to office and small business use.





*Examples of Public Spaces and Public Art*

There will be a growing need for more neighborhood services and businesses in the subarea, including yoga studios, optometrist offices, and coffee shops. There is also an increasing trend in teleworking, with more people choosing to forego the daily commute. This growing need is being addressed through zoning regulations to provide more flexibility to operate a wider variety of business and office uses from homes and to convert single family homes to business and office uses.

**PUBLIC SPACES, PARKS, STREETSCAPES, PUBLIC ART, AND OTHER COMMUNITY AMENITIES**—As redevelopment projects are implemented over time, new public spaces, parks, streetscapes, and community amenities would be necessary and required. In addition, the City intends to prioritize capital improvements in the subarea, completing key transportation, infrastructure, and parks projects to support redevelopment. These projects will enhance the public realm, improve pedestrian and bicycle connectivity, transit access, and the aesthetics of streets and public areas.

The City envisions that improvements would integrate rain gardens and green stormwater solutions in streetscapes. There will be a growing demand for neighborhood parks and recreation space in the subarea.

The City will explore opportunities to acquire and develop park land, and work with developers to meet the demand for parks and recreation facilities as part of project development, through mandatory regulations and potential developer agreements. Capital street improvement and park projects may incorporate features such as community gardens, trees and landscaping, social gathering spaces, public art, wayfinding, and other elements along key corridors.

## Conceptual Illustrations of Possible Redevelopment in the Subarea

Figures 5-4, 5-5, 5-6, 5-7, 5-8, 5-9, and 5-10 illustrate potential long term redevelopment opportunities for the station subarea with implementation of the proposed zoning over time.



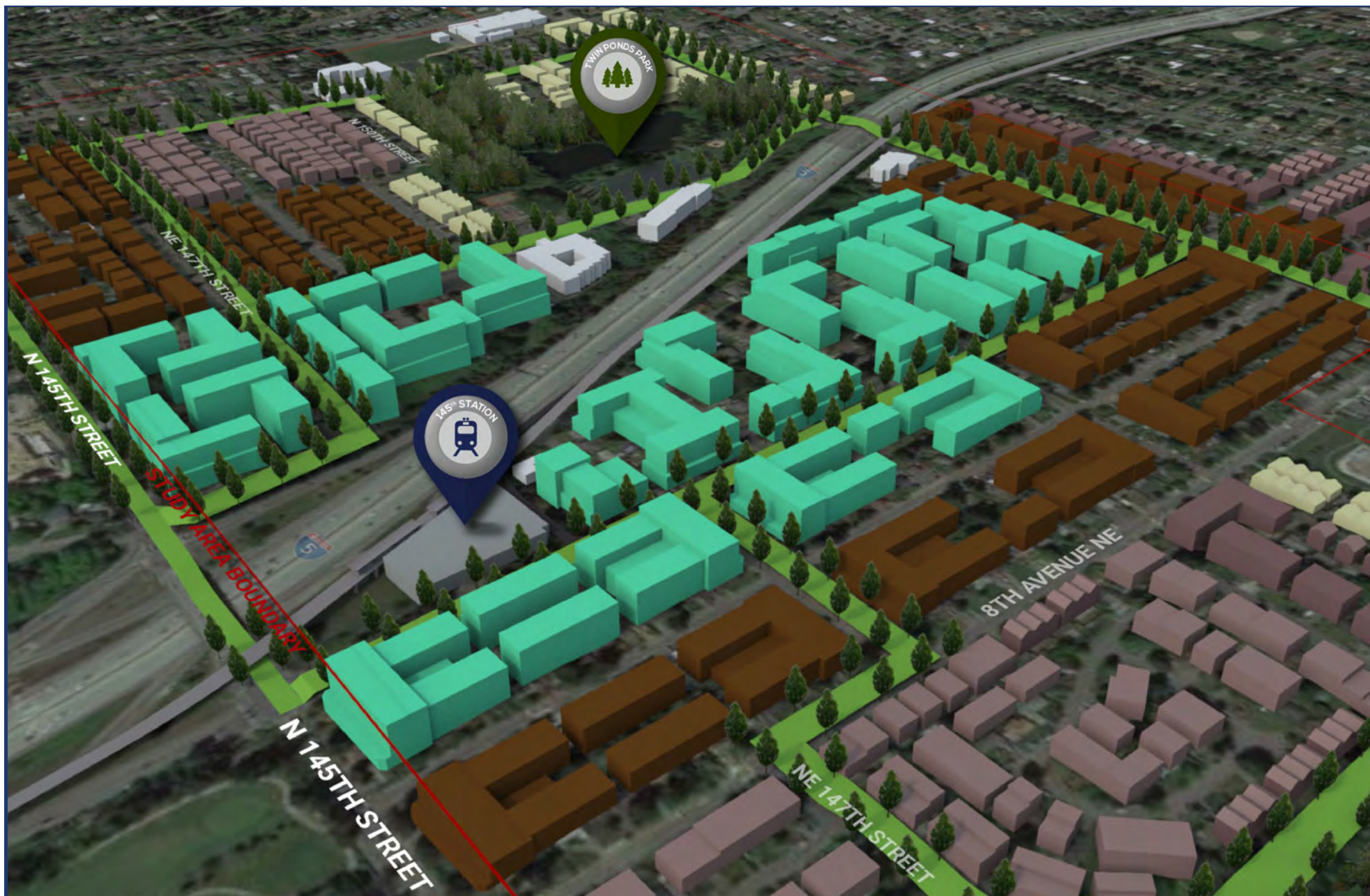
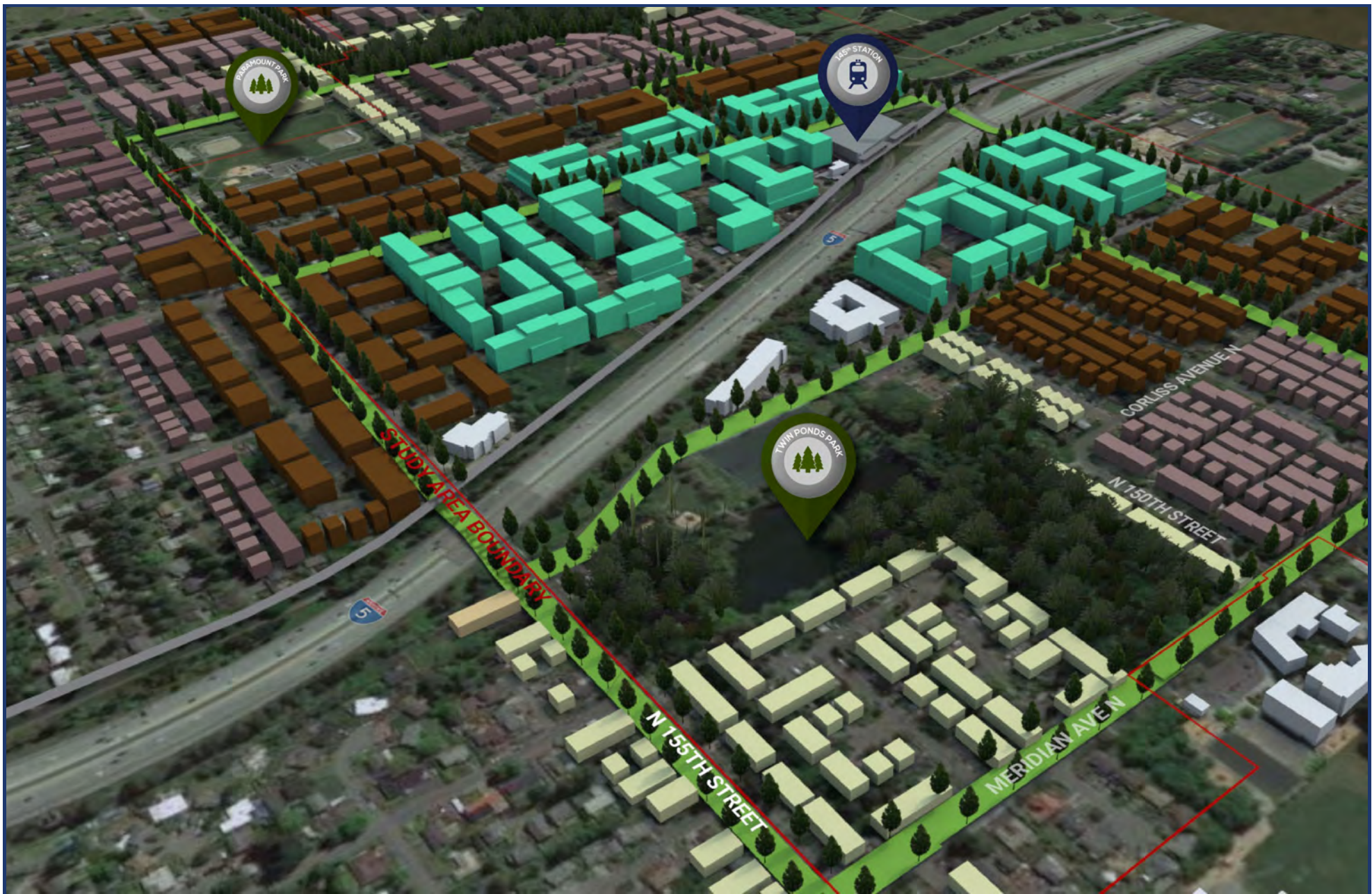


FIGURE 5-4: Sketch-Up Model View for the Planned Action Zoning, Looking Northwest toward the Potential Light Rail Station





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





**FIGURE 5-6: Conceptual Possibility of Residential Development in the Vicinity of 5th Avenue, with MUR-45' and MUR-35' Zoning**





**FIGURE 5-7: Conceptual Possibility for Redevelopment and Improvements in the Vicinity of 5th Avenue NE and NE 149th Street, Looking Southwest with MUR-70' Zoning**





**FIGURE 5-8: Conceptual Possibility of Development Around Paramount School Park, with MUR-45' and MUR-35' Zoning (Not Applicable to Alternative 4 Zoning)**





**FIGURE 5-9: Conceptual Possibility of Development Around Twin Ponds Park, with MUR-45' and MUR-70' Zoning in the background of the Community Gardens**





**FIGURE 5-10: Conceptual Possibility of Residential Development in the Vicinity of Paramount Open Space, including Stormwater Planters along the street as part of the "Green Network" Concept**



# Policies for the Station Subarea

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

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

## LAND USE

1. Promote adaptive reuse of historic structures.
2. Consider adoption of a fee-simple administrative subdivision process.
3. Promote more environmentally-friendly building practices. Options for doing so may include:
  - A. Adoption of International Green Construction Code
  - B. Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
  - C. Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program.
4. Continue planning to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.

## TRANSPORTATION

1. Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities and improvements that support greater transit reliability. The bicycle and pedestrian network should have robust connectivity with existing and proposed non-motorized corridors within the city and region. Elements that increase safety for all users, such as Crime Prevention through Environmental Design (CPTED), lighting, and crash countermeasures should be a top priority.
2. Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.
3. Require site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians, and transit.
4. Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding, and spillover parking. Implement appropriate mitigation measures as needed such as traffic calming, police enforcement, and/or Residential Parking Zones.
5. Ensure that developments provide frontage improvements. Analyze viability of fee-in-lieu program for areas where the cross-section design has not been confirmed, in order to fund City-sponsored frontage improvements.
6. Evaluate opportunities to incorporate best practices for complete street design concepts, including but not limited to grid patterns of short blocks, narrower lane widths, low impact development techniques, street trees, pedestrian-scale lighting, and intelligent transportation systems.
7. Implement improvements along arterials to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.



8. Analyze all street classifications in the subarea to determine appropriate cross-sections for each, including sidewalks, amenity zones, and non-motorized facilities where appropriate, and update the Engineering Development Manual Master Street Plan accordingly.
9. An update of the Master Street Plan should:
  - A. Examine classifications of roadways to determine which should be improved to reduce congestion and which should be improved to include traffic-calming measures and discourage cut-through traffic.
  - B. Consider reclassifying arterials within the subarea to accommodate potential growth projections.
10. Provide framework for traffic-calming methods for non-arterial streets to be consistent with or function as an update to the Neighborhood Traffic Safety Program.
11. Include provisions for generous bicycle and pedestrian facilities that minimize conflicts between transit, vehicles, and bicycles by designing bicycle facilities to be physically separated from travel lanes and dedicated exclusively for bicycles.
12. Identify opportunities to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea including federal, state, and local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).
13. Planning and implementation of improvements along NE 145th Street and intersecting streets should be consistent with the adopted 145th Corridor Study, including its guiding principles.
14. Create a cross-corridor connection plan between the Interurban Trail (Aurora Avenue N) on the west and 15th Avenue NE on the east and the light rail station(s).
  - A. Analyze an east-west (Aurora Avenue N - 15th Avenue NE) non-motorized connection route utilizing N and NE 155th Street.
  - B. Include north-south connection recommendations such as 15th Avenue NE, 5th Avenue NE, and Meridian Avenue N.
- C. Explore sub-route connections between the corridors for access to Shoreline Community College and Shoreline Place on the west and Briarcrest Neighborhood on the east as well as extended connections to the Burke-Gilman Trail.
- D. Identify “marked” sub-route connections between these major routes and the 145th Street Station.
- E. Incorporate the designation of these roads as alternative “non-motorized arterials.”
- F. Identify needed bicycle and pedestrian improvements to these routes to reduce conflicts between motorized and non-motorized use.
- G. Encourage connectivity from development projects to the designated network.
- H. Use pavement color and signage to enhance way-finding and safety for pedestrians and bicyclists.

## COMMUNITY DESIGN

1. Support Sound Transit’s community involvement process during the design phase for stations and other light rail facilities.
2. Enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.
3. Monitor aesthetic impacts of new development. Implement mitigations, such as modifications to signage and design regulations as necessary.
4. During the transition of the subarea from low density residential development to mixed-use residential development, monitor the condition of structures and sites to ensure property is maintained in accordance with the City’s Property Maintenance Code. Consider increasing resources for code enforcement in the subarea if through monitoring it is confirmed that compliance issues with the City’s Property Maintenance Code are increasing.
5. Improve the area around 145th Street and 15th Avenue with placemaking treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the city.



## ECONOMIC DEVELOPMENT

1. Connect the light rail station subarea with commercial districts along Aurora Avenue N and 15th Avenue, and at 5th Avenue and 165th Street.
2. Identify priority nodes along 145th Street and others corridors in the subarea in which to target incentives for redevelopment that encourage catalyst projects and initial growth.
3. Encourage redevelopment along the 15th Avenue corridor to revitalize the business district.
4. Consider incentive program for new buildings to incorporate District Energy and Combined Heat and Power systems and other innovative energy saving solutions.
5. Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.

## UTILITIES

1. Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.
2. Implement Low Impact Development (LID) retrofits, where feasible, within public right-of-way as streets are improved by private development and City and utility capital improvement projects.
3. Develop a strategy for undergrounding overhead utilities.
4. Consider the use of alternative energy in all new government facilities.
5. Based on actual redevelopment and studies prepared for development within the station subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.

6. Encourage innovative technologies to make buildings as efficient as possible with regard to energy and water use.
7. Explore sub-basin approach to stormwater management to reduce costs and incentivize redevelopment.

## PARKS, RECREATION, AND OPEN SPACE

1. Acquire property to increase available land for park and recreation use.
2. Develop a park impact fee and/or dedication program for acquisition and maintenance of new parks or open spaces.
3. Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145th Street light rail station are designed and constructed to fit the character of the parks.
4. Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment funding program.
5. Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.

## NATURAL ENVIRONMENT

1. Prioritize acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new environmental or stormwater function.
2. Encourage planting new trees and preserving existing stands of trees (especially native and conifers) in and around the perimeter of a site.
3. Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforestation public open spaces.
4. Ensure existing wetlands, streams, and their buffers are protected as redevelopment happens.
5. Ensure any unavoidable impacts to existing wetlands, streams, and their buffers are mitigated through restoration or enhancement.
6. Develop opportunities for creating wildlife and/or greenway corridors connecting existing park and open spaces.





*Paramount Park Open Space*

## Adopted Development Code Provisions

The City adopted amendments to regulations in the Development Code to allow new uses and dimensional standards for Mixed-Use Residential zoning designations through the 185th Street Station Subarea Plan. These regulations would also apply to MUR zoning within the 145th Street Station Subarea. A brief summary of these adopted provisions is provided below.

### HOUSING

1. Develop and fund the systems necessary to implement and administer the City's affordable housing program.
2. Investigate financing and property aggregation tools to facilitate creation of affordable housing.  
*Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those adopted through Development Code regulations associated with the 185th Street Station Subarea Plan.*
3. Identify and develop relationships with owners of privately owned and federally assisted multi-family housing, which will lead to the retention of the long-term affordability of this housing stock.
4. Develop a fee schedule or formula in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing, including ongoing maintenance and operation costs.

- ▶ **DEVELOPMENT AGREEMENTS**—A new set of provisions is proposed allowing Development Agreements that would require specific elements from redevelopment projects in exchange for density/height increases. Elements such as affordable housing, green building standards, and structured parking would be required. Elements such as combined heat and power systems, provision of commercial uses, sidewalk cafes, provision of public open space, and other amenities would be encouraged.
- ▶ **AFFORDABLE HOUSING**—Expanded provisions encourage and require affordable housing as part of redevelopment projects.
- ▶ **LIVE/WORK AND CONVERSION OF SINGLE-FAMILY HOMES TO BUSINESS AND OFFICE USE**—Live/work units are a permitted use in MUR-70' and MUR-45' zones and are permitted along arterials in MUR-35'. Similarly, conversion of single-family homes to commercial uses such as restaurants, yoga studios, and optometrist offices are permitted along arterials in MUR-35' and MUR-45' zones and throughout MUR-70' zoning.
- ▶ **GREEN BUILDING**—Regulations require green building and low impact development.
- ▶ **HISTORIC PRESERVATION**—While no formally designated historic landmarks exist in the subarea, there are twelve parcels listed in the City's inventory that are potentially eligible. The mitigation for these potential historic resources would involve a review of historic and cultural resources as part of redevelopment affecting those



parcels. Prescriptive measures to mitigate potential impacts would need to be developed by the City.

- ▶ **UPDATED DEVELOPMENT STANDARDS**—A variety of amendments to development standards are proposed to reflect the new MUR zoning categories and to require and encourage specific elements such as:
  - ▶ Height limits (discussed previously in this section)
  - ▶ New front, rear, and side yard setbacks
  - ▶ Standards for transition areas, which include architectural step backs in the building design (“wedding cake” form), and landscaping requirements
  - ▶ Vehicular access oriented to side and rear rather than to the front along arterials
  - ▶ Traffic calming measures
  - ▶ Compatible architectural styles
  - ▶ Streetscape improvements and landscaping requirements
  - ▶ Open space and recreation facilities for residents
  - ▶ Parking quantity, access, and location standards
  - ▶ Shared parking, high occupancy vehicle (HOV), and electric vehicle (EV) parking encouraged
  - ▶ Vehicle circulation and access
  - ▶ Good pedestrian access
  - ▶ Bicycle parking facilities
  - ▶ Lighting to enhance safety and security
  - ▶ Building orientation to the street and transitions between buildings
  - ▶ Design of public spaces
  - ▶ Building façade articulation and compatible architectural form
  - ▶ Covered access ways
  - ▶ Preferences for architectural finishes and materials

- ▶ Preferences for fencing and walls
- ▶ Screening of utilities, mechanical equipment and service areas
- ▶ Land clearing, and site grading standards
- ▶ Tree conservation encouraged with residential redevelopment
- ▶ Signage requirements
- ▶ Integration of public art, planters, water features, and other public amenities

## Potential Development Code Revisions Related to the 145th Street Station Subarea Plan

In addition to standards that were adopted through the 185th Street Station Subarea Plan, an additional batch of amendments is being considered for the 145th Street Station Subarea Plan. Since regulations apply to MUR zoning designations, new regulations would also apply to the 185th Street Station Subarea. For more information, refer to Exhibit B of Ordinance 752.

Potential regulations relate to:

- ▶ Critical Areas Reasonable Use Permit
- ▶ Station Area Uses
- ▶ Single-family detached in MUR-35' and MUR-45' zones
- ▶ Minimum density in MUR-35'
- ▶ Minimum lot area in MUR-70'
- ▶ Maximum setback on 145th and 185th Streets
- ▶ Additional height for rooftop amenities
- ▶ Minimum density calculations
- ▶ Townhouse design standards in MUR-45'
- ▶ Site improvement thresholds for change of land use
- ▶ Access to development from 5th Avenue NE
- ▶ Frontage improvements for change of land use



# Site Development and Building Permit Requirements

Future redevelopment projects in the subarea will be subject to City of Shoreline site development and building requirements, summarized below.

- ▶ **APPLICABLE REGULATIONS AND STANDARDS** - Various codes and ordinances in effect in the City of Shoreline relate to development of property and construction of buildings and structures. The codes are either adopted by or referenced in the Shoreline Municipal Code (SMC), and more specifically, the Shoreline Development Code. Land Development is regulated by the Shoreline Development Code (Title 20, SMC), with provisions related to Land Use and Zoning, Subdivisions, Critical Areas, Development Standards, and other requirements. Design and construction projects must comply with applicable SMC requirements, as well as provisions of the Shoreline Comprehensive Plan, Engineering Development Manual, Washington State Department of Ecology (DOE) Stormwater Management Manual, International Residential Code, International Building Code, ICC Accessibility Requirements, International Energy Conservation Code, Uniform Plumbing Code, International Fire Code, and other international requirements and Washington State Amendments.
- ▶ **PERMIT PROCESSES AND DECISIONS** - The City of Shoreline processes and issues a variety of permits and approvals for land development and construction. The application, review, and decision making process for each are based on who makes the decisions, the amount of discretion exercised by the decision maker, the level of impact associated with the decision, and the amount and type of public input sought, and the type of appeal opportunity. The decision makers are City Council, Hearing Examiner, Planning Commission, Department Director, and/or staff. Permits or approvals fall into four types of development decisions, listed below. Several of the most common permit processes are further described below.

TYPE A (MINISTERIAL)	TYPE B (ADMINISTRATIVE)	TYPE C (QUASI-JUDICIAL)	TYPE L (LEGISLATIVE)
Accessory Dwelling Unit	Binding Site Plan	Formal Subdivision	Amendments to the Comprehensive Plan
Lot Line Adjustment	Conditional Use Permit	Rezone of Property	Amendments to the Development Code
Building Permit	Short Subdivision	Special Use Permit	Development Agreements
Final Short Plat	SEPA Threshold Determination	Critical Areas Special Use Permit	
Home Occupation, Bed and Breakfast, Boarding House	Shoreline Substantial Development Permit, Shoreline Variance, and Shoreline CUP	Critical Areas Reasonable Use Permit	
Interpretation of Development Code		Final Formal Plat	
Right-of-Way Use	Zoning Variance	Street Vacation	
Shoreline Exemption Permit		Master Development Plan	
Sign Permit			
Site Development Permit			
Deviation from Engineering Standards			
Temporary Use Permit			
Clearing and Grading Permit			
Administrative Design Review			
Floodplain Development Permit			
Floodplain Variance			

- ▶ **PRE-APPLICATION MEETING** - Pre-application meetings are required prior to submitting an application for any Type B or Type C actions and/or any application for a project located within a critical area or its buffer. Type A actions may schedule a pre-application meeting if desired. Examples of Type B actions include Binding Site Plans, Conditional Use Permits, Preliminary Short



Subdivisions, and Zoning Variances. Examples of Type C actions include Preliminary Formal Subdivisions, Critical Areas Reasonable Use Permit, Special Use Permit, Final Formal Plat, and Master Development Plan.

- ▶ **TRAFFIC STUDIES** - Any development proposal that would generate 20 vehicle trips during the pm peak hour is required to submit a traffic study. The level of detailed required for each project is determined at the pre-application meeting. The traffic study will include impact analysis and recommendations to address improvement needs to serve future traffic volumes, Level of Service (LOS) standards, access, traffic demand management strategies, and other topics.
- ▶ **SITE DEVELOPMENT PERMIT REQUIREMENTS/STORMWATER MANAGEMENT REQUIREMENTS** - Site plan drawings, civil engineering plans (grading, erosion control, drainage and paving, utilities, etc.), critical areas worksheets, SEPA environmental checklists, slope calculations, tree retention information, landscaping plans, and other requirements must be submitted with site development permit applications. These plans must show how the project complies with the applicable regulations and standards summarized above. Stormwater management requirements apply to all development projects, including Small Impact Projects (triggering Minimum Requirement #2 of the DOE Stormwater Management Manual), Medium Impact Projects (single family), and Large Impact Projects (commercial, multi-family, subdivisions, etc.).
- ▶ **CLEARING AND GRADING PERMIT REQUIREMENTS/GEOTECHNICAL REPORTS** - Clearing and grading permits require the same information as Site Development Permits, as well as site cross sections, geotechnical reports, plans for Temporary and/or Permanent Erosion and Sedimentation Control Facilities, and other information.
- ▶ **COMMERCIAL/MULTI-FAMILY BUILDING PERMIT REQUIREMENTS** - Building permit applications for commercial and/or multi-family buildings must include critical areas

worksheets, transportation impact fee estimation forms, fire flow and sewer availability certificates, SEPA environmental checklists, neighborhood meeting reports, site plans, mailing labels for public notices, waste diversion plans and salvage assessments, tree retention information, landscaping plans, frontage improvement plans, civil engineering plans, construction drawings showing architectural work planned, and other information.

- ▶ **RESIDENTIAL BUILDING PERMIT REQUIREMENTS** - Residential building permit applications must include critical areas worksheets, transportation impact fee estimation forms, water and sewer availability certificates, construction drawings, site plans, tree retention information, building coverage and hardscape calculations, and other information.

The City of Shoreline administers various other types of permits and approvals. Proponents for any site development or building permit actions should consult with the Planning and Community Development Department to confirm permitting and submittal requirements for their projects.





*Trail of Cedars at Twin Ponds Park*



# Sustainability and Livability Benefits of the Subarea Plan

# 6

## 145th Street Station Subarea Plan

*Implementing the 145th Street Station Subarea Plan will result in a multitude of sustainability and livability benefits to the Shoreline community and surrounding region. This chapter of the plan summarizes the potential benefits that could be realized over the coming decades with transit-oriented development in the subarea.*

### An Introduction to the Benefits of Implementing this Plan

The 145th Street Station Subarea Plan proposes a framework of transit-oriented development (TOD) within walking distance of the planned light rail station. Implementing TOD can have significant benefits to individuals, communities, regions, states, the economy, and the natural environment. The success and benefits of TOD is a well-researched and documented topic. Findings from studies and information from the United States Environmental Protection Agency (US EPA), Center for Transit-Oriented Development (CTOD), Smart Growth America, and other sources are summarized in this chapter of the subarea plan.

There are significant opportunities that come with implementing transit-oriented development (TOD)—multifamily housing and mixed use in

compact form around high-capacity transit stations. A 2011 report from CTOD summarizes the benefits of TOD as:

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



## Transit-Oriented Development

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

Various communities in California have implemented extensive TOD over the last several decades. A recent study, *Factors for Success in California's Transit-Oriented Development*, commissioned by the California Department of Transportation, identified the following ten potential benefits of TOD. It should be noted that while additional density and mixed uses within the subarea will likely increase the number of local residents, households, cars, and employees, people living and working within TOD areas generally drive and emit less greenhouse gas emissions *per capita* than those in traditional single-family neighborhoods.

- ▶ **TOD CAN PROVIDE MOBILITY CHOICES.** By creating "activity nodes" linked by transit, TOD provides important mobility options for young people, the elderly, people who prefer not to drive, and those who don't own cars. Places that offer travel options are very much needed in congested metropolitan areas.
- ▶ **TOD CAN INCREASE PUBLIC SAFETY.** TOD development results in active places that are busy through the day and evening. Having such activity and lots of people around provides "eyes on the street" and helps increase safety for pedestrians, transit users, and many others.

- ▶ **TOD CAN INCREASE TRANSIT RIDERSHIP.** TOD improves the efficiency and effectiveness of transit service investments. It is estimated that TOD near stations increases transit use by 20 to 40 percent.
- ▶ **TOD CAN REDUCE RATES OF VEHICLE MILES TRAVELED (VMT).** Vehicle travel in many areas of the US tends to increase either at the same pace as population growth or to disproportionately higher levels. This has a lot to do with how land use patterns have been developed and creating housing and residential areas that are not accessible to employment areas with good transit systems. TOD can lower annual household rates of driving by 20 percent to 40 percent for those living, working, and/or shopping near transit stations.
- ▶ **TOD CAN BOLSTER HOUSEHOLDS' DISPOSABLE INCOME.** Housing and transportation rank as the first and second largest expenses in households, respectively. TOD can increase disposable income by reducing household driving costs: one estimate shows a household saving \$3,000 to 4,000 per year. The access to so many amenities in just a few short blocks can significantly increase a family's disposable income by eliminating the need for a second car.
- ▶ **TOD REDUCES GREENHOUSE GAS EMISSIONS, AIR POLLUTION, AND ENERGY CONSUMPTION RATES.** Since TODs provide safe and easy access to transit and typically occur in walkable and bikeable areas, people tend to drive less. As such, greenhouse gas emissions, air pollution and energy consumption rates are lower. TODs can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household.
- ▶ **TOD CAN HELP CONSERVE RESOURCE LANDS AND OPEN SPACE.** Because TOD consumes less land than low-density, auto-oriented growth, it reduces the need to convert farmland and open spaces to development.



- ▶ **TOD CAN PLAY A ROLE IN ECONOMIC DEVELOPMENT.** TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods, and to enhance tax revenues for local jurisdictions.
- ▶ **TOD CAN DECREASE INFRASTRUCTURE COSTS.** Since TOD features more compact development and often results from infill development, local governments can often reduce by up to 25 percent infrastructure costs of expanding water, sewage and roads.
- ▶ **TOD CAN CONTRIBUTE TO MORE AFFORDABLE HOUSING.** TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. Housing costs for land and structures can be significantly reduced through more compact growth patterns.

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

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

## Smart Growth

### SMART GROWTH

is an urban planning and transportation theory that concentrates growth in compact walkable urban centers to avoid sprawl. It also advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices. There are 10 accepted principles that define smart growth:

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions



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

The environmental price of urban sprawl and highway construction often leads to the destruction of key ecosystems like wetlands and streams, which provide homes to important species and benefits like clean water and recreational activities to people living nearby. Encouraging development in areas that are already urbanized, known as infill development, spares ecosystems and the services they provide. The travel time savings they experience in shorter, easier commutes and more convenient neighborhoods translate to savings for fragile and significant ecosystems.

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

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

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

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

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

### ► **PARTNERSHIP FOR SUSTAINABLE COMMUNITIES—**

This subarea plan supports the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) interagency partnership and aligned policies for sustainable communities. Expanding housing choices, integrating land use and transportation, and investing in vibrant and healthy neighborhoods that attract businesses are key principles that implementing the plan will support.

### ► **WASHINGTON STATE GROWTH MANAGEMENT ACT—**

Implementing the subarea plan will result in growth and redevelopment that is consistent with the Growth Management Act's statutory goals, including the importance of reducing urban sprawl, encouraging efficient multi-modal transportation systems, encouraging the availability of affordable housing, protecting the environment, and enhancing the state's quality of life, among others. A key purpose of preparing this subarea plan is to create a framework for implementation that will ensure public facilities and services necessary to support development will be in place as the subarea grows, an important premise of the Growth Management Act.

### ► **VISION 2040 PLAN FOR THE PUGET SOUND REGION—**

Implementation supports the long-range vision for maintaining



a healthy region and promoting the well-being of people and communities, economic vitality, and a healthy environment for the central Puget Sound region. Specifically, the plan proposes focusing growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. The plan also will provide a range of affordable, healthy, and safe housing choices and promote fair and equal access to housing for all people.

- ▶ **GROWING TRANSIT COMMUNITIES PARTNERSHIP**—This subarea plan is consistent with the Partnership’s commitment to make the most of the \$25 billion investment in regional rapid transit by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. The plan is consistent with the station area typology “Build Urban Places,” as discussed in Chapter 1.
- ▶ **COUNTYWIDE PLANNING POLICIES**—This subarea plan is consistent with the King County Countywide Planning Policies and provides the opportunity to meet assigned growth targets for Shoreline for decades to come. The plan supports the Countywide Planning Policies by establishing a framework for creating a vibrant, diverse and compact urban community and “focusing redevelopment where residents can walk, bicycle or use public transit for most of their needs.”
- ▶ **CITY OF SHORELINE VISION 2029 AND FRAMEWORK GOALS**—This subarea plan reinforces Shoreline’s vision for being a regional and national leader for living sustainably and creating a city of strong neighborhoods and neighborhood centers with diverse housing choices. Implementing the plan will support the Framework Goals that guide planning in Shoreline and contribute to improving community health and ensuring that Shoreline is a safe and progressive place to live, and better for the next generation and generations to come—all key premises of Vision 2029.

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



and vertical growth, via sustainable multi-story buildings that efficiently enhance neighborhoods. In addition to creating more local jobs and providing more goods and services in Shoreline, increasing revenue from sales taxes also takes pressure off of property taxes to support the level of service and infrastructure improvements desired by the community.

- ▶ **TRANSPORTATION MASTER PLAN (WHICH ALSO FUNCTIONS AS THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN)**—Proposed transportation improvements of the subarea plan are consistent with the City’s Transportation Master Plan (TMP). The policies of this subarea plan encourage best practices in street design such as integration of green infrastructure and low impact development, which are promoted in the TMP, along with provision of complete streets with facilities for all modes of transportation. Proposed capital improvements of the subarea plan support the TMP’s methodology of placing a higher priority on pedestrian and bicycle connectivity and safety.
- ▶ **SHORELINE PARKS, RECREATION, AND OPEN SPACE MASTER PLAN (WHICH ALSO FUNCTIONS AS THE PARKS, RECREATION, AND OPEN SPACE ELEMENT OF THE COMPREHENSIVE PLAN)**—Consistent with the Parks, Recreation, and Open Space (PROS) Master Plan, this subarea plan proposes that parks and recreation facilities be provided to support the new transit-oriented community as it develops over time. Implementation of the subarea plan also will preserve, protect, and enhance natural resources and will provide for transportation options to better connect citizens to recreation and cultural facilities, which are key policies of the PROS plan.
- ▶ **SHORELINE SURFACE WATER MASTER PLAN**—Redevelopment and street improvements will be required to meet the provisions of the Surface Water Master Plan, as well as Washington State Department of Ecology requirements pertaining to surface water management and water quality. Capital projects as well as private

developments will integrate green stormwater infrastructure solutions to meet these requirements. Overall, the surface water system will be improved with redevelopment over current conditions since much of the subarea was developed in an era without the level of stormwater regulation that is in place today.

## Environmental Benefits of Integrated Land Use and Transportation

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

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

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

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





*Popular Modes of Travel in the Seattle Area*

## Enhanced Neighborhood Character

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

## Upgraded Infrastructure

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



## Economic Benefits and More Disposable Household Income

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

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

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

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

expenses. Studies have shown that living in a transit-oriented community can increase disposable income by reducing household driving costs.

It will take time to develop the amenities of walkable neighborhood where needs for goods and services can be met locally. As the neighborhood evolves and other technological and behavioral changes (such as ride-sharing options) become more common, one goal of subarea planning has been that households in proximity to the light rail stations could own, on average, one car instead of two. One estimate shows a household could save \$3,000 to 4,000 per year by eliminating the need for a second car when you factor in the costs of insurance, parking, fuel, car payments, maintenance, and other expenses related to vehicle ownership and use.

## Community Health and Livability

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

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



The amenities of an urban neighborhood appeal to a growing number of people who are in their 50s and above. Market researchers are seeing a trend toward trading suburban homes for condos and apartments in vibrant, urban neighborhoods.

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

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

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

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



*Shoreline's Farmers Market*

Multiple research studies have demonstrated a clear relationship among the design of the built environment, walkability, and health. These studies have found that residents of TOD neighborhoods drive less and walk more as part of their daily activities. An Active Living Research study of residents in 33 California cities revealed that the obesity rate among adults who drove the most was 27 percent, which is about three times higher than the obesity rate among those who drove the least (9.5 percent). In another study, researchers compared two groups of randomly selected commuters in Charlotte, North Carolina, where a new light rail system was built. After one year, commuters who regularly took the new train were, on average, 6.45 pounds lighter than those who continued driving to work.

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

Research shows that living in a more walkable neighborhood or community also brings livability and social benefits. People know more of their neighbors in a walkable area and tend to be more actively involved in their community. They are more active, healthier, and happier on average. People who live in walkable communities feel that they



have more friends, and feel that their neighborhoods are safer and more active. People are more connected to and invested in their community in a walkable area. Studies show that more volunteerism and community building activities occur in these areas. People also are willing to pay more to live in a walkable community in recognition of these benefits.

## Summary—The Triple Bottom Line

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

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

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

will be protected, stormwater will be well-managed, water quality will be improved, and opportunities to enhance the neighborhood with new trees, rain gardens, and other landscaping will be realized.

With regard to social equity considerations, creating and preserving affordable housing and providing greater choice in housing styles supports diverse needs and preferences. This includes homeownership and rental opportunities for evolving markets, live/work lofts to attract “the creative class”, and a range of price points and design options suited to demographics like Millennials and Aging Boomers. A transit-oriented community will facilitate more healthy and active lifestyles. New public spaces, parks, streetscapes, and places to gather and socialize will offer an enhanced quality of life and vibrancy to the neighborhoods of the subarea.

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

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

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



# Incremental Implementation Strategy

# 7

## 145th Street Station Subarea Plan



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

*This chapter of the 145th Street Subarea Plan focuses on planning and implementation actions that need to be completed over the next twenty years to serve growth in the subarea, including system planning updates, coordination and outreach, exploration of partnership opportunities, capital improvements, and other activities.*

### Planning Horizon: Year 2035

Build-out of the proposed zoning described in Chapter 5 for the subarea, will take many decades to be realized (55 to 87 years at 2.5 percent and 1.5 percent growth, respectively). Proposed actions in this chapter of the subarea plan anticipate the level of change that will occur over approximately the next twenty years after adoption of the plan—by 2035. Understanding impacts and necessary mitigations in this twenty year timeframe will allow the City to prioritize capital projects in the near term; analyzing impacts of full build-out also provides an understanding of long-term needs. If development happens more quickly than the projected growth rate, the City knows what mitigations need to be implemented by developers. If at some point in the future proposed development would exceed the level analyzed in the EIS process, additional analysis of impacts and requisite improvements would need to be performed before projects could move forward.





## Anticipated Growth and Change over the Next Twenty Years

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

### ► 2016 TO 2019

The first three years after plan adoption, system plans will need to be updated such as transportation, sewer, water, and surface water master plans. The City's Parks, Recreation, and Open Space (PROS) Plan is currently in the process of being updated and is already anticipating the potential growth in the two station subareas (at 145th and 185th Streets). The City's and other service providers' capital improvement plans will be updated to reflect the new projects that will be needed to support the subarea. This will also be an intensive time of coordination and outreach with agencies, service providers, property owners, etc. The City and other agencies will seek funding for capital projects and move forward with implementing them. The City also will be

exploring possible partnerships in redevelopment activity, such as with non-profit affordable housing providers and environmental organizations for restoration opportunities.

The light rail station and system will be going through final design. Sound Transit intends to host a series of three workshops at various stages of design to present the most current information to the City and community and get feedback. Sound Transit will also likely begin acquiring property and initial stages of construction during this timeframe.

Some property owners may move forward with redevelopment or work with other property owners to aggregate parcels to sell for redevelopment. There could be more of a focus in areas closest to the station or on larger parcels that can accommodate redevelopment without aggregation.



## ► 2020 TO 2024

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

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

The City also will continue to explore potential partnerships in redevelopment and a partnership project could move forward. Examples of partnership projects might include development of regional surface water facilities to serve the subarea, supporting an affordable housing project, and working with Sound Transit to include some community uses and active uses as part of station and park-and-ride development.

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

Construction of the light rail station and system would progress toward completion and operation of the system by 2023. Existing and new residents and employees in the subarea would be able to access the station via improved streets, intersections, and sidewalks. It is hoped that people from the subarea will primarily walk and bicycle to the station given improvements planned by Sound Transit and the City. People from the outer reaches of the subarea and from throughout the surrounding region (including the



*Modes of transportation to and from the City of Shoreline are expanding.*







**Paramount Park P-Patch**

rest of Shoreline, west Lake Forest Park, and North Seattle) will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be implemented.

#### ► 2025 TO 2035

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

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

Redevelopment throughout the subarea (where the new zoning has been adopted) will continue. There may continue to be more of a focus on larger parcels and areas surrounding the station, but redevelopment may also occur elsewhere throughout the subarea. In accordance with the anticipated pace of average annual growth

**Table 7-1: Projected Population, Households, Employees, and GSF Active Uses in the Subarea by 2035**

1.5 TO 2.5 PERCENT AVERAGE ANNUAL GROWTH	
<b>2035 New Population</b>	+2,886 to 5,314 More People*
<b>2035 New Housing Units</b>	+1,203 to 2,214 More Housing Units*
<b>2035 New Employees</b>	+585 to 1,083 More Employees * in Approximately 550,000 GSF
<b>2035 Total Population</b>	11,207 to 13,635 Total People
<b>2035 Total Households</b>	4,670 to 5,681 Total Housing Units
<b>2035 Total Employees/ GSF of Active Use</b>	2,180 to 2,678 Total Employees in up to Approximately 1,350,000 GSF

\* Above current levels of population, housing units, employees, and ground floor active space in the subarea. Numbers include redevelopment in the area of adopted zoning in the subarea, as well as in subarea portions of the Traffic Analysis Zones (TAZs) that encompass the subarea.

of 1.5 percent to 2.5 percent, it is estimated that there could be up to 2,214 new households/housing units and up to approximately 550,000 additional gross square feet (GSF) of ground-floor/street-level active uses such as retail, professional office, and neighborhood services developed in the subarea as part of new projects as shown in the **Table 7-1**. Total estimated population and numbers of employees in the subarea are also depicted in the table.

The light rail system will continue to operate, with continuous building ridership coming from existing and new residents and employees in the subarea. With ongoing improvements to streets, intersections, and sidewalks throughout the subarea, more and more people will be able to walk and bicycle to the station, while some from the outer reaches of the subarea and from throughout the surrounding region will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be in place by this time.



## Near Term Planning Actions

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

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

Likewise, the City will update its Capital Improvement Plan to reflect prioritization of the improvements needed in the subarea and continually monitor redevelopment, completion of capital improvements, and ongoing improvement needs in the subarea. The City also will update systems plans, including the Parks, Recreation, and Open Space Plan; Surface Water Master Plan; and Transportation Master Plan. The City will work to fund and complete key planning and design projects such as specific improvements in the 145th Multimodal Corridor Study. Estimated costs for planning and plan updates are listed at the end of this chapter.

## Coordination and Outreach

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

- ▶ Sound Transit
- ▶ Washington State Department of Transportation
- ▶ Shoreline School District
- ▶ Seattle City Light
- ▶ Property Owners
- ▶ Shoreline Water District
- ▶ Seattle Public Utilities
- ▶ Ronald Wastewater District
- ▶ Energy and communications service providers
- ▶ Recology Cleanscapes (solid waste management)
- ▶ Interdepartmental representatives at the City from Transportation, Surface Water, Utilities, Parks and Recreation, and other departments
- ▶ Human and social services providers

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





*Potential Transit-Oriented Redevelopment*



## Exploring Potential Partnerships

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

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

## Capital Improvement Project Recommendations Based on Expected Growth through 2035

While overall the subarea zoning would not be expected to build out for approximately 55 to 87 years, improvement needs for the next twenty years have been defined based on the 1.5 to 2.5 percent growth rate projected for the subarea.

The assumed growth rates are based on historical trends in the region and may fluctuate around the average of 1.5 and 2.5 percent annually depending on actual market conditions. Additionally, while the analysis assumed an equal distribution of development throughout the subarea, particular parcels may redevelop at a higher or lower rate than the average. The length of time until full build-out of the subarea plan will enable the City and other agencies and service providers to monitor growth and proactively plan for needed improvements. This should occur as development proceeds in order to provide a sustainable and efficient infrastructure system within the subarea, and so that public services like parks and schools can keep pace with growth.



In the meantime, the next twenty years will bring an important focus on funding and implementing projects to support anticipated growth through 2035. This plan forecasts capital improvements needed to accommodate existing uses and redevelopment over the next twenty years. This includes expansion of and improvements to the transportation system, utilities such as water, sewer, surface water, energy, and communications, as well as parks and recreation and other public services. Anticipated capital improvement needs are described on the following pages for:

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

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

## Multimodal Transportation System Improvement Needs

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

### GROWTH FORECASTS

The proposed land use plan for the subarea was referenced to projected multimodal transportation improvement needs for the next twenty years. An assumed average growth rate of approximately 2 percent was based on historical trends in the region, however this may fluctuate between 1.5 and 2.5 percent depending on actual market conditions. Actual distribution of development would impact where and when specific roadways and areas would experience a change in travel patterns.

**Table 7-2: Percentage of Trips by Mode and GHG Emissions**

	EXTERNAL <sup>1</sup> WALK/ BIKE TRIPS	EXTERNAL TRANSIT TRIPS	INTERNAL TRIPS	EXTERNAL AUTO TRIPS	TOTAL PM PEAK TRIPS GENERATED	EXTERNAL PM AUTO TRIPS GENERATED	PER CAPITA GHG (METRIC TONS / 100 HOUSEHOLDS)
First Twenty Years (Up to 2035)	7%	8%	18%	67%	7,850	5,280	3.0
Subarea Overall (Under Compact Community Hybrid Alternative)	12%	10%	23%	55%	18,061	10,160	2.6

<sup>1</sup> External trips are assumed to start or end outside of the study area. By contrast, internal trips both start and end within the study area.



## AVERAGE DAILY TRAFFIC AND INTERSECTION LEVEL OF SERVICE

As shown in the tables on the next page, additional trips resulting from growth and redevelopment over the next twenty years would increase average vehicle delay at intersections and along roadways, particularly along N/NE 145th Street. However, many intersections would still operate at or better than LOS D during the PM peak period, as shown in **Table 7-3**.

Congestion along N/NE 145th Street and other streets would be influenced by actual development patterns and how this new development is accessed. While impacts from light rail implementation are addressed in the Lynnwood Link Extension FEIS, the following section identifies specific steps the City may take to address any potential impacts related to land use development within the subarea over the next twenty years.

**Table 7-4** shows projected average daily traffic volumes by 2035.

## MULTIMODAL TRANSPORTATION IMPROVEMENTS AND ACTIONS NEEDED IN THE NEXT TWENTY YEARS

A gradual level of growth and change is expected for the subarea in the coming decades. Over the next twenty years and beyond, the City and other transportation service providers will be closely monitoring growth and proactively planning for needed improvements. Multimodal transportation improvements and actions that would be needed over the next twenty years would include upgrades to roadway segments and intersections and pedestrian facilities. Transit service, bike and car sharing programs, traffic calming features, and parking management actions also will need to be implemented gradually over the next twenty years.

**Table 7-3: Projected PM Peak Period Intersection Level of Service for the Next Twenty Years**

SIGNAL TYPE	INTERSECTION	EXISTING LOS / DELAY (SEC)	NO ACTION LOS / DELAY (SEC)	20-YEAR ALT2 LOS / DELAY (SEC)	20-YEAR ALT3 LOS / DELAY (SEC)	20-YEAR ALT4 LOS / DELAY (SEC)
Signalized	145th St / Meridian Ave	B / 16	D / 55	F/270	F/250	F/240
Signalized	145th St / 1st Ave	B / 18	E / 57	F/123	F/100	F/95
Signalized	145th St / SB I-5	D / 46	E / 66	E/70	E/70	E/74
Signalized	145th St / 5th Ave	D / 42	F / 81	F/100	F/100	F/110
Signalized	5th Ave / I-5 NB On-ramp	A / <10	A / <10	A / <10	A / <10	A / <10
Signalized	145th St / 15th Ave	E / 60	F / 94	F/106	F/102	F/102
Signalized	150th St / 15th Ave	B / 16	C / 21	B/13	A/9	B/17
Signalized	155th St / 15th Ave	C / 30	D / 37	D/48	D/47	D/46
Signalized	155th St / 5th Ave	B / 10	B / 17	B/17	B/16	B/17
Unsignalized	155th St / 1st Ave	C / 21	E / 49	F/105	F/93	F/113
Signalized	155th / Meridian	B / 14	C / 27	D/42	D/47	D/51

Notes: Large delay values (over 240 seconds) rounded to the nearest ten; Level of Service results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study



The City, Sound Transit, and other agencies will be making capital improvements in the subarea as the light rail station is constructed. Other improvements and actions would gradually be incorporated as development occurs to provide a sustainable and efficient transportation system in the subarea. All new development will go through the standard review process and would only be approved with necessary and appropriate infrastructure investments provided by the development. **Figure 7-1** and **Figure 7-2** show projected intersection level of service and traffic volumes in the subarea by 2035.



*Bike sharrow*

**Table 7-4: Projected Average Daily Traffic Volumes and PM Peak Period Congestion for the Next Twenty Years**

STREET	SEGMENT	EXISTING PM PEAK HOUR VOLUME/VC RATIO <sup>2</sup>	NO ACTION PM PEAK HOUR VOLUME/VC RATIO	20-YEAR ALT2 VOLUME/VC RATIO	20-YEAR ALT3 VOLUME/VC RATIO	20-YEAR ALT4 VOLUME/VC RATIO
<b>EAST-WEST CORRIDORS</b>						
<b>N/NE 145th Street*</b>	West of I-5	1,330 / 0.81	1,650 / 1.00	1820 / 1.10	1790 / 1.08	1800 / 1.09
<b>NE 145th Street*</b>	East of I-5	1,430 / 0.87	1,630 / 0.99	1710 / 1.03	1700 / 1.03	1730 / 1.05
<b>N 155th Street</b>	West of I-5	540 / 0.60	700 / 0.73	750 / 0.79	740 / 0.78	780 / 0.82
<b>NE 155th Street</b>	East of I-5	490 / 0.61	610 / 0.64	620 / 0.65	620 / 0.65	630 / 0.66
<b>NORTH-SOUTH CORRIDORS</b>						
<b>5th Avenue NE*</b>	I-5 NB on-ramp to 155th Street	530 / 0.76	670 / 0.96	700 / 1.00	700 / 1.00	730 / 1.04
<b>15th Avenue NE</b>	145th to 150th Street	1,040 / 0.52	1,290 / 0.65	1310 / 0.66	1320 / 0.66	1340 / 0.67
<b>15th Avenue NE**</b>	150th to 155th Street	880 / 0.73	1,150 / 0.96	1160 / 0.97	1170 / 0.97	1180 / 0.98
<b>Meridian Avenue N</b>	145th to 155th Street	390 / 0.56	650 / 0.78	740 / 0.88	720 / 0.86	730 / 0.87

Notes: Traffic volumes and congestion level results shown above do not incorporate improvements identified in the 145th Street Multimodal Corridor Study. These improvements and others recommended in this plan will address the traffic congestion and service needs to improve level of service

\* N/NE 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

\*\* The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

<sup>2</sup> One-directional volume only, signifying the direction with the highest volume







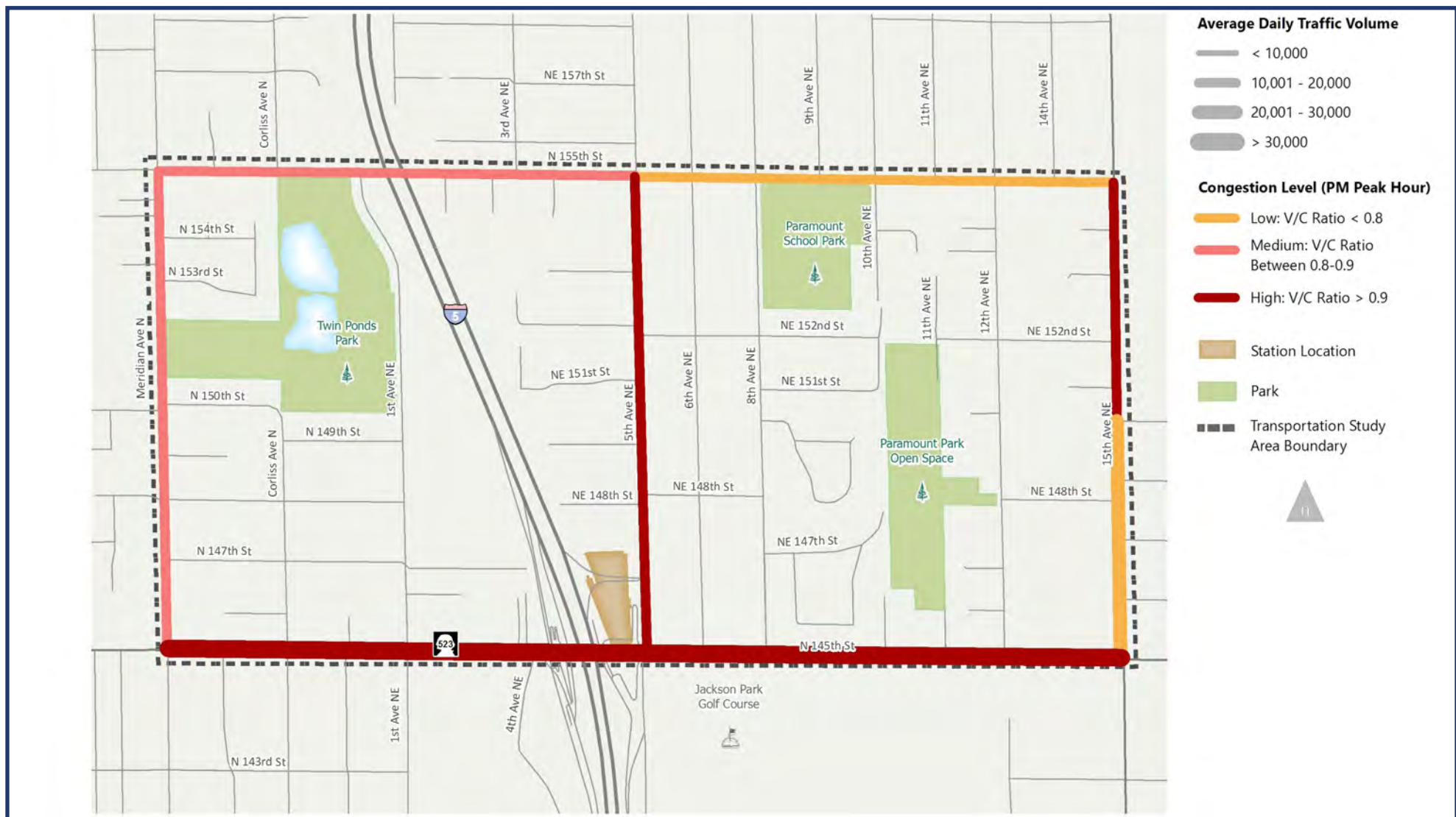
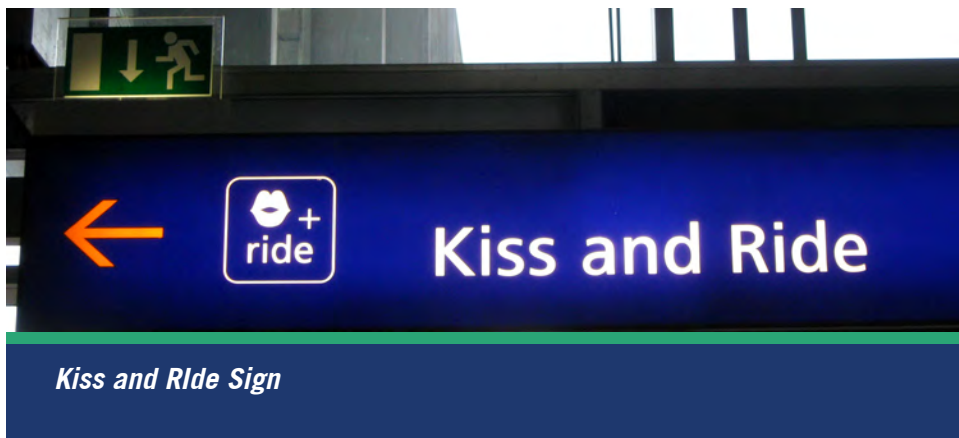


FIGURE 7-2: Average Daily Traffic and PM Peak Congestion for the First Twenty Years (up to 2035)





## MULTIMODAL TRANSPORTATION ACTIONS AND IMPROVEMENTS RECOMMENDED FOR THE SUBAREA OVER THE NEXT TWENTY YEARS

In addition to the roadway improvements called out in the TMP, the following measures are recommended for subarea over the next twenty years.

### N/NE 145TH STREET

Implement recommendations from the 145th Street Multimodal Corridor Study including:

- ▶ Traffic signal improvements at the intersections at Meridian Avenue N and 1st Avenue NE
- ▶ Improved signalized intersections which will include new left turn lanes, right turn lanes, and signal timing changes for the portion between Aurora Avenue N and NE 15th Avenue NE
- ▶ Transit signal priority along the corridor
- ▶ Revised interchange at I-5 with a button-hook on-ramp to allow eastbound 145th Street to northbound I-5 traffic to turn right onto 5th Avenue NE and loop under the bridge
- ▶ Additional left-turn storage on existing bridge over I-5

- ▶ New eastbound right-turn lane to southbound I-5
- ▶ New southbound off-ramp right turn lane
- ▶ New westbound right turn lane at 5th Avenue NE
- ▶ Grade-separated crossing for non-motorized traffic over the SB I-5 off-ramp
- ▶ New bridge deck for 145th Street over I-5 that includes a multi-use trail on the north side
- ▶ Sidewalks upgraded to meet City standards
- ▶ Westbound BAT lane/queue jump lane east of 5th Avenue NE
- ▶ Eastbound BAT lane/queue jumps east of 15th Avenue NE
- ▶ Wheelchair accessible bus stops
- ▶ Off-corridor bike network
- ▶ Restricted left-turn access mid-block east of 5th Avenue NE

### N/NE 155TH STREET

- ▶ Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes
- ▶ Construct a northbound right-turn pocket at the intersection of N/NE 155th Street and 1st Avenue NE
- ▶ Consider signalization or a roundabout at the intersection of N/NE 155th Street and 1st Avenue NE

### 5TH AVENUE NE

- ▶ Construct a two-way left turn lane from the I-5 NB on-ramp to N/NE 155th Street

### MERIDIAN AVENUE N

- ▶ Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes



## BICYCLE AND PEDESTRIAN FACILITIES

- Implement recommendations for the off-corridor bike network from the 145th Street Multimodal Corridor Study referenced in the previous section (see proposed network next page).

With redevelopment, the City intends to improve overall pedestrian and bicycle connectivity by allowing for more dedicated pathways with parcel consolidation and expanded development. Any new large-scale development in the area under the proposed zoning should consider pedestrian and bicycle paths through the sites to allow for connections to the station and subarea amenities without the need to travel along busy arterials.

The City is interested in exploring opportunities for bicycle sharing and bicycle storage facilities near the station to encourage and enhance bike access to transit.

## TRAFFIC CALMING

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

## TRANSIT SERVICE AND CAR SHARING PROGRAMS

Depending on final design of the station, ample bus pull-out and layover space should be provided to maintain operations efficiency and prevent spillover impacts to the roadway network.



*Seattle Bike Share*

Transit service integration and improvements will be an important priority after the light rail station is operating. As part of the Transit Service Integration Plan (TSIP) currently under development, the City will be working with transit service providers to ensure transit vehicles can operate efficiently through the subarea. Strategies these agencies may employ include the construction of signal priority systems, queue jumps, and bus bulbs. The City of Shoreline will continue coordinating with area transit agencies in the development of a TSIP for the light rail station subarea. This coordination should coincide with ongoing traffic monitoring and analysis to ensure transit service reliability along the major corridors in the area.

Additionally, on-demand transport such as the King County Metro Access and the Hyde Shuttles should have direct service to the light rail station bus access point in order to improve service for those with mobility limitations.

Additional modes that could operate in coordination with transit include bike sharing or car sharing programs, with organizations such as Zipcar, Car2Go, or Puget Sound Bike Share (“Pronto”). An analysis of potential demand for these services should be conducted to determine their relative feasibility.



## PARKING MANAGEMENT STRATEGIES

Monitoring and managing parking issues in the subarea should be an important focus of the first twenty years of implementation. As demand for parking shifts with the light rail service and changes in development, the City has a number of parking management strategies that are common elements in Transit-Oriented Development.

- ▶ **RESIDENTIAL PARKING ZONES (RPZ)** – Implementation of an RPZ would help discourage long-term parking within residential areas by retail or light rail station users.
- ▶ **TIME LIMITS AND RESTRICTIONS** – Time limits can help reduce parking spillover into residential areas and can also improve parking turnover in commercial areas.
- ▶ **PARKING LOCATION SIGNAGE** – Information directing drivers to available off-street parking locations can improve vehicle circulation and ensure that parking supply is utilized.
- ▶ **VARIABLE PARKING PRICING** – Changes in parking rates based on time period and demand can help moderate available supply.
- ▶ **ADDITIONAL OFF-STREET PARKING SUPPLY** – If existing parking facilities are being efficiently used, then the City or property owners may consider adding off-street parking to ease the pressure off of on-street supply.

City code stipulates that development may reduce its parking supply according to the following criteria:

20.50.400 Reductions to minimum parking requirements.

- A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:
  - 1. On-street parking along the parcel's street frontage.
  - 2. Shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. The number of on-site parking stalls requested to be reduced must match the number provided in the agreement. A record on title with King County is required.

- 3. Parking management plan according to criteria established by the Director.
- 4. A City approved residential parking zone (RPZ) for the surrounding neighborhood within one-quarter mile radius of the subject development. The RPZ must be paid by the developer on an annual basis.
- 5. A high-capacity transit service stop within one-quarter mile of the development property line with complete City approved curbs, sidewalks, and street crossings.
- 6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.
- 7. City approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within one-quarter mile of the development.
- H. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.
- I. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.
- J. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development.
- K. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail station. These parking reductions may not be combined with parking reductions identified in subsections A and D of this section.  
\*Note that this reduction will not be granted until the light rail station exists.
- L. Parking reductions for affordable housing may not be combined with parking reductions identified in subsection A of this section. (Ord. 731 § 1 (Exh. A), 2015; Ord. 706 § 1 (Exh. A), 2015; Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).



## ESTIMATED COSTS FOR TRANSPORTATION SYSTEM IMPROVEMENTS AND ACTIONS

Table 7-5 below displays estimated costs for recommended transportation actions and improvements in this plan.

**Table 7-5: Transportation System Improvements to Support the Planned Action through 2035**

Street	Description	Low	High	Notes
<b>N/NE 155th Street</b>	Extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes	\$500,000	\$800,000	Consistent with cost estimates used in the TMP
<b>N/NE 155th Street</b>	Construct a northbound right-turn pocket at the intersection of N/NE 155th Street and 1st Avenue NE	\$200,000	\$400,000	Assumes necessary costs for ROW/roadway construction
<b>N/NE 155th Street</b>	Consider signalization or a roundabout at the intersection of N/NE 155th Street and 1st Avenue NE	\$500,000	\$800,000	Costs use blended average of signalization or roundabout construction
<b>5th Avenue NE</b>	Construct a two-way left turn lane from the I-5 NB on-ramp to N/NE 155th Street	\$400,000	\$700,000	Consistent with cost estimates used in the TMP
<b>Meridian Avenue N</b>	Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes	\$500,000	\$800,000	Consistent with cost estimates used in the TMP
<b>145th Street Multimodal Corridor Study Improvements</b>	Aurora Avenue to I-5	\$46,000,000	\$50,600,000	<ul style="list-style-type: none"> <li>▶ Based on "Preliminary Preferred Design Concept"</li> <li>▶ Project limits are from Aurora Avenue to I-5 SB ramps</li> <li>▶ Includes new traffic signals at Aurora, Ashworth, Meridian, and 1st Ave</li> <li>▶ This concept aims at rehabilitating existing pavement and sidewalks</li> <li>▶ 5' sidewalk on South side</li> </ul>



				<ul style="list-style-type: none"> <li>▷ 8' sidewalk plus 5' amenity zone on north side</li> <li>▷ Assumes new striping and channelization for entire corridor</li> <li>▷ Utility Undergrounding is included.</li> <li>▷ Water main is not included.</li> </ul>
<b>145th Street Multimodal Corridor Study Improvements</b>	I-5 Interchange Area	\$21,400,000	\$23,500,000	<ul style="list-style-type: none"> <li>▷ Based on "Preliminary Preferred Design Concept"</li> <li>▷ Assumes new traffic signal at 5th Ave</li> <li>▷ Assumes new signal at SB ramps</li> <li>▷ Assumes 14' non-motorized ped bridge</li> <li>▷ Assumes demo of sidewalks on existing bridge, and bridge widening for lane and sidewalk</li> <li>▷ Property acquisition from Lakeside school needed for additional right turn lane to SB I-5</li> <li>▷ Sidewalks and roadway improvements from 3rd Ave to 5th Ave, includes half of 5th Avenue intersection</li> <li>▷ Includes ramp improvements, additional lane SB off ramp</li> <li>▷ Button hook ramp, eastbound to northbound I-5</li> <li>▷ Property acquisition for sidewalk on north side of 145th street is not included</li> <li>▷ No costs associated with Thornton Creek included, exempt per ST EIS.</li> <li>▷ Assumes reconstruction of NB ramp from button hook to the merge with existing NB ramp.</li> </ul>
<b>145th Street Multimodal Corridor Study Improvements</b>	I-5 to SR-522	\$500,000	\$800,000	<ul style="list-style-type: none"> <li>▷ Based on "Preliminary Preferred Design Concept"</li> <li>▷ From SR522 to 5th Ave</li> <li>▷ Includes queue jumps and some BAT lanes</li> <li>▷ This concept aims at achieving maximum transit travel time benefit while minimizing property impacts</li> <li>▷ 13' sidewalks are assumed including 5' amenity zone and 8' sidewalk.</li> <li>▷ 12' outside lanes, 11' thru and turn lanes</li> <li>▷ Utility undergrounding is assumed.</li> <li>▷ No improvements to water main or sewer main.</li> </ul>



# Utility System Improvement Needs

Utilities analyzed in the planning process include:

- ▶ Water systems and facilities managed by the North City Water District and Seattle Public Utilities
- ▶ Wastewater system and facilities managed by Ronald Wastewater District (anticipated to be assumed by the City in 2017 as per interlocal agreement)
- ▶ Surface water management systems managed by the City of Shoreline
- ▶ Electricity services provided by Seattle City Light
- ▶ Natural gas services provided by Puget Sound Energy
- ▶ Telephone, cable, and communications services provided by Comcast, Frontier Communications, CenturyLink, Integra Telecom, and Zayo Group (formerly AboveNet Communications)

For the electricity, natural gas, telephone, cable, and communications services, incremental growth and redevelopment would be able to be served through typical extensions of lines and services supported by customer fees and charges with each connection/service. For this reason, no specific capital improvements have been identified in the subarea plan for these utilities.

For water, wastewater, and surface water, upgrades and expansions to systems and facilities will be needed to serve growth through 2035. Much of this analysis is based on anticipation of full build-out utility service in the subarea and anticipation that utility providers may upsize pipes and facilities for a longer period of growth than through 2035 to avoid too many incremental upgrade costs in coming decades. That said, utility improvements are customarily funded and implemented on an incremental basis to serve ongoing population growth, and this will be a continual process as more redevelopment occurs over time.

Each utility provider will need to update their systems master plans to reflect the adopted zoning and potential growth in customers and

redevelopment. As part of updating their plans, they will confirm specific incremental improvement needs and plan for these through their normal procedures. This process may amend some of the planning-level descriptions of improvement projects and related costs described in this section of the plan.

## WATER SYSTEM AND FACILITIES MANAGED BY SEATTLE PUBLIC UTILITIES

For the next twenty years, increased demand within the Seattle Public Utilities portion of the subarea would primarily be within TAZ 137, converting primarily R-6 zones to Mixed Use Residential (MUR) development.

A number of the existing pipes within this TAZ are 4" and 6" diameter pipes, which may not be adequate for fire flow or water circulation. Approximately 6,600 feet of existing 4" and 6" diameter mains may need to be upsized to 8" mains within the next twenty years, including the following:

1. 900 feet of pipe along Corliss Avenue N, from NE 147th Street to NE 150th Street. This would connect a dead-end section of pipe, and create a loop in the system for additional water flow and fire suppression. Sections of existing pipe may need to be upsized to 8" diameter mains.
2. 400 feet of pipe along NE 150th Street, from Meridian Avenue NE to 1st Avenue NE. This section of pipe may need to be upsized to 8" diameter mains.
3. 500 feet of pipe along NE 148th Street from Meridian Avenue NE to Corliss Avenue NE. This would connect a dead-end section of pipe, and create a loop in the system for additional water flow and fire suppression. Sections of existing pipe may need to be upsized to 8" diameter mains.
4. 700 feet along NE 147th Street, from Corliss Avenue NE to 1st Avenue NE. This section of pipe may need to be upsized to 8" diameter mains.
5. 450 feet along 1st Avenue NE, from NE 147th Street to NE 145th Street. This section of pipe may need to be upsized to 8" diameter mains.



6. 600 feet along NE 147th Street, from the edge of the cul-de-sac to 1st Avenue NE.
7. 350 feet along NE 146th Street, from the edge of the cul-de-sac to Corliss Avenue NE.
8. 1,250 feet within the loop south of NE 155th Street, along NE 153rd Street to Stone Avenue NE to Interlake Avenue NE. Demand is not projected to be extensive within this neighborhood; however fire hydrants within this loop currently do not meet current standards for fire flow, and may need to be upsized.

The above listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. SPU routinely completes modeling of its service area, and identifies water system improvement needs based on specific performance requirements, specifically fire flow as the driving factor. SPU projects that they have adequate fire flow within their service area, and have sufficient capacity to handle the projected demand. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and which may also be currently serviced by smaller diameter pipes (less than 8 inches in diameter) and dead-end pipe sections. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area.

## **WATER SYSTEM AND FACILITIES MANAGED BY NORTH CITY WATER DISTRICT**

Similar to the Seattle Public Utilities portion of the subarea, redevelopment and growth with adoption of the subarea plan will generate demands on the water system through 2035. Within the next twenty years, redevelopment within the North City Water District portion of the subarea is projected to increase demand by 310 percent. The most demand is projected within TAZs 97, 99, 103, 104, 130, and 138. The total length of pipe potentially necessary to accommodate the

projected population in 2035 is approximately 12,000 feet of mainline water improvements (upsizing/replacements).

Recommended improvements are based on the assumption that the subarea will eventually be built-out with land uses allowed under the proposed zoning based on Alternative 4—Compact Community Hybrid. For the purposes of the plan, it is assumed that infrastructure upsizing to serve the high-end twenty-year 2.5 percent growth rate may include a higher level of improvements.

With further planning and analysis, the utility provider would determine the most cost effective and efficient method for making improvements to serve growth in the interim years up to the built-out condition.

Estimated improvements needed to serve the next twenty years of growth include the following.

Approximately 12,000 feet of existing 6" diameter mains may need to be upsized to 8" mains within the next 20 years, including the following:

1. 350 feet along NE 153rd Street, from the edge of cul-de-sac to 5th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
2. 1,900 feet within the loop west of 5th Avenue NE, along NE 151st Street, 3rd Avenue NE, and NE 152nd Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
3. 2,000 feet along NE 152nd Street, from 5th Avenue NE to 12th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
4. 550 feet along 8th Avenue NE, from NE 147th Street to NE 145th Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
5. 500 feet along NE 149th Street, from the end of the cul-de-sac to 5th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.





*Utility improvements are needed in certain Shoreline neighborhoods to serve projected growth and redevelopment in the subarea, as shown in this example from the 185th subarea.*

6. 1,150 feet within the loop south of NE 147th Street, along 9th Avenue NE, NE 146th Street, and 9th Place NE.
7. 1,400 feet within the loop east of 8th Avenue NE, along NE 150th Street, 9th Place NE, NE 148th Street, and 9th Avenue NE.
8. 900 feet along 10th Avenue NE, from NE 155th Street to NE 152nd Street.
9. 650 feet along NE 151st Street, from 8th Avenue NE to 10th Avenue NE.
10. 2,650 feet along 12th Avenue NE, from NE 155th Street to NE 145th Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.

The listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. It is not anticipated that all improvements would be constructed at once. This analysis provides the City and North City Water District an idea of forecasted demands projected for certain sections of the city. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and which may also be currently serviced by smaller diameter pipes (less than 8 inches in diameter) and dead-end pipe sections. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area.

## WASTEWATER SYSTEM AND FACILITIES MANAGED BY THE RONALD WASTEWATER DISTRICT

Within the next twenty years, redevelopment as a result of the subarea plan in the Ronald Wastewater District would be projected to increase demand by 250 percent. The most demand is projected within TAZs 97, 99, 103, 104, 130, 137 and 138.

Based on the assumption of maximum sewer flow rates with minimum pipe slope for demand generated solely from development within the subarea, most pipes within the subarea are of adequate size to accommodate the projected population for the next twenty years, with the exception of the following pipe runs:

1. The main trunk main entering the City of Seattle near the intersection of 5th Avenue NE and crossing N 145th Street, may need to be upsized to a 36 inch diameter main.
2. The 12 inch main which crosses below I-5, along N 149th Street, and discharges to the existing 36" trunk main, may need to be upsized to an 18 inch diameter main.
3. The 8 inch main which crosses below I-5, near N 146th Street, and discharges to the existing 36" trunk main, may need to be upsized to a 12 inch diameter main.
4. The trunk main collecting wastewater for basin #24, located, through an easement east of 9th Avenue NE, reduces from an 18" diameter pipe to a 10 inch diameter pipe between NE 146th Street and NE 145th Street. This 130 foot section of pipe would most likely need to be upsized to an 18 inch diameter pipe.
5. The 8 inch main along 15th Avenue NE, between N 150th Street and N 145th Street, may need to be upsized to an 18 inch diameter pipe.

Leading up to complete build-out, these sections of pipe would need to be periodically reevaluated, and may need to be upsized in order to accommodate additional demand generated.





*Rain garden bump-outs in Shoreline neighborhood*

The listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. It is not anticipated that all improvements would be constructed at once, but would provide the City and Ronald Wastewater District an idea of forecasted demands projected for certain sections of the city. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and maximum flow rates of existing sewer main diameters. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area. Additional evaluation will need to occur to verify the pipe diameter is adequate with the inclusion of additional flows from customers in Seattle.

## SURFACE WATER MANAGEMENT SYSTEM AND FACILITIES MANAGED BY THE CITY OF SHORELINE

Projected surface water improvement needs for the next twenty years to serve subarea redevelopment include the following.

- A. 1,350 feet along 8th Avenue NE from NE 155th Street to NE 150th Street
- B. 1,800 feet along 6th Avenue NE from NE 152nd Street to NE 145th Street
- C. 550 feet along NE 151st Street from 8th Avenue NE to 10th Avenue NE
- D. 300 feet along NE 145th Street from 6th Avenue NE to 5th Avenue NE
- E. 12" diameter or larger pipes or bioretention swales may be necessary in some locations.

If specific Phase 1/Phase 2 boundaries are not adopted, additional conveyance pipe runs likely would be needed to accommodate the projected population in 2035 over a broader geographic region. 12" diameter or larger pipes or bioretention swales may be necessary in the following areas:

- A. 1,350 feet along 8th Avenue NE from NE 155th Street to NE 150th Street
- B. 1,800 feet along 6th Avenue NE from NE 152nd Street to NE 145th Street
- C. 2,200 feet along 12th Avenue NE from NE 148th Street to NE 145th Street, and along NE 145th Street to 17th Avenue NE
- D. 550 feet along NE 151st Street from 8th Avenue NE to 10th Avenue NE
- E. 300 feet along NE 145th Street from 6th Avenue NE to 5th Avenue NE



**Table 7-3: Utilities—Estimated Capital Improvement Costs**

<b>WATER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS</b>		
<b>North City Water District Water Service</b>		
Pipe Length	8" main	Cost
350	\$270	\$94,500
1,900	\$270	\$513,000
2,000	\$270	\$540,000
550	\$270	\$148,500
500	\$270	\$135,000
1,150	\$270	\$310,500
1,400	\$270	\$378,000
900	\$270	\$243,000
650	\$270	\$175,500
2,650	\$270	\$715,500
<b>TOTAL</b>		<b>\$3,253,500</b>

<b>Seattle Public Utilities Water Service</b>		
Pipe Length	8" main	Cost
900	\$270	\$243,000
400	\$270	\$108,000
500	\$270	\$135,000
700	\$270	\$189,000
450	\$270	\$121,500
600	\$270	\$162,000
350	\$270	\$94,500
1,250	\$270	\$337,500
<b>TOTAL</b>		<b>\$1,390,500</b>

<b>SANITARY SEWER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS</b>						
<b>Ronald Wastewater District—Sanitary Sewer Service</b>						
Pipe Length	12" main	Cost	18" main	Cost	36" main	Cost
200 *					\$450	\$90,000
750			\$380	\$285,000		
350 **	\$300	\$105,000				
130 **			\$380	\$49,400		
1,350			\$380	\$513,000		
650		\$325,000				
<b>TOTAL</b>						<b>\$1,042,400</b>

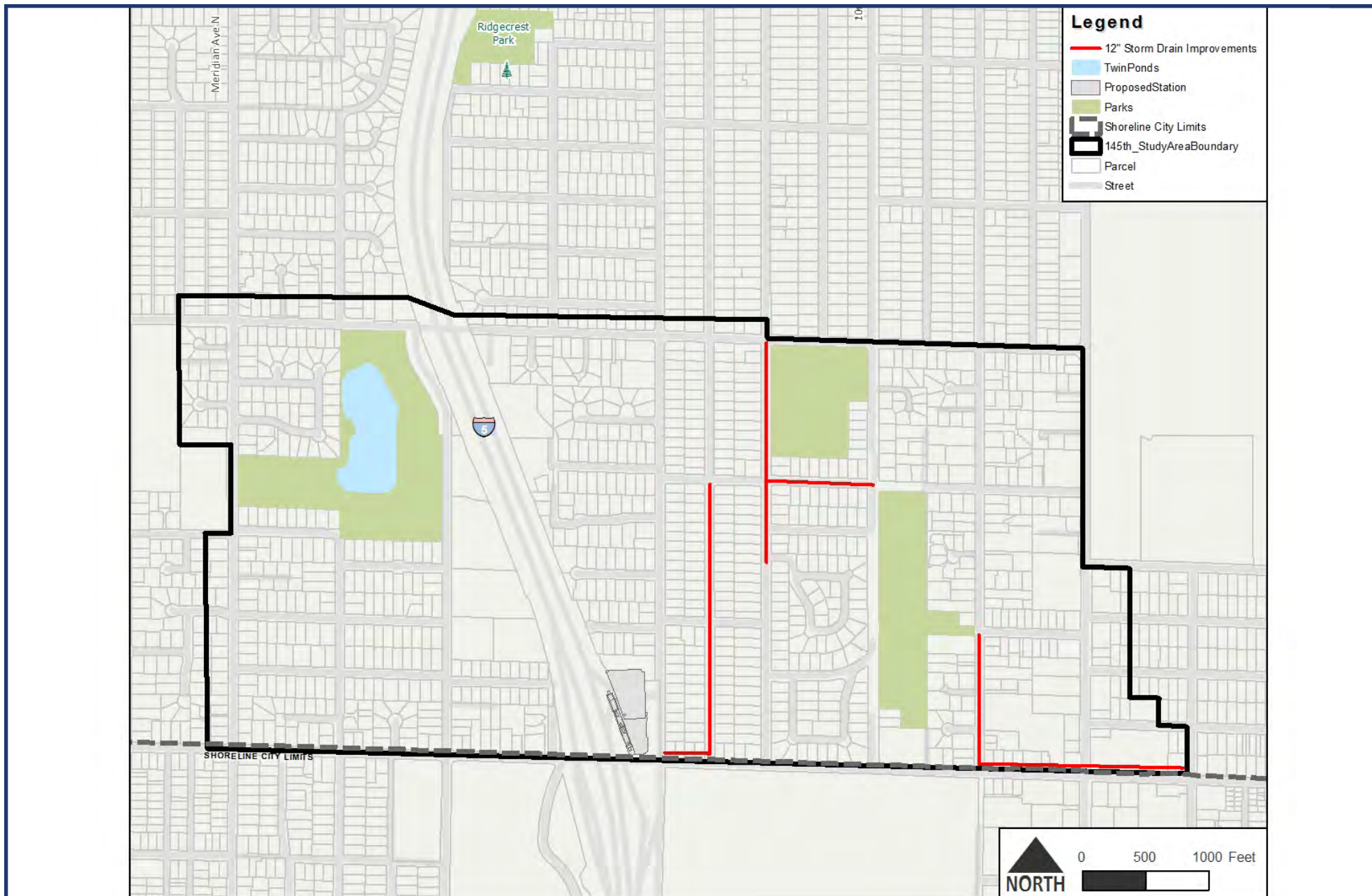
\* Improvements only analyzed within the City of Shoreline. Upsizing this main may need to extend into the City of Seattle service area. No information available for Seattle service area.

\*\* Improvements include upsizing pipes under I-5, which may require boring or pipe bursting larger pipes below the freeway.

<b>SURFACE WATER MANAGEMENT SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS</b>		
<b>City of Shoreline—Surface Water (Stormwater) Management Service</b>		
Pipe Length	12" main	Cost
1,350	\$200	\$270,000
1,800	\$200	\$360,000
550	\$200	\$110,000
300	\$200	\$60,000
2,200 *	\$200	\$440,000
<b>TOTAL</b>		<b>\$1,240,000</b>

\* Improvements may be necessary if specific Phase 1/Phase 2 boundaries are not adopted.





**FIGURE 7-3: City of Shoreline Planned and Recommended Water Improvements**



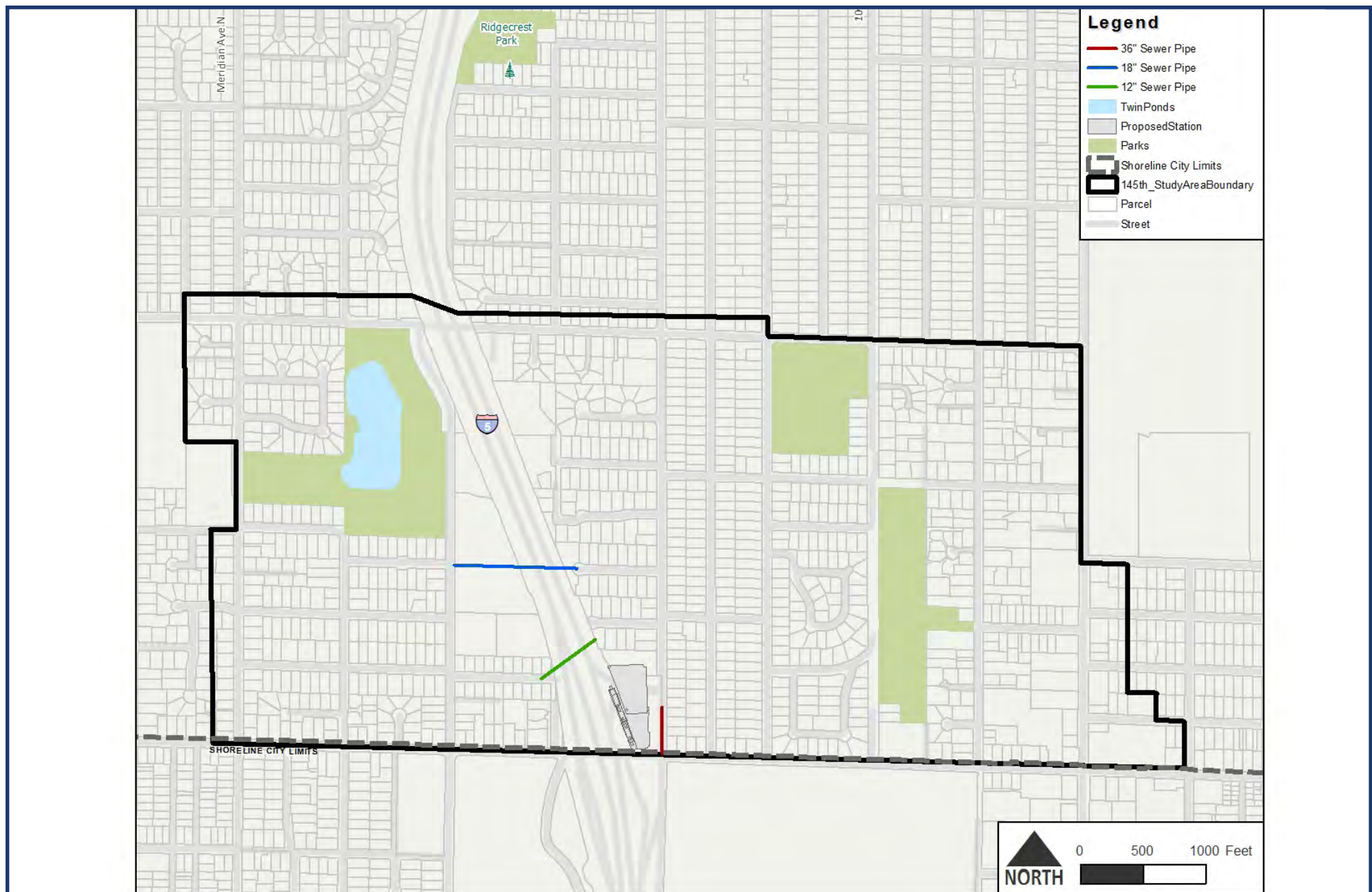
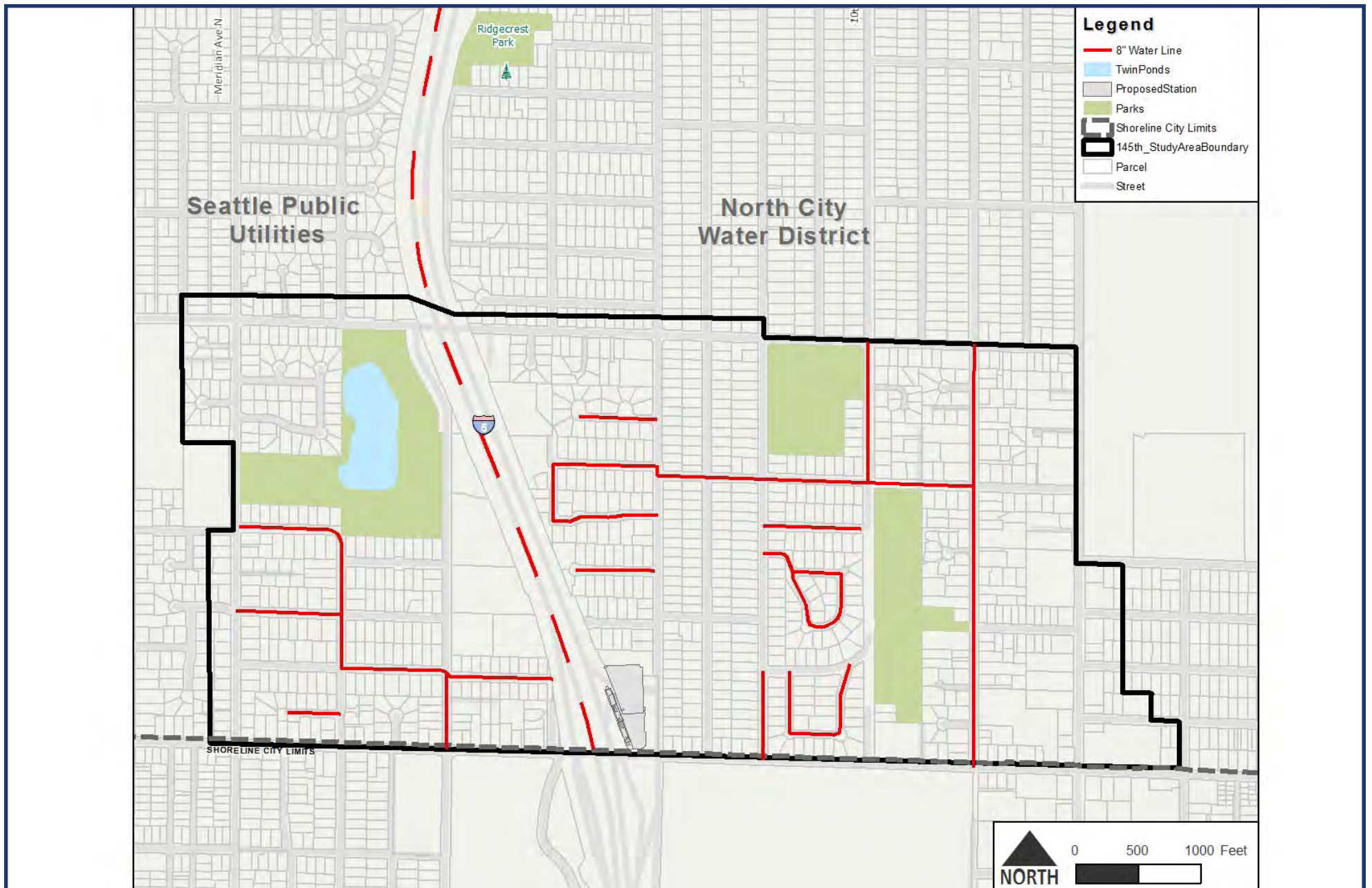


FIGURE 7-4: Ronald Wastewater Planned and Recommended Surface Water Improvements





**FIGURE 7-5: North City Planned and Recommended Water Improvements**





*UW Soccer plays a soccer match at Twin Ponds Playfields*

## Parks, Recreation, Open Space, and Other Areas of the Public Realm

### PARKS, RECREATION, AND OPEN SPACE

The projected total population of residents in the subarea by 2035 will reach 11,207 to 13,635 (assuming a 1.5 to 2.5 percent average annual growth rate), living in an estimated 4,670 to 5,681 total housing units. 2,180 to 2,678 total employees would be expected in the subarea by 2035. This is 2,886 to 5,314 new residents (as well as 1,203 to 2,214 new housing units and 585 to 1,083 new employees) above current levels in the subarea.

While there appear to be adequate regional and community parks in Shoreline to serve future growth, neighborhood parks will be needed in the subarea as the population increases. The PROS Plan analyzes the target level of service (LOS) for neighborhood parks, through an amenities-driven approach.

Even though there are a variety of existing parks and open space areas in the subarea and surrounding vicinity to serve future population needs, the projected 2035 population level would create a demand for approximately one new neighborhood park in place by the end of the twenty-year horizon of 2035, if not before.

*Neighborhood parks can vary in size, from one acre to up to fifteen acres. Most existing neighborhood parks in the City of Shoreline are between one acre and five acres in size.*

Given the relatively compact service area, and that demand for parks and recreation is based on population growth, the decision to adopt phasing would not change the demand analysis. The same demand for parks and recreation would occur with or without adopted phasing.

When considering the specific type of facilities the increased population would need, it is important to evaluate a number of factors, including community involvement, availability of the different classifications of parks and open space, and level of service standards.





**Shoreline Farmers Market**

Community involvement during the subarea planning process has confirmed that residents are interested in preserving and protecting existing parks and open spaces and the natural areas within these in the subarea. Community members also want to ensure that neighborhood parks and other facilities (playgrounds, public gathering spaces, teen centers, etc.) are available to serve new residents as they move to the area in the future. They are also interested in public art, enhanced streetscapes, and other amenities.

Based on traditional National Park and Recreation Association (NPRA) standards, it is advisable to have a neighborhood park serving a half-mile area with population of up to 5,000 people. However, it should be noted that these standards are used with discretion in determining park needs, because every community is different and may have various types of recreation facilities that meet the demand even if they do not have the acreage.

With consideration of the NPRA standard, the number of new residents in the subarea and assuming that some existing facilities in the subarea and in surrounding areas are currently meeting neighborhood park needs, there likely would be an additional demand for one new neighborhood park in twenty years (by 2035) and additional neighborhood parks

at build-out. Some of this demand could continue to be served by neighborhood school facilities as well as neighborhood parks in areas bordering the subarea. Most of the demand would need to be met by new parks, recreation, and open space facilities. Neighborhood parks potentially could be integrated into the redevelopment of large parcels and by adding property to existing parks and open space areas.

The City of Shoreline's amenities-driven approach to meeting the LOS neighborhood parks provides for the inclusion of larger community and urban park development with neighborhood park amenities and school property to meet the needs of the projected population. Playfields, play equipment, recreation courts, and other facilities at schools are important to meeting the LOS. In the future, the use of schools sites such as Paramount School Park might change. The School District may need to use the site for school/educational purposes again with growth in the subarea. If this occurs, it will be important to coordinate with the School District to continue to provide public access to the school site and facilities to serve the neighborhood's needs.

It is envisioned that redevelopment of the subarea would create urban plazas, pocket parks, playgrounds, trail corridors, and other open spaces through private development and City initiative. These also could serve some of the demand for neighborhood park space.

It is important to remember that the other level of service standard referenced is for neighborhood parks to serve an area within one-half mile. As such, parks could be developed at the periphery of the subarea in the future that would serve residents' needs. If other types of parks, recreation, and open space facilities are provided as part of redevelopment, the level of service could be sufficient for an urban neighborhood. This assumes that existing neighborhood parks in areas near the subarea would be able to serve some of the growing population. In some cases, these existing neighborhood parks may need new facilities such as play equipment or other elements to improve their recreation capacity for use by the surrounding residents.



Smaller (one-half acre or less) dispersed urban park, open space, and plazas that act as public gathering space, could also help to serve the demand in the subarea if incorporated into redevelopment projects.

The required updates to the PROS Plan (every six years) create a way for the City to continue to monitor the need for parks as the neighborhood grows, seek funding to maintain and acquire property, and develop new neighborhood park facilities in the subarea to serve the growing population's needs. One of the important objectives of developing a subarea plan is to identify these key areas of need, so that the City and its partners can begin to proactively plan to serve these in the near term. Recognizing that future property values would likely increase in the subarea, it may be advantageous to seek property for parks and open space use in the near term. This would require examination of potential funding options, such as dedications, grants, bond levies, or other means. The current capital budget does not include funding for any near term acquisition, but the 2017 update to the PROS Plan will consider establishing an impact fee for this purpose.

Priority habitat areas such as at Twin Ponds Park are protected by local, state, and federal regulations. Areas of urban forest are more vulnerable to potential impacts associated with redevelopment in the subarea. The City's adopted critical areas ordinance calls for preservation of groups of mature trees, planting of native landscaping, and other provisions. Department of Ecology (DOE) regulations related to surface water management also recognize preservation of natural areas as a best practice. Redevelopment projects in the subarea will be required to comply with these regulations as applicable.

### **DEMAND FOR OTHER HUMAN SERVICES/ COMMUNITY SUPPORT FACILITIES**

The growing population of the subarea also will generate demand for a wide range of other human services and community support facilities, such as community center facilities, community meeting and classroom facilities, recreation center facilities, places to exercise, and other services

and facilities. It is anticipated that the level of public services will expand over time as the population and tax base in the community grows. Private sector businesses would also serve some of the demand over time as would the developers of mixed-used buildings in the subarea.

### **OTHER RECOMMENDED ACTIONS**

A number of park-related projects are currently in the PROS Plan recommendations list and the City's Capital Improvements Plan. The PROS Plan has short-term, mid-term, and long-term recommendations along with community goals during the current planning period. In the future, these recommendations will be reviewed annually and appropriately considered during budgeting of the Capital Improvement Plan.

The PROS Plan will receive an update in 2017 and again in 2023 and 2029. Planning for the 2017 update is currently underway. The City will reassess the demands and needs and will modify implementation recommendations based on changing needs. The City will evaluate the level of recent and pending changes in the station subarea and make recommendations for additional park, recreation, and open space facilities accordingly.

Implementing the PROS Plan recommendations will help to ensure that parks, recreation, and cultural services are provided to the growing subarea. In addition, the following policies are proposed to address the needs for parks, recreation, and open space in the subarea.

- ▶ Acquire property to increase available land for park and recreation use.
- ▶ Develop a park impact fee and/or dedication program for acquisition and maintenance of new parks or open spaces.
- ▶ Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145th Street light rail station are designed and constructed to fit the character of the parks.
- ▶ Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment funding program.





**Marimba Youth Band performs at Paramount Park**

- ▶ Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.

Additional subarea plan policies proposed to address the natural environment could also provide mitigation for population growth within the subarea and illustrate how parks, surface water, and transportation initiatives can coordinate at the project level, such as:

- ▶ Prioritize acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new environmental or stormwater function.
- ▶ Encourage planting new trees and preserving existing stands of trees (especially native and conifers) in and around the perimeter of a site.
- ▶ Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.
- ▶ Ensure existing wetlands, streams, and their buffers are protected as redevelopment happens.
- ▶ Ensure any unavoidable impacts to existing wetlands, streams, and their buffers are mitigated through restoration or enhancement.
- ▶ Develop opportunities for creating wildlife and/or greenway corridors connecting existing park and open spaces

## THE GREEN NETWORK CONCEPT

Implementation of a “Green Network” of trails, sidewalks, bike lanes and other facilities in green streets, parks, and open spaces is envisioned and would be implemented over time as redevelopment occurs in the subarea. The Green Network would also include stream corridors, wetlands, and other natural areas.

Improvements in the Green Network would enhance bicycle and pedestrian accessibility and safety and provide connectivity to and from the light rail station, as well as between homes, parks, school, and other community destinations in the subarea.

With stormwater management, green infrastructure/low impact development systems, stream corridor enhancement, and protection of wildlife habitat, the Green Network would provide a variety of environmental benefits.

Improvements could be made through transportation, surface water, or park improvement processes, and as such would need to be coordinated through various City departments.

The Green Network includes streets enhanced for pedestrian and bicycle use in the subarea based on the outcomes of the 145th Street Multimodal Corridor Study via an off-corridor network. The maps that follow show this Off-Corridor pedestrian and bicycle network, along with the Green Network concept. Photos show the types of features that would be preserved and that would continue to emerge in the subarea as part of redevelopment.



# Schools and Other Public Services Needs

## SCHOOLS

There would be an increased demand for schools and school facilities over the next twenty years. It is estimated that there would be the following total student populations in the subarea per school level.

- ▶ 793 to 965 elementary students
- ▶ 242 to 295 middle school students
- ▶ 506 to 615 high school students

The Shoreline School District will review these numbers as part of their ongoing planning for school facilities and begin to determine how to address the population growth in the coming years.

The entire subarea is located within Shoreline School District. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts to school services and facilities, which are analyzed based on projected population growth in the subarea.

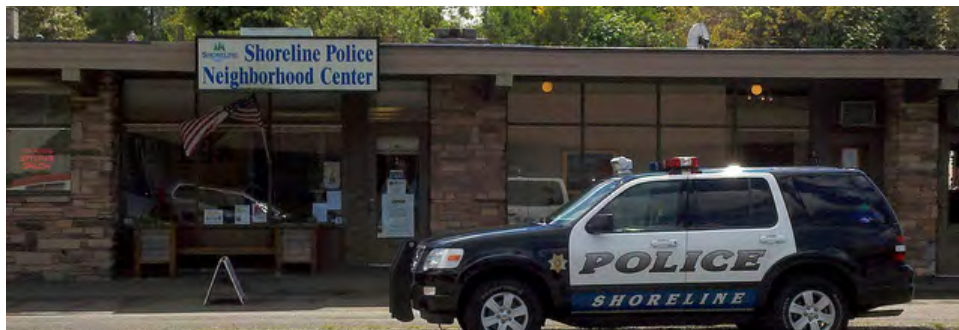
Actions that will be taken over the next twenty years to serve the demand for the growing subarea population include the following.

- ▶ The School District will continue to monitor growth levels within its service area, including the station subarea and document trends in student enrollment in order to plan, prepare, and request community support for resources for the addition of facilities and services to support the growth.
  - ▶ The School District retains properties for future uses that may be needed. The school district facility west of Shorecrest High School currently being used as a warehouse and central kitchen should be retained for future potential school use to serve the growth projected for the subarea.
  - ▶ The District also has the ability to alter or shift special program assignments to free up space for core programs: gifted programs, arts, activities, and others.
- ▶ Boundary adjustments could occur to reallocate the area from which individual schools draw attendance. As completed recently with the high schools, expansion of affected schools, if feasible, without eliminating required playfields or parking, could be a planned improvement to accommodate increases in demand.
  - ▶ The City of Shoreline does not currently charge impact fees to new development applications for school facilities. The City should coordinate with the Shoreline School District to monitor and determine the potential eligibility for an impact fee program over time. For example, King County charges school impact fees to development projects in unincorporated areas. Impact fees are adopted annually by ordinance following a thorough review by the School Technical Review Committee and the King County Council of the each district's capital facility plan and enrollment projections.
  - ▶ In order to be eligible to collect impact fees, school districts must demonstrate that there is not adequate capacity to serve growth. King County was able to demonstrate that they did not have capacity prior to implementing its impact fee program. Shoreline School District would need to do the same. Fees vary per school district and are assessed and collected for every new residential dwelling unit. Low-income housing, senior housing, and community residential facilities are exempt from the fee program.



*Preschool Playground*





*Shoreline Police Neighborhood Center and on bicycles*



## POLICE, FIRE, AND EMERGENCY SERVICES

The projected 2035 population of new (additional) residents would be to 2,886 to 5,314 (living in 1,203 to 2,214 housing units), above current levels of residents and households in the subarea. This would create a demand for approximately 2.5 to 4.5 new commissioned police officers by 2035 (over today's levels) to address arising needs such as increased crimes and offenses and to provide added patrol and protection services.

Fire and emergency service providers would need to increase staffing, equipment, and facilities to handle approximately 287 to 664 new calls annually in the subarea by 2035.

The entire subarea is located in fairly compact geographic area that is served by the same police, fire, and emergency services providers. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts to these services and facilities, which are analyzed based on projected population growth in the subarea.

With the building heights and types proposed, there would be a need for emergency and fire service providers to evaluate current equipment and vehicles to determine if additional resources would be needed. For example, increased ladder height may be needed, and rescue and evacuation training needs may change.

Given the level of existing services and facilities compared to the potential future demand, additional funding and resources would be needed to support increases in the level of service provided by police, fire, and emergency services. Modern technology incorporated into new medium to high density developments is likely to increase efficiencies within the communication, call, and dispatch services within the subarea, benefiting police, fire, and emergency services.

Because build-out would be expected to occur very gradually over several decades, it is anticipated that the service providers would be able to monitor growth in their activities, proactively plan for, and seek



funding and resources to adjust services as needed to respond over time. Other considerations and actions that would help to address the demand for police, fire, and emergency services include the following.

- ▶ The demand for police protection could be reduced through requirements for security-sensitive design of buildings and Crime Prevention through Environmental Design (CPTED) principles for surrounding site areas.
- ▶ Provisions of onsite security services could reduce the need for police protection.
- ▶ The Fire Department places a lot of emphasis on fire prevention tactics and community education to reduce unintentional injuries and the loss of life and property from fire, accidents, and natural disasters by increasing public awareness.
- ▶ Implementation of advanced technology features into future development could increase response time and improve life safety in emergency situations.
- ▶ Behavioral changes through education and increased use of outreach, as well as volunteer services such as neighborhood watch programs also could help to reduce demand for some services.
- ▶ The increases in households and businesses in the subarea will result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and the need for additional facilities related to police, fire, and emergency services.
- ▶ With further evaluation and planning, the City could consider the potential for a satellite police station in the subarea over the long term future.



## OTHER PUBLIC SERVICES

### SOLID WASTE MANAGEMENT

The population increase in the subarea would increase demand for solid waste, recycling, and food and yard waste collection services over the course of the time the population reaches build-out levels.

Approximately 1,226 to 2,257 more customers would generate 28,198 to 51,911 additional pounds per week of solid waste by 2035.

Solid waste services are paid through fees. Additional customers would increase the revenue base for solid waste management services. In addition, the City and its contractor could manage the fee structure and potentially increase fees in the future if needed to address the additional demand for services. It is anticipated that this would be a last resort if outreach and education do not result in reduced solid waste levels. More landfill space may be needed to support waste management, along with more intensive management of solid waste levels including actions to reduce and divert waste to avoid this outcome.

As discussed previously, growth would be expected to occur gradually, allowing time to comprehensively plan and expand services as needed. Other actions and considerations affecting solid waste management include the following.





*Shoreline City Hall*

- ▶ *To reduce construction related waste, the City already requires development applicants to provide evidence that they recycled or reused building materials when redeveloping sites, and as part of their application requires them to explain what measures were included.*
- ▶ The City may condition Planned Action applications to incorporate feasible recycling and reuse measures.
- ▶ The City or other entities involved in solid waste management could increase outreach to educate residents and businesses about the importance of waste reduction and recycling. Programs to encourage more composting, conversion of waste to energy, reuse, recycle, barter/trade, etc. could be intensified over time. These efforts could lead to behavioral shifts in the subarea.
- ▶ Solid waste services are paid through fees. Additional customers would increase the revenue base for solid waste management services. Through recycling, reuse and waste reduction, the City works with King County to monitor and reduce the need for additional landfill space.
- ▶ The City or other entities involved in solid waste management could increase outreach to educate residents and businesses about the importance of waste reduction and recycling. Programs to encourage more composting, conversion of waste to energy,

reuse, recycle, barter/trade, etc. could be intensified over time. These efforts could lead to behavioral shifts in the subarea that might then help offset some of the increased demand for services.

- ▶ The City would work with King County and regional waste management entities to monitor the ongoing potential need for additional landfill space.

## CITY HALL/SHORELINE CIVIC CENTER/CITY SERVICES

The Shoreline Civic Center and City Hall is located at 17500 Midvale Avenue N, in the heart of Town Center. This 67,000 square foot, LEED Gold certified building was completed in 2009 with an expected lifespan of 50-100 years. It offered the ability for the City to consolidate services to one location, and will further that goal to better serve the community by welcoming the new police department in late 2017.

City Hall currently includes the Executive, City Clerk, Attorneys, Finance, Administrative Services, Human Resources, Parks and Cultural Services, Public Works, and Planning and Community Development.

In 2016, the City had a count of 148 full-time employees (FTEs). The current level of service for the City calculates to approximately 2.67 employees per 1,000 residents, which is lower than most Puget Sound cities. If the City assumes additional responsibilities in the future, such as jurisdiction over utility systems, this ratio could change with more employees per 1,000 residents.

## HISTORICAL MUSEUM/ARTS AND CULTURE

The Shoreline Historical Museum is located north the subarea at the intersection of N 185th Street and Linden Avenue N. It is managed and operated by a non-profit organization with a mission dedicated to preserving, recording, and interpreting the heritage of the historic Shoreline area and its relationship to the Northwest region. Various arts and cultural groups are active in the community and provide a variety of community services.



## LIBRARIES

The Shoreline Library is a King County District Library located north of the subarea at 345 NE 175th Street. It is a 20,000-square-foot facility opened in 1993, replacing the 15,000-square-foot library built in 1975, and offers additional features that the recent previous facility did not include, such as two meeting rooms and two study rooms.

## POSTAL BUILDINGS

United States Postal Service offices are located at Aurora Avenue N and N 145th Street as well as 17233 15th Avenue NE. These locations provide full service to the surrounding community with hours from 8:30 – 5:30 Monday through Friday, and open from 8:30 to 3:00 on Saturdays. Lobby areas are open 24 hours for PO Box access, mail drop off, and other self-service features. The demand for postal services has been in general decline in the US for several years due to the reliance of the public on other communication methods such as email services and social media.

## HUMAN AND SOCIAL SERVICES

A Washington Department of Public Health Laboratory is located in Shoreline at 1610 NE 150th Street. The location is just east of the subarea, but provides diagnostic and analytical services for the assessment and surveillance of infectious, communicable, genetic, and chronic diseases, and environmental health concerns to the surrounding community. Other types of human services provided in Shoreline include services for seniors such as the Senior Center and social service programs and facilities. Social and community services would include the need for community center uses, additional meeting space, and other facilities.

Population growth would increase demand for City services and other public services, but there would be the need for expanded services and facilities over time.

Redevelopment over time would necessitate ongoing needs for new regulations, planning and development review, and capital projects, as well as City staff to perform these functions. Based on the additional

population growth anticipated, the following increases in demand for other types of public and community services would be expected.

The addition of approximately 2,886 to 5,314 more people to the subarea by 2035 would result in:

- ▶ Demand for 7.71 to 14.19 additional FTE City employees by 2035; and
- ▶ 5.2 percent to 9.6 percent increase in demand for other services such as library, museum, arts and culture, postal, and human/social services by 2035.

The entire subarea is served by the same public service providers. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts, which are analyzed based on projected population growth in the subarea.

The increased population in the subarea over time will require additional public services, including the need for a variety of services. For all public services, it is anticipated that increases in households and businesses in the subarea would generate increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and facilities to serve the growing population. Also, because growth would happen gradually over many decades, it is anticipated that the demand could be monitored, planned for, and served in a manageable way over time. Other actions may include the following.

- ▶ The City may consider increases in development application review fees to cover costs associated with increased redevelopment activities in the subarea.
- ▶ The City should continue to provide outreach and communication to other public service entities listed above to make them aware of the potential for growth over time and the gradual increased demand for services that may accompany the growth.
- ▶ The City and other human/community services providers should monitor the need for additional services and facilities as growth occurs over time and properly plan for and allocate resources toward expanding and enhancing services to address increased demand.



## Recommendations from the Market Assessment

Several recommendations were formulated by Leland Consulting Group as an outcome of the Market Assessment for the station subarea (summarized in Chapter 4 of this plan). These recommendations are directed to the City of Shoreline and others involved in redevelopment activities in the subarea, and implementation of these will help to strengthen the market potential for redevelopment. In addition to the recommendations listed below, the Market Assessment also encouraged mixed use zoning with multifamily over active uses at the ground floor level of varying heights in the subarea, along with a variety of development provisions such as reduced parking requirements in recognition of the excellent transit service in the subarea and provisions in the code that will incentivize developers to aggregate properties and build attractive infill that is compatible with adjacent neighborhoods.

- ▶ Ensure that the Link light rail station is an attractive and welcoming place. The station will be a major infrastructure investment and the gateway to the larger station subarea. It should be a place that can act as a center within the larger subarea, and ideally include areas for sitting, relaxing, enjoying music, and one or more small retail spaces.
- ▶ Making key pedestrian, bicycle, and auto improvements in the station subarea will help to improve the sense of place and increase development interest in the subarea. Pedestrian and bicycle crossing enhancements over I-5 should be considered, along with improved connections in the neighborhoods to the east and west, with the goal of connecting the station to Aurora Avenue N and 15th Avenue NE.
- ▶ Consider the formation of a Community Renewal Authority (CRA) or other authority with the capacity to buy and sell land, make investments, and take other action in the station area in coming

decades. If appropriate, undertake targeted property acquisitions and aggregation of properties with willing sellers.

- ▶ Provide outreach and communication to major property owners about development potential associated with the zoning adopted with the subarea plan.
- ▶ Upon completion of the subarea plan, actively market the vision to community leaders, developers, business owners, lenders, appraisers, and others in the Shoreline area with the capacity to move it forward.

The Market Assessment recognized that completion of the subarea plan and supporting environmental analysis would provide considerable regulatory certainty for developers who are considering building in the subarea.

## In Conclusion

Even before Shoreline was a city, settlement patterns throughout the history of the area have been influenced by innovations in transportation. In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route; among these was Richmond Beach, platted in 1890. The arrival of the Great Northern Railroad in Richmond Beach in 1891 spurred the growth of the small town and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, increasing suburban growth. During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location, and commercial centers formed around Interurban stops at Ronald (175th Street and Aurora Avenue N) and Richmond Highlands (185th Street and Aurora Avenue N).



Car travel facilitated settlement, which increased considerably by the mid-1920s. Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. As more people took to the road in automobiles, there was less use of the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became more of a regional route and alternate travel way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline.

Introduction of light rail service in Shoreline is part of this continuing evolution of the transportation/land use nexus, and will influence settlement patterns in a similar manner. People will be attracted to living near light rail because of the convenient access it provides to the University of Washington, downtown Seattle, Sea-Tac airport, and other locations. Over time, hopefully this new option will reduce dependence on automobiles, and therefore regional congestion and pollution.

Beyond these trends, it is difficult to know how future technological innovations in transportation and building design will impact settlement patterns and other aspects of human behavior. The only certainty is change. All that we can do is continue to adjust; to strive to create a better future for generations to come; to protect what is important, including stewardship of natural and cultural resources; and to foster resiliency in our economic, environmental, and social systems. These are the goals of planning for growth around future light rail stations. It will be incumbent on leaders and residents of the city to see this vision to fruition.



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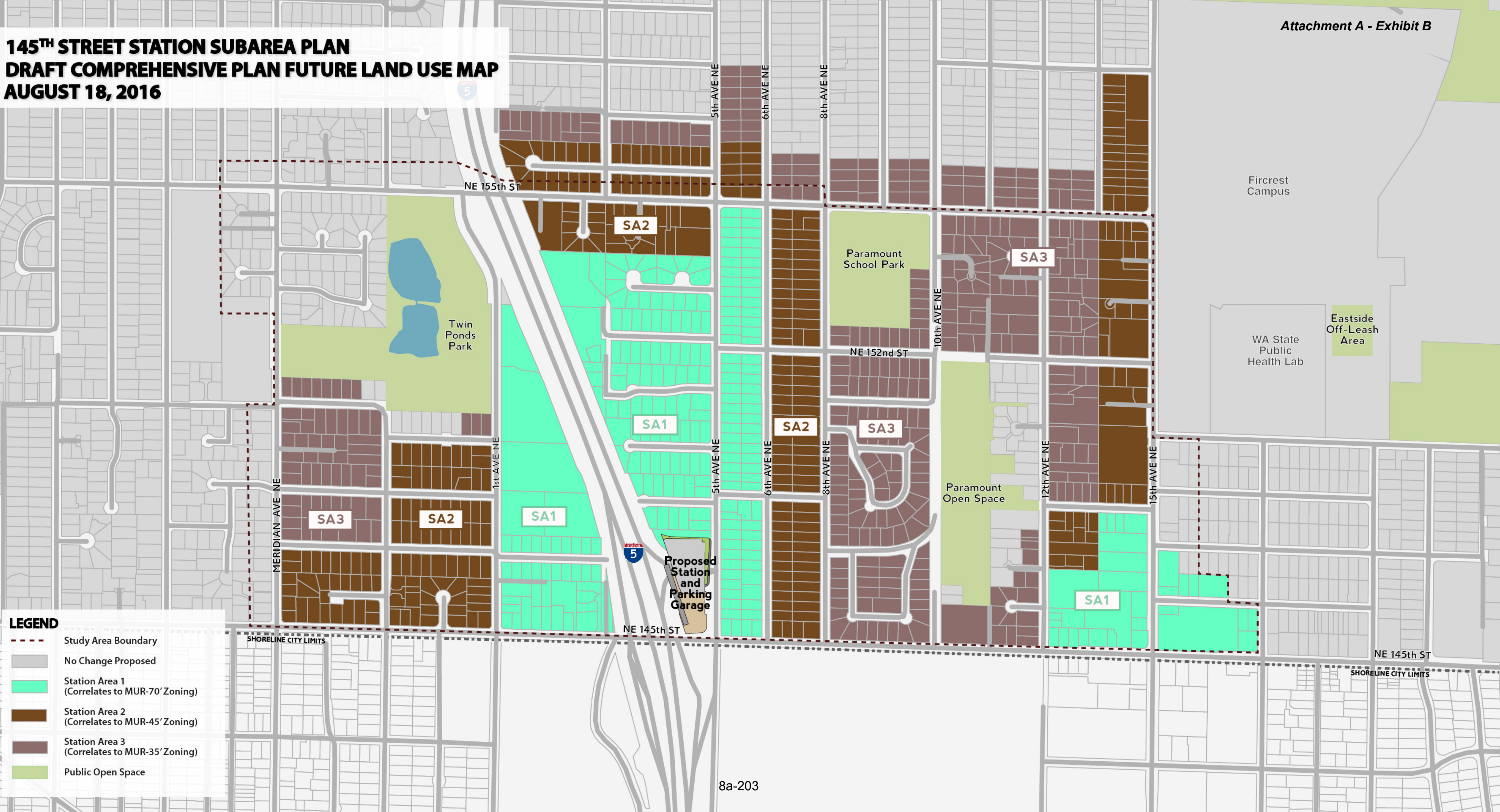


Hanmi Global Partner

8a-202



**145<sup>TH</sup> STREET STATION SUBAREA PLAN**  
**DRAFT COMPREHENSIVE PLAN FUTURE LAND USE MAP**  
**AUGUST 18, 2016**





**ORDINANCE NO. 751**

**AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE OFFICIAL ZONING MAP TO IMPLEMENT THE 145<sup>th</sup> STREET STATION SUBAREA PLAN.**

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

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC), Title 20, to implement the Comprehensive Plan; and

WHEREAS, pursuant to RCW 36.70A.040, the City is required to adopt development regulations to implement the Comprehensive Plan and the City's zoning map reflects these regulations as provided in SMC 20.40.060; and

WHEREAS, the City prepared the 145<sup>th</sup> Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plan and its implementing zoning districts including open houses, community meetings, study sessions, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on July 18, 2016, the City issued the 145<sup>th</sup> Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS), which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan and its implementing zoning districts; and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on August 18, 2016, on the 145<sup>th</sup> Street Station Subarea Plan's implementing changes to the City's Official Zoning Map, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session on the 145<sup>th</sup> Street Station Subarea Plan's changes to the City's Official Zoning Map on September 12, 2016, and reviewed the Planning Commission's recommendation and the entire public record; and

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

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



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

**Section 1. Amendment of the Official Zoning Map.** The City's Official Zoning Map is amended to reflect zoning as shown in Exhibit A, attached hereto.

**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 PROVIDED THAT the provisions of this Ordinance shall only become effective if Ordinance No. 750 amending the Comprehensive Plan to include the 145<sup>th</sup> Street Station Subarea Plan has been adopted. If Ordinance No. 750 has not been adopted, this Ordinance shall be considered null and void.

**PASSED BY THE CITY COUNCIL ON SEPTEMBER 26, 2016.**

\_\_\_\_\_  
Christopher Roberts  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

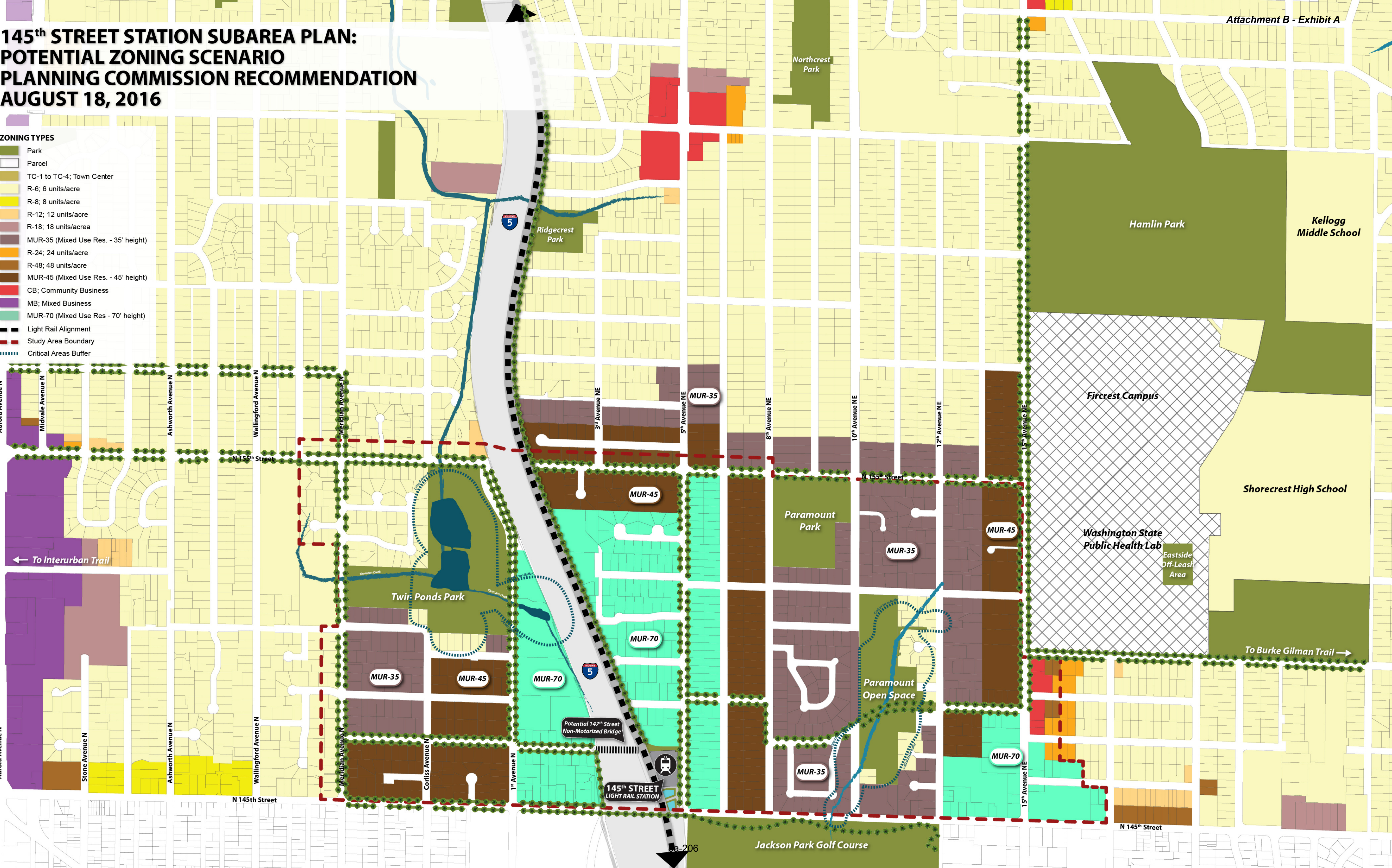
\_\_\_\_\_  
Margaret King  
City Attorney

Date of Publication: \_\_\_\_\_  
Effective Date: \_\_\_\_\_



145<sup>th</sup> STREET STATION SUBAREA PLAN:  
POTENTIAL ZONING SCENARIO  
PLANNING COMMISSION RECOMMENDATION  
AUGUST 18, 2016

- ZONING TYPES**
- Park
  - Parcel
  - TC-1 to TC-4; Town Center
  - R-6; 6 units/acre
  - R-8; 8 units/acre
  - R-12; 12 units/acre
  - R-18; 18 units/acre
  - MUR-35 (Mixed Use Res. - 35' height)
  - R-24; 24 units/acre
  - R-48; 48 units/acre
  - MUR-45 (Mixed Use Res. - 45' height)
  - CB; Community Business
  - MB; Mixed Business
  - MUR-70 (Mixed Use Res. - 70' height)
  - Light Rail Alignment
  - Study Area Boundary
  - Critical Areas Buffer





**ORDINANCE NO. 752****AN ORDINANCE OF THE CITY OF SHORELINE DESIGNATING A PLANNED ACTION FOR THE 145<sup>th</sup> STREET STATION SUBAREA PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.**

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

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC) Title 20, to implement the Comprehensive Plan; and

WHEREAS, under the State Environmental Policy Act (SEPA), RCW 43.21C and its implementing regulations, the City may provide for the integration of environmental review with land use planning and project review so as to streamline the development process through the designation of a Planned Action in conjunction with the adoption of a subarea plan; and

WHEREAS, designation of a Planned Action may be for a geographic area that is less extensive than the City's jurisdictional boundaries and serves to expedite the permitting process for subsequent implementing projects whose impacts have been previously addressed in an Environmental Impact Statement (EIS), and thereby encourages desired growth and economic development; and

WHEREAS, the City prepared the 145<sup>th</sup> Street Station Subarea Plan after an extensive public participation and review process for both the Subarea Plan and its implementing development regulations, and, this process considered the establishment of a Planned Action; and

WHEREAS, the public participation and review process included open houses, community meetings, study sessions, public hearings, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City conducted a thorough environmental review of the development anticipated within the 145<sup>th</sup> Street Station Subarea Plan area, and on January 17, 2015, issued a Draft Environmental Impact Statement (DEIS), that considered the impacts of the anticipated development within the Subarea Plan, provided for mitigation measures and other conditions to ensure that future development will not create adverse environmental impacts associated with the Planned Action; and

WHEREAS, after awaiting completion of the 145<sup>th</sup> Street Transportation Corridor Study and allowing for public comment on the DEIS, on July 18, 2016, the City issued the 145<sup>th</sup> Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) which responded



to public comment and identifies the impacts and mitigation measures associated with the 145<sup>th</sup> Street Station Subarea; and

WHEREAS, the Planning Commission, after required public notice, on August 18, 2016, held a public hearing on the designation of the 145<sup>th</sup> Street Station Subarea as a Planned Action, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, on September 12 and 26, 2016, after required public notice, held study sessions on the designation of the 145<sup>th</sup> Street Station Subarea as a Planned Action in which the Council considered the Planning Commission's recommendations and public comment; and

WHEREAS, the City Council has determined that the 145<sup>th</sup> Street Station Subarea is appropriate for designation as a Planned Action and designating this Subarea as such will achieve efficiency in the permitting process thereby encouraging economic growth and development while promoting environmental quality;

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

**Section 1. Findings.** The 145<sup>th</sup> Street Station Subarea Planned Action meets the criteria for a planned action as set forth in WAC 197-11-164 for the following reasons:

- A. The City of Shoreline is planning under the Growth Management Act (GMA), RCW 36.70A, and has adopted a Comprehensive Plan and development regulations to implement its Comprehensive Plan.
- B. A subarea plan has been prepared under the provisions of the GMA for the 145<sup>th</sup> Street Station Subarea. This subarea is located within the City of Shoreline's Urban Growth Area but is limited to a specific geographical area that is less extensive than the City's boundaries.
- C. Concurrent with this Ordinance, with the adoption of Ordinance No. 750, the City is amending its Comprehensive Plan to include the 145<sup>th</sup> Street Station Subarea Plan and, with the adoption of Ordinance No. 751, is amending the City's Official Zoning Map to implement zoning specific to this subarea plan, and, with the adoption of Ordinance No. 756, is amending the Unified Development Code, SMC Title 20, to amend development regulations applicable to this subarea.
- D. The designation of the 145<sup>th</sup> Street Subarea Planned Action is consistent with the goals and policies of the City's Comprehensive Plan.



- E. The City of Shoreline has prepared the 145<sup>th</sup> Street Station Subarea Planned Action Draft Environmental Impact Statement (DEIS) and the 145<sup>th</sup> Street Station Subarea Planned Action 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 amendments to those development regulations set forth in Ordinance No. 756, specifically those regulations set forth in SMC Title 20 related to the Station Areas attached hereto as Exhibit B, will adequately mitigate significant impacts from development within the Planned Action area.
- G. The 145<sup>th</sup> Street Subarea Plan and the Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action and emphasize a transit-oriented development consisting of a mix of residential, retail/commercial, office, and public uses.
- H. Future development projects that are determined to be consistent with the Planned Action will protect the environment while benefiting the public and enhancing economic development within the city.
- I. The City has provided for meaningful opportunities for public involvement and review during the 145<sup>th</sup> Street Station Subarea Plan and the Planned Action EIS process, has considered all comments received, and, as appropriate, has modified the proposed action or mitigation measures in response to comments.
- J. The Planned Action does not include Essential Public Facilities, as defined in RCW 36.70A.200. These types of facilities are excluded from the Planned Action as designated herein and are not eligible for review or permitting as a Planned Action.

**Section 2. Planned Action Area Designation.** The Planned Action Area is hereby defined as that area set forth in Phase 1 of the 145<sup>th</sup> Street Station Subarea Plan, as shown on Exhibit C attached hereto.

**Section 3. Procedures and Criteria for Evaluating and Determining Projects as Planned Actions.**

- A. **Environmental Document.** A Planned Action project determination for a site-specific project application shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in Exhibit A of this Ordinance are based



upon the findings of the Planned Action EIS and shall, along with the City's Unified Development Code, SMC Title 20, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action projects 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 145<sup>th</sup> Street Station Subarea Planned Action FEIS analyzed the impacts associated with development in the Planned Action Area designated in Section 2 of this Ordinance. The FEIS contains mitigation measures to adequately address impacts associated with this development up to the thresholds identified below. An individual development proposal 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 (attached single family, low-rise multi-family, mid-rise multi-family, high-rise multi-family), retail, commercial, public use; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.



(b) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: roads designed for the Planned Action, stormwater, utilities, parks, trails, and similar facilities developed consistent with the Planned Action EIS mitigation measures, City and special district design standards, critical area regulations, and the Shoreline Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land use growth projections and building heights are contemplated within the Planned Action Area and reviewed in the FEIS for the subsequent 20 year planning period are as follows:

Table 1 – Land Use Growth Projections within the Planned Action Area

<b>Alternative 4 Compact Community Hybrid (2035)</b>	
	<b>Threshold Growth</b>
Population	5,314
Residential Units	2,214
Jobs	1,083
Total New Activity Units – Residential Units and Jobs	3,297

Table 2 – Maximum Building Height

<b>Zoning District</b>	<b>Maximum Building Height</b>
Mixed-Use Residential 35' (MUR 35')	35 feet
Mixed-Use Residential 45' (MUR 45')	45 feet
Mixed-Use Residential 70' (MUR 70')	70 feet
Mixed-Use Residential 70' (MUR 70') w/ development agreement	140 feet

(b) Shifting development amounts between land uses 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 this Ordinance.



## (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 the subsequent 20 year planning period are as follows:

Table 3 - Transportation

	Total PM Peak Trips Generated
Alternative 4 Compact Community Hybrid (2035)	18,061

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets. Applicants shall be required to provide documentation that the project meets concurrency standards.

(c) Access and Circulation. All Planned Action Projects shall meet access standards established in SMC 20.60.150 Adequate Access.

(d) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Shoreline Municipal Code.

iii. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

(4) Utility Thresholds: The following thresholds for potable water and wastewater demand are contemplated within the Planned Action Area and reviewed in the FEIS for the subsequent 20 year planning period are as follows:



Table 4 – Utilities – Water/Wastewater

Utility Provider	Total Water Demand Threshold gallons per day (gpd)
North City Water District	1,043,000 gpd
Seattle Public Utilities	2,048,000 gpd
Wastewater	3,609,000 gpd

(5) 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.

(6) 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 including policies related to light rail planning and the 145<sup>th</sup> Street Station Subarea Plan and the Shoreline Municipal Code;

(e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit A of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;



(g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

(2) The City shall base its decision to qualify a project as a Planned Action Project on review of a standard SEPA Environmental Checklist form, unless the City later elects to develop a specialized form for this Planned Action, and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

#### **E. Effect of Planned Action Designation.**

(1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3(C) and 3(D) and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action Projects 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 consolidated with any pre-decision or appeal hearing on the underlying project application.

**Section 4. Mitigation Measures for the 145<sup>th</sup> Street Station Subarea Planned Action.**

Any proposed project within the Planned Action Area must be consistent with the City's Unified Development Code, Title 20, specifically those provisions expressly related to the 145<sup>th</sup> Street Station Subarea Plan, and the mitigation measures set forth in Exhibit A, attached hereto.

**Section 5. Monitoring and Review of Planned Action.**

- A. The City shall monitor the progress of development in the 145<sup>th</sup> Street Station Planned Action area to ensure that it is consistent with the assumptions of this Ordinance, the Subarea Plan, and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the 145<sup>th</sup> Street Station Subarea.
- 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 the Planned Action EIS.

**Section 6. Severability.** Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

**Section 7. Effective Date of Publication.** A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five (5) days after publication.



**Section 8.     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 SEPTEMBER 26, 2016.**

\_\_\_\_\_  
Christopher Roberts  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Margaret King  
City Attorney

Date of Publication: \_\_\_\_\_  
Effective Date: \_\_\_\_\_



3.1 Land Use Patterns and Policies	<ul style="list-style-type: none"> <li>• Incremental change over many decades.</li> <li>• Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time.</li> <li>• Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses.</li> <li>• Potential implementation of phased zoning to provide more focus and predictability for initial decades of change.</li> </ul>
3.2 Population, Housing, and Employment	<ul style="list-style-type: none"> <li>• Incremental growth over many decades.</li> <li>• Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time.</li> <li>• Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices.</li> <li>• Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth.</li> </ul>
3.3 Multimodal Transportation	<p>Implement Transportation Master Plan (TMP) planned improvements:</p> <ul style="list-style-type: none"> <li>• Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street.</li> <li>• NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE.</li> <li>• 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection.</li> <li>• NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane.</li> <li>• Implement Lynnwood Link Extension FEIS mitigation measures.</li> <li>• Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed.</li> </ul> <p>Implement N-NE 145th Street Multimodal Corridor Study improvements, including:</p> <ul style="list-style-type: none"> <li>• Traffic signal improvements at intersections on Meridian Avenue and 1st Avenue.</li> <li>• Improved signalized intersections with new left turn lanes, right turn lanes, and signal timing changes on 145th between Aurora Avenue and 15th Avenue NE.</li> <li>• Transit signal priority along the corridor.</li> <li>• Revised interchange at I-5 and on-ramp improvements.</li> <li>• Additional left-turn storage on existing bridge over I-5.</li> <li>• Eastbound (EB) right turn lane @ SB I-5.</li> <li>• Southbound (SB) off-ramp right turn lane.</li> <li>• Westbound (WB) right turn lane at 5th Avenue.</li> <li>• Grade-separated crossing for non-motorized traffic over SB I-5 off-ramp.</li> <li>• New bridge deck for 145th Street over I-5 that includes multi-use trail on</li> </ul>



	<p>north side.</p> <ul style="list-style-type: none"> <li>• Sidewalks upgraded to meet City standards.</li> <li>• WB BAT lane/queue jump lane east of 5th Avenue.</li> <li>• EB BAT lane/queue jumps east of 15th Avenue NE.</li> <li>• Wheelchair accessible bus stops.</li> <li>• Restricted left-turn access mid-block east of 5th Avenue NE.</li> </ul> <p>Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.</p> <p>N-NE 155th Street improvements, including:</p> <ul style="list-style-type: none"> <li>• Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes.</li> <li>• Construct NB right-turn pocket at the intersection of N-NE 155th Street and 1st Avenue NE.</li> <li>• Consider signalization or a roundabout at the intersection of N-NE 155th Street and 1st Avenue NE.</li> </ul> <p>5th Avenue NE improvements:</p> <ul style="list-style-type: none"> <li>• Construct two-way left turn lane from I-5 NB on-ramp to N-NE 155th Street.</li> </ul> <p>Meridian Avenue N improvements, including:</p> <ul style="list-style-type: none"> <li>• Consistent with TMP, convert Meridian Avenue N to three lane profile with two-way left turn lane and bicycle lanes.</li> <li>• Monitor the need for intersection improvements including roadway widening near intersections.</li> <li>• Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 145th Street and other key corridors.</li> <li>• Encourage access from side streets and/or rear alleyways.</li> <li>• Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness.</li> <li>• Expand signal coordination and other intelligent transportation systems (ITS) strategies.</li> <li>• Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate space is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood.</li> </ul>
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	<p>Parking management strategies:</p> <ul style="list-style-type: none"> <li>• Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers.</li> <li>• Consider implementing variable time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use.</li> <li>• Provide parking location signage and information to direct drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking.</li> <li>• Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply.</li> <li>• If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply.</li> </ul> <p>Traffic calming:</p> <p>Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program.</p> <p>Transit service improvements:</p> <ul style="list-style-type: none"> <li>• Support implementation of recommendations of the King County Metro Transit Metro Connects Long range Plan.</li> <li>• City to coordinate with area transit agencies on transit service integration strategies and improvements over time.</li> <li>• Strategies the City may employ include construction of signal priority systems, queue jumps, and bus bulbs.</li> <li>• Support on-demand transport services by King County Metro Access, Hyde Shuttles, and others.</li> <li>• Analyze the potential demand for other services (car and bike sharing programs, ridesourcing services, etc.).</li> </ul> <p>Pedestrian and Bicycle Facilities:</p> <ul style="list-style-type: none"> <li>• Implement recommended pedestrian and bicycle improvements in Lynnwood Link FEIS, 145th Multimodal Corridor Study (including off-corridor bike network), Shoreline Transportation Master Plan, and other plans, completing the pedestrian and bicycle network for efficient access to and from the station, within the subarea, and to surrounding neighborhoods and destinations.</li> <li>• Coordinate ongoing expansion of the bicycle and pedestrian network with transit service priority measures.</li> <li>• Implement the Green Network concept described in the FEIS in a phased approach with development.</li> <li>• Coordinate with Sound Transit on bike facilities at the station.</li> <li>• Require bike parking and pedestrian and bicycle facilities as part of</li> </ul>
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	<p>redevelopment projects.</p> <ul style="list-style-type: none"> <li>• Consider opportunity to implement bike sharing program and additional bike storage near station.</li> <li>• Continue to require and implement pedestrian and bicycle facilities and improvements.</li> </ul> <p>Implement transportation demand management (TDM) strategies and actions to minimize traffic congestion along N-NE 145th Street and other key corridors.</p>
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management	<p>In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City's Critical Areas Ordinance (CAO).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City's CAO requirements.</p> <p>Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations.</p> <p>There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment.</p> <p>Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands.</p> <p>Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.</p> <p>Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions.</p> <p>To serve the Phase 1 area over the next twenty years, approximately 5,200 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID).</p>



	<p>If phasing boundaries are not adopted, surface water management improvements over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced).</p>
3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas	<p>By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations.</p> <p>Public parks and open space areas would continue to be retained as under existing conditions.</p> <p>Additional potential mitigation measures to be implemented over time, include:</p> <ul style="list-style-type: none"> <li>• Implement Parks, Recreation, and Open Space Plan projects/improvements.</li> <li>• Acquire additional park land.</li> <li>• Develop a park impact fee program.</li> <li>• Ensure that pedestrian connections through parks to light rail station are designed and constructed in character with the parks.</li> <li>• Address increased activity in existing parks with capital investment/maintenance funding program.</li> <li>• Continue to plan and determine specific needs for spaces, facilities and programs to accommodate anticipated growth.</li> <li>• Adopt Subarea Plan policies that address parks, recreation, and the natural environment (see Section 3.5 of the FEIS).</li> <li>• Implement the Green Network concept plan described in this FEIS.</li> </ul>
3.6 Schools, Police, Fire, and Other Public Services	<p>An estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows:</p> <p>793-965 elementary students 242-295 middle school students 506-615 high school students</p> <p>An estimated 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space.</p> <p>An estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase).</p> <p>An estimated 1,226 to 2,257 more customers* would generate 28,198 to 51,911 additional pounds of solid waste per week.</p> <p>An estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees.</p>



	<p>An estimated 5.2 percent to 9.6 percent increase in demand for museum, library, postal, and human services.</p> <p>All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea.</p> <p>The School District would continue to retain existing properties for future potential uses.</p> <p>Consider opportunities for satellite facilities (police, library, etc.).</p> <p>Certain service providers could explore eligibility to charge impact fees.</p> <p>Seek to reduce demand for services based on outreach, behavioral choices, planning, and design.</p> <p>City may consider increases in development application review fees.</p> <p>Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</p> <p>Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities.</p> <p>Consider the need for potential increases in fees for services to address growth.</p> <p>In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.).</p>
3.7 Utilities	<p>Specific 20-year projects will be identified through updates to the comprehensive plans of individual service providers.</p> <p>The following mitigations will be required at Full Build-out:</p> <p>Water:</p> <p>3,091,000 total gallons per day (gpd) compared to 690,000 current usage; 348% growth in demand.</p> <ul style="list-style-type: none"> <li>• Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning.</li> <li>• Evaluate/verify long-term storage and facilities needs.</li> <li>• Upgrade approximately 5,000 to 6,000 LF of existing SPU 4" and 6" mains to 8" (see Section 3.7 of FEIS for details).</li> <li>• Upgrade approximately 12,000 LF of existing North City Water 6" mains to 8" (see Section 3.7 for details).</li> </ul>



	<p>Wastewater: 3,609,000 gpd compared to 813,000 gpd current usage; 344% increase in demand for service compared to current service level.</p> <ul style="list-style-type: none"><li>• Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning.</li><li>• Upgrade 1,400 LF of 30" trunk main, 130 LF of 18" trunk main, 2,300 LF of 18" or larger mains, and 8,100 LF of 12" to 15" mains.</li></ul> <p>Electricity:</p> <ul style="list-style-type: none"><li>• 360% increase in demand for electricity; undergrounding.</li></ul> <p>Natural Gas:</p> <ul style="list-style-type: none"><li>• Major increase in demand at build-out.</li></ul> <p>Communications (Phone, Internet, Cable):</p> <ul style="list-style-type: none"><li>• Major increase in demand at build-out.</li><li>• Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</li><li>• Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.</li><li>• Consider the need for potential increases in fees for services to address growth.</li><li>• Explore district energy options and incentivize green building.</li><li>• Behavioral changes may offset some demand for services.</li></ul>
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## Proposed Station Subarea Related Development Code Amendments

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[illegible]



## **Amendment # 1**

### **20.30.336 Critical areas reasonable use permit (CARUP)(Type C action).**

A. Purpose. The purpose of the critical areas reasonable use permit is to allow development and use of private property when the strict application of the critical area regulations would otherwise deny all reasonable use of a property. This type of permit does not apply to flood hazard areas or within the shoreline jurisdiction.

B. Decision Criteria. A reasonable use permit shall be granted by the City only if the applicant demonstrates that:

1. The application of the critical area regulations, Chapter 20.80 SMC, Critical Areas, would deny all reasonable use of the property; and
2. There is no other reasonable use of the property with less impact on the critical area; and
3. Any alterations to the critical area would be the minimum necessary to allow for reasonable use of the property; and
4. The proposed development does not create a health or safety hazard on or off the development site, will not be materially detrimental to the property or improvements in the vicinity, is consistent with the general purposes of this title and the public interest, and all reasonable mitigation measures have been implemented or assured; and
5. The inability to derive reasonable economic use is not the result of the applicant's action unless the action 1) was approved as part of a final land use decision by the City or other agency with jurisdiction; or 2) otherwise resulted in a nonconforming use, lot or structure as defined in this title;
6. Any alterations permitted to the critical area are mitigated in accordance with SMC 20.80.082 and relevant mitigation standards for the impacted critical area(s);
7. Consistent with SMC 20.80.050, Alteration of critical areas, the proposal attempts to protect the existing critical area functions and values consistent with the best available science and attempts to mitigate adversely impacted critical area functions and values to the fullest extent possible; and
8. The proposal is consistent with other applicable regulations and standards.
9. If the proposal is located in the MUR-35' zone, then reasonable use shall be based on the allowable uses and standards for the R-6 zone.

C. Development Standards. To allow for reasonable use of property and to minimize impacts on critical areas, the decision making authority may reduce setbacks by up to 50 percent, parking requirements by up to 50 percent, and may eliminate landscaping requirements. Such reductions shall be the minimum amount necessary to allow for reasonable use of the property, considering the character and scale of neighboring development.



**Amendment # 2**  
**20.40.160 Station area uses.**

**Table 20.40.160 Station Area Uses**

<b>NAICS #</b>	<b>SPECIFIC LAND USE</b>	<b>MUR-35'</b>	<b>MUR-45'</b>	<b>MUR-70'</b>
<b>RESIDENTIAL</b>				
	Accessory Dwelling Unit	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Affordable Housing	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Apartment	<b>P</b>	<b>P</b>	<b>P</b>
	Bed and Breakfast	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Boarding House	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Duplex, Townhouse, Rowhouse	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Home Occupation	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Hotel/Motel			<b>P</b>
	Live/Work	<b>P (Adjacent to Arterial Street)</b>	<b>P</b>	<b>P</b>
	Microhousing			
	Single-Family Attached	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Single-Family Detached	<b>P-i</b>	<b>P-i</b>	
	Tent City	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
<b>COMMERCIAL</b>				
	Book and Video Stores/Rental (excludes Adult Use Facilities)	<b>P (Adjacent to Arterial Street)</b>	<b>P (Adjacent to Arterial Street)</b>	<b>P</b>
	Collective Garden			
	House of Worship	<b>C</b>	<b>C</b>	<b>P</b>
	Daycare I Facilities	<b>P</b>	<b>P</b>	<b>P</b>
	Daycare II Facilities	<b>P</b>	<b>P</b>	<b>P</b>



**Table 20.40.160 Station Area Uses**

<b>NAICS #</b>	<b>SPECIFIC LAND USE</b>	<b>MUR-35'</b>	<b>MUR-45'</b>	<b>MUR-70'</b>
	Eating and Drinking Establishment (excluding Gambling Uses)	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i</b>
	General Retail Trade/Services	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i</b>
	Individual Transportation and Taxi			<b>P -A</b>
	Kennel or Cattery			<b>C -A</b>
	Marijuana Operations – Medical Cooperative	<b>P</b>	<b>P</b>	<b>P</b>
	Marijuana Operations – Retail			
	Marijuana Operations – Processor			
	Marijuana Operations – Producer			
	Mini-Storage		<b>C -A</b>	<b>C -A</b>
	Professional Office	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Research, Development and Testing			<b>P-i</b>
	Veterinary Clinic and Hospital			<b>P-i</b>
	Wireless Telecommunication Facility	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
<b>EDUCATION, ENTERTAINMENT, CULTURE, AND RECREATION</b>				
	Amusement Arcade		<b>P -A</b>	<b>P -A</b>
	Bowling Center		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	College and University			<b>P</b>
	Conference Center		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Elementary School, Middle/Junior High School	<b>C</b>	<b>C</b>	<b>P</b>



**Table 20.40.160 Station Area Uses**

<b>NAICS #</b>	<b>SPECIFIC LAND USE</b>	<b>MUR-35'</b>	<b>MUR-45'</b>	<b>MUR-70'</b>
	Library		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Museum		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Parks and Trails	<b>P</b>	<b>P</b>	<b>P</b>
	Performing Arts Companies/Theater (excludes Adult Use Facilities)		<b>P -A</b>	<b>P -A</b>
	School District Support Facility		<b>C</b>	<b>C</b>
	Secondary or High School	<b>C</b>	<b>C</b>	<b>P</b>
	Specialized Instruction School		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Sports/Social Club		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Vocational School		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
<b>GOVERNMENT</b>				
	Fire Facility	<b><u>C-i</u></b>	<b>C-i</b>	<b>C-i</b>
	Police Facility	<b><u>C-i</u></b>	<b>C-i</b>	<b>C-i</b>
	Public Agency Office/Yard or Public Utility Office/Yard	<b>S</b>	<b>S</b>	<b>S</b>
	Utility Facility	<b>C</b>	<b>C</b>	<b>C</b>
<b>HEALTH</b>				
	Hospital	<b>C</b>	<b>C</b>	<b>C</b>
	Medical Lab	<b>C</b>	<b>C</b>	<b>C</b>



**Table 20.40.160 Station Area Uses**

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Medical Office/Outpatient Clinic		P-i (Adjacent to Arterial Street)	P
	Nursing and Personal Care Facilities		P-i (Adjacent to Arterial Street)	P
<b>OTHER</b>				
	Animals, Small, Keeping and Raising	P-i	P-i	P-i
	Light Rail Transit System/Facility	S-i	S-i	S-i
	Transit Park and Ride Lot		S	P
	Unlisted Uses	P-i	P-i	P-i

**P = Permitted Use**

C = Conditional Use

**S = Special Use**

-i = Indexed Supplemental Criteria

**A= Accessory = Thirty percent (30%) of the gross floor area of a building or the first level of a multi-level building.**

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### **Amendment # 3**

#### **20.40.506 Single-family detached dwellings.**

Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards in SMC 20.50.020.

Multiple single-family detached dwellings are permitted in the MUR-35' and MUR-45' zone subject to minimum density standards in SMC 20.50.020(2) and single-family attached and multifamily design standards in SMC 20.50.120.

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**Amendments #4-7:** There are several proposed amendments to Table 20.50.020(2). The proposals are discussed below:

**Table 20.50.020(2) Dimensional Standards for MUR Zones**

STANDARDS	MUR-35'	MUR-45'	MUR-70' (10)
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density	<u>12 du/ac(16)</u>	18 du/ac	<u>80</u> du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	<u>N/A</u>
Min. Front Yard Setback (2) (3)	0 ft if located on an arterial street 10 ft on nonarterial street <u>Up to 20 ft if located on 145<sup>th</sup> Street (14)</u>	15 ft if located on 185th Street 0 ft if located on an arterial street 10 ft on nonarterial street <u>Up to 20 ft if located on 145<sup>th</sup> Street (14)</u>	<u>Up to 15 ft if located on 185th Street (14)</u> <u>Up to 20 ft if located on 145<sup>th</sup> Street (14)</u> 0 ft if located on an arterial street 10 ft on nonarterial street
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Base Height (9)	35 ft <u>(15)</u>	45 ft <u>(15)</u>	70 ft (11) (12) <u>(15)</u>
Max. Building Coverage (2) (6)	N/A	N/A	N/A
Max. Hardscape (2) (6)	85%	90%	90%

*Exceptions to Table 20.50.020(1) and Table 20.50.020(2):*

(1) *Repealed by Ord. 462.*

(2) *These standards may be modified to allow zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.*

(3) *For single-family detached development exceptions to front yard setback requirements, please see SMC 20.50.070.*

(4) *For single-family detached development exceptions to rear and side yard setbacks, please see SMC 20.50.080.*



(5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC 20.50.130.

(6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.

(7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up.

(8) For development on R-48 lots abutting R-12, R-18, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.

(9) Base height for high schools in all zoning districts except R-4 is 50 feet. Base height may be exceeded by gymnasiums to 55 feet and by theater fly spaces to 72 feet.

(10) Dimensional standards in the MUR-70' zone may be modified with an approved development agreement.

(11) The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.

(12) All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-70' zone may be set back 10 feet at ground level instead of providing a 10-foot step-back at 45 feet in height. MUR-70' fronting on 185th Street shall be set back an additional 10 feet to use this alternative because the current 15-foot setback is planned for street dedication and widening of 185th Street.

(13) The minimum lot area may be reduced proportional to the amount of land needed for dedication of facilities to the City as defined in Chapter 20.70 SMC.

(14) The exact setback along 145<sup>th</sup> Street and 185<sup>th</sup> Street, up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.

(15) Base height may be exceeded by 15 feet for rooftop structures such as arbors, shelters, barbeque enclosures and other structures that provide open space amenities.

(16) Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards.

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## **Amendment #8**

### **20.50.020 Dimensional requirements**

**B. Base Density Calculation.** The base density for an individual site shall be calculated by multiplying the site area (in acres) by the applicable number of dwelling units. When calculation results in a fraction, the fraction shall be rounded to the nearest whole number as follows:

1. Fractions of 0.50 and above shall be rounded up except for lots less than 14,400 square feet in R-6 zones. See Exception (7) to Table 20.50.020(1).
2. Fractions below 0.50 shall be rounded down.

Example #1 – R-6 zone, 2.3 acres site:  $2.3 \times 6 = 13.8$   
The base density for this site would be 14 dwelling units.

Example #2 – R-24 zone, 2.3 acres site:  $2.3 \times 24 = 55.2$   
The base density for the site would be 55 dwelling units.

Example #3 – R-6 zone, 13,999-square-foot site:  $(13,999/43,560 = .3214 \text{ acres})$  so  $.3214 \times 6 = 1.92$ . The base density for single-family detached dwellings on this site would be one unit.

Example #4 – R-6 zone, 14,400-square-foot site  $(14,400/43,560 = .331 \text{ acres})$  so  $.331 \times 6 = 1.986$ . The base density for the site would be two units.

3. For development in the MUR zones: minimum density calculations resulting in a fraction shall be rounded up to the next whole number.

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## **Amendment #9**

### **20.50.120 Purpose**

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA 3, and R-8 through R-48 zones, and the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached and detached dwellings as follows:

- A. To encourage development of attractive residential areas that are compatible when considered within the context of the surrounding area.
- B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.
- C. To meet the recreation needs of project residents by providing open spaces within the project site.
- D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.



E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.

F. To promote pedestrian accessibility within and to the buildings. (Ord. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

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#### **Amendment # 10**

##### **20.50.125 Thresholds – Required site improvements.**

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA 3, and R-8 through R-48 zones and, the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached and detached dwellings. Site improvement standards of signs, parking, lighting and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.

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#### **Amendment #11**

##### **20.50.220 Purpose.**

The purpose of this subchapter is to establish design standards for all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3), the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter 20.50 SMC. In the event of a conflict, the standards of this subchapter will prevail.

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## **Amendment #12**

### **20.50.230 Threshold – Required site improvements.**

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

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## **Amendment #13**

### **20.50.230 Threshold – Required site improvements**

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.

C. When a single family land use is being converted to a commercial land use then full site improvements will be required.

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## **Amendment #14**

### **20.50.240 Site Design**

#### **C. Site Frontage.**

1. Development in NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street shall meet the following standards:

a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places,



landscaping and vehicle display areas are included or future right-of-way widening or a utility easement is required between the sidewalk and the building;

b. All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Reference dimensional Table 20.50.020(2) and exceptions;

c. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces may be used for any permitted land use. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

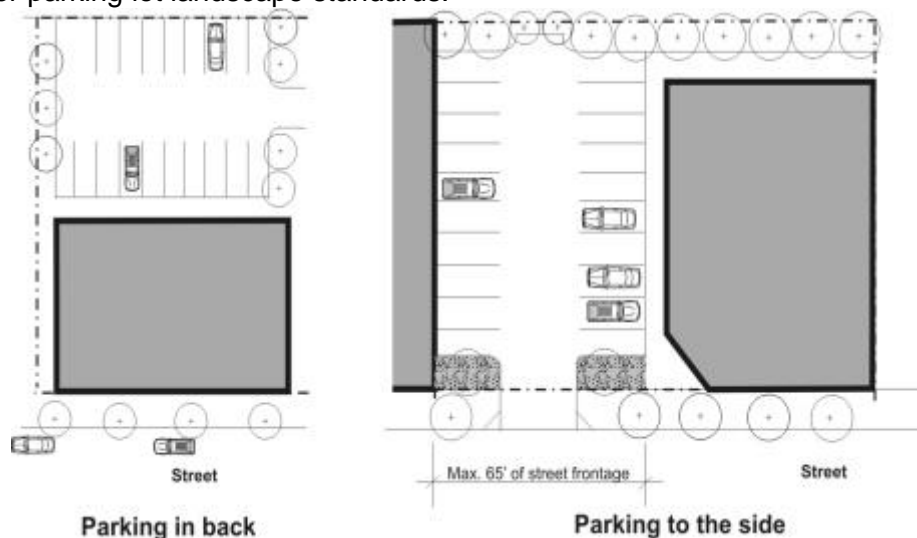
d. Minimum window area shall be 50 percent of the ground floor facade for each front facade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

e. A building's primary entry shall be located on a street frontage and recessed to prevent door swings over sidewalks, or an entry to an interior plaza or courtyard from which building entries are accessible;

f. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the facade where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;

g. Streets with on-street parking shall have sidewalks to back of the curb and street trees in pits under grates or at least a two-foot-wide walkway between the back of curb and an amenity strip if space is available. Streets without on-street parking shall have landscaped amenity strips with street trees; and

h. Surface parking along street frontages in commercial zones shall not occupy more than 65 lineal feet of the site frontage. Parking lots shall not be located at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front facade. See SMC [20.50.470](#) for parking lot landscape standards.



**Parking Lot Locations Along Streets**



- i. New development on: 185<sup>th</sup> Street; NE 145<sup>th</sup> Street; and 5<sup>th</sup> Avenue between NE 145<sup>th</sup> Street and NE 148<sup>th</sup> Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the administrative design review process.
  - j. Garages and/or parking areas for new development on 185<sup>th</sup> Street shall be rear-loaded.
- 

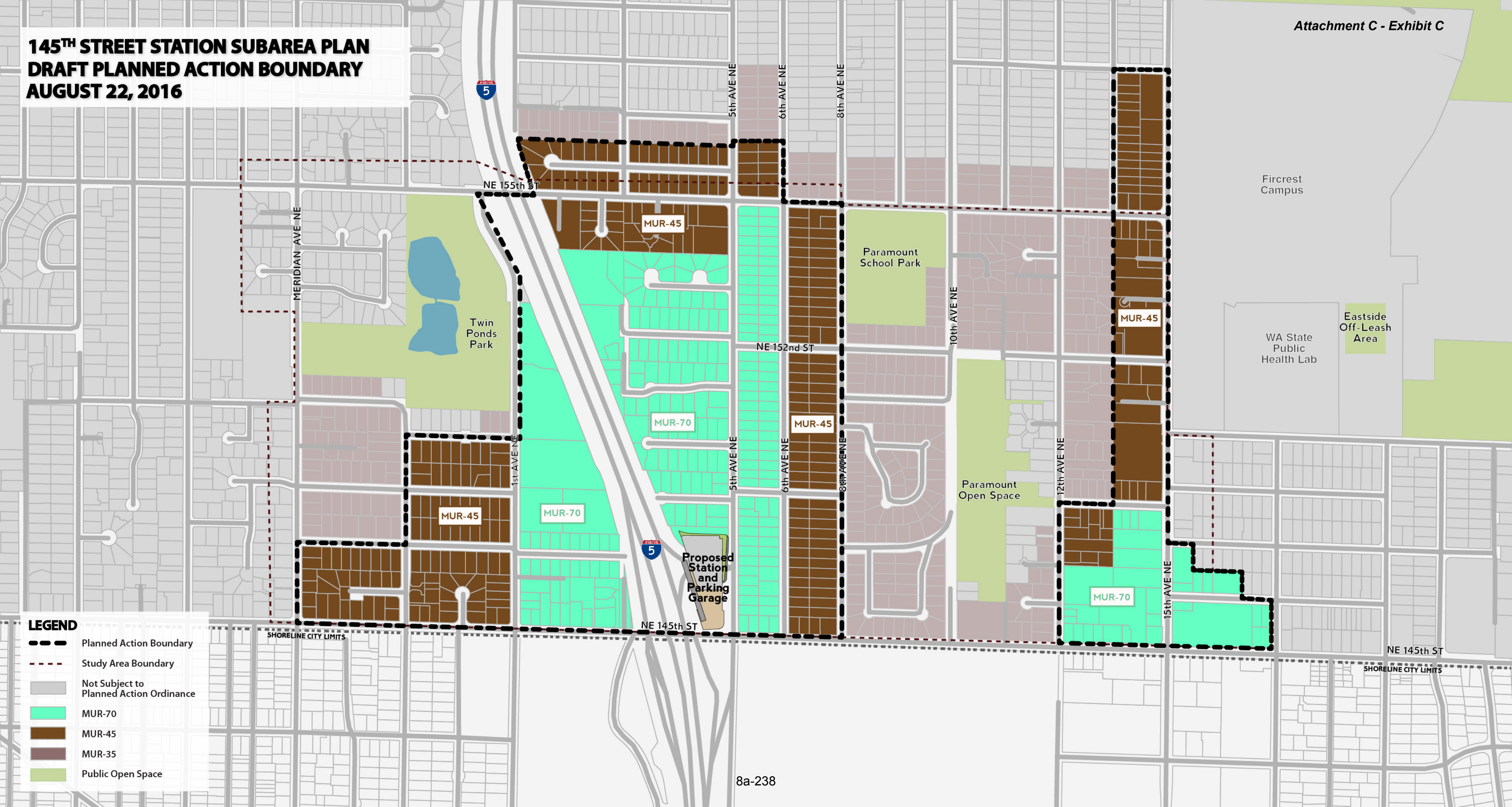
## **Amendment #15**

### **20.70.320 – Frontage improvements**

- A. Standard frontage improvements shall be upgraded or installed pursuant to standards set forth in the Transportation Master Plan Street Classification Map, the Master Street Plan adopted in Chapter 12.10 SMC, and the Engineering Development Manual for the specific street which is substandard to satisfy adequate public roadways required for subdivisions by Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7, and to mitigate direct impacts of land use approvals.
- B. Standard frontage improvements consist of right-of-way dedication, curb, gutter, sidewalk, amenity zone and landscaping, drainage improvements and pavement overlays up to one-half of each right-of-way abutting a property as defined in the Master Street Plan. Additional improvements may be required to ensure safe movement of traffic, including pedestrians, bicycles, transit, and nonmotorized vehicles. The improvements can include transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage and channelization.
- C. Frontage improvements are required:
  - 1. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing structure(s) on the parcel (except for detached single-family homes). This shall include all structures on other parcels if the building under permit review extends into other parcels; or
  - 2. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing structure(s) at the time of the first issued permit;
  - 3. For subdivisions;
  - 4. For development consisting of more than one dwelling unit on a single parcel (accessory dwelling units are exempt);
  - 5. One detached single-family dwelling in the MUR zones; or
  - 6. When a single family land use is being converted to a commercial land use then full frontage improvements will be required.



**145<sup>TH</sup> STREET STATION SUBAREA PLAN**  
**DRAFT PLANNED ACTION BOUNDARY**  
**AUGUST 22, 2016**





**ORDINANCE NO. 756**

**AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE UNIFIED DEVELOPMENT CODE, SHORELINE MUNICIPAL CODE TITLE 20, TO AMEND REGULATIONS RELATED TO THE LIGHT RAIL STATION SUBAREAS.**

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

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC), Title 20, to implement the Comprehensive Plan; and

WHEREAS, pursuant to RCW 36.70A.040, the City is required to adopt development regulations to implement the Comprehensive Plan; and

WHEREAS, the City prepared both the 145<sup>th</sup> Street Station Subarea Plan and the 185<sup>th</sup> Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plans including open houses, community meetings, study sessions, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on July 18, 2016, the City issued the 145<sup>th</sup> Street Station Subarea Planned Action Final Environmental Impact Statement (145<sup>th</sup> FEIS), which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan; and

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

WHEREAS, on March 16, 2015, the City amended SMC Title 20 to include development regulations related to the Light Rail Station Subareas; and

WHEREAS, the current amendments to SMC Title 20 are to Chapters 20.30 Procedures and Administration, 20.40 Zoning and Use Provisions, 20.50 General Development Standards, and 20.70 Engineering and Utilities Development Standards; and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on August 18, 2016, on the amendments to SMC Title 20 so as consider the amendments to the development regulations related to the City's Light Rail Station Subareas, 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 on the amendments to SMC Title 20 on September 12, 2016, and reviewed the Planning Commission's recommendation and the entire public record; and

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

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendments to SMC Title 20;

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

**Section 1. Amendment of the Unified Development Code, SMC Title 20.** The amendments to the Unified Development Code, SMC Title 20, attached hereto as Exhibit A are adopted. Amendments are to Chapters 20.30, 20.40, and 20.50, and 20.70.

**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.

**PASSED BY THE CITY COUNCIL ON SEPTEMBER 26, 2016.**

\_\_\_\_\_  
Christopher Roberts  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Margaret King  
City Attorney



Date of Publication: \_\_\_\_\_  
Effective Date: \_\_\_\_\_



## Proposed Station Subarea Related Development Code Amendments

## TABLE OF CONTENTS

[illegible]



## **Amendment # 1**

### **20.30.336 Critical areas reasonable use permit (CARUP)(Type C action).**

A. Purpose. The purpose of the critical areas reasonable use permit is to allow development and use of private property when the strict application of the critical area regulations would otherwise deny all reasonable use of a property. This type of permit does not apply to flood hazard areas or within the shoreline jurisdiction.

B. Decision Criteria. A reasonable use permit shall be granted by the City only if the applicant demonstrates that:

1. The application of the critical area regulations, Chapter 20.80 SMC, Critical Areas, would deny all reasonable use of the property; and
2. There is no other reasonable use of the property with less impact on the critical area; and
3. Any alterations to the critical area would be the minimum necessary to allow for reasonable use of the property; and
4. The proposed development does not create a health or safety hazard on or off the development site, will not be materially detrimental to the property or improvements in the vicinity, is consistent with the general purposes of this title and the public interest, and all reasonable mitigation measures have been implemented or assured; and
5. The inability to derive reasonable economic use is not the result of the applicant's action unless the action 1) was approved as part of a final land use decision by the City or other agency with jurisdiction; or 2) otherwise resulted in a nonconforming use, lot or structure as defined in this title;
6. Any alterations permitted to the critical area are mitigated in accordance with SMC 20.80.082 and relevant mitigation standards for the impacted critical area(s);
7. Consistent with SMC 20.80.050, Alteration of critical areas, the proposal attempts to protect the existing critical area functions and values consistent with the best available science and attempts to mitigate adversely impacted critical area functions and values to the fullest extent possible; and
8. The proposal is consistent with other applicable regulations and standards.
9. If the proposal is located in the MUR-35' zone, then reasonable use shall be based on the allowable uses and standards for the R-6 zone.

C. Development Standards. To allow for reasonable use of property and to minimize impacts on critical areas, the decision making authority may reduce setbacks by up to 50 percent, parking requirements by up to 50 percent, and may eliminate landscaping requirements. Such reductions shall be the minimum amount necessary to allow for reasonable use of the property, considering the character and scale of neighboring development.



**Amendment # 2**  
**20.40.160 Station area uses.**

**Table 20.40.160 Station Area Uses**

<b>NAICS #</b>	<b>SPECIFIC LAND USE</b>	<b>MUR-35'</b>	<b>MUR-45'</b>	<b>MUR-70'</b>
<b>RESIDENTIAL</b>				
	Accessory Dwelling Unit	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Affordable Housing	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Apartment	<b>P</b>	<b>P</b>	<b>P</b>
	Bed and Breakfast	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Boarding House	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Duplex, Townhouse, Rowhouse	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Home Occupation	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Hotel/Motel			<b>P</b>
	Live/Work	<b>P (Adjacent to Arterial Street)</b>	<b>P</b>	<b>P</b>
	Microhousing			
	Single-Family Attached	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
	Single-Family Detached	<b>P-i</b>	<b>P-i</b>	
	Tent City	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
<b>COMMERCIAL</b>				
	Book and Video Stores/Rental (excludes Adult Use Facilities)	<b>P (Adjacent to Arterial Street)</b>	<b>P (Adjacent to Arterial Street)</b>	<b>P</b>
	Collective Garden			
	House of Worship	<b>C</b>	<b>C</b>	<b>P</b>
	Daycare I Facilities	<b>P</b>	<b>P</b>	<b>P</b>
	Daycare II Facilities	<b>P</b>	<b>P</b>	<b>P</b>



**Table 20.40.160 Station Area Uses**

<b>NAICS #</b>	<b>SPECIFIC LAND USE</b>	<b>MUR-35'</b>	<b>MUR-45'</b>	<b>MUR-70'</b>
	Eating and Drinking Establishment (excluding Gambling Uses)	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i</b>
	General Retail Trade/Services	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i</b>
	Individual Transportation and Taxi			<b>P -A</b>
	Kennel or Cattery			<b>C -A</b>
	Marijuana Operations – Medical Cooperative	<b>P</b>	<b>P</b>	<b>P</b>
	Marijuana Operations – Retail			
	Marijuana Operations – Processor			
	Marijuana Operations – Producer			
	Mini-Storage		<b>C -A</b>	<b>C -A</b>
	Professional Office	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Research, Development and Testing			<b>P-i</b>
	Veterinary Clinic and Hospital			<b>P-i</b>
	Wireless Telecommunication Facility	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
<b>EDUCATION, ENTERTAINMENT, CULTURE, AND RECREATION</b>				
	Amusement Arcade		<b>P -A</b>	<b>P -A</b>
	Bowling Center		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	College and University			<b>P</b>
	Conference Center		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Elementary School, Middle/Junior High School	<b>C</b>	<b>C</b>	<b>P</b>



**Table 20.40.160 Station Area Uses**

<b>NAICS #</b>	<b>SPECIFIC LAND USE</b>	<b>MUR-35'</b>	<b>MUR-45'</b>	<b>MUR-70'</b>
	Library		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Museum		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Parks and Trails	<b>P</b>	<b>P</b>	<b>P</b>
	Performing Arts Companies/Theater (excludes Adult Use Facilities)		<b>P -A</b>	<b>P -A</b>
	School District Support Facility		<b>C</b>	<b>C</b>
	Secondary or High School	<b>C</b>	<b>C</b>	<b>P</b>
	Specialized Instruction School		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Sports/Social Club		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Vocational School		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
<b>GOVERNMENT</b>				
	Fire Facility	<b><u>C-i</u></b>	<b>C-i</b>	<b>C-i</b>
	Police Facility	<b><u>C-i</u></b>	<b>C-i</b>	<b>C-i</b>
	Public Agency Office/Yard or Public Utility Office/Yard	<b>S</b>	<b>S</b>	<b>S</b>
	Utility Facility	<b>C</b>	<b>C</b>	<b>C</b>
<b>HEALTH</b>				
	Hospital	<b>C</b>	<b>C</b>	<b>C</b>
	Medical Lab	<b>C</b>	<b>C</b>	<b>C</b>



**Table 20.40.160 Station Area Uses**

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Medical Office/Outpatient Clinic		P-i (Adjacent to Arterial Street)	P
	Nursing and Personal Care Facilities		P-i (Adjacent to Arterial Street)	P
<b>OTHER</b>				
	Animals, Small, Keeping and Raising	P-i	P-i	P-i
	Light Rail Transit System/Facility	S-i	S-i	S-i
	Transit Park and Ride Lot		S	P
	Unlisted Uses	P-i	P-i	P-i

**P = Permitted Use**

C = Conditional Use

**S = Special Use**

-i = Indexed Supplemental Criteria

**A= Accessory = Thirty percent (30%) of the gross floor area of a building or the first level of a multi-level building.**

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### **Amendment # 3**

#### **20.40.506 Single-family detached dwellings.**

Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards in SMC 20.50.020.

Multiple single-family detached dwellings are permitted in the MUR-35' and MUR-45' zone subject to minimum density standards in SMC 20.50.020(2) and single-family attached and multifamily design standards in SMC 20.50.120.

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**Amendments #4-7:** There are several proposed amendments to Table 20.50.020(2). The proposals are discussed below:

**Table 20.50.020(2) Dimensional Standards for MUR Zones**

STANDARDS	MUR-35'	MUR-45'	MUR-70' (10)
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density	<u>12 du/ac(16)</u>	18 du/ac	<u>80</u> du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	<u>N/A</u>
Min. Front Yard Setback (2) (3)	0 ft if located on an arterial street 10 ft on nonarterial street <u>Up to 20 ft if located on 145<sup>th</sup> Street (14)</u>	15 ft if located on 185th Street 0 ft if located on an arterial street 10 ft on nonarterial street <u>Up to 20 ft if located on 145<sup>th</sup> Street (14)</u>	<u>Up to 15 ft</u> if located on 185th Street <u>(14)</u> <u>Up to 20 ft if located on 145<sup>th</sup> Street (14)</u> 0 ft if located on an arterial street 10 ft on nonarterial street
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Base Height (9)	35 ft <u>(15)</u>	45 ft <u>(15)</u>	70 ft (11) (12) <u>(15)</u>
Max. Building Coverage (2) (6)	N/A	N/A	N/A
Max. Hardscape (2) (6)	85%	90%	90%

*Exceptions to Table 20.50.020(1) and Table 20.50.020(2):*

(1) Repealed by Ord. 462.

(2) These standards may be modified to allow zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.

(3) For single-family detached development exceptions to front yard setback requirements, please see SMC 20.50.070.

(4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC 20.50.080.



(5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC 20.50.130.

(6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.

(7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up.

(8) For development on R-48 lots abutting R-12, R-18, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.

(9) Base height for high schools in all zoning districts except R-4 is 50 feet. Base height may be exceeded by gymnasiums to 55 feet and by theater fly spaces to 72 feet.

(10) Dimensional standards in the MUR-70' zone may be modified with an approved development agreement.

(11) The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.

(12) All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-70' zone may be set back 10 feet at ground level instead of providing a 10-foot step-back at 45 feet in height. MUR-70' fronting on 185th Street shall be set back an additional 10 feet to use this alternative because the current 15-foot setback is planned for street dedication and widening of 185th Street.

(13) The minimum lot area may be reduced proportional to the amount of land needed for dedication of facilities to the City as defined in Chapter 20.70 SMC.

(14) The exact setback along 145<sup>th</sup> Street and 185<sup>th</sup> Street, up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.

(15) Base height may be exceeded by 15 feet for rooftop structures such as arbors, shelters, barbeque enclosures and other structures that provide open space amenities.

(16) Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards.

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## **Amendment #8**

### **20.50.020 Dimensional requirements**

**B. Base Density Calculation.** The base density for an individual site shall be calculated by multiplying the site area (in acres) by the applicable number of dwelling units. When calculation results in a fraction, the fraction shall be rounded to the nearest whole number as follows:

1. Fractions of 0.50 and above shall be rounded up except for lots less than 14,400 square feet in R-6 zones. See Exception (7) to Table 20.50.020(1).
2. Fractions below 0.50 shall be rounded down.

Example #1 – R-6 zone, 2.3 acres site:  $2.3 \times 6 = 13.8$   
The base density for this site would be 14 dwelling units.

Example #2 – R-24 zone, 2.3 acres site:  $2.3 \times 24 = 55.2$   
The base density for the site would be 55 dwelling units.

Example #3 – R-6 zone, 13,999-square-foot site:  $(13,999/43,560 = .3214 \text{ acres})$  so  $.3214 \times 6 = 1.92$ . The base density for single-family detached dwellings on this site would be one unit.

Example #4 – R-6 zone, 14,400-square-foot site  $(14,400/43,560 = .331 \text{ acres})$  so  $.331 \times 6 = 1.986$ . The base density for the site would be two units.

3. For development in the MUR zones: minimum density calculations resulting in a fraction shall be rounded up to the next whole number.

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## **Amendment #9**

### **20.50.120 Purpose**

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA 3, and R-8 through R-48 zones, and the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached and detached dwellings as follows:

- A. To encourage development of attractive residential areas that are compatible when considered within the context of the surrounding area.
- B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.
- C. To meet the recreation needs of project residents by providing open spaces within the project site.
- D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.



E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.

F. To promote pedestrian accessibility within and to the buildings. (Ord. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

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#### **Amendment # 10**

##### **20.50.125 Thresholds – Required site improvements.**

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA 3, and R-8 through R-48 zones and, the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached and detached dwellings. Site improvement standards of signs, parking, lighting and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.

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#### **Amendment #11**

##### **20.50.220 Purpose.**

The purpose of this subchapter is to establish design standards for all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3), the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter 20.50 SMC. In the event of a conflict, the standards of this subchapter will prevail.

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## **Amendment #12**

### **20.50.230 Threshold – Required site improvements.**

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

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## **Amendment #13**

### **20.50.230 Threshold – Required site improvements**

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.

C. When a single family land use is being converted to a commercial land use then full site improvements will be required.

---

## **Amendment #14**

### **20.50.240 Site Design**

#### **C. Site Frontage.**

1. Development in NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street shall meet the following standards:

a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places,



landscaping and vehicle display areas are included or future right-of-way widening or a utility easement is required between the sidewalk and the building;

b. All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Reference dimensional Table 20.50.020(2) and exceptions;

c. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces may be used for any permitted land use. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

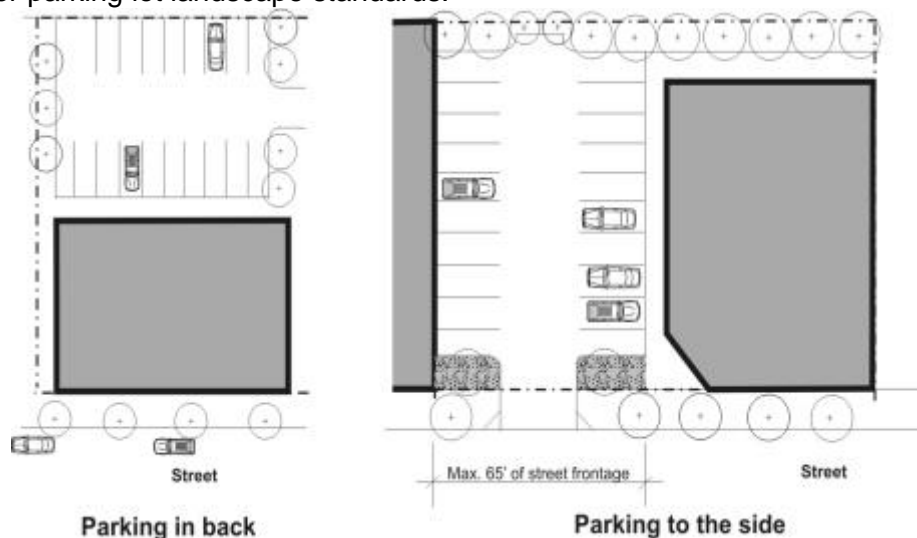
d. Minimum window area shall be 50 percent of the ground floor facade for each front facade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

e. A building's primary entry shall be located on a street frontage and recessed to prevent door swings over sidewalks, or an entry to an interior plaza or courtyard from which building entries are accessible;

f. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the facade where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;

g. Streets with on-street parking shall have sidewalks to back of the curb and street trees in pits under grates or at least a two-foot-wide walkway between the back of curb and an amenity strip if space is available. Streets without on-street parking shall have landscaped amenity strips with street trees; and

h. Surface parking along street frontages in commercial zones shall not occupy more than 65 lineal feet of the site frontage. Parking lots shall not be located at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front facade. See SMC 20.50.470 for parking lot landscape standards.



**Parking Lot Locations Along Streets**



- i. New development on: 185<sup>th</sup> Street; NE 145<sup>th</sup> Street; and 5<sup>th</sup> Avenue between NE 145<sup>th</sup> Street and NE 148<sup>th</sup> Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the administrative design review process.
  - j. Garages and/or parking areas for new development on 185<sup>th</sup> Street shall be rear-loaded.
- 

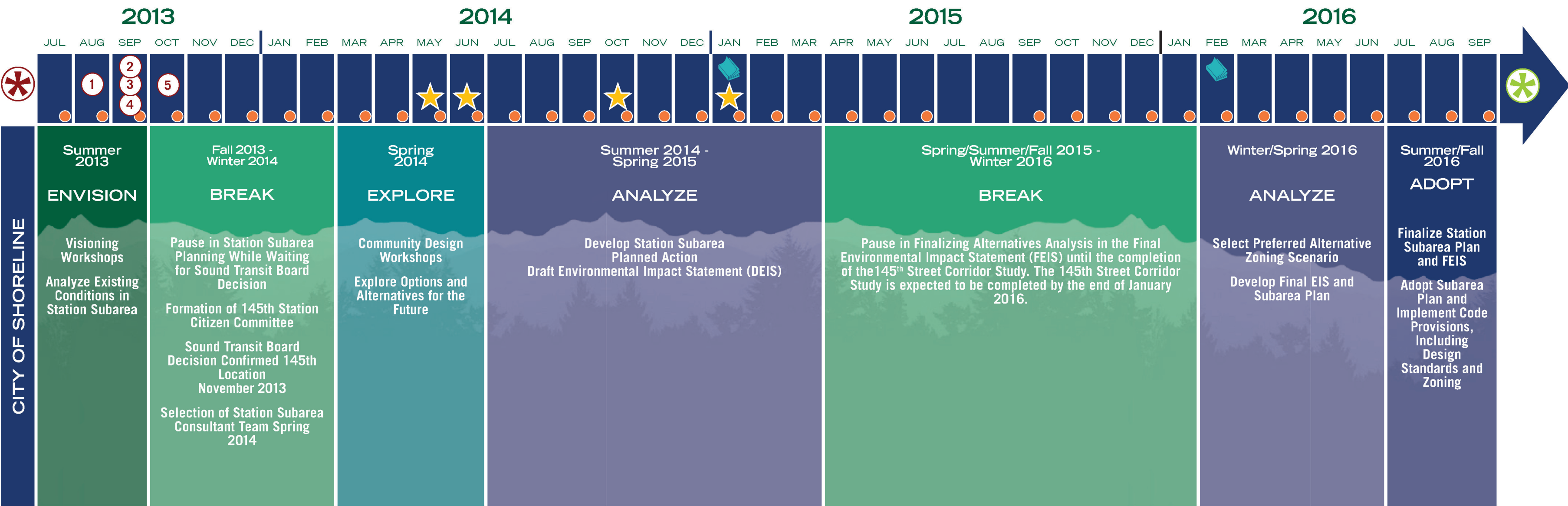
## **Amendment #15**

### **20.70.320 – Frontage improvements**

- A. Standard frontage improvements shall be upgraded or installed pursuant to standards set forth in the Transportation Master Plan Street Classification Map, the Master Street Plan adopted in Chapter 12.10 SMC, and the Engineering Development Manual for the specific street which is substandard to satisfy adequate public roadways required for subdivisions by Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7, and to mitigate direct impacts of land use approvals.
- B. Standard frontage improvements consist of right-of-way dedication, curb, gutter, sidewalk, amenity zone and landscaping, drainage improvements and pavement overlays up to one-half of each right-of-way abutting a property as defined in the Master Street Plan. Additional improvements may be required to ensure safe movement of traffic, including pedestrians, bicycles, transit, and nonmotorized vehicles. The improvements can include transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage and channelization.
- C. Frontage improvements are required:
  - 1. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing structure(s) on the parcel (except for detached single-family homes). This shall include all structures on other parcels if the building under permit review extends into other parcels; or
  - 2. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing structure(s) at the time of the first issued permit;
  - 3. For subdivisions;
  - 4. For development consisting of more than one dwelling unit on a single parcel (accessory dwelling units are exempt);
  - 5. One detached single-family dwelling in the MUR zones; or
  - 6. When a single family land use is being converted to a commercial land use then full frontage improvements will be required.



# 145<sup>th</sup> Street Station Subarea Plan Schedule



- Visioning Workshops, Meetings, and Events:**
- May 22nd, 2013 Kick-off/Informational Public Meeting
  - 1) July 11<sup>th</sup> Korean Community Event
  - 2) August 1<sup>st</sup> Visioning Workshop for 145th/155th
  - 3) August 7<sup>th</sup> Event for Folks of Modest Means
  - 4) August 22<sup>nd</sup> 185SCC Visioning Workshop for 185th
  - 5) September 19<sup>th</sup> City of Shoreline Final Visioning Workshop

- The 145th Station Citizen Committee (145SCC) Meetings:**  
Every 4th Thursday of the Month from 7:00-8:30 pm in Room 301 of City Hall
- Station Subarea Design Workshops:**
  - 1) May 22, 2014: 145SCC Workshop
  - 2) June 12, 2014: Design Workshops, Part I—Brainstorming Ideas
  - 3) October 9, 2014: Design Workshops, Part II—Alternatives and Possibilities
  - 4) January 22, 2015: Draft EIS Community Meeting
- Draft Environmental Impact Statement (DEIS) Publishing**
  - 1) January 2015: DEIS Published
  - 2) February 2016: Addendum to DEIS Published

Through adoption of a subarea plan, which will include zoning and development regulations, the City will only set the stage for how the neighborhood could possibly transition over time. Market forces and homeowner decision-making about how/when to redevelop or sell properties will determine the pace and degree of transformation in the subarea.



# DRAFT

## CITY OF SHORELINE

### SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

August 18, 2016  
7:00 P.M.

Shoreline City Hall  
Council Chamber

#### **Commissioners Present**

Chair Craft  
Vice Chair Montero  
Commissioner Chang  
Commissioner Malek  
Commissioner Maul  
Commissioner Mork  
Commissioner Moss-Thomas

#### **Staff Present**

Rachael Markle, Director, Planning & Community Development  
Steve Szafran, Senior Planner, Planning & Community Development  
Miranda Redinger, Senior Planner, Planning & Community Development  
Julie Ainsworth-Taylor, Assistant City Attorney  
Lisa Basher, Planning Commission Clerk

#### **Others Present**

John Evans, Sound Transit

#### **CALL TO ORDER**

Chair Craft 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 Craft, Vice Chair Montero, and Commissioners Chang, Malek, Maul, Mork and Moss-Thomas.

#### **APPROVAL OF AGENDA**

The agenda was accepted as presented.

#### **APPROVAL OF MINUTES**

The minutes of July 21, 2016 were adopted as corrected.

#### **GENERAL PUBLIC COMMENT**

**Dia Dreyer, Shoreline**, voiced concern that although the meeting was posted as a public hearing for the 145<sup>th</sup> Street Station Subarea Plan, the proposed amendments would also apply to the 185<sup>th</sup> Street Station Subareas. That means that only half of the impacted citizens have been informed that tonight's proposed changes would directly and significantly impact their neighborhoods so they can be part of the



public hearing. She commented that informing and interacting with the two areas separately, and then applying code as though they were both equally clearly informed and have been given the opportunity to be involved, appears to be a “divide and conquer” approach in order to muffle the voice of the citizens as a whole. She asked that the City be careful to inform the public more clearly.

**Yoshiko Saheki, Shoreline**, said she recently read on Facebook that the location of the 145<sup>th</sup> Street Station was shifting north of the Interstate 5 (I-5) on ramp and the on ramp, itself, would remain in its current location. She sent a letter of inquiry to Sound Transit and received the following response from John Evans, Light Rail Planning Manager:

*“At the request of the City of Shoreline, Sound Transit is working with King County Metro, WSDOT, and Shoreline to refine the 145<sup>th</sup> Street Station design that would move the station approximately 400 feet north of the location in the project’s preliminary design. This would provide the space needed primarily for expanded bus service facilities at the station now planned by King County Metro, along with the project’s previously planned park-and-ride garage and passenger pick-up/drop-off space. We are still early in the process of developing the refined designs.”*

Ms. Saheki asked what exactly caused the station to move and why expanding bus service would require the station to be moved. She also asked why the citizens have not been informed at previous meetings that the station location was about to change. Lastly, she said it seems that the public’s knowledge about the relocation was pure happenstance, and she questioned when the City planned to notify the public. Chair Craft invited staff to share information regarding the potential relocation of the station as part of their presentation.

**Robert McMurray, Shoreline**, also raised concerns about the proposed relocation of the 145<sup>th</sup> Street Station. He asked why it was not recognized earlier in the process that the on ramp to I-5 would have to be changed to accommodate the station.

#### **PUBLIC HEARING: 145<sup>TH</sup> STREET STATION SUBAREA PLAN PACKAGE (ORDINANCE NUMBERS 750, 751 AND 752)**

Chair Craft advised that the public hearing is on the 145<sup>th</sup> Street Station Subarea Plan Package, which includes Ordinance 750 (adopting the Subarea Plan and amending the Comprehensive Plan Future Land Use Map, Ordinance 751 (amending the Development Code and Official Zoning Map), and Ordinance 752 (adopting the Planned Action Ordinance (PAO). He reviewed the rules and procedures for the hearing and then opened the hearing.

#### **Staff Presentation**

Ms. Redinger briefly reviewed the timeline for the 145<sup>th</sup> Street Subarea Plan process, which began in May of 2013 with a community workshop that was open to both the 145<sup>th</sup> and 185<sup>th</sup> Street Station Subareas. This was followed by a visioning phase that included a series of five workshops where citizens were invited to brainstorm high-level things they would like to see in the neighborhood. Following the visioning phase, there was a break in the schedule for the 145<sup>th</sup> Street Subarea Plan



waiting for Sound Transit to make a decision on the location of the 2<sup>nd</sup> station. In November of 2013, Sound Transit decided that the preferred station location would be at 145<sup>th</sup>, and planning for the 145<sup>th</sup> Street Station Subarea resumed in early 2014 with a series of design workshops. Part I of the design workshops provided an opportunity for more high-level, very specific brainstorming, and Part II introduced potential zoning scenarios and a number of illustrations. The next step was to begin the Draft Environmental Impact Analysis (DEIS), which was published in January of 2015. In March of 2015, the process took a break while the City's Transportation Department performed the 145<sup>th</sup> Street Corridor Study. The preferred concept for the City was adopted in April of 2016, and subarea planning began in earnest again. Prior to April, the Commission had some prerequisite discussions relative to the 145<sup>th</sup> Street Corridor Study, as well as a wetlands assessment and technical memorandums that were produced.

Ms. Redinger further reviewed that the Planning Commission sent a recommendation to the City Council in April relative to a preferred alternative (Compact Community Hybrid) to move forward with the Final Environmental Impact Statement (FEIS). On May 2<sup>nd</sup>, the City Council elected to not select a preferred alternative, but to move forward with the FEIS, studying the Compact Community Hybrid as a 4<sup>th</sup> Alternative, as well as the concept of phasing for all action alternatives (Connecting Corridors, Compact Community, and Compact Community Hybrid). More recently, the Commission has held a series of study sessions about the following elements of the Subarea Plan Package:

- Final Environmental Impact Statement (FEIS)
- 145<sup>th</sup> Street Station Subarea Plan
- Future Land Use Map of the Comprehensive Plan
- Development Regulations
- Zoning Map
- Planned Action Ordinance and Boundaries

Ms. Redinger explained that following the public hearing and the closing of their deliberations, the Commission will be asked to make a recommendation to the City Council. The City Council will discuss the Subarea Plan package on September 12<sup>th</sup>, and they could potentially adopt the three ordinances as early as September 26<sup>th</sup>. She emphasized that the map the Commission forwards to the City Council as part of its recommendation could be changed by the City Council.

Ms. Redinger reviewed that public participation occurred early in the process when it was a lot easier to talk about high-level concepts. The public outreach included visioning and design workshops, as well as a presence at Celebrate Shoreline and other neighborhood events. Articles about station subarea planning were published in *THE CURRENTS NEWSLETTER* every month for the past three years. There were also a number of mailings and additional community meetings.

Mr. Redinger reviewed the three ordinances as follows:

- **Ordinance 750, which adopts the 145<sup>th</sup> Street Station Subarea Plan and amends the Comprehensive Plan Future Land Use Map.** Ms. Redinger reviewed that Ordinance 750 was discussed by the Commission on July 21<sup>st</sup> when the Commission reviewed the seven chapters



contained in the draft Subarea Plan. The Subarea Plan includes a Vision Statement, which is based on a livable community model and includes policy language for land use, transportation, economic development, community design, and other elements that are covered in the Comprehensive Plan. It also includes conceptual illustrations that were shared previously, as well as the Future Land Use Map that ties each of the Mixed Use Residential (MUR) Zones to a specific Comprehensive Plan Designation. For example, MUR-70' correlates to Station Area 1 (SA1), MUR-45' to Station Area 2 (SA2), and MUR-35' to Station Area 3 (SA3).

Ms. Redinger explained that while a Comprehensive Plan Designation typically represents a range of potentially appropriate zoning, the designations for the Station Subarea zones was done differently. The intent is to make it more complicated to change the zoning in the future since it would require amending both the Comprehensive Plan Designation and the Zoning Designation.

- **Ordinance 751, which amends the Unified Development Code, Shoreline Municipal Code (SMC) Title 20, and the Official Zoning Map to implement the 145<sup>th</sup> Street Station Subarea.** Ms. Redinger reviewed that this ordinance adopts the Development Code Regulations and Zoning Map. As part of its recommendation to the City Council, the Commission could separate the Development Code Regulations for the 145<sup>th</sup> Street Station into a new Ordinance 756. Potential zoning scenarios were discussed by the Commission in 2015 (February 5<sup>th</sup> and 9<sup>th</sup>) and 2016 (March 17<sup>th</sup>, April 7<sup>th</sup>, and August 4<sup>th</sup>). They were also discussed by the City Council at several meetings that are detailed in the Staff Report.

Ms. Redinger explained that the Compact Community Hybrid Map (Alternative 4) is being used as a placeholder in all of the documents and exhibits since that was the Commission's last recommendation for a preferred alternative zoning scenario. If the map is changed upon recommendation by the Commission or adoption by the City Council, the map and all other related maps, including the Comprehensive Plan Map and PAO Boundary Map, would be changed to reflect the zoning map.

Ms. Redinger referred to Attachment D of the Staff Report, which outlines Commissioner Mork's proposed amendment to the zoning map. The Commission discussed the proposed change briefly at their last meeting. As per the amendment, the Compact Community Hybrid Map (Alternative 4) would be amended so that all parcels that are encumbered by a wetland, stream or buffer would remain Residential 6 (R-6). The other areas around Paramount Park and the properties north of the Paramount Open Space would be zoned MUR-35'.

Mr. Szafran reviewed that the Commission has discussed the proposed amendments to the Development Code and Zoning Map at a number of meetings, including May 5<sup>th</sup>, June 2<sup>nd</sup>, July 21<sup>st</sup> and August 4<sup>th</sup>. He explained that the MUR zones were originally created during the adoption of the 185<sup>th</sup> Street Station Subarea Plan to shape and guide development to implement the Subarea Plan. The regulations that were adopted through the 185<sup>th</sup> Street Station Subarea Plan would also apply to the 145<sup>th</sup> Street Station Subarea Plan, including standards for MUR zones (height, setbacks, stepbacks), vehicular access from side streets, streetscape improvements and landscaping requirements, greater design standards, affordable housing and green building requirements.



Mr. Szafran reviewed that, as part of the 145<sup>th</sup> Street Station Subarea Plan process, staff presented a number of Development Code Amendments relative to Critical Areas Reasonable Use Permits (CARUP), station area uses, single-family detached uses in MUR-35' and MUR-45' zones, minimum density in the MUR-35' zone, minimum lot area in the MUR-70' zone, maximum setback on 145<sup>th</sup> and 185<sup>th</sup> Streets, additional height for rooftop amenities, minimum density calculations, townhouse design standards for the MUR-45' zone, site and frontage improvement thresholds for change of land use, and access to development from 5<sup>th</sup> Avenue NE.

Mr. Szafran recalled that, at their last meeting, the Planning Commission voiced concern that establishing a minimum lot size in the MUR-70' zone could be problematic for certain property owners. Although a minimum lot size requirement would provide enough lot area to build to full potential of the zone, it would be inflexible and would not guarantee development to the full potential. It could also result in less choice for property owners and create many remnant parcels that cannot be redeveloped. Staff is proposing a different approach that would establish a higher minimum density requirement of 80 dwelling units per acre in the MUR-70' zone. This would provide flexibility to property owners and ensure that density is clustered around the station. It would also encourage higher buildings with structured parking and a variety of building forms. However, the approach would still not ensure that properties are developed to full building potential. He provided several examples of recent and proposed development in the City that are at or exceed 80 units per acre.

Mr. Szafran reviewed that the Commission also voiced concern about staff's recommendation to establish a minimum density in the MUR-35' zone of 12 units per acre. In addition, there was a lot of discussion about staff's recommendation that minimum density calculations be rounded up rather than down.

- **Ordinance 752, which is the Planned Action Ordinance (PAC) for the 145<sup>th</sup> Street Station Subarea pursuant to the State Environmental Policy Act (SEPA).** Ms. Redinger advised that Ordinance 752 includes mitigation measures for Phase 1 of the Compact Community Hybrid Zoning Scenario (Exhibit A), Development Code Regulations (Exhibit B), and the PAO Boundary Map (Exhibit C) that was discussed by the Commission on August 4<sup>th</sup>. She reminded the Commission that the purpose of the PAO is to address cumulative impacts for a 20-year growth scenario, identify mitigations, track actual growth against projected growth, and provide for streamlined environmental review. She displayed the PAO Boundary Map that was discussed on August 4<sup>th</sup>, which includes just the Phase 1 boundary. Another alternative would be to have the PAO Boundary encompass the entire zoning area and then rely on the 20-year mitigations that were identified through the FEIS. She reminded them that the current ordinance has a sunset of 20 years from adoption. That means the ordinance would not apply to the entire build out, but just what is anticipated for the first 20 years. This could be the 20 years that was analyzed in the FEIS for the full build out scenario, or the roughly 17-year time frame that would apply to Phase 1 if phased zoning is used.

Ms. Redinger advised that, at the conclusion of the public hearing and Planning Commission recommendation, the City Council will conduct a study session on the entire Subarea Plan Package on September 12<sup>th</sup>, with potential adoption of the ordinances on September 26<sup>th</sup>. All ordinances and exhibits, as well as the FEIS, have been included on the City's website [www.shorelinewa.gov/145FEIS](http://www.shorelinewa.gov/145FEIS).



Ms. Redinger referred to Ms. Saheki's questions about the footprint of the proposed station, and acknowledged that there has been a lot of community input regarding station location over the last several days. She emphasized that the station location and design is a Sound Transit process rather than a City process. However, Sound Transit is obligated to check in with the City and the entire community at various stages of the design process, and they are trying to schedule a public meeting in November to present initial design plans (roughly 30%). Additional open houses will be held at 60% and 90% design.

Ms. Redinger shared an aerial photograph illustrating the previously-proposed footprint. While it shows the actual location of the elevated station and some of the plaza, it does not show the other components that will be necessary. She explained that the initial plan was to move the on-ramp to I-5 from its current location to north of the station. However, as their work approached 30% design and Sound Transit started incorporating comments and concerns from other agencies and members of the community, the design evolved into a different footprint. She provided an aerial photograph illustrating the location of the proposed new station location. She noted that although the station would be moved north of the on-ramp, the on-ramp's location would not change.

Vice Chair Montero asked if the parking garage would remain in the same location as originally proposed. Ms. Redinger answered that it would also be moved north. She explained that, although the total footprint would only increase slightly, it would impact more single-family properties. The FEIS analyzed multiple station layouts, one of which is very similar to what is currently being proposed. The location change is relatively new information, and the intent was for Sound Transit to communicate with property owners before the change went public.

Chair Craft asked if the new proposed location would incorporate NE 148<sup>th</sup> Street. Ms. Redinger answered affirmatively and advised that NE 148<sup>th</sup> Street would provide for better pedestrian access and circulation. She explained that the City and many other agencies consider the evolving design to be better because it includes improved traffic flow and traffic safety on 5<sup>th</sup> Avenue NE; utilizes NE 148<sup>th</sup> Street for improved safety and operations; provides for better bus access and circulation and bus layover space; provides an opportunity to access and utilize open space south of the station; provides for expanded drop-off and pick-up facilities; extends pedestrian, bicycle and traffic improvements further north on 5<sup>th</sup> Avenue NE; and lessens construction impacts on City streets because the I-5 ramp would not have to be closed for as long, if at all.

**John Evans, Sound Transit**, said Sound Transit is working with partner agencies to determine the preferred options to best serve the community. He pointed out that the drawings are very rough and do not show the extent of the station. For example, the previous footprint actually extended to the north, which would require additional property acquisition that is now shown on the map. He emphasized that the evolving footprint may require the acquisition of an additional seven or eight properties. He recognized that property acquisition is a significant concern, and Sound Transit has hand delivered letters to all potentially-impacted property owners.

Chair Craft summarized that the evolving design would move the station further north into the MUR-70' zone. It would also incorporate NE 148<sup>th</sup> Street to allow for better bus, bicycle and pedestrian access on the north side of the station rather than on 5<sup>th</sup> Avenue NE. Mr. Evans explained that it was difficult to



engineer traffic to fit into the triangle south of the on-ramp. Having another access so close to the intersection of NE 145<sup>th</sup> Street was also problematic from a traffic engineering standpoint. They are considering a variety of options, and Sound Transit will continue to work with Metro and the City's Traffic Engineer on how to address circulation to make it function well but still allow improvements on 5<sup>th</sup> Avenue NE to occur.

Chair Craft asked if the evolving design is based on a more in-depth traffic/circulation analysis. Mr. Evans said the proposed new location has received support from partner agencies, and the intent is to formalize the concept. The issue is trying to fit everything within a confined space. Since the original selection of the station location, Metro completed its draft long-range plan that incorporated substantial new bus service to the station area. The developing footprint would accommodate their need for increased space.

Commissioner Chang asked how the proposed location change would impact the conclusions contained in the FEIS. Ms. Redinger answered that staff is doing some initial analysis to see how the change would impact the walkshed, etc. However, on the whole, moving the station 400 feet to the north would not change what was analyzed in the FEIS, and it may help alleviate some of the issues. For example, it may create better traffic flow on 5<sup>th</sup> Avenue NE. She emphasized that more information about the station location will be forthcoming at the 30% design workshop that Sound Transit will host. At that time, the community will have an opportunity to comment on the designs as they are developed.

Chair Craft commented that, by moving the station as proposed, the amount of MUR-70' zoning available for redevelopment would be reduced. That means the number of potential units would also be reduced.

Commissioner Chang asked how the new location would impact the traffic study results, and Ms. Redinger answered that it would not change the volumes, other than reducing them a bit because fewer parcels would be zoned MUR-70'. On the whole, staff believes the change would provide relief. The more people have an option to reach the station by reliable bus service, the fewer people will choose to drive in single-occupancy vehicles.

Commissioner Moss-Thomas referred to the letter from Sound Transit to Yoshiko Saheki, which indicated that the location change was based on a request from the City of Shoreline. Mr. Evans said the change came about as Sound Transit worked with their partners (Washington State Department of Transportation (WSDOT), City of Shoreline and King County Metro). Moving the station to the north would reduce the impacts to NE 145<sup>th</sup> Street, and the City of Seattle would no longer have jurisdiction. He explained that Sound Transit has a directive to address transit integration. Rather than creating individual silos of transit operations, light rail will work with the bus service so that the two opportunities are well integrated. Metro pointed out that their projections indicate that 90% of the train ridership will come from their buses, and the plan must include pleasant, easy-to-use, and efficient circulation. The City has agreed that Sound Transit should work with King County Metro to make sure their needs are accommodated. In addition, the City Traffic Engineer identified concerns about how traffic would work at the intersection of NE 145<sup>th</sup> Street and 5<sup>th</sup> Avenue NE. She particularly voiced concern about the closeness of driveways, where stacking would occur.



Commissioner Malek asked about ownership and future disposition of the triangular piece of property at the intersection of NE 145<sup>th</sup> Street and 5<sup>th</sup> Avenue NE. Mr. Evans said the property is WSDOT right-of-way all the way to the northern boundary of the existing park-and-ride. In normal circumstances, Sound Transit would purchase an air lease or long-term easement use of the property, but WSDOT would still retain ownership. This may still be required if other enhancements or access are included in the developing footprint scenario.

Commissioner Mork emphasized that pedestrian and bicycle access are crucial to the success of the station, and she asked if the location change would alter the work that has been done in this regard. Ms. Redinger answered that staff anticipates that if NE 148<sup>th</sup> Street goes through the station area, pedestrians and bicycles would have better access. Mr. Evans added that the proposed change would also resolve the City's long-time concern about how people who are walking or riding to the station get across the on-ramp. Relocating the station further north would eliminate the need for the Metro off-ramp because people would be able to use light rail instead of catching a bus to travel down I-5. In addition, the pedestrian crossing would be shorter and enhanced. The previous version would require a new on-ramp that would serve as a northern wall to what is going on north of the station. The intent is to work with the City on a variety of multi-modal enhancements on 5<sup>th</sup> Avenue NE that improve connections to and throughout the station for all modes of transportation.

Commissioner Moss-Thomas voiced concern about recommending approval of a land use map before making final decisions relative to zoning. For example, the Compact Community Hybrid Map (Alternative 4) is being used as a placeholder. However, in the context of deliberations about the overall zoning in the subarea, the Commission may want to recommend changes to the land use map. Assistant City Attorney Ainsworth-Taylor explained that the general approach is to address the Comprehensive Plan first and then the zoning should implement the Comprehensive Plan. However, for Comprehensive Plan Land Use Designations that can only be implemented with one zoning district, any subsequent zoning changes would require amendments to the Comprehensive Plan Land Use Map. Because the Comprehensive Plan designations and the implementing zoning designations are tied together, the Commission could consider the Comprehensive Plan Future Land Use Map and Zoning Map simultaneously.

### **Public Testimony**

**Dia Dreyer, Shoreline**, expressed her belief that there should be no minimum density requirement in the MUR-35' zone, and the base density calculation rounding methods should not be modified. In addition, she recommended that the Phase I PAO Boundaries should not include any MUR-35' zoned properties. If the properties to the east are excluded, then properties to the west should be excluded, as well.

Ms. Dreyer reviewed that the Commission and City Council have confirmed multiple times over the past two years that single-family residential should be allowed in the MUR-35' zone and they are not in support of imposing minimum density. She noted that Commission's October 16, 2014 minutes show that staff verified that minimum density in the MUR-35' zone was not supported by the Commission, yet the topic was brought up again by staff at the Commission's June 2<sup>nd</sup> meeting. After a lengthy discussion, the Commission reaffirmed that they were not in support of minimum density in the MUR-



35' zone. Based on that meeting, each note in the code was adjusted and next to the adjustments it was noted that *"the Commission does not support minimum density in MUR-35'."* However, in the current meeting packet, staff has once again reasserted the amendment to be sent to City Council. She suggested that this dismissal of Commission direction and repeated insertion of the amendment is a mockery of the process and a complete disregard for the role of the Planning Commission. She questioned who is driving the relentless attempt to get the amendment into code. Is the Planning Division acting on the single biased interest of a certain outside party? Is it not the responsibility of the City to fully and clearly disclose to Shoreline citizens any possible ex-parte communications that could influence the City's decision?

Ms. Dreyer concluded that, as discussed by the Commission in June, forcing additional units can have an incredibly large impact. Few homeowners have the means to realistically build three units, as Amendment 8 would be a requirement for all properties regardless of size. Requiring that units be crammed onto a property would leave the current home owners few options but to scrape their lot and demolish their own homes in order to do anything besides simply live there. Developers know this will reduce the pool of buyers, increase the highest and best use of the property, and bully the current homeowners.

**David Lange, Shoreline,** pointed out that the City has run for more than a year with the 185th Street Station Subarea zoning and current permits have had little to do with the concept drawings that were sold to the public as depicting the upzone results. He questioned how a PAO would foster the concepts of higher density and storefronts around an intersection with less density in the middle of the block or a working solution for walking density versus completely dispersed Vision 2029 storefronts. He commented that the new station design would eliminate bus stops on NE 145<sup>th</sup> Street near the station; and all buses, regardless of origin or destination will be using 5<sup>th</sup> Avenue NE. He cautioned that the City can build density faster than it can create community, which effectively blocks buses on NE 185<sup>th</sup> Street and NE 145<sup>th</sup> Street and creates costs instead of revenues.

Mr. Lange advised that there are serious concerns that the critical areas on private spaces have not been adequately identified or documented, and there is a buffer area west of the freeway that is still labeled as MUR-70'. He said he would like single-family residential to be a conforming use in the MUR-45' zone. Having a residential-only option in every zoning category will result in more cars than businesses. Further, it will push for more road width and garage space while decreasing walkability in the community. He voiced his belief that the residential option is effectively a "bait and switch" from the DEIS pictorial concepts that garnered some citizen approval and is now a surprise implementation of density, mainly residential, at any cost. He recalled that, at their last meeting the Commission heard about interest in redevelopment, but it is likely that every one of the proposals was for residential uses. With MUR-45' coming into the upzone years before MUR-70' development is present, business and office solutions are needed in the MUR-45' code, repeated all along the 1.25-mile corridor for 185<sup>th</sup> and its breadth. It's all about density, and the question is picking business and office or wider streets and congested intersections in areas where there are currently residential streets.

Mr. Lange commented that the examples provided of MUR-45' buildings will not get built in Shoreline until Seattle quits booming. He suggested one of the strongest support letters mentioned residents lacking mobility, and the easy-to-build, 3-story townhomes without elevators are no place for a



significant portion of the City's residents (existing or desired). He noted that every new building either contributes to the walking community or creates dumb density costs. He urged the Commissioners to read the comments and FEIS statements again before they vote.

**Doug Hudson, Shoreline**, said he first heard about the Subarea Plan via a letter from a realtor who wanted to purchase his home, which is located on 10<sup>th</sup> Avenue NE, the 5<sup>th</sup> lot above NE 155<sup>th</sup> Street. He particularly voiced his concern that the 4-lot width of MUR-35' zoning north of NE 155<sup>th</sup> Street (between 5<sup>th</sup> Avenue NE and 15<sup>th</sup> Ave) would be directly adjacent to single-family residential zoning. As proposed, it is possible that a 35-foot high structure could look directly into his back yard. He questioned why the City is proposing to rezone these properties midblock when the remainder of the zoning changes occur by block. He said it appears the intent is to create a mini Aurora Avenue. He asked for examples of where this type of zoning has been done elsewhere.

**Yoshiko Saheki, Shoreline**, referred to Amendment 3 (SMC 20.40.506) of Ordinance 751 and asked that the language be revised so that single-family detached dwellings that do not meet the minimum density are permitted in the MUR-45' zone, as well as the MUR-35' zone, subject to the R-6 development standards. She would support a provision that would sunset the allowance in the MUR-45' zone 10 years after the station opens. She observed that most people who live on blocks designated as MUR-45' did not envision this change when they purchased their homes. By allowing them to have their homes as permitted uses until 2033, the rezoning would be less disruptive on their lives. She asked the Commissioners to not just plan for the future; they should also consider those who live in the neighborhood now and have already invested in the community.

**Steve Schneider, Shoreline**, said he also received an email from Olivia Rother, Committee Outreach Specialist for Sound Transit, regarding the proposed change in station location. He asked the Commission to postpone any decision on the 145<sup>th</sup> Street Station Subarea Plan until Sound Transit gives the City an exact new location for the station. Since the design will not be ready until late fall, the City should wait until the final design is finished before proceeding with any decisions. The time should be used to continue the discussion of the cons and pros of the rezone. He asked who would pay for all of the mitigations listed in the FEIS for Phase 1 of the Compact Community Hybrid Zoning Scenario. It should not be the people who already live in the neighborhood.

**Wendy DiPeso, Shoreline**, said she was present to represent the Shoreline Preservation Society. She asked that the Commission accept the Society's additional comments as part of the official public record with legal standing on the matter of the proposed 145<sup>th</sup> Street Station Subarea Plan (PAO, FEIS and rezone), including Ordinances 750, 751 and 752. The Society has a longstanding interest and involvement in the community, protecting its natural and cultural resources, the character of the neighborhoods, and the Thornton Creek Watershed. The Society asserts Growth Management Act (GMA) and SEPA standing in this matter.

Ms. DiPeso said that, along with the concerns raised in a letter that was submitted earlier in the day, the Society has the following additional concerns:

- At the Commission's last discussion, Commissioner Mork testified of her concern that retaining R-6 around wetlands would create an area where only the very wealthy could live. However, it is



important to keep in mind that they are not talking about lakefront property or ocean views. They are talking about homes that are subject to flooding. If the City increases the density north, west and south of the Paramount Park and Open Space, any properties that are in the buffer zone or adjoining the wetland would be subject to greater flooding.

- The Commission also had a lengthy discussion about minimum lot size, but it did not address the fact that buildings of a certain height require fire service access on all four sides. This will require setbacks.
- In order to keep everything above board and the community informed, it is necessary to at least do an amended or supplemental Environmental Impact Statement (EIS) based on the proposed station location change. Sound Transit will not conduct their public meeting until November, yet it is anticipated the City Council will make a final decision on the Subarea Plan by the end of September. That seems to be “putting the cart before the horse.”

Ms. DiPeso said she could fill a book with all of the issues and concerns the Society has relative to the Subarea Plan. It comes down to the fact that they are not just talking about dots on a map. Almost everyone in the room could say that this community is their home. The 2000+ people who attended the ice cream social just prior to the hearing could also say this community is their home. Yet, with the stroke of a pen, these human beings are being denied the right to determine what the changes are going to look like in their home area once projects are actually proposed. She questioned who the community belongs to. It appears that it now belongs to those who have the power and money to redevelop.

**Aaron McCullough, Shoreline**, said he lives on 5<sup>th</sup> Avenue NE and is a supporter of aggressive planning. He supports the City turning into the modern city that it can be, and he supports a significant upzoning to meet the coming density that is inevitable. He said he did not grow up in Shoreline and has lived in the City less than five years. However, it is his home and he intends to stay. They are trying to find their way in the neighborhood and provide ways for people with disabilities to have a place to live, as well. There is an accessory dwelling unit on his property that is leased out to someone with developmental disabilities. They are interested in taking advantage of a potential upzone to provide an additional accessible unit that he may end up moving into as he ages.

Mr. McCullough said he is dismayed by the Compact Community Hybrid Map, which illustrates a fractional change from earlier ones that seemed to push the MUR-35' all the way up 5<sup>th</sup> Avenue NE to NE 160<sup>th</sup> Street. The current proposal falls short of allowing him to take advantage of an increase in density. He disclosed that he works for Sound Transit as an Accessibility Coordinator, but he was not present to speak on behalf of Sound Transit. He was previously an attorney who focused on the American's with Disabilities Act (ADA). His desire is to address the City's need for more accessible housing options and provide opportunities for citizens to age in place. Rather than knocking down existing structures, his goal is to take advantage of the potential upzone. He commended the Commission for the good planning they have done and for the well-deserved award the City recently won for the 185<sup>th</sup> Street Station Subarea Plan. He urged the Commission to take an aggressive approach to the 145<sup>th</sup> Street Station Subarea Plan.



**Jeffrey Eisenbrey, Shoreline**, presented a petition with 97 signatures from citizens asking for an extension of two weeks for the public comment period to account for the late-breaking news about the station relocation, as well as people's general sense of dismay and powerlessness regarding the upzone. He commented that the proposed change in station location strikes him as the latest and inescapable evidence that the process is outpacing the gathering and consideration of facts. He noted that the City of Bothell's pursuit of redevelopment on Bothell Way was an 8-year process, yet the City of Shoreline is trying to complete the 145<sup>th</sup> Street Station Subarea Plan in two to three years. In spite of the extended public comment period outlined by staff, the community feedback has mostly been thrown out and people have expressed grave concern and surprise when they see how the proposal is rendered in the maps.

Mr. Eisenbrey referred to Section 3.3.3 of the Department of Ecology's (DOE) SEPA on-line handbook, which discusses the effected environment, significant impacts and mitigation measures. He noted that the City uses the lowest threshold of mitigation (monitoring) almost exclusively. As he demonstrated in documents he prepared for the last Commission meeting, the impact to schools of a full buildout can be conservatively estimated at \$250 million strictly for construction. The City's FEIS does not address where this money will come from, nor does it propose any mitigation besides monitoring. This is irresponsible at best, and at worst, it is either incompetent or an effort to whitewash the costs that will be passed on to residents. All of these services will be costly and have not been accounted for in the FEIS. When comparing the work of the City's Planning Division to the work that has been done by other municipalities (as cited in a letter of rebuttal to comments the Commission has received), the City's work is shoddy at best.

**Ann Bates, Shoreline**, voiced concern that the costs associated with additional infrastructure have not been addressed in the plan or in the FEIS. There is some very lovely language in the July 2016 draft report that says the City would prioritize capital projects, update its systems plan and procure funding for and implement improvement to its facilities. However, it does not say whether the City actually has the staffing capacity to get all the changes done. It also does not identify who would be responsible to pay for the improvements to water, sewer, traffic, parks, etc. She noted that there is a chance that Paramount Park may be turned into a school again. While it has been suggested that the City would insist that the school provide playground equipment for the community, it is not guaranteed and the park may be lost. Although another park would be recommended based on population and size, there has been no discussion about who would pay for the park and where it would be located. She asked if developers would have to pay for any of the improvements and if the City has sufficient staff to see that the improvements are made.

**Deborah DeMoss, Shoreline**, said she has been significantly impacted by the decision that was made relative to the 185<sup>th</sup> Street Station Subarea Plan, and she is present to support the citizens and neighbors who are concerned about the 145<sup>th</sup> Street Station Subarea Plan. Based on the horrifying effects of the Planning Commission not doing a traffic study for her street (12<sup>th</sup> Avenue), she and her neighbors are still in a nightmare state. She said she hopes that the Commission will listen loud and clear to the neighbors and base its decision on what they are saying. They know better than anyone. No one bothered to listen to her and her neighbors. Instead, they followed the staff's recommendation, but it is important to keep in mind that staff does not have to live with the nightmares that their plans create. She reported that, in May, a small dog was killed on her street, which is located in a commercial/business



area. The traffic has been horrendous, and the little dog will never come back to its family. She noted that there are children living along the street, and she implored the Commission to listen to the community and understand their concerns and thoughts. When all is said and done, you cannot go back. The 185<sup>th</sup> Street Station Subarea Plan was rushed through. Although the City won the lawsuit that was filed against it, she finds it ironic that they won an award for their efforts.

**Pam Mieth, Shoreline**, said she is in favor of the light rail station and some increased development. However, she continues to object to the height, density and scope of the proposed Subarea Plan. She said she does not understand why neither the Planning Commission nor City Council has paid any attention to the objections of the majority of residents who have attended their meetings. It seems that the Subarea Plan is a foregone conclusion. She said she understands the concept of grouping redevelopment in proximity to the stations, but it puts the full impact on these neighborhoods. Perhaps spreading it out a little bit and having some better transportation links should have been considered further. She is also concerned that there would be no maximum density in the proposed zones, and she is worried the plan would result in a lot of micro-units along NE 145<sup>th</sup> Street and NE 155<sup>th</sup> Streets, with no setbacks in some cases. This would crowd out the streets and create a very urban environment that would completely change the character of the City. While she understands the need for progress, the proposed plan seems excessive. She asked if the change in the station location would require the borders of the increased density to shift north a few blocks. She noted that the plan talks about extending the turn lanes on NE 155<sup>th</sup> Avenue and Meridian Avenue NE all the way from 5<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE. If so, would that be done in the existing roadway, or would the on-street parking be eliminated. She said she would love the proposal to be downscaled, and she urged the Commission to continue the public hearing.

**Robin Lombard, Shoreline**, commented that many of the residents in attendance at the public hearing have spent countless hours over the past three years in meetings, design workshops, open houses and discussions. They've invested the time because they care about the neighborhood and how the plan surrounding the 145<sup>th</sup> Street Station Subarea will impact them. They want to make sure the Commission has the information it needs. She said she was surprised and concerned when she heard that the station might be moving to the north. Although she thinks it is Sound Transit's right to change its mind based on more information, citizens will want to give feedback. She requested that the Commission hold back its recommendation on the Subarea Plan until they are sure about the location and Sound Transit has communicated with the residents and allowed them an opportunity to provide feedback.

Commissioner Malek asked if staff has discussed how reducing the size of the MUR-70' zone based on the proposed new station location would impact the FEIS that was prepared for the Subarea Plan. Ms. Redinger answered that the FEIS is intended to analyze the maximum potential impact, and the proposed station relocation could potentially decrease the impact. Therefore, staff believes the location change is adequately addressed in the FEIS.

**Janet Way, Shoreline**, commented that the proposed change in station location is a significant concern, and she supports previous requests that the hearing be rescheduled to a future date to allow more people to testify and for the Commission to consider the impacts properly. She pointed out that about 3,000 households would be impacted by the proposed Subarea Plan. If the area were threatened by a flood, fire, or earthquake, the Commission would feel obligated to do something to help the neighbors.



Instead, it appears they are trying to figure out a way to “kick them all out.” She understands that change will happen and development will occur, but ultimately, that’s the way the residents feel. Again, she asked for more time. The citizens have a right to be heard and to be given proper notice of the changes coming up.

**Charles Cooper, Shoreline**, said the reality is the Central Puget Sound (the metropolitan region) is going to see an increase in population in the magnitude of 1.5 million in the next 20 years. That means that every city in the region must take some responsibility for accommodating the increase in population. That necessarily means that cities must look at how they are organized, and it will mean more density. He recognized that change is never pleasant, but they must “take the bull by the horn.” The City Council and Planning Commission is charged with the responsibility of looking at the best interest of the community in the long run; not just for existing residents, but for new residents. It is his hope that the Commission will do its best job in figuring out what needs to be done, recognizing that the City must densify and create walkable, vibrant communities and transit-oriented development adjacent to the Sound Transit investments that are coming.

Ms. Redinger clarified that single-family uses would be permitted in the MUR-35’ zone. The R-6 development standards would apply to future single-family residential development and there would be no minimum density requirement. However, if minimum density is applied to the MUR-35’ zone, it would not be possible to develop more than one single-family home to maximize the density allowed under the MUR-35’ development standards.

Regarding Ms. Saheki’s recommendation, Ms. Redinger explained that the regulations, as currently written, would allow single-family homes as permitted uses in the MUR-45’ zone, and the remaining non-conformance would pertain to the minimum density requirement. Even with the non-conformance, a single-family homeowner in an MUR-45’ zone would be allowed to expand, remodel and rebuild up to 50% square footage or 1,000 square feet, whichever is less, of their existing footprint.

Ms. Redinger referred to Mr. Hudson’s concern about having a 35-foot high structure looking down on his backyard. She clarified that the existing height limit in R-6 zones is 35 feet, and the 35-foot height limit in the MUR-35’ zone was intended to be compatible.

Ms. Redinger recalled that there were also a number of questions about who would pay for upgrades to infrastructure. She answered that some of the upgrades would be provided by Sound Transit in conjunction with the station development and some will occur as capital projects. However, a lot of projects will occur as part of redevelopment. She reminded the Commission that developers are required to pay for improvements to traffic, utilities, etc.

Ms. Redinger emphasized that the City has made a clear commitment to acquire and develop new park space, programs and facilities. She advised that the Parks, Recreation and Open Space (PROS) Plan is currently being updated. In addition to looking very specifically at opportunities within both of the station areas to acquire land, the plan would look at an impact fee that developers would pay into a fund that the City could use to acquire available property for park or open space.



Although it has been suggested that the public hearing be continued to September 1<sup>st</sup>, Ms. Redinger pointed out that date is the Thursday before the Labor Day Weekend. When staff originally considered dates for the public hearing, they knew it would be challenging to hold a public hearing and have good participation in August. They also realized that moving the hearing to a non-traditional Commission meeting night would also cause problems, and the Thursday before Labor Day was also not ideal. However, it is important for the City Council to start deliberating in September and make a recommendation soon after, as they are also obligated to adopt a City budget and take care of other year-end items.

Ms. Redinger clarified that the Polaris Development was not part of the 185<sup>th</sup> Street Station Subarea. The zoning was adopted 10 years ago as part of North City. The policies surrounding the development are not based on staff recommendation. The development approval was based on policies and plans from City, County and regional entities.

Regarding the maximum density provision, Ms. Redinger reminded the Commission that the City has changed the way it regulates residential development from a maximum density to a height limit. There are also other controls relative to the number of units that can be developed, such as parking standards.

There was no one else in the audience who wished to participate, and the public portion of the hearing was closed.

#### **Commission Discussion and Action**

**CHAIR CRAFT MOVED THAT THE COMMISSION RECOMMEND TO CITY COUNCIL THAT ORDINANCE 750 (ADOPTING THE 145<sup>TH</sup> STREET STATION SUBAREA PLAN AND RELATED AMENDMENTS TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP) AND ORDINANCE 751 (ADOPTING AMENDMENTS TO THE SHORELINE MUNICIPAL CODE TITLE 20 UNIFIED DEVELOPMENT CODE AND AMENDMENTS TO THE CITY'S OFFICIAL ZONING MAP TO IMPLEMENT THE 145<sup>TH</sup> STREET STATION SUBAREA PLAN) BE ADOPTED AS PROPOSED BY PLANNING STAFF IN ATTACHMENTS A AND B OF THE AUGUST 18, 2016 STAFF REPORT. COMMISSIONER MAUL SECONDED THE MOTION.**

**COMMISSIONER MAUL MOVED TO AMEND THE MAIN MOTION TO REMOVE AMENDMENTS TO THE SHORELINE MUNICIPAL CODE TITLE 20 PROPOSED BY STAFF IN ATTACHMENT B, EXHIBIT A AND DIRECT PLANNING STAFF TO PREPARE A NEW STAND-ALONE ORDINANCE FOR THOSE AMENDMENTS AND TO MODIFY ORDINANCE 751 TO REFLECT THE CHANGE. THE RECOMMENDATION TO COUNCIL WOULD BE FOR THE APPROVAL OF BOTH ORDINANCE 751 (ZONING MAP AS SHOWN IN ATTACHMENT B, EXHIBIT B) AND APPROVAL OF A NEW ORDINANCE FOR DEVELOPMENT CODE AMENDMENTS SHOWN IN ATTACHMENT B, EXHIBIT A. COMMISSIONER MORK SECONDED THE MOTION.**



Assistant City Attorney Ainsworth-Taylor explained that the intent of the sub-motion is to separate the development code provisions from the zoning map so that the development codes for the 145<sup>th</sup> Street Station Subarea Plan and 185<sup>th</sup> Street Station Subarea Plan stand alone.

**THE SUB-MOTION TO THE MAIN AMENDMENT WAS UNANIMOUSLY APPROVED.**

**COMMISSIONER MORK MOVED TO AMEND THE MAIN MOTION TO RETAIN R-6 ZONING ONLY ON THOSE TAX PARCELS THAT ARE ENCUMBERED BY CRITICAL AREAS AND THEIR BUFFERS AS SHOWN ON ATTACHMENT D TO THE AUGUST 18<sup>TH</sup> STAFF REPORT. THE OTHER TAX PARCELS SHOULD BE ZONED TO MUR-35'. COMMISSIONER MOSS-THOMAS SECONDED THE MOTION.**

Commissioner Mork reminded the Commission of the specific goals called out by the City Council to increase density and recommended that the properties that do not have critical areas should be reverted to MUR-35' zoning so the density requirements can be met. She explained that when identifying critical areas, it is not just based on whether or not they can be seen. When property is developed, a developer must also notify the City if any critical areas are found. She feels there is already a safety net built in, and MUR-35' would be a reasonable method to increase density in the area.

Commissioner Malek asked if the entire area was originally identified as MUR-35' but later changed to R-6. Chair Craft answered that the original Compact Communities Map identified the properties around the Paramount Open Space and Paramount Park as MUR-35'. In the Commission's recommendation to the City Council, the MUR-35' zoning was removed for the properties around the park. Commissioner Mork clarified that her sub-motion would revert those properties that are not encumbered by critical areas or critical area buffers back to MUR-35'. This would also include some properties by Twin Ponds Park.

Commissioner Moss-Thomas said she took the opportunity to walk through the entire area earlier in the week and noticed there are a lot of single-family residential homes, and many are relatively new. She does not anticipate these uses will change in the next 50 years, but there are also opportunities for redevelopment. Although the R-6 and MUR-35' zones have the same height limit, they also contain different development standards for setbacks, etc. She supports the proposed motion to change the properties back to MUR-35' zoning. She also suggested that the sub-motion should include the properties south of the Paramount Open Space that border NE 145<sup>th</sup> Street. This change would present an opportunity to increase density for walkability. Although there is a small amount of critical area on the properties, the mitigations that would be required to develop these properties would resolve a huge number of issues that plague the Paramount Open Space. These improvements will not be made if the R-6 zoning is retained. Given the location of these properties, she felt there would be greater safeguards and a better opportunity to develop infrastructure on these properties if they were zoned MUR-35'.

At the request of Commissioner Chang, Commissioner Moss-Thomas clarified that although the MUR-35' zone would allow a greater lot coverage, development would still have to conform with all the critical area requirements. In addition, new development would have to meet the more stringent stormwater requirements. Commissioner Chang clarified that both the R-6 and MUR-35' zones would require new development to meet the new stormwater requirements. Commissioner Moss-Thomas



reminded the Commission that NE 145<sup>th</sup> Street is a highway of statewide significance, and MUR-35' zoning would offer additional options for redevelopment. While she does not believe that all the existing homes will go away, the goal is to create a livable community with a variety of housing types.

**COMMISSIONER MOSS-THOMAS MOVED THAT THE SUB-MOTION BE AMENDED TO ZONE THE PROPERTIES ON THE SOUTH END OF THE PARAMOUNT OPEN SPACE THAT HAVE A PROPERTY LINE ABUTTING NE 145<sup>TH</sup> STREET TO MUR-35'. COMMISSIONER MORK SECONDED THE MOTION.**

Commissioner Moss-Thomas summarized that her sub-motion is partly an equity issue, as well as a density issue. It is also a quality of life issue. For example, denser development can actually block sound from the corridor from carrying through to the neighborhoods. Identifying the properties as MUR-35' would not eliminate a property owner's ability to develop a property as single-family residential based on the R-6 zoning standards.

Commissioner Mork said she supports the exception proposed by Commissioner Moss-Thomas because the properties abut NE 145<sup>th</sup> Street, and the Commission has a tendency to think of major arterials, such as NE 145<sup>th</sup> Street or 15 Avenue NE, as being places where they want more density.

Chair Craft said he supports the Compact Community Hybrid Map, as previously recommended given the geography and topography of the area. Although he recognized that the intent is to focus denser development on the arterials where there are transit opportunities, he is not sure how necessary it is to change the zoning given that there has been recent development of single-family housing in the area. He reminded the Commission that the zoning could be changed at some point in the future if necessary, and the previously recommended map hones the focus in on the areas that are most important for transit-oriented development (15<sup>th</sup> Avenue NE, NE 145<sup>th</sup> Street, and NE 155<sup>th</sup> Street, and Light Rail Station). He said he would be inclined not to support either of the sub-motions.

Vice Chair Montero said he also supports retaining R-6 zoning on the properties that surround the park. He said he could support the motion to convert the properties back to MUR-35' if the minimum density requirement were eliminated.

**THE MOTION TO AMEND THE SUB-MOTION (*CHANGING THE ZONING ON THE PROPERTIES SOUTH OF THE PARAMOUNT OPEN SPACE THAT ABUT NE 145<sup>TH</sup> STREET TO MUR-35'*) WAS APPROVED BY A VOTE OF 4-3, WITH COMMISSIONERS MOSS-THOMAS, MORK, CHANG AND MAUL VOTING IN FAVOR AND CHAIR CRAFT, VICE CHAIR MONTERO AND COMMISSIONER MALEK VOTING IN OPPOSITION.**

Again, Chair Craft expressed his belief that the original map the Commission created is effective given current circumstances. Changes can be made in the future if necessary. The more intense development should be focused on 15<sup>th</sup> Avenue NE, NE 145<sup>th</sup> Street, NE 155 Street and the light rail station area.

Commissioner Mork commented that her sub-motion is intended to provide an equity option so that people will have a choice on whether they retain, replace, or expand their single-family or redevelop consistent with the MUR-35' zoning standards. Zoning the properties to MUR-35' would give



additional options to homeowners and developers. For example, MUR-35' development would provide opportunities for people who want to live near a park but cannot afford a single-family home.

Vice Chair Montero said he still feels the area should remain R-6, recognizing that it is part of Phase 2 of the Subarea Plan and can be reevaluated and changed at a later date. He believes the properties will remain the same for the foreseeable future regardless of whether they are zoned R-6 or MUR-35'. Commissioner Moss-Thomas disagreed, pointing out that the proposal would change both the Land Use Map and Zoning Map for all properties within the subarea. Although the properties in question are not included as part of the PAO (area formerly identified as Phase I), she believes changes will occur. For example, the gateway area at NE 145<sup>th</sup> Street and 15<sup>th</sup> Avenue NE is ripe for redevelopment, and she sees a higher potential for shorter term development going from 15<sup>th</sup> Avenue NE heading west before the station opens. It is important to address zoning and land use now so that property owners have a clear understanding of their choices.

Ms. Redinger pointed out that the map the Commission is currently considering would adopt all zones as of 2016 without phasing. If the Commission wants to put forward a phased-approach to the City Council, they would need to clarify their intent relative to the Compact Community Hybrid Alternative and the PAO boundaries. The Comprehensive Plan Map should also be changed accordingly to represent the future vision for zoning, even if it does not happen right now.

Commissioner Malek said he also walked through the Paramount Open Space and Paramount Park. With the density proposed in the MUR-70' and MUR-45' zones, there will be a need for more open space and areas that are less dense. The current map already lends itself to this concept. As he has watched Ballard redevelop, one of his least favorite things is the townhome density projects that are hobnailed in and encroach on sensitive areas. Of all the spaces to impose high density, critical areas and their buffers are the most objectionable. He would rather consider expanding the MUR-70' zoning further north beyond NE 155<sup>th</sup> Street and leaving the properties surrounding the parks as R-6. There is no reason to propose higher density and/or business traffic against a wetland area.

Commissioner Moss-Thomas reminded the Commission that commercial uses are not allowed in the MUR-35' zone unless facing a collector arterial. Therefore, most of the properties surrounding the parks would be restricted to residential development only. MUR-35' also has a height limit and limits on lot coverage. She voiced concern about leaving a lot of R-6 zoning in the middle of an area that is already fairly transit rich. She also voiced concern that the current map would place R-6 zoning across the street from MUR-70' zoning. She summarized that the proposed change would give more equity and lend itself to more development so that people can start using public transit before the station is open. She also anticipates that many of the properties would be redeveloped as residential rather than commercial. She understands that the change will impact the people who live in the neighborhood, but the area has been designated on long-range plans for well over 20 years as being a more transit-dense area.

**THE SUB-MOTION (RETAINING R-6 ZONING ONLY ON THOSE TAX PARCELS THAT ARE ENCUMBERED BY CRITICAL AREAS AND THEIR BUFFERS AS SHOWN ON ATTACHMENT D TO THE AUGUST 18<sup>TH</sup> STAFF REPORT. THE OTHER TAX PARCELS SHOULD BE ZONED TO MUR-35') WAS APPROVED AS AMENDED BY A VOTE OF 4-3, WITH**



**COMMISSIONERS MOSS-THOMAS, MORK, CHANG AND MAUL VOTING IN FAVOR AND CHAIR CRAFT, VICE CHAIR MONTERO AND COMMISSIONER MALEK VOTING IN OPPOSITION.**

**COMMISSIONER MALEK MOVED TO AMEND THE MAIN MOTION TO ADVANCE THE MUR-70' ZONE TO THE AREA BETWEEN NE 155<sup>TH</sup> STREET, 6<sup>TH</sup> AVENUE NE AND THE FREEWAY. COMMISSIONER MOSS-THOMAS SECONDED THE MOTION.**

Commissioner Malek said the intent of the sub-motion is to reclaim more high density, with the understanding that some would potentially be lost with the station relocation. He also felt that MUR-70' would better serve the area.

Commissioner Moss-Thomas asked if MUR-70' zoning would need to have been analyzed as part of the EIS. Assistant City Attorney Ainsworth-Taylor explained that not every lot needs to be analyzed in the FEIS at the exact zoning that is put in. The FEIS analyzed the no action alternative, the maximum growth alternative and various other scenarios and identified the amount of impacts associated with each one. The EIS studied a large percentage of the area in question as potentially MUR-85' zoning, so the analysis captures the impacts associated with MUR-70' zoning, as well. She concluded that the proposed change would fall within the parameters of the FEIS.

Chair Craft said he does not support extending the MUR-70' zone further north. The MUR-70' zoning should be located as close to the light rail station as possible. Bringing it to NE 155<sup>th</sup> Street would extend it beyond where it would be most effective, resulting in dense zoning further from the station area than desirable. On the other hand, he supports the MUR-70' zoning at the intersection of NE 145<sup>th</sup> Street and 15<sup>th</sup> Avenue NE given the existing commercial corridor and transit access along NE 145<sup>th</sup> Street.

Commissioner Mork asked staff to display the map that illustrates the ½-mile radius and walkshed boundaries, as well as the 1½-mile bike shed around the Compact Community Hybrid Alternative. Although the subject properties along NE 155<sup>th</sup> Street are within the ½-mile radius but not the walkshed, it was noted that the walkshed would move slightly north if the station is relocated as currently proposed. Commissioner Moss-Thomas noted that the station would be shifted north about the same distance as Commissioner Malek's recommendation to extend the MUR-70' zone. Given the potential for additional non-motorized improvements if the station moves further north, the properties in question would likely be within the walkshed area. She cautioned against basing their decision on today's streets and property boundaries, which are likely to change as parcels are redeveloped.

Commissioner Chang voiced concern that the proposed amendment represents too much change, and she likes the way the current zoning steps down and provides a transition from MUR-70' down to MUR-45', MUR-35' and then R-6 zoning. Commissioner Malek noted that, even with the change, the MUR-70' zoning would be surrounded by MUR-45' zoning to buffer most of the area.

Chair Craft commented that limiting the MUR-45' zone reduces the opportunity for people to purchase property, and people who purchase property tend to stay a little longer. Eliminating a portion of the



MUR-45' zone would remove some of the opportunity for different types of families and individuals to move into the neighborhood.

Vice Chair Montero pointed out that the property on the northern portion of NE 155<sup>th</sup> Street is developed with a church on the east corner and a fire station abutting the freeway. The map is missing 4<sup>th</sup> Avenue NE, which curves down between 5<sup>th</sup> and 2<sup>nd</sup> Avenues NE. The opportunity to redevelop to MUR-70' is limited. He agreed that the area does not lend itself to MUR-70' and it should remain as MUR-45'. However, he would support extending the MUR-70' zone further on the property east of 5<sup>th</sup> Avenue NE.

**THE SUB-MOTION TO THE MAIN MOTION FAILED BY A VOTE OF 3-4, WITH COMMISSIONERS MALEK, MAUL AND MOSS-THOMAS VOTING IN FAVOR AND CHAIR CRAFT, VICE CHAIR MONTERO, AND COMMISSIONERS CHANG AND MORK VOTING IN OPPOSITION.**

**COMMISSIONER MALEK MOVED THAT THE PROPERTIES SOUTH OF NE 155<sup>TH</sup> STREET AND NORTH OF NE 152<sup>ND</sup> STREET BETWEEN 5<sup>TH</sup> AVENUE NE AND 6<sup>TH</sup> AVENUE NE BE ZONED MUR-70' RATHER THAN MUR-45'. VICE CHAIR MONTERO SECONDED THE MOTION.**

Once again, Commissioner Malek said the intent is to reclaim a little more MUR-70' to account for the MUR-70' that would be lost as a result of the station relocation. Density is needed in the area, and MUR-70' is the best way to do it. There would still be MUR-45' zoning to transition between Paramount Park and the residential neighborhoods.

Chair Craft voiced his same objection that the proposed change would limit the amount of MUR-45', which is inappropriate given the location. While moving the station north would limit some opportunity for MUR-70' development, it would be minimal and not have a major impact. He supports keeping the MUR-70' zone closer to NE 145<sup>th</sup> Street and the station. Given the topography and the properties' proximity to Paramount Park, as well as the single-family residential development to the north, he supports the retention of MUR-45'.

Vice Chair Montero pointed out that 5<sup>th</sup> Avenue NE between NE 145<sup>th</sup> Street and NE 155<sup>th</sup> Street is a multi-modal corridor, and changing the zoning as proposed would allow the properties to be developed consistently along the entire corridor, creating an attractive boulevard. On the other hand, Commissioner Chang said she supports MUR-45' zoning to keep the taller buildings away from the park.

Commissioner Moss-Thomas said she supports the proposed amendment from a multi-modal standpoint, as well as an opportunity to create more cohesiveness between the Ridgecrest Neighborhood to the north and the volume of people going by on NE 155<sup>th</sup> Street. NE 155<sup>th</sup> Street is already busy, and it will get even busier as multi-modal improvements are made. The proposed change would provide more opportunities for all modes of transportation. There would still be a good buffer for the park, the proposed change would be consistent with the goal of creating density closer to the station.



**THE SUB-MOTION WAS APPROVED BY A VOTE OF 5-2, WITH VICE CHAIR MONTERO AND COMMISSIONERS MOSS-THOMAS, MORK, MAUL, AND MALEK VOTING IN FAVOR AND CHAIR CRAFT AND COMMISSIONER CHANG VOTING IN OPPOSITION.**

Commissioner Moss-Thomas noted that Section 1 of Ordinance 751 was pulled out to be its own separate ordinance. Therefore, they are only considering amendments to the zoning map in Ordinance 751. Assistant City Attorney Ainsworth-Taylor said the Commission should also provide clear direction to staff that the Comprehensive Plan Map should be changed accordingly based on the zoning amendments that were done by the Commission.

**COMMISSIONER MOSS-THOMAS MOVED TO AMEND THE MAIN MOTION TO UPDATE THE COMPREHENSIVE PLAN FUTURE LAND USE MAP (EXHIBIT B TO ATTACHED A OF ORDINANCE 751) TO ALIGN WITH ALL OF THE PROPOSED ZONING CHANGES IN ORDINANCE 752. COMMISSIONER MORK SECONDED THE MOTION**

Commissioner Chang asked if her fellow Commissioners were comfortable with the proposal to change the station location. Chair Craft reviewed that the intent of moving the station further north is to expand opportunities for transportation access, and he feels comfortable that the area to the north will be a more effective location for the station. Commissioner Chang concurred but voiced concern about how the relocation would impact the analysis that was done as part of the FEIS. Commissioner Moss-Thomas commented that the traffic studies played a part in Sound Transit's decision to relocate the station. Even though they are working with partners, Sound Transit will be the governing body responsible for all amendments or addendums to their FEIS. The City's FEIS has to do with zoning and land use, neither of which will be impacted by the proposed relocation.

Commissioner Chang voiced concern that the proposed relocation could impact traffic flow through the area. Commissioner Maul pointed out that the traffic numbers would not change. The station would simply be moved 400 feet north to better accommodate the buses. He does not believe the relocation would alter the FEIS in any way.

Vice Chair Montero reminded the Commission that, along with the proposed changes in zoning, transit would become an authorized use within the MUR-70' zone. Therefore, it is immaterial where the station is located within the MUR-70' zone since it is already authorized as an allowed use.

Commissioner Mork said she shares Commissioner Chang's concern on trying to assimilate such a large change in such a short order of time. She asked if it would be possible to request staff to spend some time pondering and identifying concerns that might not be addressed in the FEIS. Director Markle reminded the Commission that the City's Traffic Engineer has been integrally involved in the process, and part of the reason for exploring movement of the station is to alleviate some of the traffic concerns that have been raised and impacts that have already been identified, mainly through Sound Transit's FEIS. Staff's conclusion is that movement of the station would actually reduce traffic impacts. While there will likely be a mode split, the split will go towards bus and less vehicular traffic.



**THE SUB-MOTION (UPDATING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP TO ALIGN WITH ALL OF THE PROPOSED ZONING CHANGES) WAS APPROVED UNANIMOUSLY.**

**THE MAIN MOTION (ADOPTING ORDINANCES 750 AND 751) WAS UNANIMOUSLY APPROVED AS AMENDED BY SUBSEQUENT SUB-MOTIONS.**

**VICE CHAIR MONTERO MOVED THAT THE HEARING BE CONTINUED TO AUGUST 22, 2016 AT 7:00 P.M. IN THE COUNCIL CHAMBERS. COMMISSIONER MALEK SECONDED THE MOTION.**

The Commission clarified that the public comment period had been closed previously, and no additional public testimony would be accepted at the continued hearing.

**THE MOTION CARRIED UNANIMOUSLY.**

### **DIRECTOR'S REPORT**

Director Markle announced that the City has enacted a moratorium effective August 8<sup>th</sup> on the acceptance of applications for self-service storage facilities. The matter will come before the Commission within the next few months.

### **UNFINISHED BUSINESS**

There was no unfinished business.

### **NEW BUSINESS**

There was no new business.

### **REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

There were no reports or announcements.

### **AGENDA FOR NEXT MEETING**

Chair Craft reviewed that the Commission's September 1<sup>st</sup> meeting was cancelled.

### **ADJOURNMENT**

The meeting was adjourned at 9:55 p.m.



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Easton Craft  
Chair, Planning Commission

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Lisa Basher  
Clerk, Planning Commission

**DRAFT**

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# DRAFT

## CITY OF SHORELINE

### SHORELINE PLANNING COMMISSION MINUTES OF SPECIAL MEETING

August 22, 2016  
7:00 P.M.

Shoreline City Hall  
Council Chamber

#### **Commissioners Present**

Chair Craft  
Vice Chair Montero  
Commissioner Chang  
Commissioner Malek  
Commissioner Maul  
Commissioner Mork  
Commissioner Moss-Thomas

#### **Staff Present**

Rachael Markle, Director, Planning & Community Development  
Steve Szafran, Senior Planner, Planning & Community Development  
Paul Cohen, Senior Planner, Planning & Community Development  
Miranda Redinger, Senior Planner, Planning & Community Development  
Julie Ainsworth-Taylor, Assistant City Attorney  
Lisa Basher, Planning Commission Clerk

#### **CALL TO ORDER**

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

#### **ROLL CALL**

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Craft, Vice Chair Montero, and Commissioners Chang, Malek, Maul, Mork and Moss-Thomas.

#### **APPROVAL OF AGENDA**

Commissioner Chang said it was not clear to her that the public comment portion of the hearing was closed at the last meeting. Chair Craft explained that this is a continuation of the public hearing that began on August 18, 2016. The public comment portion of the hearing took place following the staff presentation and prior to the Commission's deliberation. The hearing was continued to allow the Commission an opportunity to complete its deliberations and formulate its recommendation to the City Council. Assistant City Attorney Ainsworth-Taylor explained that after the public comment period on August 18<sup>th</sup>, the Commission moved into deliberations with no indication that it would continue or offer any additional opportunity for public comment or continue the hearing past Thursday night. Later in the meeting, the Commission passed a motion to continue the hearing to August 22<sup>nd</sup>, specifically noting that the public comment period was closed. At this time the public comment period is closed, but the public is still welcome to speak to the issues when they move forward to the City Council for public hearing. Chair Craft advised that written comments could be submitted as well.



The agenda was accepted as presented.

**PUBLIC HEARING: CONTINUATION OF COMMISSION DELIBERATION ON THE 145<sup>TH</sup> STREET STATION SUBAREA PLAN PACKAGE: PLANNED ACTION ORDINANCE (ORDINANCE 752) AND STATION AREA DEVELOPMENT REGULATIONS (ORDINANCE 756)**

Chair Craft reviewed that the Commission completed its deliberation on Ordinance 750 (adopting the 145<sup>th</sup> Street Station Subarea Plan and amending the Comprehensive Plan Future Land Use Map) and Ordinance 751 (adopting the official Zoning Map to implement the 145<sup>th</sup> Street Station Subarea Plan). At the continued hearing, the Commission will continue its deliberation on Ordinance 752 (adopting the Planned Action Ordinance) and new Ordinance 756 (adopting the 145<sup>th</sup> Street Station Subarea Development Regulations). He recalled that Ordinance 756 was originally part of Ordinance 751, but was removed to keep the regulations specific to the 145<sup>th</sup> Street Station Subarea.

**Ordinance 756 – Development Code Amendments to Implement the 145<sup>th</sup> Street Station Subarea Plan**

**COMMISSIONER MOSS-THOMAS MOVED TO RECOMMEND TO THE CITY COUNCIL THAT ORDINANCE 756, AN ORDINANCE ADOPTING AMENDMENTS TO THE SHORELINE MUNICIPAL CODE (SMC) TITLE 20 AND UNIFIED DEVELOPMENT CODE RELATED TO THE CITY’S STATION SUBAREA, BE ADOPTED AS PROPOSED BY PLANNING STAFF IN EXHIBIT A TO ATTACHMENT B OF THE AUGUST 18, 2016 STAFF REPORT. COMMISSIONER MALEK SECONDED THE MOTION.**

Vice Chair Montero asked if the maps were updated to reflect the changes made by the Commission at their last meeting. Ms. Redinger answered that the Zoning, PAO and Comprehensive Plan Maps were updated based on the zoning the Commission recommended on August 18<sup>th</sup>. These updated versions were included in the Commission’s desk packet and are available on the back table for members of the audience. However, no changes were made to the proposed amendments to the Development Code (Ordinance 756).

Ms. Redinger explained that the Development Code Amendments were included in the August 18<sup>th</sup> Staff Report as exhibits to two of the ordinances. Ordinance 756 will officially adopt the regulations, but they were also attached to Ordinance 752 (PAO) as a reference because the regulations are considered mitigations for the PAO. She clarified that the document pertaining to Ordinance 756 is identified as Exhibit A to Attachment B of the August 18<sup>th</sup> Staff Report. The Commission reviewed each of the amendments as follows:

- **Amendment 1 – SMC 20.30.336 Critical Areas Reasonable Us Permit (CARUP).**

None of the Commissioners had questions or concerns about proposed Amendment 1.

- **Amendment 2 – SMC 20.40.160 Station Area Uses.**



Chair Craft summarized that the table was updated to identify detached single-family residential as a permitted use in the MUR-45' zone. Mr. Szafran said that is the first change to the table, but fire and police facilities were also added as a conditional use in the MUR-35' zone. None of the Commissioners raised questions or concerns relative to Amendment 2.

- **Amendment 3 – SMC 20.40.506 Single-Family Detached Dwellings.**

Mr. Szafran said the change in the first paragraph would allow single-family detached dwellings subject to the R-6 zoning standards. The second paragraph was also modified to allow multiple single-family detached dwellings in the MUR-35' and MUR-45' zones subject to minimum density standards and single-family attached and multifamily design standards. He reminded the Commission that multiple single-family attached dwellings would already be allowed in both the MUR-35' and MUR-45' zones, so the amendment would simply allow detached dwellings.

Ms. Redinger provided a graphic illustration of a 7,200 square foot lot and explained that, currently, the R-6 standards allow lot coverage of 35% for the building and an additional 15% for driveways, decks and other hardscapes. The intent of the proposed amendment is to prevent someone from using the new MUR-35' lot coverage standards and setbacks to build a very large house on the lot. As currently written, the R-6 standards would apply if just one home is being constructed, but the MUR-35' standards would apply to the development of multiple, detached single-family homes on the same lot. The MUR-35' standards allow a greater lot coverage and smaller setbacks. The intent of the provision is to prevent two large homes from being constructed, but allow three or more medium-sized homes on the same lot.

Chair Craft asked if the minimum density provision would apply to both the MUR-35' and MUR-45' zones. Ms. Redinger answered no. There would be a minimum density standard in the MUR-45' zone, but not in the MUR-35' zone. However, the proposed amendment to SMC 20.40.506 would tie the development of multiple single-family detached dwellings to the single-family attached and multifamily design standards in SMC 20.50.120. As proposed, existing homes in the MUR-35' zone would be considered a conforming use, and existing homes in the MUR-45' zone would only be considered nonconforming with respect to minimum density. No new single-family dwellings would be allowed in the MUR-45' zone. She reminded the Commission that an additional provision was included in the MUR-45' standards that allows existing nonconforming homes to expand up to 50% of the original home or 1,000 square feet, whichever is less.

Commissioner Chang asked how the provision in SMC 20.40.506 would apply to a property in the MUR-35' zone that is currently developed as a single-family dwelling but wants to add a detached accessory dwelling unit. Ms. Redinger answered that accessory dwelling units are allowed in any zone, but the R-6 standards limit their size to 50% of the size of the primary residence, requires one off-street parking space, and one member of the family must live in one of the units. Mr. Szafran added that the lot would still have to meet the 35% building coverage and 50% hardscape limitation.

Chair Craft said that based on his discussions with staff, comments from the public, and the development horizon for the light rail station area, it would be wise to allow single-family uses to continue in the MUR-35' and MUR-45' zones. The challenge is that the MUR-45' standards would not allow a property owner to add a second story to an existing home if the addition would be greater than



1,000 square feet. He would like to see more equal treatment of existing single-family homes in the MUR-35' and MUR-45' zones. Single-family homes in the MUR-35' zone are subject to the R-6 standards, and he would like that to carry over to single-family homes in the MUR-45' zone.

Commissioner Moss-Thomas clarified that, currently, existing and new single-family homes would still be an allowed use in the MUR-35' zone, subject to the R-6 standards. Additions or expansion of the footprint would be allowed as long as the R-6 standards are met. Existing homes in the MUR-45' zone would also be allowed to continue, but additions or expansion would be subject to a 50% or 1,000 square foot limit. Also, the minimum density requirement would prevent the development of any new single-family detached dwellings in the MUR-45' zone. She said she is not concerned about allowing existing homes in the MUR-35' and MUR-45' zones to expand vertically, since the remaining portion of the property could still be developed as MUR-35' or MUR-45' at some point in the future. Ms. Redinger agreed, but pointed out that, as currently proposed, nothing would limit the expansion to be vertical. The footprint could be expanded, as well.

**CHAIR CRAFT MOVED TO AMEND THE MAIN MOTION TO CHANGE THE FIRST PARAGRAPH OF SMC 20.40.506 TO INCLUDE MUR-35' AND MUR-45'. HE FURTHER MOVED TO AMEND THE SUPPLEMENTAL CRITERIA TO ALLOW THE SAME STANDARDS TO APPLY TO MUR-45' AS THEY DO TO MUR-35'. COMMISSIONER MOSS-THOMAS SECONDED THE MOTION.**

Chair Craft said he believes the motion represents an appropriate level of fairness. Existing residents in the MUR-35' and MUR-45' zones should have the ability to stay in their homes, and they should also have the ability to change the footprint of their homes. Allowing existing development to adhere to the R-6 development standards would not arbitrarily conform them to only 50% or 1,000 feet. It would allow them to make the changes necessary to maintain a vibrant, mixed neighborhood. The provision should apply equally to the MUR-35' and MUR-45' zones.

Commissioner Mork asked if the provision, as it applies to the MUR-45' zone, would have a sunset date. Chair Craft expressed his belief that redevelopment of the neighborhood would occur naturally over time, and an arbitrary sunset date is inappropriate. In his experience, allowing both mixed-use and single-family development in an area can create a nice variation.

Commissioner Mork asked if the intent of the amendment is for density to take a back seat. Chair Craft said future neighborhood transition is important, and the intent of the motion is to allow not only the existing type of development to occur, but also introduce new standards that allow for greater development in the area. The Subarea Plan encourages a level of density around the light rail station that will take place over time, and he does not see his motion as being mutually exclusive of one type of development over another.

Commissioner Moss-Thomas asked if the motion would allow new single-family residential homes to be constructed in the MUR-45' zone, and Chair Craft answered affirmatively. Commissioner Moss-Thomas pointed out that the proposed Subarea Plan does not include a large amount of MUR-45' zoning, and some of the properties that would be zoned MUR-45' are very large lots. While she is not opposed to allowing existing residential homes to remodel or expand up to 50% or 1,000, new



development and redevelopment should meet the density standards of the MUR-45 zone. She does not want the larger lots to be subdivided into smaller lots for single-family residential development at the R-6 standard with no minimum density requirement. From an economic standpoint, Chair Craft said it is not likely that developers will want to develop properties in the MUR-45' zone as single-family residential, and most development proposals will take advantage of the density allowed under the MUR-45' zone.

Commissioner Malek agreed with Commissioner-Moss Thomas. The opportunity for MUR-45' should be exploited where it is available. Height-wise, the MUR-35' zone has some degree of homogeneity, and with the variations in facades and elevations of single-family residential and mixed-use development can be attractive and compatible with each other. However, allowing single-family homes to be constructed intermittently throughout the MUR-45' zone between taller buildings would disrupt the "coefficient of variability," which is a tax assessor term. When assessing a property's value, the more similar the better. While development does not have to be exact, some semblance of conformity is important. Allowing properties to develop as single-family residential based on the R-6 standards would discourage this type of favorable development. He also agreed with Commissioner Moss-Thomas that MUR-45' is much different than the MUR-35' zone, and denser development should be encouraged.

Commissioner Chang said she likes the idea of offering flexibility to existing homeowners in the MUR-45' zone. It seems unfair to penalize them by placing limits on the how much the home can be expanded or remodeled. She supports applying the R-6 standards to existing single-family homes. However, they should encourage vacant lots to develop to their full potential under the MUR-45' standards. Chair Craft said he understands some of the concerns about allowing new single-family residential development in the MUR-45' zone, but he strongly supports the concept of allowing the existing single-family homes to be remodeled or replaced based on the R-6 standards.

If the amendment moves forward, Ms. Redinger suggested a second amendment that would repeal SMC 20.30.280(C)(4) as it applies to the MUR-45' zone. This provision limits expansion to 50% or 1,000 square feet.

Commissioner Moss-Thomas asked if the Commission would be opposed to allowing an existing single-family home in the MUR-45' zone to expand vertically up to a maximum height of 45 feet. Chair Craft said that, as currently proposed, single-family residential development would have to adhere to the R-6 standards unless a provision is added that specifically allows the greater height. Commissioner Moss-Thomas pointed out that, in most situations, MUR-45' abuts MUR-70', and the intent is to create a step down transition. Chair Craft said the intent of the motion is to allow existing single-family residents in MUR-45' to adhere to the same standards that are allowed in MUR-35'. He does not support the concept of allowing existing single-family homes in the MUR-45' zone to expand up to 45 feet in height.

**COMMISSIONER MOSS-THOMAS MOVED TO AMEND THE SUBMOTION TO ALTER THE 1<sup>ST</sup> PARAGRAPH OF SMC 20.40.506 BY ADDING, "EXISTING SINGLE-FAMILY RESIDENCES IN THE MUR-45' ZONE MAY EXPAND LOT COVERAGE BY UP TO 50% OR 1,000 SQUARE FEET, WHICHEVER IS LESS, BUT MAY INCREASE VERTICAL HEIGHT TO THE MAXIMUM ALLOWED IN THE R-6 STANDARDS."**



Commissioner Moss-Thomas said the intent is to allow single-family residential homes to be expanded up to 50% or 1,000 square feet, but also give an opportunity to expand vertically. Commissioner Maul clarified that if single-family residential dwellings in the MUR-45' zone are tied to the R-6 standards, the 50% lot coverage would apply, but there would be no specific limit on the size of the expansion. Allowing single-family homes to expand to a height of 45 feet in the MUR-45' zone would be contrary to the concern about "mega homes." Commissioner Moss-Thomas explained that limiting the expansion of lot coverage to 50% or 1,000 square feet would offer more opportunities for infill as time goes on.

Again, Commissioner Maul clarified that the R-6 standards allow 35% lot coverage, and 50% with hardscape. That is different than the allowable increase for expansion and/or remodel. If the MUR-45' zone allows single-family to the R-6 standards, then that 1,000 square foot or 50% increase would no longer apply. Homes can fully build out to the R-6 standards. Ms. Redinger commented that there appears to be some confusion. SMC 20.30.280(C)(4) deals with nonconforming uses and states that expansion would be limited to 50% of the total square footage or 1,000 square feet. The R-6 standards allow for a 50% lot coverage. The sub-motion currently on the floor would not accomplish Commissioner Moss-Thomas' intent to apply the provision to existing homes rather than new construction.

**COMMISSIONER MOSS-THOMAS ALTERED HER SUB-MOTION TO CHANGE THE 1<sup>ST</sup> PARAGRAPH OF SMC 20.40.506 TO READ, "SINGLE-FAMILY DETACHED DWELLINGS THAT DO NOT MEET THE MINIMUM DENSITY ARE PERMITTED IN THE MUR-35' ZONE AND IN EXISTING SINGLE-FAMILY RESIDENCES IN THE MUR-45' ZONE SUBJECT TO THE R-6 DEVELOPMENT STANDARDS IN SMC 20.50.020. SHE FURTHER MOVED THAT SMC 20.30.280(C)(4) BE AMENDED BY REMOVING THE WORDS "AND MUR-45."**

Ms. Redinger clarified that the motion would make the MUR-35' and MUR-45' zones the same. If you are doing one house, the R-6 zoning standards would apply. If you are doing multiple houses, the MUR-35' or MUR-45' standards would apply, keeping in mind that the Commission has not yet decided whether or not minimum density would apply in MUR-35'.

**COMMISSIONER CHANG SECONDED THE MOTION.**

Commissioner Mork asked Commissioner Malek to share his opinion about whether approval of the amendment would allow the City to reach minimum density over a period of 40 years. Commissioner Malek answered that depreciation on a standard single-family residence is 27.5 years. Single-family residential properties will not go 40 years without some sort of depreciation being addressed through maintenance and remodel. His hope would be that the code discourages this and actually encourages denser development in the MUR-45' zone. While he cannot anticipate how future redevelopment will go, he can say that like begets like. The more townhomes and higher density that is developed, the more comfort homeowners and builders will feel towards redeveloping to the MUR-45' standards. The goal should be to encourage MUR-45' development, which will lead to improved value. He said he is concerned that the proposed amendment will discourage the kind of density envisioned for the MUR-45' zone, but he sees its place in the MUR-35' zone.



Commissioner Mork asked if Commissioner Malek would feel less concerned if the provision for MUR-45' included a sunset date. While the concept is heartfelt, Commissioner Malek said he does not understand how well it would work. He would prefer to move the provision forward as originally proposed by staff, where MUR-35' does not have a minimum density and existing single-family homes are allowed to continue in perpetuity. However, he would not want these same provisions to apply to the MUR-45' zone.

Commissioner Moss-Thomas pointed out that, as currently written, the MUR-45' zone would have a minimum density requirement. She asked if Commissioner Malek felt the requirement would have an impact on redevelopment. Commissioner Malek answered that maintaining the minimum density requirement would address some of his concern, since the provision would only apply to existing single-family homes and not new development.

Commissioner Mork asked if the sub-motion, as proposed, would allow a property owner in the MUR-45' zone to replace an existing home. Mr. Szafran answered affirmatively.

Commissioner Malek said he is opposed to the sub-motion because it would delay future redevelopment in the MUR-45' zone, which was designed to encourage development. He referred to redevelopment at Greenlake, Ballard, etc. where taking baby steps towards change resulted in poor development. People tend to try and then leave within about seven years rather than taking pride of ownership. He does not like the idea of taking baby steps in the MUR-45' zone, but it would be acceptable in the MUR-35' zone. He thinks the code is written well enough as currently proposed.

Commissioner Moss-Thomas asked if existing homes in the MUR-45' zone could continue as a nonconforming use if the language is not amended as currently proposed. Ms. Redinger answered that single-family residential would be a permitted use in the MUR-45' zone, and the only nonconformance would be with regard to not meeting minimum density. Chair Craft emphasized that leaving the code as currently written would limit an existing homeowner's ability to remodel or expand the home. They are talking about a long development horizon, and they are encouraging development by going forward with a Subarea Plan that creates much denser zoning in specific areas. But he felt they should allow existing residents in the MUR-45' zone the same opportunities as those in the MUR-35' with regard to the R-6 standards if they choose to stay in their homes. Arbitrarily setting standards in the MUR-45' zone relative to expansion and/or remodel is unfair. He said he does not see that the proposed amendment would create any road blocks to the kind of density they are looking for. The market has not suggested that would happen, either. The amendment would allow the City to accomplish its goal of allowing the neighborhood to evolve over time. It would also create a balance between adding density overall and allowing existing family homeowners to have the same opportunities as their neighbors in the MUR-35' zone.

Again, Commissioner Moss-Thomas voiced support for a lot-coverage standard in MUR-45' that would allow existing single-family homes to expand vertically, without making the footprint more than 1,000 square feet larger. Chair Craft pointed out that the existing R-6 standards would apply to existing single-family homes in the MUR-45 zone, which includes a 50% lot coverage limitation. Ms. Redinger clarified that the nonconforming provision that applies to the MUR-45' zone limits additions to 50% or



1,000 square feet. Existing homes in the MUR-35' would be subject to the R-6 standard relative to lot coverage, which means that expansion could go up or out, as long as it does not exceed the lot coverage allowed. The sub-motion would simply apply the R-6 standards to existing homes in the MUR-35' and MUR-45' zone.

Commissioner Malek asked Commissioner Maul how realistic it is, from an architectural standpoint, to expand the existing housing stock up to four stories. Commissioner Maul said it would be unusual and contrary to everyone's fear about mega houses. He questioned why the City would want to encourage 4-story, single-family development under the R-6 standard. They do not allow this type of development anywhere else in the City. The point is to allow current owners in areas that are being rezoned to MUR-45' to continue and feel free to add on up to R-6 standards as they want, and that seems perfectly reasonable to him. He said he does not see the need to consider the concept of 4-story single-family houses.

Vice Chair Montero commented that the current sub-motion is specific to existing single-family homes in the MUR-45' zone and very different from the original motion that applied to new construction, as well.

**THE AMENDMENT TO THE SUB-MOTION PASSED BY A VOTE OF 4-3, WITH CHAIR CRAFT AND COMMISSIONERS MALEK, MONTERO AND CHANG VOTING IN FAVOR AND COMMISSIONERS MOSS-THOMAS, MAUL AND MORK VOTING IN OPPOSITION.**

**THE SUB-MOTION, AS AMENDED, FAILED BY A VOTE OF 3-4, WITH CHAIR CRAFT AND COMMISSIONERS MAUL AND CHANG VOTING IN FAVOR AND VICE CHAIR MONTERO AND COMMISSIONERS MOSS-THOMAS, MALEK AND MORK VOTING IN OPPOSITION.**

- **Amendments 4 through 7 – Table 20.50.020(2) Dimensional Standards for MUR Zones**

Commissioner Mork referred to Amendment 4, which adds a minimum density requirement to the MUR-35' zone. She said she supports the application of R-6 standards for single-family residential development, and she also supports the MUR-35' standards that allow multiple houses to be constructed on a single lot. However, she is concerned that the MUR-35' standards would allow two mega homes to be constructed on a single lot. This model of two very large homes that collectively cover 85% of the lot is the worst of all worlds. It does not appreciably increase density, and it takes away the appearance of an R-6 development with maximum hardscape of 50%. For that reason, she believes they need to have some amount of minimum density. She asked staff to explain why they are proposing a minimum density of 12 units per acre. Mr. Szafran recalled that, in the early phases of subarea planning, the MUR-35' zone related closely with the R-18 type zoning designation, which had a minimum density of 12. Commissioner Mork said she supports the minimum density requirement as outlined in Amendment 4.

**COMMISSIONER MOSS-THOMAS MOVED TO AMEND THE MAIN MOTION TO CHANGE TABLE 20.50.020(2) TO SAY, "UP TO xx FT" INSTEAD OF "MAXIMUM." COMMISSIONER MAUL SECONDED THE MOTION.**



Commissioner Moss-Thomas suggested that the table would be clearer if it did not talk about both maximum and minimum in a single statement. The intent is to allow the Public Works Department to review proposals for development on NE 145<sup>th</sup> Street and other arterials and identify the amount of setback needed for future infrastructure improvements. Although zero lot line development is allowed under some scenarios, the City does not want development to encroach into rights-of-way that may be needed for future expansion of the roadway. Mr. Szafran noted that this was clarified in Footnote 14, but changing the phrase used in the table would make it even clearer. Ms. Redinger expressed her belief that using the words “up to XX ft.” would mean the same as “maximum,” and the amendment would not materially change the intent.

**THE MOTION CARRIED UNANIMOUSLY.**

**CHAIR CRAFT MOVED TO AMEND THE MAIN MOTION TO CHANGE THE BASE DENSITY DWELLING UNITS PER ACRE STANDARD FOR THE MUR-70’ ZONE IN TABLE 20.50.020(2) FROM 48 TO 80 UNITS AND STRIKE THE 20,000 SQUARE FOOT MINIMUM LOT AREA. COMMISSIONER MAUL SECONDED THE MOTION.**

Chair Craft said the Commission previously identified 20,000 square feet as a standard minimum under which you can develop in the MUR-70’ zone. However, after further discussion with staff and doing his own research, he does not believe that arbitrarily linking density to square footage would be the best approach. Establishing a standard of 80 units per acre would allow for greater flexibility in terms of lot usage and lot coverage, as well as opportunities for more creativity and flexibility within the MUR-70’ zone.

**THE MOTION CARRIED UNANIMOUSLY.**

- **Amendment 8 – SMC 20.50.020 Dimensional Requirements**

Commissioner Moss-Thomas summarized that Amendment 8 would add a provision that minimum density calculations in the MUR zones that result in a fraction shall be rounded up to the next whole number.

**COMMISSIONER MOSS-THOMAS MOVED TO AMEND THE MAIN MOTION SO THAT WHEN CALCULATING MINIMUM DENSITY TO ROUND UP WHEN IT IS FIVE OR MORE AND DOWN WHEN IT IS UNDER FIVE. COMMISSIONER CHANG SECONDED THE MOTION.**

Mr. Szafran referred to the illustration provided earlier and noted that if density is rounded down, it could result in two mega houses rather than three regular size homes.

**COMMISSIONER MOSS-THOMAS WITHDREW HER MOTION.**

- **Amendment 9 – SMC 20.50.120 Purpose**



There were no concerns or questions raised by the Commission relative to Amendment 9.

- **Amendment 10 – SMC Thresholds for Required Site Improvements**

No concerns or questions were raised relative to Amendment 10.

- **Amendment 11 – SMC 20.50.220 Purpose**

No concerns or questions were raised relative to Amendment 11.

- **Amendment 12 – SMC 20.50.230 Threshold for Required Site Improvements**

No concerns or questions were raised relative to Amendment 12.

- **Amendment 13 – SMC 20.50.230 Threshold for Required Site Improvements**

No concerns or questions were raised relative to Amendment 13.

- **Amendment 14 – SMC 20.50.240 Site Design**

Commissioner Moss-Thomas referred to SMC 20.50.240(C)(1)(i), which requires new development on 185<sup>th</sup> Street, NE 145<sup>th</sup> Street and 5<sup>th</sup> Avenue NE between NE 145<sup>th</sup> Street and NE 148<sup>th</sup> Street to provide all vehicular access from a side street or alley. Given the proposed relocation of the station, she questioned if it would be appropriate to extend the requirement beyond NE 148<sup>th</sup> Street. Ms. Redinger said the restriction on access is tied to the interchange on-ramp and not the station, itself. Mr. Szafran felt the provision is fine as written. Ms. Redinger agreed to review this provision further and provide the most accurate information to the City Council before final adoption.

- **Amendment 15 – SMC 20.70.320 Frontage Improvements**

No concerns or questions were raised relative to Amendment 15.

**THE MAIN MOTION TO RECOMMEND ORDINANCE 756 TO THE CITY COUNCIL FOR APPROVAL WAS UNANIMOUSLY APPROVED AS AMENDED.**

**Ordinance 752 – Planned Action Ordinance (PAO)**

**COMMISSIONER MAUL MOVED TO RECOMMEND TO THE CITY COUNCIL THAT ORDINANCE 752, AN ORDINANCE DESIGNATING A PLANNED ACTION (PAO) FOR THE 145<sup>TH</sup> STREET STATION SUBAREA, BE ADOPTED AS PROPOSED BY THE PLANNING STAFF IN ATTACHMENT C TO THE AUGUST 18, 2016 STAFF REPORT, EXCEPT THAT EXHIBIT B OF THE ATTACHMENT SHOULD BE AMENDED TO REFLECT THE AMENDMENTS THE PLANNING COMMISSION JUST RECOMMENDED WITH ORDINANCE 756. COMMISSIONER MALEK SECONDED THE MOTION.**



**COMMISSIONER MOSS-THOMAS MOVED TO AMEND THE MAIN MOTION TO EXTEND THE PAO BOUNDARY ON THE EASTERN SEGMENT TO RUN NORTH FROM NE 145<sup>TH</sup> STREET ALONG 12<sup>TH</sup> AVENUE NE SO THAT EVERYTHING EAST OF 12<sup>TH</sup> AVENUE NE WOULD BE ADDED TO THE PAO. CHAIR CRAFT SECONDED THE MOTION.**

Commissioner Moss-Thomas said she has spent some time walking through the area, and it does not make sense to split the PAO boundary midblock between 12<sup>th</sup> and 15<sup>th</sup> Avenues NE. Although the properties zoned MUR-35' would have to adhere to a 35-foot height limit, it would make sense to include them as part of the PAO. As she stated previously, she believes there will be more short-term action from 15<sup>th</sup> Avenue NE going west towards 12 Avenue NE until after the station opens. She noted there are no critical areas to consider. Ms. Redinger clarified that the amendment would not impact the phased zoning. It would only affect what is included under the PAO and what projects would come in as a Planned Action in that area.

Commissioner Chang questioned if the proposed amendment would make a difference given that development in the MUR-35' zone is not likely to hit State Environmental Policy Act (SEPA) thresholds. Development in the MUR-45' could reach beyond the thresholds, depending on the size of the lot and the density proposed. Chair Craft said he was prepared to recommend a reduction in the PAO boundary to include only the MUR-45' and MUR-70' zones.

Commissioner Maul referred to Section 3.C.1, which outlines the types of land uses that qualify as Planned Action Projects. He specifically noted that item a.ii states that qualified land uses are those that are within one or more of the land use categories studied in the Environmental Impact Statement (EIS). That means the PAO would only apply to development that is more than a single-family detached house. He questioned what impact including these additional properties within the PAO boundaries would have. The MUR-35' will not accommodate a lot of multi-family and commercial development, and including it as part of the PAO will result in a lot more mitigation measures that might not be justified.

Commissioner Chang said her understanding is that properties within the PAO Boundaries would not require the additional mitigation unless the proposed development meets the SEPA threshold. Ms. Redinger explained that mitigations would be required when any project comes in, including traffic modeling and traffic improvements. For example, when a development requires an additional 1/3 of a traffic light, the City has a formula that allows the City's Traffic Engineer to assess the cost and charge the developer. Staff is confident that the mitigations, as a whole, are covered under the City's permit application process. Regardless of whether a project is within the PAO Boundary or not, the City will track the unit count, trip count, and mitigations over time so they know how the full buildout is tracking against the PAO. She said she does not anticipate that the mitigation would be significantly different whether a project falls under the PAO or not or whether it trips the SEPA threshold or not. The same is true for utilities, etc.

Commissioner Moss-Thomas clarified that, even if the properties are included as part of the PAO, a developer could decide whether or not to use the PAO standards. Ms. Redinger agreed, but if they don't they would have to do their own SEPA review if the project exceeds the threshold. It wouldn't make sense for them to do their own SEPA analysis when they can just fill out the checklist and the City will issue a determination of consistency. Commissioner Moss-Thomas asked what the limits are to trip



SEPA. Mr. Szafran said it is 30 detached single-family homes, 60 multifamily units, or 30,000 square feet of commercial space. Although it is possible, Commissioner Maul noted that a developer would have to consolidate a large number of lots in the MUR-35' zone in order to trip the SEPA threshold. Requiring this additional mitigation could result in a financial hardship for developers who want to maximize the density of the zone. Ms. Redinger emphasized that mitigation would be required for each project, regardless of whether it trips the SEPA threshold or not.

Commissioner Moss-Thomas expressed her belief that there is potential for larger developments within the MUR-35' zone, particularly between 12<sup>th</sup> and 15<sup>th</sup> Avenues NE where there are a number of single-family residential homes that are ripe for redevelopment. She does not see how the change would hurt anyone, but it may encourage development. In addition, it would eliminate the situation where the boundary splits in the middle of a block.

Commissioner Maul raised the question of whether including the properties in the PAO would be a benefit and encourage development or a distraction that slows development down. Given the minimum density of 12 units per acre in the MUR-35' zone, 35 acres would be required to develop the 60 multifamily units that would trip the SEPA threshold. He questioned the likelihood of such a large aggregation of property. He also questioned whether it would be a benefit for developers of projects that are below the SEPA threshold to opt into the PAO. The only real benefit he sees is that it would streamline the SEPA review, but it would more than likely require more mitigation.

Ms. Redinger cautioned the Commission to be careful about tinkering with the boundaries of the PAO because the current boundaries are tied to specific mitigation measures that were identified in the FEIS for Phase 1. Changing the boundaries of the PAO will require that the mitigation measures also be updated to be consistent. Another option would be to change the boundary to match the entire subarea and rely on the sunset clause. She emphasized that the PAO is not an unlimited path to growth.

Commissioner Moss-Thomas said she is not firmly wedded to the boundary change. Her intent is to find ways to encourage development in the subarea. She can support the boundaries as they currently exist, as well.

Chair Craft summarized that some of the boundary changes would impact the mitigation required in the supplemental documents, and the mitigations would have to be reanalyzed. Ms. Redinger explained that if properties not included in the PAO are later aggregated, they would be required to do their own SEPA, but they could use information from the PAO. Chair Craft noted that mitigation requirements for either option would be very similar. Ms. Redinger said the differences are more about the process than about mitigations.

**CHAIR CRAFT MOVED TO AMEND THE SUBMOTION TO CHANGE THE PAO BOUNDARIES TO EXCLUDE THE MUR-35' ZONES AND INCLUDE ALL THE MUR-45' AND MUR-70' ZONES. COMMISSIONER MAUL SECONDED THE MOTION.**

Chair Craft expressed his belief that including all of the MUR-45' and MUR-70' zones as part of the PAO would be an effective use of the PAO. However, tipping the SEPA threshold in the MUR-35' zone would be challenging, and he is not sure the PAO process would be appropriate.



Commissioner Malek asked if SEPA would be required if a developer accumulated five acres and chooses to do a phased development. Assistant City Attorney Ainsworth-Taylor answered that SEPA does not allow developers to hide under phasing. If the projects are dependently linked amongst each other that will be captured under the SEPA statute.

**THE MOTION TO AMEND THE SUBMOTION, WHICH WOULD CHANGE THE PAO BOUNDARIES TO EXCLUDE ALL OF THE MUR-35' ZONES AND INCLUDE ALL OF THE MUR-45' AND MUR-75' ZONES, WAS UNANIMOUSLY APPROVED.**

**COMMISSIONER MOSS-THOMAS' SUBMOTION, AS AMENDED, WAS UNANIMOUSLY APPROVED.**

Commissioner Mork requested an explanation of how the public would be notified of a Determination of Consistency. Assistant City Attorney Ainsworth-Taylor referred to Section 3 of the PAO, which outlines the permit process. The public notice afforded in the statute rides with the underlying project application, so Notice of Determination would get the same notice that the underlying project application gets. Under the statutes of SEPA, no other notice would be required other than that required by the application. Commissioner Mork asked if projects within the PAO that are large enough to trigger SEPA would have a public notice requirement. Assistant City Attorney Ainsworth-Taylor clarified that if a developer is seeking a Determination of Consistency under the PAO, there would be no requirement unless the development application for the project requires some kind of outward public notice. Commissioner Mork voiced concern about the process and felt the public should be notified of large projects in their area.

Director Markle advised that if the Commission wants to require notice for Planned Actions, the Development Code would need to be amended to add the requirement. Assistant City Attorney Ainsworth-Taylor further clarified that a building permit application, in and of itself, regardless of the size of the project, would not, by law, require direct public notice. However, projects that go through regular SEPA rather than taking advantage of the PAO would be subject to the threshold determination for SEPA, which has a notice provision. As per the PAO, the notice requirement would be tied to the underlying project permit. In order to incorporate Commissioner Mork's recommendation, the Commission would need to modify Section 3.F.4.d of the PAO, as well as the notice tables in Title 20. Chair Craft summarized that, as currently written, if there is no notice requirement for the underlying development permit, there would be no notice requirement for the project.

Vice Chair Montero voiced concern that placing a sign on a property to advertise a proposed project would give the assumption that the City is asking for comments and that public comments can impact the outcome of a project. Chair Moss-Thomas commented that placing a notice on the property could advise the public to stay tuned for an upcoming building permit, at which point they could appeal either the building permit or the Planned Action Status. As currently written, there would be no notice when a Determination of Consistency is issued. Commissioner Mork said her intent is that the notice requirement would apply to just the properties within PAO boundaries of both the 185<sup>th</sup> and 145<sup>th</sup> Street Station Subareas. She said she is particularly concerned about circumstances when the public would



have no reasonable ability to know of a Planned Action Project other than at the time of the Notice of Consistency or Inconsistency.

Assistant City Attorney Ainsworth-Taylor reminded the Commission that if they amend Ordinance 752 to include a notice requirement for Planned Action projects, it would leave the PAO for the 185<sup>th</sup> Street Station Subarea at a different standard. Future action would be needed to reconcile the two by amending the 185<sup>th</sup> Street PAO.

To clarify further, Assistant City Attorney Ainsworth-Taylor explained that once a Determination of Consistency has been issued by the City, citizens can appeal a determination if they feel it does not meet the qualifications of a Planned Action project. The burden of proof would be upon the appellant to show evidence that the City erred in finding that the proposed project met the qualifications of the PAO and that the impacts are addressed sufficiently within the ordinance and the attached FEIS.

Commissioner Moss-Thomas pointed out that the notification would come after the PAO determination has been issued. Ms. Redinger explained that projects that came in under the PAO are issued a Determination of Consistency or Determination of Inconsistency, and projects that come in under the SEPA process are issued a Determination of Significance, Determination of Non-significance or a Mitigated Determination of Non-significance. The timeline for each process would be the same.

The Commission discussed the best time for the public notice to occur. Commissioner Mork said she supports the notification coming after a determination has been issued relative to the PAO. This would let people know that a decision has been made. Vice Chair Montero pointed out that most large apartment projects will place a large billboard at the front of the property to advertise that the new development is coming, but Commissioner Chang voiced concern that the billboard might not be in place until after the appeal period has expired. Assistant City Attorney Ainsworth-Taylor advised that the window for appealing a Determination of Consistency to Superior Court is 21 days after the determination has been issued.

Vice Chair Montero asked if an appeal of a Determination of Consistency would stop the project. Assistant City Attorney Ainsworth-Taylor answered that the Land Use Petition Act (LUPA) does not stay the effectiveness of a permit during the appeal unless it is specifically asked for by the appellant. If the Commission incorporates a notice requirement into the PAO, Assistant City Attorney Ainsworth Taylor requested additional direction as to what the public notice should be. She explained that the City uses a variety of mechanisms for notice (posting on the website, posting on the site, mailing to individuals, publications, etc.) Commissioner Mork said she would like the notification to be posted on the City's website and on the project site.

**COMMISSIONER MORK MOVED TO AMEND THE MAIN MOTION TO ADD ADDITIONAL LANGUAGE TO SECTION 3.F.4.d OF THE PAO TO REQUIRE MINIMAL PUBLIC NOTICE ON THE DECISION OF CONSISTENCY OR NOT CONSISTENCY ON THE CITY'S WEBSITE AND ON THE PROJECT SITE. COMMISSIONER CHANG SECONDED THE MOTION.**



Commissioner Malek explained that the initial PAO is designed as a streamlined process. Decisions of Consistency will be issued for projects that meet certain criteria and/or qualifications and citizens can challenge the decision within a 21-day appeal period. Assistant City Attorney Ainsworth-Taylor also pointed out that citizens can file appeals on other project applications that are subject to challenge. Commissioner Malek said he does not support the motion to require notification.

Commissioner Moss-Thomas said she understands the intent of wanting to have transparency, but she is not sure what the notice requirement would accomplish if a citizen's only recourse would be to file suit based on the belief that the Determination of Consistency was improperly issued. Commissioner Mork argued that while neighbors may not want to challenge a decision in court, they will likely be interested in knowing that a decision was made. This will allow them to make decisions on their own life and investments based on the notice.

Once again, Commissioner Malek noted that the idea behind the PAO is to streamline the process. While he recognizes the need for transparency, it is important to note that these areas have already been relegated to high density (MUR-45' and MUR-70') via the Subarea Plan. Adding a notice requirement would be cumbersome, burdensome and counterintuitive to what the PAO is designed to do.

**THE SUBMOTION FAILED BY A VOTE OF 3-4, WITH CHAIR CRAFT, AND COMMISSIONERS MORK AND CHANG VOTING IN FAVOR, AND VICE CHAIR MONTERO AND COMMISSIONERS MOSS-THOMAS, MAUL AND MALEK VOTING IN OPPOSITION.**

**THE MAIN MOTION TO ADOPT ORDINANCE 752, AS AMENDED, WAS APPROVED BY A VOTE OF 6-1, WITH CHAIR CRAFT, VICE CHAIR MONTERO, AND COMMISSIONERS MAUL, MOSS-THOMAS, MALEK AND MORK VOTING IN FAVOR AND COMMISSIONER CHANG VOTING IN OPPOSITION.**

Assistant City Attorney Ainsworth-Taylor recalled that, at the beginning of the meeting, Chair Craft mentioned that the Commission would continue to accept written public comment. She explained that the Commission's work on the 145<sup>th</sup> Street Station Subarea Plan Package is now complete, and any future public comments will be directed to the City Council.

Chair Craft closed the public hearing and thanked the staff, public and Commissioners for their hard work on the Subarea Plan package.

### **ADJOURNMENT**

The meeting was adjourned at 9:17 p.m.

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Easton Craft  
Chair, Planning Commission

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Lisa Basher  
Clerk, Planning Commission

**DRAFT**

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# 145th St Station Sub-Area Proposed Planning Commission Scenario

- Station Area
- Walkshed (1/2 Mile)
- Bikeshed (1 1/2 Mile)
- 1/2 Mile Radius
- TC-1 to TC-4; Town Center
- Mixed Use Residential (70' height)
- Mixed Use Residential (45' height)
- Mixed Use Residential (35' height)
- MB; Mixed Business
- CB; Community Business
- NB; Neighborhood Business
- C; Campus
- CZ; Contract Zone
- R-48; Residential, 48 units/acre
- R-24; Residential, 24 units/acre
- R-18; Residential, 18 units/acre
- R-12; Residential, 12 units/acre
- R-8; Residential, 8 units/acre
- R-6; Residential, 6 units/acre
- R-4; Residential, 4 units/acre

## Other Map Features

- Tax Parcel
  - City Limit
- 0 250 500 1,000 1,500 2,000 Feet



Date: 8/25/2016

Document Name: ProposedZoningWalkshed\_SCH

