



## SHORELINE CITY COUNCIL

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### **“Modera Shoreline” Frequently Asked Questions**

*Updated 4/21/2022*

#### **1. What is the proposal?**

- The applicant, Mill Creek Residential, is proposing a multifamily building with approximately 400 units at 17802 Linden Avenue North, a 2.7-acre property, and the current site of the Garden Park Apartments.
- Based on preliminary plans the building will be six to seven stories tall, including one to two levels of above-grade, structured parking, and approximately 70 feet in height.
- The proposal is a mix of studio, one-and-two-bedroom units and includes amenity spaces typical with multifamily developments, including a lobby, leasing office, and fitness center for residents.
- The proposal includes approximately 450 vehicle parking spaces.
- The property is zoned Town Center-2 (TC-2), which allows for multifamily development such as what is being proposed.

#### **2. What is the current status of this project?**

- The applicant is holding a voluntary, second public meeting on May 10, 2022 at 8:00 pm. It is an online meeting using the Zoom platform. A mailed notice will be sent out to all property owners within 500 feet of the site, and to tenants if the City has a mailing address available in its GIS system. The meeting details are below:
  - Join Zoom Meeting Online:  
<https://us02web.zoom.us/j/89012655343?pwd=ZDZRVIInFK0J4OXdlVZEZuU0w3NlcrZz09>
  - Join Zoom Meeting via Phone, dial in number by your location:
    - **+1 253 215 8782 US (Tacoma)**; +1 669 900 9128 US (San Jose); +1 346 248 7799 US (Houston); +1 646 558 8656 US (New York); +1 301 715 8592 US (Washington DC); +1 312 626 6799 US (Chicago)
    - Meeting ID: 890 1265 5343
    - Passcode: 734148
- The applicant held a virtual neighborhood meeting April 6, 2022 at 5:30 pm.

- An online open house was open from March 21, 2022 and currently remains open.
- The website for the meeting is <https://www.moderashoreline.com/>. The website contains a preliminary design package. The portal for leaving comments was opened on March 21<sup>st</sup> and remains open.
- The applicant had a pre-application meeting with City staff on December 7, 2021.
  - A pre-application meeting is an opportunity for applicants to learn more about the City requirements that apply to development proposals prior to preparation of more detailed plans.
  - The proposal at that time was for 385 units and 446 vehicle parking spaces.
- Designs are preliminary and a permit application has not yet been submitted to the City.

### 3. What are the neighborhood meeting requirements?

- The requirements for a neighborhood meeting are found in SMC [20.30.090](#) and include the following:
  - The notice shall have the date, time and location of the neighborhood meeting and a description of the project, zoning of the property, site and vicinity maps and the land use applications that would be required.
  - The notice shall be provided to property owners within 500 feet of the proposal and the neighborhood chair as identified by the Shoreline Office of Neighborhoods. The City uses King County data to get the mailing address of property owners. The applicant received mailing labels for this required meeting from the City. The City does not currently notice all tenants. The contact for the Richmond Highlands Neighborhood (west of Aurora Ave N), Pete Gerhard, and the Meridian Park Neighborhood (east of Aurora Ave N), Tom Karston, were included in the mailing.
  - The notice shall be postmarked 10 to 14 days prior to the neighborhood meeting.
  - The neighborhood meeting shall be held within the City limits of Shoreline.
  - The neighborhood meeting shall be held anytime between the hours of 5:30 p.m. and 9:30 p.m. on weekdays or anytime between the hours of 9:00 a.m. and 9:00 p.m. on weekends.
- Since early in the COVID-19 pandemic neighborhood meetings have not been held in-person, but have been held virtually in accordance with Planning & Community Development Department Director's Administrative Order [PLN20-00039](#). This administrative order does not require the use of any specific technology platform.
- The applicant met all the requirements of SMC 20.30.090 and PLN20-00039 (see attached).
- At this time, the City still requires virtual neighborhood meetings, as opposed to in-person neighborhood meetings. That could change in the near future, but currently these are still virtual and not in-person.

**4. Does the State Environmental Policy Act (SEPA) apply to this proposal?**

- Yes, since the proposal is for more than 60 multifamily units, and is not located within one of the City’s Planned Action Areas, the proposal is subject to [SEPA](#).
- SEPA is a way to address significant environmental impacts that are not addressed by existing plans and codes.
- The SEPA checklist will be submitted at the same time as a building permit which requires a notice of application to be mailed to all *property owners* within 500 feet of the site, a notice sign to be posted on the property, and a notice to appear in the Seattle Times. It will also be posted on the City’s Land Use Notices [webpage](#) and with the SEPA Register [webpage](#). There will be a 14-day comment period.

**5. What zoning regulations apply to this property?**

- The property is zoned Town Center-2 (TC-2).
- The dimensional standards for TC-2 are in Table [20.50.020\(3\)](#). The maximum height allowed is 70 feet and the maximum hardscape is 95% of the property area. The side and rear minimum setbacks are zero feet and the front minimum setback is zero feet for most of the site, but is 15 feet for the northern most 115 feet, since R-6 zoning is across Linden Ave N to the west.
- The transition area requirements in SMC [20.50.021](#) apply to the northern most 115 feet of the site, since R-6 zoning is across Linden Ave N to the west. These include provisions for building setbacks.
- The Commercial and Multifamily Zone Design standards in SMC 20.50 [Subchapter 4](#) apply.
- The Tree regulations in SMC 20.50 [Subchapter 5](#) do not apply since the site is zoned TC-2 and there are no environmentally critical areas or buffers on the site. However, the transition area requirements in SMC [20.50.021](#) apply to the northern most 115 feet of the site. That code section states “Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC 20.50.370.” Exception [20.50.350\(B\)\(5\)](#) states that the Director may not require the retention of a significant tree that must be removed to accommodate the installation of a frontage improvement required as a condition of permit approval pursuant to SMC 20.70.320 when the applicant and the City demonstrate that a reasonable effort has been made to retain the significant tree. If approved for removal, this tree shall not be included in calculation of the minimum retention percentage for the site. To date, it is unclear if the significant sized trees in the northern 115 feet, which are all along the western property line, would be so impacted by frontage improvements that they could not be retained. An arborist evaluation of impacts is needed.
- The Parking requirements in SMC 20.50 [Subchapter 6](#) apply. These include vehicle and bicycle parking requirements

- For studios and one-bedroom apartments, 0.75 vehicle parking spaces are required per unit, for two-bedroom or more apartments, 1.5 vehicle parking spaces are required.
- 1.0 short-term bicycle parking space per 10 dwelling units is required
- 0.5 long-term bicycle parking space per unit is required

**6. How does the City determine what transportation improvements are required?**

- These are set by the City’s [Engineering Development Manual \(EDM\)](#) and [Transportation Master Plan](#) and are based on the long-term needs of the City’s transportation infrastructure. Additionally, project-specific impact mitigations may be identified by the Transportation Impact Analysis.

**7. Is a Transportation Impact Analysis (TIA) required?**

- Yes. When the applicant submits a building permit they are required to submit a Transportation Impact Analysis (TIA). The TIA provides an overview of existing conditions, including traffic volumes and delay, review of collision history and documentation of pedestrian, bicyclist and transit facilities in the vicinity. Importantly, the TIA also analyzes future conditions, in accordance with industry standards and in compliance with City transportation Level of Service standards. This future analysis includes incorporating “pipeline trips”; trips associated with projects that have submitted for permits but have not been completed.

**8. What kind of improvements are required on Linden Avenue N?**

- Frontage improvements shall consist of the following, from the centerline:
  - An 11-foot vehicle travel lane;
  - An eight (8) foot vehicle parking lane;
  - A six (6) inch curb;
  - A five (5) foot amenity zone (the landscaping/plating strip between the sidewalk and street); and
  - An eight (8) foot sidewalk.
- Pedestrian scale lighting is required.
- Street trees are required.
- Street parking will be retained.

**9. I have traffic concerns not addressed, is more information available?**

- Yes, please see the attached separate FAQ on Growth Related Transportation Impacts.

**10. How will this impact Shoreline Fire Station 61, Training & Support Facility, located at 17525 Aurora Ave North?**

- It is too early to know. The results of the Transportation Impact Analysis (TIA) are needed. See the attached letter from the Shoreline Fire Department for more information.

**11. Who can I contact if I have more questions?**

- Cate Lee, Senior Planner, at [cle@shorlinewa.gov](mailto:cle@shorlinewa.gov) or 206-801-2557



Dear Neighbor:

You are invited to participate in an online open house from March 21, 2022 to April 8, 2022 to learn more about a proposed development in your neighborhood. Please go to the online open house at [www.ModeraShoreline.com](http://www.ModeraShoreline.com) to read a project description, see plans and elevations, and leave your comments. If you leave an email address, we will send you a Neighborhood Outreach Summary with the concerns expressed, our responses, and any modification to the design made as a result of the feedback. We will also host a conference call on April 6, 2022 at 5:30 PM to answer questions and respond to neighborhood comments and suggestions. Please use the information below to join the call:

Dial in Number: +1(623) 404-9000  
Meeting ID: 1495788683#

Or

Web Address: <https://meetings.ringcentral.com/j/1495788683>

If you are unable to participate in the online open house, please email [ModeraShorelineOutreach@MCRTrust.com](mailto:ModeraShorelineOutreach@MCRTrust.com) or call (206) 876-7640 any time before April 8, 2022 to discuss the project, request mailed/mailed drawings, and/or request a copy of the Neighborhood Outreach Summary.

**Project Description:** Mill Creek Residential Trust is proposing to demolish 50 multifamily apartments in order to construct approximately 395 multifamily apartments and 455 onsite parking stalls at 17802 Linden Ave N. The site is zoned Town Center-2 (TC-2). The development will contain approximately 500,000 square feet with a height of approximately 70'. Access will be from Linden Ave N.

**Required Permit Applications:**

- Demolition
- Wastewater Cap-off
- SEPA Environmental Review
- Right-of-Way
- Building (incl. Site Development)
- Wastewater



## Vicinity Map



## Zoning Map



## Growth Related Transportation Impact FAQs

### **Q1: How does the City address redevelopment related traffic impacts?**

A: There are multiple ways in which the City accounts for development related traffic impacts to the City's road network.

#### Citywide Analysis & Transportation Impact Fees

At a high level, the City of Shoreline, like other jurisdictions, uses [regional travel demand modeling](#) to forecast future traffic on City streets. The traffic growth assumed in this model is based on planned population and employment growth as informed by the City's [land use designations](#) and [Comprehensive Plan](#) (the City's strategy for accommodating expected growth).

As part of the Comprehensive Plan, the City established a policy for *Adequacy of Streets* based on a [traffic level of service](#). This level of service establishes the maximum average allowable delay to vehicles during the PM peak hour. Specifically, the City's standard allows delays of up to 55 seconds (as an average of all trips on all legs of the intersections over the peak hour) at signalized intersections, and delays of up to 35 seconds (as an average of all trips on all legs of the intersections over the peak hour) at unsignalized intersections. There are a few exceptions to this, including the Aurora corridor and 15<sup>th</sup> Ave NE which allow even more delay.

Using the future conditions model (year 2030), the City identified locations where an anticipated level of service is expected to occur due to growth, and developed project plans and estimates for mitigating these level of service failures. These planned growth related projects, and associated costs, are the basis for [Transportation Impact Fees](#) in the City of Shoreline. Each development adding trips to the road network pays a fee per estimated trip. Trip estimates are based on standard engineering guidelines established by the Institute of Transportation Engineers. Once enough impact fees are collected, [growth projects](#) will be designed and built by the City. Some lane use categories are exempt from this fee (as established by Council action), however the City is still responsible for accounting for the increase in trips.

#### Project-Level Transportation Impact Analysis

In addition to redevelopments' impacts being accounted for through Transportation Impact Fees, larger scale projects are required to submit a Traffic Impact Analysis to identify localized impacts to the surrounding street network. Projects must demonstrate that their added vehicle trips do not trigger an intersection failure. If analysis shows that added trips do cause a level of service failure, the developer is required to mitigate their impacts to meet the level of service standard. The City works with the developer to identify appropriate mitigation – for example, widening to add a turn lane, or increasing the level of control at an intersection (i.e. all way stop control conversion to signalized intersection). The Traffic Impact Analysis also provides an opportunity to address other impacts that do not have specific thresholds set by code, such as local street, pedestrian and bicyclist impacts (as described in Questions 2 and 6). The City must carefully consider [nexus and proportionality](#) when determining any project improvements so as not to unduly penalize a particular project for a preexisting deficiency.

### **Q2: How does the City review and address development impacts to local streets**

A: The City has the ability to hold funds from the developer to implement traffic calming devices as issues arise. The decision to require these funds is made by the City Traffic Engineer, based on a review of the surround street network and the Transportation Impact Analysis report provided by the



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developer. Traffic data is collected prior to the project to establish the baseline and can be collected again after project completion to gauge relative impact and inform mitigation strategies as needed.

### **Q3: How does the City account for trips generated outside of the City limits; redevelopment in neighboring cities for example?**

A: At a high level, cross-jurisdictional traffic is accounted for in the regional travel demand modeling for future years (as discussed above). Again, these future year models account for each City's existing and planned land use and associated population and employment growth.

For specific projects, developer Traffic Impact Analysis efforts are required to gather new traffic counts, which would capture specific trips previously added to the system by other redevelopment (both inside and outside of the City). In addition, the Traffic Impact Analyses add in a "background traffic growth", to account for other miscellaneous growth that may occur in the few years between project analysis and project completion. In most cases, the background traffic rate used is conservatively estimated, and tends to be higher than the actual growth upon project completion.

### **Q4: I feel added delay to my commute is unacceptable, can the level of service standard for allowable delay be changed?**

A: The City's traffic level of service standard is set by the Comprehensive Plan. Any changes to the standard must follow the process identified by [SMC 20.30.340](#), requiring Council action for any changes. Changes that would lower the maximum allowable delay would have the effect of significantly stunting any form of redevelopment, including recreation, retail and other services.

### **Q5: Won't projects that increase roadway delays also impact emergency response times?**

A: Yes, the system-wide delay that is anticipated to increase Citywide does impact all services, including emergency services. Response times are also heavily influenced by the increase in call volume due to population and employment growth. The Fire District has established an [impact fee](#) that developers contribute to in order to offset this impact. Shoreline Fire reports out on performance measures in their [Annual Report](#).

### **Q6: How does the City address impacts to pedestrians and bicyclists?**

A: Currently, the City's level of service standard does not have a clear measure for pedestrians and bicyclists. An update to the Transportation element of the Comprehensive Plan (the Transportation Master Plan) will be coming within the next couple of years and provides an opportunity to evaluate potential changes; for example, establishing a multimodal level of service to better address pedestrian and bicyclist safety, mobility and comfort. Stay tuned to the [Transportation Master Plan](#) webpage for potential updates to this policy.

Although current policies do not holistically measure bicycle and pedestrian infrastructure adequacy at this time, larger scale redevelopment projects typically bring significant pedestrian improvements to the immediately surrounding area, as projects are required to improve the sidewalks adjacent to the property. In this way, the developer is contributing significant investment to the public infrastructure.

In addition, the City and Shoreline residents have taken some interim steps to address this issue including adoption of a complete streets policy and voting to approve a sales tax to fund priority

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sidewalk projects. There are also a number of other improvement projects, including some directly addressing traffic safety issues, funded through the City's Capital Improvement Plan.

Last, during the Transportation Impact Analysis review, the City often works with the development team on potential safety improvements for bicyclists and pedestrians, in scale with their impact and to address a need (since we must keep in mind rules about [nexus and proportionality](#)).

### **Q7: How will the City manage on street parking and how will it enforce unlawful parking?**

A: The first tool jurisdictions typically use to manage on street parking is signage. Many forms of restriction signage can be used in order to provide the best organization of curb or roadside space depending on adjacent land uses. For example, many streets next to schools have signed parking restrictions for school days only in order to mitigate heavy parking that would otherwise occur adjacent to single family homes. Loading zones can also be very helpful in managing short term parking needs.

The City has begun tracking parking inventory around light rail station areas and has developed some near term and long-term strategies to help proactively plan for an increase in use of on street parking. A 2019 report is available for reference at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport102819-9a.pdf>

With regard to enforcement of on-street parking laws, the City has begun scoping a position that would be dedicated to this function and able to provide a timely response to issues as they arise. This role may be anticipated to be in place by light rail station openings in 2024. If you see a clear parking violation and/or a parking violation is impacting access to your home, call Shoreline Police at 206-296-3311.

### **Q8: Can the right-of-way in front of my home be designated for my use only? How will the City ensure that I can continue to easily park on the street near my home?**

A: No, the right of way in front of your home is public property and can be used by anyone (in accordance with applicable laws and codes). Restricted Parking Zone permitting is a tool sometimes used for neighborhoods adjacent to significant trip generators like, schools, business campuses, mass transit, or arenas. These permits are not used to discriminate on a residential basis - between new or preexisting residents or between owners or renters for example. You can read more about Restricted Parking Zones and find other helpful information about on-street parking online at:

<http://www.shorelinewa.gov/government/departments/public-works/traffic-services/parking>



**Shoreline Fire Department**  
*Dedicated to the Protection of Life and Property*

*Serving the Shoreline Community for over 80 years, since 1939*

**FIRE CHIEF**  
Matt Cowan

**COMMISSIONERS**  
Ken Callahan      Rod Heivilin  
Kim Fischer        Barb Sullivan  
David Harris

To: Cate Lee/ Senior Planner City of Shoreline  
From: Fire Marshal Derek LaFontaine  
Re: Linden Avenue Multi Family Project  
Date: April 19, 2022

Dear Cate,

Currently the Shoreline Fire Department cannot comment on traffic impacts or emergency response delays until a traffic study is performed.

As stated in the answer to question 5 of the Cities "*Growth Related Transportation Impact FAQ*" information sheet (attached), as the City grows, we mitigate the growth with a Fire Impact Fee that the developer pays. This helps the Department to continue providing the same level of fire and life safety services to the community as Shoreline grows. Specifically, it enables the Department to address capital improvement needs. As it applies to the factors that the Department has control over, the impact fees are critical in mitigating the impacts from additional growth.

However, we can address the level of fire protection in this building. The plan is to build very high levels of fire protection systems per International Fire Code and NFPA standards. This will include a full-coverage fire sprinkler system, fire pump, standpipes, addressable fire alarm, emergency responder radio system, smoke control system, and fire hydrant coverage. The Department will also ensure that these systems are built and installed per applicable code during construction. Finally, our review indicates that there is adequate access from Linden as well as a designated fire lane on the South side of the site.

We are comfortable working with the developer and the high level of fire protection designed for this building.

Sincerely,

Derek LaFontaine  
Fire Marshal  
Shoreline Fire Department