

**AGENDA
PLANNING COMMISSION
SPECIAL MEETING**



**Thursday, June 30, 2011
7:00 p.m.**

Shoreline City Hall
Council Chamber
17500 Midvale Ave. N

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR'S COMMENTS	7:03 p.m.
5. APPROVAL OF MINUTES	7:08 p.m.
a. June 16 Regular Meeting	
6. GENERAL PUBLIC COMMENT	7:10 p.m.
<p><i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.</i></p>	
7. PUBLIC HEARING <i>Legislative Public Hearing</i>	7:15 p.m.
a. Town Center Development Code	
1. Staff Overview and Presentation of Preliminary Staff Recommendation	
2. Questions by the Commission	
3. Public Testimony	
4. Final Questions by the Commission	
5. Deliberations	
6. Vote by Commission to Recommend Approval or Denial or Modification	
7. Closure of Public Hearing	
8. DIRECTOR'S REPORT	9:15 p.m.
9. UNFINISHED BUSINESS	9:20 p.m.
10. NEW BUSINESS	9:22 p.m.
11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	9:24 p.m.
12. AGENDA FOR July 7	9:28 p.m.
13. ADJOURNMENT	9:30 p.m.

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.

WHO WE ARE

The Shoreline Planning Commission is a 7-member volunteer advisory body to the City Council. The purpose of the Planning Commission is to provide guidance and direction for Shoreline's future growth through continued review and improvement to the City's Comprehensive Plan, Development Code, shoreline management, environmental protection and related land use documents. The Planning Commission members are appointed by the City Council and serve a four year term.

WHAT IS HAPPENING TONIGHT

Planning Commission meetings may have several items on the agenda. The items may be study sessions or public hearings.

Study Sessions

Study sessions provide an opportunity for the Commissioners to learn about particular items and to have informal discussion with staff prior to holding a public hearing. The Commission schedules time on its agenda to hear from the public; however, the Chair has discretion to limit or extend time limitations and the number of people permitted to speak. The public is encouraged to provide written comment to the Commission; however, since Commissioners are volunteers and may not have time to check email every day, if written comments are not included in the agenda packet and are offered during a study session, they may not have time to read them until after the meeting.

Public Hearing

The main purpose of a public hearing is for the Commission to obtain public testimony. There are two types of public hearings, legislative and quasi-judicial. Legislative hearings are on matters of policy that affect a wide range of citizens or perhaps the entire jurisdiction and quasi-judicial hearings are on matters affecting the legal rights of specific, private parties in a contested setting. The hearing procedures are listed on the agenda. Public testimony will happen after the staff presentation. Individuals will be required to sign up if they wish to testify and will be called upon to speak generally in the order in which they have signed. Each person will be allowed 2 minutes to speak. In addition, attendees may want to provide written testimony to the Commission. Speakers may hand the Clerk their written materials prior to speaking and they will be distributed. For those not speaking, written materials should be handed to the Clerk prior to the meeting. The Clerk will stamp written materials with an exhibit number so it can be referred to during the meeting. Spoken comments and written materials presented at public hearings become part of the record.

CONTACTING THE PLANNING COMMISSION

Written comments can be emailed to plancom@shorelinewa.gov or mailed to Shoreline Planning Commission, 17500 Midvale Avenue N, Shoreline WA 98133.

www.shorelinewa.gov/plancom

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

June 16, 2011
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Wagner
Vice Chair Perkowski
Commissioner Behrens
Commissioner Broili
Commissioner Esselman
Commissioner Kaje

Staff Present

Joe Tovar, Director, Planning & Development Services
Steve Cohn, Senior Planner, Planning & Development Services
Paul Cohen, Senior Planner, Planning & Development Services
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Commissioner Moss

CALL TO ORDER

Chair Wagner called the regular meeting of the Shoreline Planning Commission to order at 7:07 p.m. She recognized the presence of Council Member Eggen in the audience.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Wagner, Vice Chair Perkowski and Commissioners Behrens, Broili, Esselman and Kaje. Commissioner Moss was absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Tovar reported that earlier in the day, staff was contacted by the Seattle Office of the Urban Land Institute requesting the City to share their experience with planning for bus rapid transit (BRT), the Aurora Corridor Project, and potentially the Town Center Subarea Plan at two Urban Land Institute

conferences in the fall. He further reported that at their breakfast meeting on June 22nd, the Urban Land Institute would discuss the results of a study they completed that included BRT in Shoreline. The report would be made available to Commissioners and is a good indication that much of the work that has gone into the Aurora Corridor Project, BRT and Town Center is catching the attention of people from other parts of the country.

APPROVAL OF MINUTES

The minutes of April 21, 2011 and May 5, 2011 were approved as amended. The minutes of June 2, 2011 were approved as submitted.

GENERAL PUBLIC COMMENT

No one in the audience expressed a desire to provide general public comments.

CONTINUED LEGISLATIVE PUBLIC HEARING ON TOWN CENTER SUBAREA PLAN AND DEVELOPMENT CODE

Chair Wagner reviewed the rules and procedures for the continued legislative public hearing. She noted that a number of items were included in the Commission's desk packet, and she suggested they take a short break at some point to review the new information. Ms. Simulcik Smith reviewed the items contained in the desk packet as follows:

- Exhibit 23 – Email from Vicki Westberg dated 6/9/11
- Exhibit 24 – Letter from Boni Biery dated 6/16/11
- Exhibit 25 – Updated Proposed Town Center Subarea Plan dated 6/16/11
- Exhibit 26 – Updated Proposed Town Center Development Code dated 6/16/11
- Exhibit 27 – Comments from Commissioner Kaje with Staff's Response dated 6/16/11
- Exhibit 28 – Comments from Commissioner Moss dated 6/16/11

Staff Overview and Presentation of Town Center Subarea Plan

Mr. Tovar explained that the draft Supplemental Environmental Impact Statement (SEIS) was submitted to the Commission a number of weeks ago and was made available to the public. The City only received one comment letter that did not make any substantive suggestions, so the final SEIS is basically the same as the draft SEIS, with the comment letter added. Therefore, there is no need for the Commission to have additional discussion about the environmental documents. He reviewed the most recent changes to the Town Center Subarea Plan (Exhibit 25) as follows:

- Additional images were included on the front page of the plan. Staff believes the images offer a good replacement for the plain looking header that was included on the last draft. The images are intended to provide ideas for the type of form and character they are seeking for the subarea. (Edit 1)

- Commissioner Moss recommended numerous grammatical changes throughout the document, which are relatively minor.
- Staff is recommending that an additional phrase be added to the Figure 5 caption in Policy TC-2 to make the point that the mid-rise, mixed-use buildings shown in the images are oriented to the street level and create pedestrian scale and access, but there is also building space above the street level, which is where the residential uses would occur. (Potential Revision A)
- The size of some of the images was increased to improve readability.
- A couple of images that illustrated green infrastructure were eliminated from Figure 6 under Policy TC-4. One was a drawing of Shorewood High School, which was too small to be legible. Two new images were added of City Hall, which is a LEED Gold Building. The caption would be amended to refer to City Hall. (Potential Revision B)
- At the suggestion of the Commission, an additional phrase was added to Policy TC-5 to make the point that retail, service, grocery and restaurant uses would not just be oriented to people who live within walking distance, but to a broader regional market, as well. A phrase was also added to note that BRT bus service could provide walk-on access to Town Center from the entire length of Aurora Avenue. (Potential Revision C)
- A new photo collage of the Aurora Corridor Project was inserted as Figure 7 under Policy TC-5. (Edit 2)
- A few images were added to Figure 8 to illustrate Policy TC-8, which talks about sustainability in the neighborhoods east and west of Town Center. New language was added as a caption as well. (Potential Revision D)
- A reference was added to Policy TC-12 to identify the location of the gateways. (Potential Revision E)
- The caption associated with Figure 9 under Policy TC-12 was changed to make it clear that the illustration is of a potential Town Center gateway sign. The earlier caption referred to the illustration as an entry sign. (Potential Revision F)
- While Policy TC-13 was not changed, the associated map (Figure 10) was updated to be consistent with the map used in the Town Center Development Code. The map is intended to convey the location of the Boulevard, Storefront, Greenlink and Through-Connector Streets. Examples of each of the street types were also provided in Figure 10. Additional verbiage was added to the caption of Figure 10 to make it clear that the network of streets is intended to serve both the regional and local access needs. (Potential Revision G)
- Two new images and a new caption were added as Figure 12 under Policy TC-17. The intent is to illustrate how a townhouse form could buffer single-family residential development that is east of Stone Avenue and west of Linden Avenue. (Potential Revision H)
- The caption for Figure 14 under Policy TC-20 was amended to replace “parades, lawn sports, and wifi access” with “community events.” The images were changed as well. (Potential Revision I)
- Rather than creating a separate TC-5 zone for the properties on Firlands Way, the Commission tentatively agreed that it would be appropriate to add a policy statement (Policy TC-22) to recognize the unique character of Firlands Way. (Proposed Revision I)
- For the final version of the subarea plan, the five images associated with Policy TC-27 would be enlarged, and an additional image of Sky Nursery would be added. (Edit 3)

The Commission had a brief discussion about the process for approving both the subarea plan and the Development Code (zoning). Mr. Tovar explained that the Commission is holding two concurrent hearings: one on the subarea plan and one on the development code language. The Commission agreed to work through the subarea plan, accept public comments, and then finalize a recommendation before moving forward with their review of the draft development code language, which would follow the same process.

Public Comment on Town Center Subarea Plan

Robin McClelland, Shoreline, referred to the last paragraph on Page 4 of the draft plan, which references Vision 2040. She said she was one of the principle authors of Vision 2040, and she is not sure the characterization of the Central Puget Sound Region is exactly correct. She suggested they delete the word “central” because it is actually a four-county region. Mr. Tovar explained that “central” is a term of art for how the Growth Management Hearings Board deals with the four-county region. He said he would not be opposed to deleting “central,” as long as it is clear that Vision 2040 is a growth management development strategy for the four-county region.

Deliberations and Final Recommendation on Subarea Plan

COMMISSIONER BEHRENS MOVED THE COMMISSION APPROVE THE TOWN CENTER SUBAREA PLAN, INCLUDING THE EDITS AND REVISIONS PROPOSED BY STAFF IN THE JUNE 16, 2011 DRAFT. COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Behrens proposed that the Commission not delete the word “central” as recommended earlier by Ms. McClelland. As noted by Mr. Tovar, it is an appropriate term to accurately identify the four-county region. Vice Chair Perkowski suggested that the “c” be in lower case so it is not part of the regional title.

COMMISSIONER BEHRENS MOVED THAT THE MAIN MOTION BE AMENDED BY MAKING THE “C” IN THE WORD “CENTRAL” IN THE LAST PARAGRAPH ON PAGE 4 OF THE DRAFT TOWN CENTER SUBAREA PLAN LOWER CASE. COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION TO AMEND CARRIED 6-0.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO DELETE THE WORDS “BY REDUCING PARKING REQUIREMENTS AND PURSUING AN AGGRESSIVE PROGRAM OF PROPERTY TAX EXEMPTIONS” FROM THE END OF THE LAST SENTENCE IN POLICY TC-3. COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Kaje reminded the Commission that the concept of using affordable housing as one of the criteria for reducing parking was eliminated from the draft development code language. Therefore, including this statement in Policy TC-3 would be inconsistent with the proposed development code language. He reminded the Commission of a recent *SEATTLE TIMES* story about problems with the City of Seattle’s property tax exemption program. While he does not necessarily anticipate the City of Shoreline would have similar problems, they do not have an articulated policy in place to outline how

this tool would be used citywide. He said he believes it may be an appropriate tool, but it is premature to reference the concept before the City Council has taken action to establish a clear property tax exemption program.

Commissioner Behrens shared Commissioner Kaje's concern about the current system for property tax exemptions, but the proposed language does not specify a type of property tax exemption. There are numerous different types of property tax exemptions that can be used to stimulate development, and he is not sure they want to eliminate this tool. He said he would rather the policy be worded broadly to retain the ability to use different types of tax exemptions, which he believes are worth encouraging.

Mr. Tovar said Policy TC-3 was intended to be aggressive and could include concepts and approaches that the City has not yet identified. He noted that portions of North City were redeveloped using a property tax exemption program, and the option was expanded to the Ridgecrest Neighborhood, as well. However, the opportunity does not currently exist for the Town Center Subarea. He suggested the language be changed to state that the City should consider expanding their property tax exemption program. This would flag it as an option for the City Council to consider at some point in the future.

Commissioner Kaje said the intent behind his motion was not to rule out the property tax exemption option. He also agreed that there are different types of property tax exemption programs. However, the proposed language implies that property tax exemptions and parking reductions are the only two tools for creating incentives for affordable housing.

Commissioner Broili suggested the words "property tax exemptions" be replaced with "incentives." This would broaden the opportunity base for affordable housing options. Commissioner Kaje agreed that the exemption language could be reshaped to be more comfortable, but it might be easier, procedurally, to vote on the amendment as is. A Commissioner could then propose new language that would better meet the Commission's intent.

THE MOTION TO AMEND THE MAIN MOTION WAS APPROVED 4-1, WITH COMMISSIONER BEHRENS DISSENTING AND COMMISSIONER BROILI ABSTAINING.

Commissioner Broili asked staff to share the rationale behind the proposed change to the caption under Figure 6. Mr. Tovar said the language was removed because staff did not have any good illustrations to provide for Shoreline High School and the Aurora Project. However, he noted that both of these projects are still identified in Policy TC-4.

Chair Wagner suggested that the logos on the cars contained in Figure 9 be removed. The remainder of the Commission agreed that would be appropriate. Commissioner Broili suggested that pedestrians and bicycles also be added to Figure 9. Mr. Tovar noted that the gateway signs would be located in the middle of three and four-lane sections of the roadway.

Commissioner Broili suggested that the map in Figure 10, as well as other similar maps, be modified so that the "Through-Connector" Street identified near North 183rd Street goes all the way from Linden Avenue North, which is a Greenlink Street, to Midvale Avenue North, which is a Storefront Street. This

would make it clear that a crosswalk would be provided across Aurora Avenue North in this location. Mr. Tovar noted that the crosswalk on Aurora Avenue North with a pedestrian actuated signal would be located at North 180th Street. There would not be a crosswalk over Aurora Avenue North at the other two “through connector” streets.

Vice Chair Perkowski noted that the proposed subarea plan language uses the term “Greenlink,” and the development code language uses “Green Link.” It was agreed that the correct term is “Greenlink.”

Commissioner Esselman observed that if there is not a crosswalk over Aurora Avenue North at the end of the Through-Connector Street near North 183rd Street, perhaps there should be no break in the “green” park area. Commissioner Broili noted that the break identifies an access point.

Chair Wagner referred to the streets on the map that are identified as both Greenlink and Storefront Streets that meet mid block. Mr. Cohen explained that the locations where Storefront Streets abut against Greenlink Streets midblock on North 178th, North 180th and North 183rd Streets are actually where the zoning changes. However, in working out the details of the street cross sections with the Transportation Department, it was noted that the two standards do not abut cleanly. It was suggested that the Storefront Streets be extended further east to Stone Avenue North and stop at the intersection. He emphasized this change would not alter the zoning or the uses allowed. It would merely alter the street standards.

Commissioner Behrens asked what is special about the lots that are closer to Stone Avenue North that they cannot have the same zoning as the lots closer to Midvale Avenue North. Mr. Cohen advised that the goal was to match the zoning of the properties that are currently zoned residential.

CHAIR WAGNER MOVED TO AMEND THE MAIN MOTION BY MODIFYING FIGURE 10 TO EXTEND THE ROAD CLASSIFICATION FOR STOREFRONT STREETS TO STONE AVENUE NORTH FOR NORTH 178TH, NORTH 180TH, AND NORTH 183RD STREETS. COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

Chair Wagner noted that Figure 13 depicts parking on both sides of Midvale Avenue North. She suggested the graphic be updated to better represent the intent of only having parking on one side. Mr. Cohen said the Midvale Avenue North cross section currently shows parking on the east side of the street and back-in parking on the west side. Chair Wagner again asked that they either delete the picture or update it so it accurately illustrates the proposed plan for parking.

COMMISSIONER BEHRENS MOVED THAT THE MAIN MOTION BE AMENDED TO UPDATE THE IMAGE IN FIGURE 13 TO BE CONSISTENT WITH THE POLICY STATEMENT. COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

Commissioner Kaje referred to the proposed language for Policy TC-22 and said he appreciates staff’s effort to capture some of the unique elements of Firlands Way. He referred to the email he submitted in which he proposed additional language.

COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO CHANGE POLICY TC-22 BY ADDING THE FOLLOWING SENTENCES AT THE END OF THE POLICY STATEMENT: “ENCOURAGE A LONG-TERM VISION FOR FIRLANDS WAY AS A PEDESTRIAN-ORIENTED STOREFRONT STREET. RECLASSIFY THE STREET, IF NECESSARY, TO ALLOW THE HISTORIC ROAD TO REMAIN A CENTRAL PART OF THAT VISION.” COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Kaje noted that at previous public hearings, the public has commented that Firlands Way offers a unique opportunity. Part of the uniqueness has to do with the layout of the historic roadway that he hopes can be unearthed and made a part of the vision. In addition, the layout of the wide right-of-way provides an opportunity for great ideas for a slow traffic, pedestrian-oriented part of the Town Center. Mr. Tovar said staff supports the changes proposed by Commissioner Kaje. The proposed language makes the Commission’s intent for Firlands Way clear and provides good policy direction.

THE MOTION TO AMEND WAS UNANIMOUSLY APPROVED.

COMMISSIONER KAJE MOVED THAT THE MAIN MOTION BE AMENDED TO CHANGE GOAL TC-3 BY ADDING THE WORDS “AND EMBRACES ITS UNIQUE HISTORY” TO THE END OF THE SENTENCE. COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Kaje said he has heard compelling arguments from members of the community about the importance of highlighting history. While it is not his intent for the buildings to all look historical, it is possible to make certain historic elements a part of Town Center. It is appropriate to note this opportunity more explicitly in the Town Center Goals, recognizing that it would not obligate the City to any particular action.

THE MOTION CARRIED UNANIMOUSLY.

THE COMMISSION RECESSED THE MEETING AT 8:06 TO REVIEW THE ADDITIONAL ITEMS CONTAINED IN THEIR DESK PACKET. THE MEETING WAS RECONVENED AT 8:17 P.M.

Chair Wagner referred to the concerns raised by Ms. Westberg regarding the history of the Firlands Way area. She noted that her concerns were addressed by the amendments proposed by Commissioner Kaje for Policy TC-22 and Goal TC-3. She said Commissioner Kaje’s motion to amend Policy TC-22 also addressed most of the concerns raised by Ms. Biery about the historical nature of Firlands Way. However, Ms. Biery also raised an issue about height limits, which has not yet been addressed.

Commissioner Kaje said his proposals to change Policy TC-22 and Goal TC-3 were intended to address comments from Ms. Westberg’s about the historical elements and unique nature of Firlands Way. He suggested it would be more appropriate to consider the issue raised by Ms. Biery about building heights as part of the discussion related to the development code language.

VICE CHAIR PERKOWSKI MOVED THAT THE MAIN MOTION BE AMENDED BY ADDING “AND BIKABLE” BEFORE “CONNECTIONS” IN THE LAST SENTENCE OF THE SECOND PARAGRAPH ON PAGE 6. COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER KAJE MOVED THAT THE MAIN MOTION BE AMENDED TO CHANGE GOAL TC-4 BY ADDING “OTHER PUBLIC SECTOR ORGANIZATIONS” AFTER “THE SCHOOL DISTRICT.” COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

THE COMMISSION UNANIMOUSLY APPROVED THE MAIN MOTION TO RECOMMEND APPROVAL OF THE TOWN CENTER SUBAREA PLAN, INCLUDING THE EDITS AND REVISIONS PROPOSED BY STAFF IN THE JUNE 16, 2011 DRAFT AND AS AMENDED BY THE COMMISSION.

Closure of Public Hearing for Town Center Subarea Plan

The public hearing on the Town Center Subarea Plan was closed.

Staff Overview and Presentation of Town Center Development Code

Mr. Cohen referred to the latest draft of the Town Center Development Code dated June 16, 2011 and noted that a footnote was added at the bottom of Table 20.92.020(A) (Land Use Chart) to further clarify the use of vehicle sales, services and leasing as a land use permitted in the TC-1 zone and that outdoor vehicle display for this type of use would be allowed as an essential part of their business.

Mr. Cohen advised that Section 20.92.040.C (Transition Overlays 1 and 2) was rewritten. The new language makes it clear that the overall depth of the transition area is a certain amount of feet when adjacent to certain types of zoning. It also describes how the transition would work step-by-step from the property line towards Town Center. Chair Wagner asked how much staff interpretation would be required to implement the transition overlays. Mr. Tovar answered that it is highly unlikely that a developer would not understand the language, as currently proposed. When making a major investment decision, developers will seek information from the City to make sure they clearly understand the code standards. If a developer wants to propose something that they believe would be better than what the standards require, the code allows flexibility for them to submit proposals for administrative design review.

Mr. Cohen said he has been administrating these types of codes for a long time, and he felt the proposed language is explicit as far as depth from adjoining property lines. He observed that the two transition overlay areas were designed based on what was presented at the Commission’s June 2nd meeting. The Commission did not provide direction to change the language, but they did ask for additional information. As requested by the Commission, staff provided cross sections to illustrate how the transition overlay standards would be applied. He suggested the cross sections could also be added to the development code to further illustrate the concept. Mr. Tovar suggested another option would be to

prepare a handout for applicants to illustrate the transition overlay concept. Either approach would be appropriate.

Mr. Cohen referred the Commission to an aerial photograph (Exhibit 22) of the northwest corner of Firlands Way as it abuts adjoining single-family residential properties located outside of Town Center. He recalled that members of the public expressed concern about grade changes in this area. He briefly described the grade changes that exist from Firlands Way east towards the residential properties. This grade change of approximately six feet was superimposed onto the cross section illustration that was prepared for Transition Overlay 1. He emphasized that although a developer could build up to the grade, the height would be measured from the average existing grade and the overall building height would remain the same. He advised that Transition Overlay 1 would also apply to the residential property across from City Hall, but the residential properties are actually above the grade of City Hall.

Public Hearing on Town Center Development Code

Mark Quehrn said he was present to represent Carter Subaru. He recalled that the subarea planning process started last fall when the City invited his client and other members of the business community to take a look at what they were doing. At that time, staff invited them to bring forward their concerns so they could work through them together. This process occurred in a very professional manner. He said that if he were in the Commission's position, he would take confidence in the document if the remainder of the public was treated as well as they were. Their issues were vetted, treated very fairly, and thoughtfully considered in the proposal. He submitted supplemental comments on behalf of Carter Subaru, which were dated June 6, 2011 and entered into the record as Exhibit 29. He presented each of the comments as follows:

1. Section 20.92.060.B.1.e. The third sentence should actually be moved to Section 20.92.060.B.3.e since the storefronts along Storefront Streets are actually located at the right-of-way.
2. Section 20.92.060.D.1. They are recommending that the words "through connection" be deleted. He said they do not intend to display automobiles in through-connection areas.
3. Section 20.92.060.E.2. They are recommending that the words "lots, vehicle display" be deleted from this section. They are recommending that the requirements for vehicle display areas be moved to Section 20.92.060.E.2.e.
4. Section 20.92.060.B.3.c. As currently proposed the maximum front-yard setback would be 15 feet, which would not leave much room for vehicle display. They are recommending additional language to read, "except for front yards that are approved for use as outdoor vehicle display areas." This would allow the Director to make an exception as part of the design review process.

Final Questions by the Commission on Town Center Development Code

Mr. Cohen agreed with Mr. Quehrn's first three recommended changes, which he considers to be clarifying changes. Mr. Cohen said he could also support his fourth recommended change, but it should be noted that the 15-foot setback requirement applies to buildings. Mr. Quehrn's concern is that they won't have enough room for vehicle displays, but there would be ample opportunity on Boulevard Streets to have 50% of the frontage be in parking or open area without building frontage. Either approach would address their concern.

Commissioner Kaje summarized that Mr. Quehrn's concern is about fitting vehicle displays in the 15-foot setback, which is required to front the building. However, the buildings might be only a small percentage of the overall lot frontage, especially for a vehicle sales business. There would be plenty of room for vehicle display, but perhaps not in front of the building. Mr. Cohn referred to Section 20.92.060.B.3.d, which states that "surface parking shall not be more than 50% of the site frontage." He said that, currently, the vehicle sales developments are legal, non-conforming uses, because most of the buildings are set back more than 15 feet. The current situations would be allowed to continue until such time as the properties are redeveloped. As proposed, any new building could not be more than 15 feet from the front property line. However, 50% of the frontage could be used for outdoor display and/or parking. Mr. Tovar added that, if this requirement is problematic, an applicant could ask for an administration dispensation by offering a superior solution that meets the intent of the code provision.

Commissioner Behrens observed that he supports the concept of allowing for administrative alterations to accommodate businesses. However, he questioned how this section of code would be interpreted in 20 to 30 years when there is a different Planning Director. Mr. Tovar said the philosophy is to retain as much certainty as possible, while maintaining options for some flexibility. The policy document provides direction as to the intent of the code language. He reminded the Commission of City Council Goal 1, which is to make the regulatory system more timely, fair and predictable. One way to implement this goal is to rely upon standards, but with flexibility to depart from the standards. Whoever becomes the next Planning Director would be well qualified to make these decisions. The hope is that when the new code is adopted, the City's attempt to stimulate people's decisions to invest in Shoreline will be more fruitful in the next three to five years because of their vision, plan, regulations, and improvements. If changes are appropriate at some point in the future, the code could be revisited and amended.

Mr. Cohen suggested the City could consider outdoor vehicle displays the same as storefront windows. However, the space would have to be designated as outdoor display only, and not a parking lot. There would also need to be a clear entry path through the display area from Aurora Avenue North to the building front.

When asked, Mr. Quehrn said his client supports the concept that design review is the way to flexibly apply the standards. However, he is concerned about this particular provision. He referred to Section 20.30.297 (Design Review), which states that no departures would be allowed for the dimensional standards, and this would include setbacks. He emphasized that the purpose of his proposed

recommendation is to acknowledge that the 15-foot setback requirement could be modified by the Director through the site review process to accommodate vehicle display areas.

Commissioner Broili summarized that, as currently proposed, buildings cannot be more than 15 feet from the street property line on Boulevard Streets. He requested additional feedback from staff as to how this requirement could be modified to allow for outdoor vehicle display areas. Mr. Cohen pointed out that there would be ample area to the sides of the building that could be used entirely for parking and/or outdoor vehicle display. Another approach to address the issue is to treat outdoor vehicle display areas the same as building storefronts, where wares are displayed in the windows.

Commissioner Broili asked how far a building could be moved back if the code language were to treat outdoor vehicle display areas the same as storefront displays. He asked how this concept would be allowed by the current code language. Mr. Cohen answered that this concept could be implemented by adopting the language proposed by the applicant for Section 20.92.060.B.3.c. If adopted, there would be no limit to how far the building is set back, as long as the area in front of the building is just for car display and not parking.

Commissioner Kaje summarized that the Commission has heard the essential arguments regarding the issue of outdoor vehicle displays. However, they should wait to address the issue until a motion is on the table, at which time they might choose to amend the language in a manner that is similar to what was proposed or not at all or something different. He suggested they move forward with other questions.

The Commission noted the lateness of the hour and agreed the hearing would have to be continued to a special meeting on June 30th. Those who are unable to attend the special meeting could submit their comments in writing. They discussed whether it would be appropriate to place a motion on the floor now and begin their deliberations or wait until the continued hearing. They agreed to focus the remainder of their discussion for this meeting on the proposed transition areas.

Deliberations on the Town Center Development Code

Commissioner Broili said he believes the new graphic illustrations help describe the intent of the proposed code language. Mr. Cohen referred to the larger zoning map, which better illustrates the specific location of the two transition areas. He noted that on a previous map, Transition Overlay 2 was in the Seattle City Light right-of-way against R-6 zoning. Based on the definition, the overlay should actually be applied to the west side of the right-of-way.

Commissioner Kaje expressed his belief that the latest proposed language (orange) for Section 20.92.040.C is clear. He also agreed that the graphic illustrations are helpful to visualize the intent of the language. He suggested the issue before the Commission is whether Transition Overlay 1 is appropriate and adequate to apply in the Firlands Way area. There are also other issues related to the Firlands Way area in general.

Chair Wagner said that after further consideration, she believes that Firlands Way is different than 185th Street, 180th Street, etc. in that it is intended to be more pedestrian friendly. Because greater height is not required on Firlands Way in order for the City to meet their growth targets, perhaps a lower height

limit would be appropriate within this transition overlay area. Commissioner Behrens said he would support a lower building height, as well.

Commissioner Esselman agreed that Firlands Way is intended to be more pedestrian friendly. However, she observed that streets with tall buildings can also be made pedestrian friendly. It is more about what happens at the street level than how tall the buildings are. She also noted that because of the way the street is oriented, solar access could also be an issue. She suggested both of these concerns could be addressed by increasing the street setback requirements.

Commissioner Kaje observed that Firlands Way is actually a wide right-of-way so he is not all that concerned about solar access. He recalled that earlier in the spring, the Commission recommended approval of 65-foot tall buildings within 100 feet of R-6 zoning in a much more residential neighborhood of the City. He said he finds it awkward that the Commission is now considering a lower height for this one area. He said he understands the concerns about the perception of bulk, but they also need to have some sense of being fair and consistent throughout the City.

Commissioner Broili agreed with Commissioner Kaje and Esselman that it is possible to create a pedestrian-friendly street even with taller buildings. Because the right-of-way is wide, he does not have a concern about allowing 70-foot tall buildings. Good design and the setbacks identified in the proposed language would offer all the protection warranted in this case. He also agreed it is important to be consistent. He said he would not support a motion to reduce the height limit for this one area.

Commissioner Kaje observed that Transition Overlay 1 would be 100-feet wide. That means the maximum height allowed in the zone would be separated from the single-family residential development by at least 115 feet. While not a perfect solution, he said he finds proposed Transition Overlay 1 to be an appropriate approach. It addresses the unique situation created when single-family residential was developed along a State Highway, which should be the City's major commercial core. The proposed language would balance with all the other Town Center objectives. He reminded the Commission that many of the current buildings on Aurora Avenue North are permitted to be taller than they are. It is not as though setting a maximum 70-foot height limit would result in block buildings that are 70 feet in height. He said he does not anticipate the property would immediately be redeveloped to its absolute maximum potential. He said he supports the height limit, as proposed.

Commissioner Kaje raised the question of reclassifying Firlands Way, which is a very attractive element of the area. He suggested that if they want to encourage the vision of a very pedestrian-oriented site, perhaps they should not allow surface parking along Firlands Way. He referred to Section 20.92.060.B.1.e, which allows up to 65 lineal feet of the site frontage to be used for parking. He observed that even if one or two properties decided to use surface parking, it could ruin some of the potential on the street. A maximum height limit of 70 feet should create enough economic value where underground parking would be viable. Another option would be to add a driveway to access parking in the back. This could have a secondary benefit of pushing buildings further away from the single-family residential properties.

Mr. Cohen said most people would agree that it is an attractive idea to not have large breaks in storefronts along a choice street such as Firlands Way. However, the practical problem is that some

properties do not have any other access options. For narrow lots, it will be difficult for a developer to meet all of the proposed code requirements, and parking can be a particular problem. He emphasized that, as per the proposed language, properties with less than 100 feet of linear frontage would not have to meet the provision that requires at least 50% of the building to front on the property line. It is not possible to meet this requirement and provide adequate parking, access and a storefront space. While it is possible to assemble properties, there is no assurance this will occur. Property ownership patterns are often a significant deterrent to redevelopment. If the requirements are too rigid, the properties could remain undeveloped for long periods of time waiting for a developer to come forward with a viable proposal to assemble properties. If they are looking for redevelopment, the code standards must provide some flexibility.

Commissioner Broili said he is not opposed to redevelopment, but he urged the City to think further down the road than just the next five to ten years. The Firlands Way area is unique enough that anything they can do to push towards a more pedestrian-friendly environment would be in the best interest of the City at large. He said he does not believe it is a bad thing to slow development along Firlands Way until momentum, demographics, the economy, etc. reaches a place where it is more desirable for developers to consolidate properties into single units. He urged them to think longer term and consider code provisions that will help push this unique situation further towards the vision. Firlands Way is a wide and unusual right-of-way that has historic sentiment. Precluding parking on the street may not be a bad idea in spite of the fact that it might slow initial development.

Vice Chair Perkowski said he is comfortable with the language proposed for the TC-3 zone, with the protection provided by the transition overlay.

Continuation of Public Hearing for Town Center Development Code Amendments

COMMISSIONER KAJE MOVED TO CONTINUE THE HEARING ON THE TOWN CENTER DEVELOPMENT CODE AMENDMENTS TO A SPECIAL MEETING ON THURSDAY, JUNE 30, 2011. COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

DIRECTOR'S REPORT

Mr. Tovar referred to Commissioner Broili's earlier reminder that the Town Center Subarea Plan is intended to be long range. He noted that several images in the subarea plan and development code came from Jaunita Village in Kirkland, which is excellent example of a well-planned subarea that sat for 12 years through 2 different development proposals before development finally moved forward. Waiting for the right time for development of a site to be ripe is a good way to look at subarea plans. They should not expect redevelopment to happen right away. Commissioner Broili agreed that the City of Kirkland offers good examples of effective urban design.

UNFINISHED BUSINESS

Commissioner Kaje recalled the minutes from their April 21st meeting where they discussed the tree canopy issue. He reminded staff that he asked how the Tree Canopy Study dealt with properties along Interstate 5. He said it appeared that these properties were not included on the map and counted as part of the total area. He said it is important to know if the numbers identify the true canopy across the entire City or the City minus the interstate. He said Vice Chair Perkowski also suggested it would be quite easy to do a calculation that focuses on the canopy within the critical area buffers. He asked if staff has considered whether this additional information would be valuable. Mr. Tovar said the canopy has been mapped in some of the City's critical areas, but not in others. Mr. Cohn added that information about the critical areas would be based on available GIS data as they would not be able to ask the consultant to do additional work to study these areas.

Mr. Tovar reminded the Commission that many of the steep slopes are located within a certain area of the City, and property owners in this area have been actively working with the Commission over the past year regarding potential tree regulations. He noted that the City has received public disclosure requests for every piece of paper the consultants and staff touched dealing with the canopy study as it relates to litigation. He suggested staff be allowed to answer specific questions related to the Tree Canopy Study after the Commission has completed their work on the tree regulations in the fall. The Commission agreed it would be appropriate to add this discussion to the parking lot agenda.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Commissioner Kaje reported that he was contacted a few weeks ago by a Planning Commissioner from the City of Lake Forest Park with a request to meet informally with a few Shoreline Planning Commissioners to discuss their process for the Southeast Subarea Plan. They were particularly interested in their thinking on the area around 145th Street and Lake City Way. They know that Shoreline has adopted the Southeast Neighborhoods Subarea Plan, and they are still working on implementing their own plan. After talking with Mr. Tovar, he and Vice Chair Perkowski met with one of their commissioners, George Piano. They discussed that as Lake Forest Park moves forward with their plans for the commercial corridor on the south side of Lake City Way, there may be some opportunities for the two cities and the State to work together to provide pedestrian activity and create synergy. Commissioner Kaje summarized that he found the request a nice gesture to lay the groundwork for more interaction in the future to address issues that affect both jurisdictions.

Commissioner Behrens said he heard that Lake Forest Park is considering building a parking garage on the other side of Lake City Way. Commissioner Kaje agreed there has been some talk of a park and ride, but they did not discuss specific proposals. Commissioner Piano did describe the properties and their ideas for transforming the area into a more positive and engaging commercial area. Mr. Cohn reported that Lake Forest Park received state grant funding to complete a study for a future park-and-

ride, which could be located at 145th or at the Lake Forest Park Shopping Center. They have not started the study yet, but it is not intended to be a parking garage at this time.

AGENDA FOR NEXT MEETING

Mr. Cohn stated that the only item on the special June 30th meeting agenda is the continued hearing for the Town Center Development Code amendments. On July 7th, staff has scheduled a hearing on Southeast Neighborhoods Subarea zoning. The Commission was also scheduled to review and update their by-laws on July 7th, but this discussion would be postponed to a future meeting since at least two Commissioners would be absent on July 7th.

ADJOURNMENT

The meeting was adjourned at 9:53 P.M.

Michelle Linders Wagner
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

DRAFT

TIME STAMP
June 16, 2011

ROLL CALL: 0:17

APPROVAL OF AGENDA: 0:35

DIRECTOR'S COMMENTS: 0:46

APPROVAL OF MINUTES: 2:16

GENERAL PUBLIC COMMENT: 4:03

LEGISLATIVE PUBLIC HEARING ON TOWN CENTER SUBAREA PLAN AND DEVELOPMENT CODE: 4:30

Staff Overview and Presentation of Town Center Subarea Plan: 7:36

Public Testimony on Town Center Subarea Plan: 23:54

Deliberations and Final Recommendation on Town Center Subarea Plan: 25:57

Closure of Public Hearing on Town Center Subarea Plan: 1:20:13

Staff Overview and Presentation of Town Center Subarea Plan: 1:20:51

Public Hearing on Town Center Development Code: 1:41:50

Final Questions on Town Center Development Code: 1:48:15

Deliberations on Town Center Development Code: 2:03:30

Continuation of Public Hearing for Town Center Development Code: 2:33:25

DIRECTOR'S REPORT: 2:33:54

UNFINISHED BUSINESS: 2:35:07

NEW BUSINESS: 2:39:28

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 2:39:35

AGENDA FOR NEXT MEETING: 2:44:52

DRAFT

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Continued Public Hearing on Town Center Development Code
DEPARTMENT: Planning and Development Services
PRESENTED BY: Joseph W. Tovar, FAICP, Director
Paul Cohen, Senior Planner

I. RECOMMENDATION

On June 30, the Planning Commission will hold its continued public hearing on the proposed Town Center Development Code. At the hearing, staff will continue the presentation of the previous revisions as well as the potential revisions and edits based on your discussion at the June 16 hearing. Following the staff presentation, the Commission will hear public testimony and then begin deliberations on a recommendation to the City Council. When deliberations are complete, the Commission should close the hearing, vote on amendments to the proposed Development Code, and forward its recommendation to the City Council.

II. BACKGROUND

Background information was printed in the June 2 packet and is available at <http://shorelinewa.gov/index.aspx?page=180>.

The City Council, in its Goals for 2010-2011, has identified as a major priority adoption of amendments to the Comprehensive Plan such as the Town Center Subarea Plan, as well as creating permit processes that are more timely and predictable.

The staff and Planning Commission have attempted to embody this policy direction in the current draft of the Town Center Development Code. The overall objective is to create an attractive, compact, walkable and mixed-use center that meets the City's goals for economic and environmental sustainability, as well as social equity.

III. ANALYSIS OF THE PROPOSED ACTIONS

The proposed Town Center Development Code has been reviewed pursuant to the requirements of the State Environmental Policy Act (SEPA), RCW 43.21C.

On May 10, the City issued a Draft SEIS to evaluate the likely environmental consequences of the Town Center Subarea Plan and Town Center Code. The City proposes to adopt these documents as a SEPA "Planned Action", per RCW 43.21C.031. The purpose of a Planned Action is to shift environmental review forward from the time a permit application is made to an earlier phase in the development

Approved By:

Project Manager 

Planning Director _____

process. Future development proposals within the Town Center boundaries that are consistent with the development assumptions of the Planned Action would be exempt from SEPA. However, future development proposals would be subject to all applicable processes, codes, and regulations.

The Planning Commission will also review the actions for compliance with the provisions of SMC 20.30.350 as to the Development Code. These analyses are presented below.

A. Development Code Amendment Criteria – 20.30.350

The City Council may approve or approve with modifications a proposal for the text of the Development Code if it meets the following criteria:

1. The amendment is in accordance with the Comprehensive Plan; and

The proposed code amendments will implement the proposed Town Center Subarea Plan.

2. The amendment will not adversely affect the public health, safety or general welfare; and

The amendment is planned to mitigate potential impacts while providing a safe, attractive, pedestrian accessible district that directs most of the future growth away from the single family neighborhoods.

3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline. (Ord. 238 Ch. III § 7(g), 2000).

The amendment is consistent with the majority of the citizens and property owners who commented, were surveyed, and participated in Town Center community meetings. The major intent is to provide a neighborhood district for the entire city that encourages economic vitality and serves nearby neighborhoods and the community.

PLANNING COMMISSION AND PUBLIC COMMENT TO DATE

A. Items Discussed at the June 16 Meeting

During the June 16 meeting, the Commission began discussion regarding the setback requirements and general site design standards for car dealerships. Staff believes the requirements should strive to allow the dealerships while at the same time set standards so that future development enhances the Town Center. Staff suggests that:

- Car display be considered an extension of the building display area and that setbacks and percentage of frontage by building be satisfied with areas specifically designed for the display of cars.
- Dealership buildings are required to be built on site and not allow trailers or modular structures.
- A minimum landscape requirement of an average of 10 feet wide and that only requires ground cover. Since the current codes requires the 10-foot of landscape and the street frontage requirement, this not a real change. In addition, there will be street trees and a landscaped amenity strip in the right –of-way to further improve a site’s appearance.

Prior to the June 16 meeting, staff prepared a series of edits and revisions for the Commission’s consideration as amendments to the Town Center Development Code. These are continued for your June 30th meeting with the exception of more edits by Commissioner Moss in green. The amendments, in Attachment 2 are highlighted in color for your reference and to reflect their genesis:

- **YELLOW** – Potential Revisions: These came from the June 2 discussion and reflect Commission direction and staff follow-up work.
- **BLUE** – June 2 No-Comment Edits: These were presented at the June 2 meeting as non-topical. The Commission had no comments at that time. Staff assumes that implies Commission support, however, these are noted because they have to be formally added to the plan through a motion.
- **GREEN** – Commissioner Moss Edits: These were suggested by Commissioner Moss to staff after the June 2 meeting and before the June 16th meeting but were not discussed.
- **ORANGE** – These revisions are proposed by staff for the June 30 meeting.

Staff suggests that the Commission complete review of the suggested revisions and edits and then take action on the ones to be incorporated in the recommendation you will forward to the Council.

B. Public Comment to Date

There has been no additional written comment received on either the proposed Development Code since the June 2 public hearing. All public comments regarding Town Center, since the beginning of the project in 2007, are available on the City’s website on the Town Center project page: <http://shorelinewa.gov/index.aspx?page=180>.

IV. NOTICE AND SCHEDULE

The continuation of the hearing to this June 30 meeting was announced at the June 16 meeting. No additional notice has been provided, however, the project website was updated to reflect the hearing continuation to June 30.

The DSEIS has been available for public review since May 10, 2011 and has been provided to the Planning Commission. The DSEIS comment period ended on June 9, 2011. Staff received only one comment on the DSEIS, included in the previous Commission packet as Exhibit 14.

The City Council is scheduled to review your recommendations on July 5, July 11, and July 25. If the Council is comfortable with the proposal, staff anticipates its adoption on July 25th.

If you have questions or comments on the staff report, please contact Paul Cohen, Project Manager, at pcohen@shorelinewa.gov or 206-801-2551.

V. ATTACHMENTS

Attachment 1 - Updated List of Exhibits

Attachment 2 - Updated Proposed Town Center Development Code, dated 6/23/11
(Exhibit 30)



PUBLIC HEARING RECORD

Town Center Subarea Plan and Zoning

May 5, 2011 / List of Exhibits

- Exhibit 1** May 5, 2011 Staff Report “Public Hearing on Town Center Subarea Plan and Development Code”
- Exhibit 2** Notice of May 5, 2011 Public Hearing
- Exhibit 3** Proposed Town Center Subarea Plan, dated 4/29/11
- Exhibit 4** Proposed Town Center Development Code, dated 3/31/11
- Exhibit 5** SEPA Checklist
- Exhibit 6** Letter from Boni Biery, dated 4/22/11
- Exhibit 7** Letter from Janet Way, President, Shoreline Preservation Society, dated 5/5/11
- Exhibit 8** Written testimony from Vicki Westberg, submitted at 5/5/11 Public Hearing

June 2, 2011 / List of Exhibits

- Exhibit 9** Notice of June 2, 2011 Public Hearing
- Exhibit 10** June 2, 2011 Staff Report “Second Public Hearing on Town Center Subarea Plan and Development Code”

- Exhibit 11** Transition Overlay comparisons and proposed TC-5
Transition Overlay 1 Revised in Exhibit 17
- Exhibit 12** Proposed Town Center Development Code, dated 5/25/11
- Exhibit 13** Town Center Subarea Planned Action - Draft Supplemental
Environmental Impact Statement, May 2011
- Exhibit 14** Email comment regarding Draft Town Center Subarea Planned
Action SEIS from Michael U. Derrick, Ronald Wastewater
District, sent 5/10/11
- Exhibit 15** Letter from Carter Subaru, dated 6/1/11
- Exhibit 16** Email from Rick Stephens, sent 6/1/11
- Exhibit 17** *REVISION* to Transition Overlay #1 Site Plan and Cross
Section (in Exhibit 11)
- Exhibit 18** Letter from Boni Biery, dated 6/2/11

June 16, 2011 / List of Exhibits

- Exhibit 19** June 16, 2011 Staff Report “Continued Public Hearing on
Town Center Subarea Plan and Development Code”
- Exhibit 20** Updated Proposed Town Center Subarea Plan, dated 6/10/11
- Exhibit 21** Updated Proposed Town Center Development Code, dated
6/9/11
- Exhibit 22** *REVISION* to Transition Overlay #1 and #2 Site Plan and Cross
Section (in Exhibit 11 and 17)
- Exhibit 23** Email from Vicki Westberg, sent 6/9/11
- Exhibit 24** Letter from Boni Biery, dated 6/16/11
- Exhibit 25** Updated Proposed Town Center Subarea Plan, dated 6/16/11

- Exhibit 26** Updated Proposed Town Center Development Code, dated 6/16/11
- Exhibit 27** Commissioner Kaje comments with staff's response for 6/16 meeting
- Exhibit 28** Commissioner Moss comments for 6/16 meeting
- Exhibit 29** Supplemental Comments of Carter Subaru, dated 6/16/11 and submitted at 6/16/11 Public Hearing
- Exhibit 30** Updated Proposed Town Center Development Code, dated 6/23/11

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6/23/11

YLW – Potential Revisions BLU – June 2 no-comment Edits GRN – Comm Moss Edits ORG – June 16 edits

Town Center District Zone

- 20.92.010 Purpose
- 20.92.020 Zoning, Land Use, and Form
- 20.92.030 Street Types and Pedestrian Circulation Map
- 20.92.040 Neighborhood Protection Standards
- 20.92.050 Street Frontage Design Standards
- 20.92.060 Site Design Standards
- 20.92.070 Building Design Standards
- 20.92.080 Sign Design Standards

- 20.30.297 Design Review Approval
- 20.50.021 MUZ Design Review Amendments
- 20.91.040 Ridgecrest Design Review Amendments
- 20.20 Definitions

YLW – Potential Revisions BLU – June 2 no-comment Edits GRN – Comm Moss Edits ORG – June 30 edits

20.92.010 Purpose.

- A. Establish standards for the Town Center District Zone. These standards implement the policies of City of Shoreline Comprehensive Plan and Town Center Subarea Plan through code requirements for use, form, design, and process.
- ~~B. Some standards within this chapter apply only to specific types of development and zones as noted. Standards that are not addressed in this chapter will be supplemented by the development standards in Chapter 20.50 SMC. In the event of a conflict between standards, the standards of this chapter shall prevail.~~
- B. Set forth a procedure designating certain land use actions within the boundaries of the geographic area described in the Town Center Zone Subarea Plan as Town Center District Zone as “planned actions” consistent with RCW 43.21.031, WAC 197-11-164 to 197-11-172, and SMC 20.30.640.
- C. Planned action projects that are within the scope of the planned action EIS determination shall not require a SEPA threshold determination and shall be reviewed as ministerial decisions by applying the provisions of the Development Code. Proposed projects that are not within the scope of the planned action EIS shall require environmental review under SEPA
- D. Design Review Approval under SMC 20.30.297 is required for all development proposals prior to approval of any construction permit. A permit applicant wishing to modify any of the standards in this chapter may apply for a design departure under SMC 20.30.297.

Comment [p1]: District is the entire town center and zones TC-1 thru 4

Comment [p2]: Moved to 20.92.020.3

20.92.015 Threshold – Required for site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the Town Center District development standards apply to development proposals. Full site improvements are required if the development is:

- Completely new development; or
- The construction valuation exceeds 50 percent of the existing site and building valuation.

A development proposal shall not, however, be required to comply with the Town Center District development standards if and to the extent such development proposal is a repair or reconstruction for purposes of SMC 20.30.280(C)(3).

Comment [p3]: Potential Revision #1

YLW – Potential Revisions BLU – June 2 no-comment Edits GRN – Comm Moss Edits ORG – June 30 edits

20.92.020 Zones, Land Use, and Form.

A. Town Center District Zones

In order to implement the vision of the Comprehensive Plan’s Town Center Subarea Plan, there are Town Center (TC) zones established as shown in Figure 20.92.030.

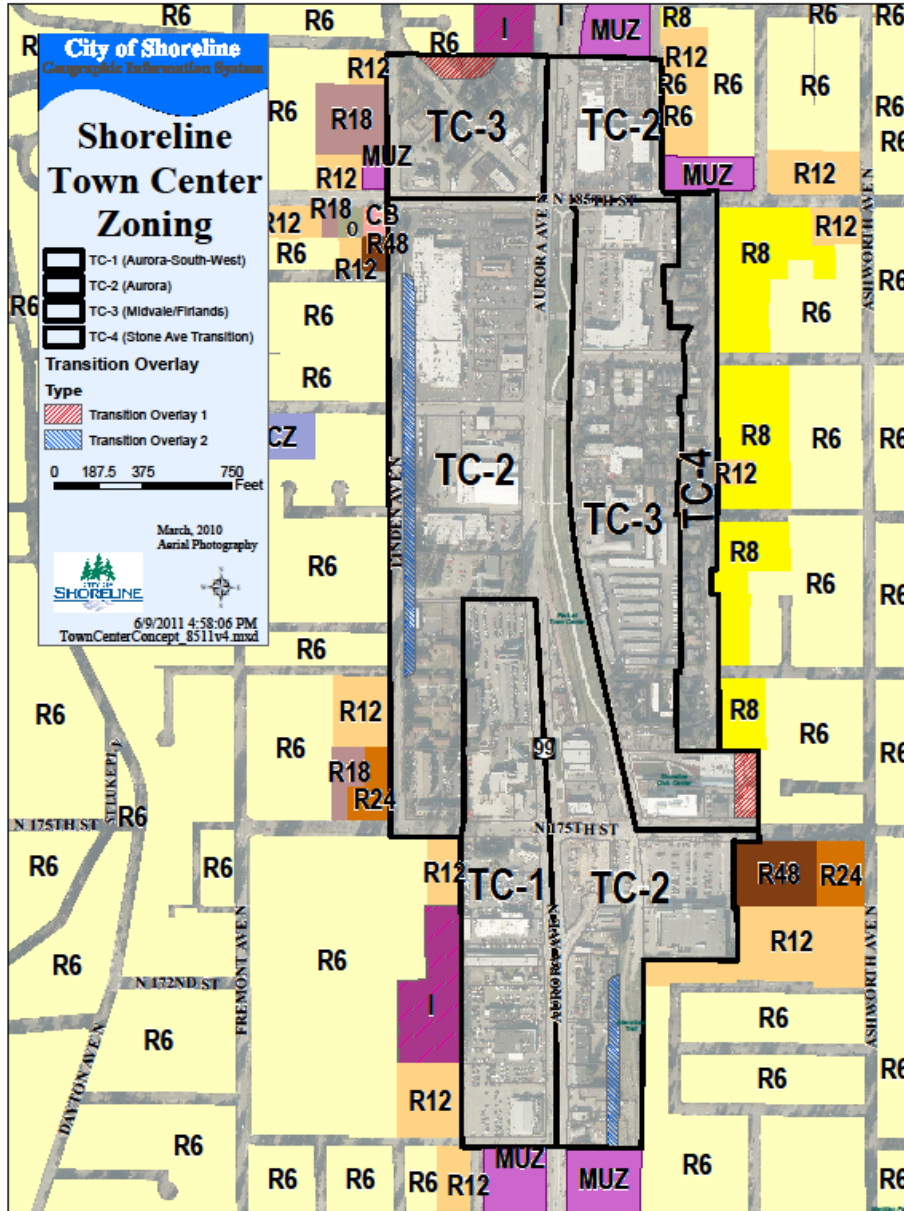
- 1. Four zones are delineated within the Town Center that ~~has~~ have general and specific design standards.
 - a. TC-1: This zone allows for a broad range of uses similar to TC-2 with the exception to allow vehicle sales, leasing, and servicing.
 - b. TC-2: This zone includes property fronting on Aurora Avenue, N. 175th and N. 185th streets and provides the widest range of uses and development potential with pedestrian activity primarily internal to the sites.
 - c. TC-3: This zone is oriented toward smaller arterials with a wide range of uses that focus pedestrian activity primarily along street frontages.
 - d. TC-4: This zone is oriented around Stone Avenue and limits the residential heights, uses and vehicle circulation to protect the adjacent single family neighborhoods.

2. Transition Overlays 1 and 2: These is-overlays provides a-transitions from higher intensity development to lower intensity uses, and protects adjoining single family neighborhoods from large building heights, traffic, and inappropriate land uses.

3. Some standards within this chapter apply only to specific types of development and zones as noted. Standards that are not addressed in this chapter will be supplemented by the development standards in Chapter 20.50 SMC. In the event of a conflict between standards, the standards of this chapter shall prevail.

Comment [p4]: Potential Revision #2

Y^{LW} - Potential Revisions B^{LU} - June 2 no-comment Edits G^{RN} - Comm Moss Edits O^{RG} - June 30 edits



Comment [p5]: SE Corner -Transition Overlay 2 adjusted west off SCL.

Comment [p6]: New Map with Transition Overlays 1 and 2

Field Code Changed

Figure 1. 20.92.020

YLW – Potential Revisions BLU – June 2 no-comment Edits GRN – Comm Moss Edits ORG – June 30 edits

B. Table 20.92.020(A) lists general categories of permitted land uses for each of the Town Center zones. The general categories for permitted uses include all of the specific uses listed in the corresponding tables cited, except for those listed in this table as “prohibited uses.” **Permitted uses do not include the approval processes in the general categories.** If further clarification is required, the Director shall issue an administrative determination consistent with the provisions of this Chapter and the policy guidance of the Town Center Subarea Plan.

Comment [p7]: Potential Revision #3

Table 20.92.020(A) Land Use Chart

General Land Use Category	Specific uses listed in Table	TC-1 Aurora SW	TC-2 Aurora	TC-3 Midvale /Firlands	TC-4 Stone Ave Resid.
Detached Single Family	20.40.120				
Duplex, Apt, Single Family Attached	20.40.120				
Group Residences	20.40.120				
Lodging	20.40.120	PERMITTED USES			
Health Facility	20.40.140				
Government Facility	20.40.140				
Automotive fueling and service Stations	20.40.130				
Retail / Service other than for Automotive or Boat, Eating, and Drinking	20.40.130				
Light Manufacturing – Non-polluting and no outside storage	20.40.130				
Personal and Business Services	20.40.130				
Motor Vehicle and Boat Sales, Automotive Rental and Leasing, and Automotive Repair and Services (2)(1)	20.40.130				
Gambling Uses					

Comment [p8]: Potential Revision #4

Comment [p9]: Potential Revision #5

Comment [p10]: Potential Revision #6

YLW – Potential Revisions BLU – June 2 no-comment Edits GRN – Comm Moss Edits ORG – June 30 edits

Wrecking Yards	PROHIBITED USES			
General Manufacturing Industrial Uses				
Adult Use Facility				

Comment [p11]: Potential Revision #7

Table 20.92.020(A)

(1) Outdoor vehicle display is permitted in support of vehicle sales, leasing, and service land uses.

Comment [j12]: Potential Revision #28

Table 20.92.020(B) Form.

	TC-1 Aurora SW	TC-2 Aurora	TC-3 Midvale/ Firlands	TC-4 Stone Ave Res	Transition Overlays 1 and 2
Minimum Front Yard Setback (1)(2)(3)	0-10 ft (6)	0-10 ft	0-10 ft	15 ft	15 ft
Minimum Side Yard Setback from Nonresidential Zones (4)	0 ft	0 ft	0 ft	5 ft (5)	5 ft (5)
Minimum Rear Yard Setback from Nonresidential Zones	0 ft	0 ft	0 ft	5 ft	0 ft
Minimum Side & Rear Yard (Interior) Setback from R-4 & R-6	15 ft	15 ft	15 ft	5ft	20ft
Minimum Side & Rear Yard Setback from R-8 through R-48 and TC-4	15 ft	15 ft	15 ft	5 ft	15 ft
Maximum Height (5)	70 ft	70 ft	70 ft	35 ft	35 ft
Maximum Hardscape Area	95%	95%	95%	75%	75%

Comment [p13]: Potential Revision #8

Comment [p14]: Already has underlying zoning with hardscape requirement

Exceptions to Table 20.92.040(A).

- (1) Unenclosed porches and covered entry features may project into the front yard setback by up to 6 feet. Balconies may project into the front yard setback by up to 2 feet.
- (2) Additional building setbacks may be required to provide right-of-way and utility improvements.
- (3) Front yard setbacks are based on the applicable street designation. See figure 20.92.020 for the street designation and SMC 20.92.070(B) for applicable front yard setback provisions.

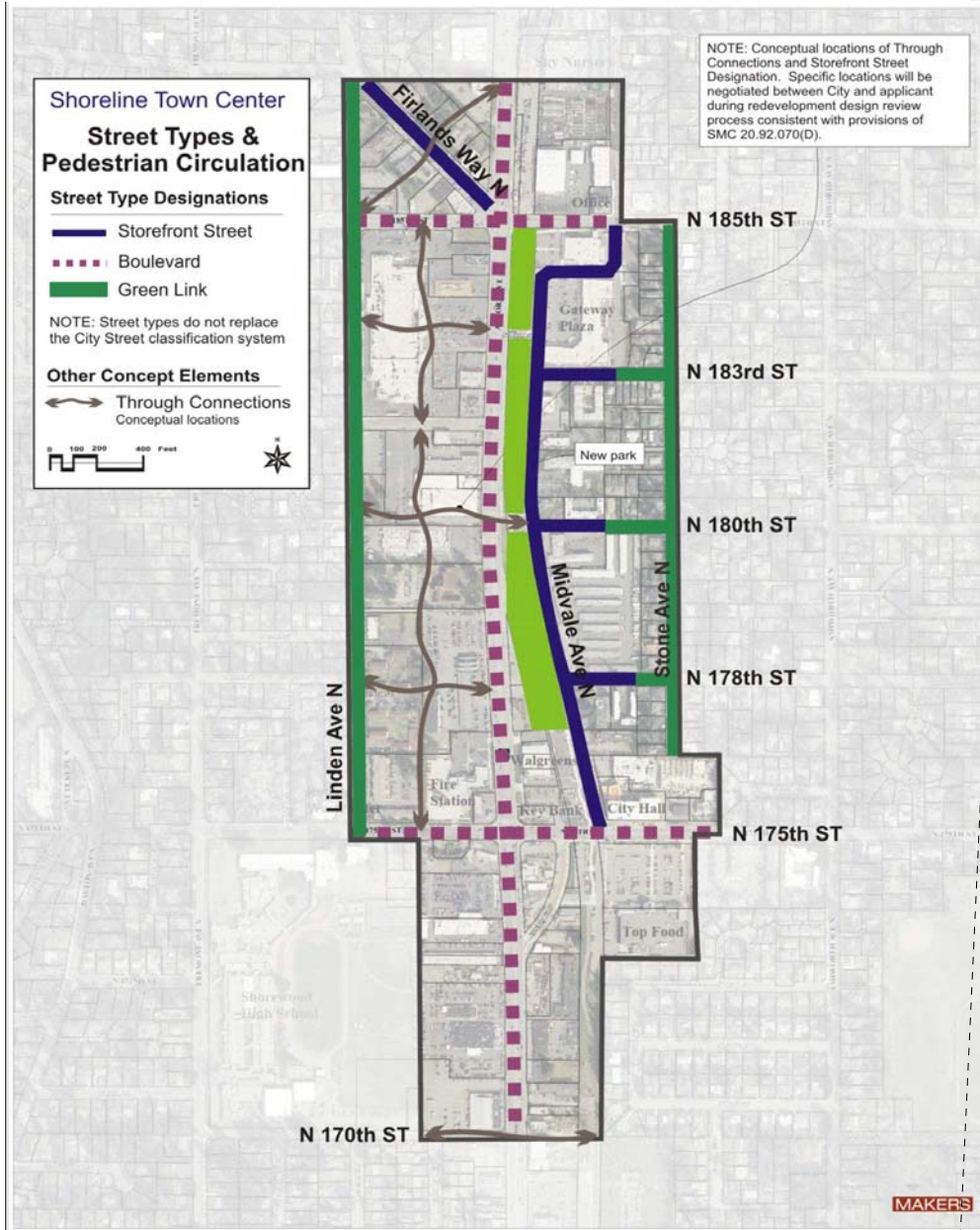
YLW – Potential Revisions BLU – June 2 no-comment Edits GRN – Comm Moss Edits ORG – June 30 edits

- (4) *These may be modified to allow zero lot line developments for internal lot lines only.*
- (5) *See section 20.92.050.C for height step-back standards.*
- (6) *Front yards may be used for outdoor display of vehicles to be sold or leased in the TC-1 zone.*

20.92.030 Street Types and Pedestrian Circulation.

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

YLW – Potential Revisions BLU – June 2 no-comment Edits GRN – Comm Moss Edits ORG – June 30 edits



Comment [p15]: Will be revised to extend Storefront Streets to Stone Avenue. Mid-block street abutment of two different street sections do not work.

20.92.040 Neighborhood Protection Standards.
A. Purpose

YLW – Potential Revisions BLU – June 2 no-comment Edits GRN – Comm Moss Edits ORG – June 30 edits

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

B. Applicability

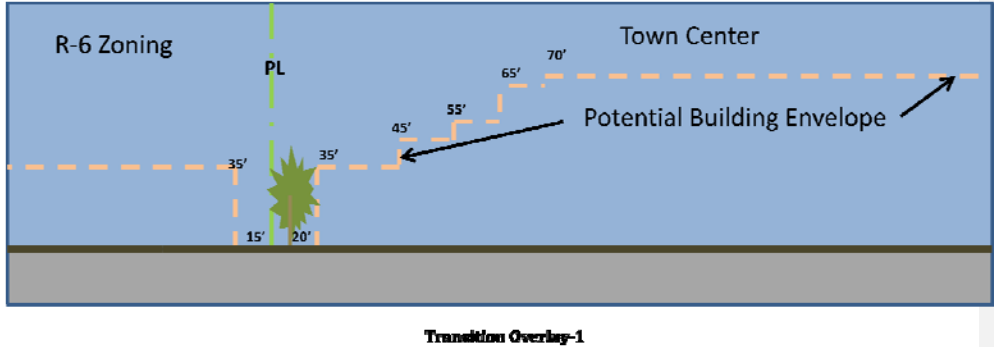
Unless specifically noted, the standards herein apply to properties within zone TC-4 and the Transition Overlay identified in the Town Center Zoning Map in (figure 20.92.030), and other Town Center properties that are directly adjacent to those zones.

C. Building Heights

1. TC-4 zone maximum building heights are 35 feet.

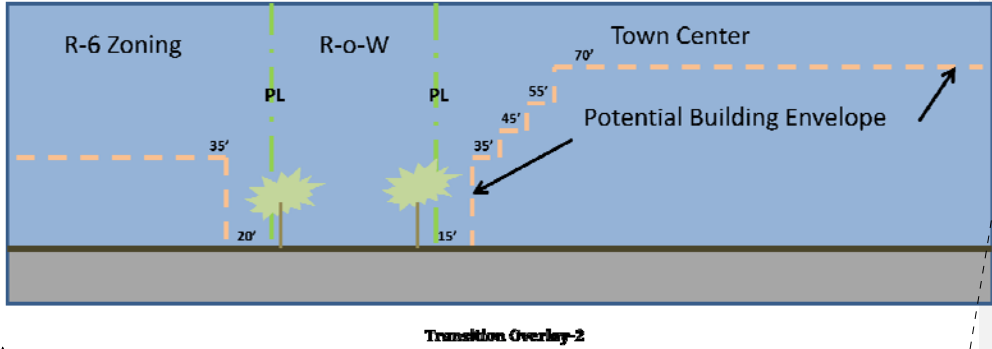
2. Transition Overlay-1 is 100 feet in depth adjoining R-4 or R-6 zoned property lines. From the adjoining property line, development requires 20 feet of Type I landscaping / building setback, limits building height to 35 feet for 30 more feet of setback and then each additional 10 feet of building height requires 20 more feet of setback until the maximum building height of the underlying zone is obtained.

Comment [j16]: Revised Potential Revision #9



3. Transition Overlay-2 is 50 feet in depth adjoining Rights-of-Way across from R-4 or R-6 zoned property lines. From the Rights-of-Way line, development requires 15 feet of Type II landscaping / building setback, limits building height to 35 feet for 10 more feet of setback, and then each additional 10 feet of building height requires 10 more feet of setback until the maximum building height of the underlying zone is obtained.

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The maximum building height is 35 feet for the first 50 horizontal feet from the front property line. For each subsequent 20 feet from the property line an additional 10 feet in height is allowed up to the maximum height of the underlying zoning.

Comment [p17]: Redundant of Potential Revision #9 above

D. Site Access

Direct commercial vehicular and service access to a parcel shall not be from Stone or Linden Avenues unless no other access is available or practical as determined by the City.

E. Traffic Impacts

All development in the Town Center shall conduct a traffic impact study per city guidelines. Any additional traffic that is projected to use non-arterial streets shall and implement traffic mitigation measures which are approved by the city's traffic engineer and developed in collaboration with the abutting neighborhoods that are directly impacted through the City's Neighborhood Traffic Safety Program. to mitigate potential cut through traffic or parking impacts to single family neighborhoods.

Comment [p18]: Specific when a study is required .

Comment [p19]: Potential Revision #10

F. Setbacks and Buffers

Buildings in zones TC-2 and TC-3 shall have a 2045-foot wide, Type I landscape with an 8-foot solid fence or wall adjacent to zone TC-4 and R-6 parcels in addition to any required open space.

Comment [p20]: Collaboration with the neighbors is key to finding a satisfying solution.

G. Tree Preservation

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

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20.92.050 Street Frontage Design Standards.

A. Purpose

- Enhance the appeal of street frontages to encourage people to walk and gather.
- Establish frontage standards for different streets to:
 - Reinforce site and building design standards in each zone.
 - Provide safe and direct pedestrian access within the Town Center and from adjacent neighborhoods.
 - Minimize conflicts between pedestrians, bicyclists, and vehicular traffic and parking.

B. Applicability

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

C. Design

1. In accordance with the Master Street Plan of the Transportation Master Plan, Storefront and Greenlink, and Boulevard Street frontages, as depicted on Figure 20.92.030, shall have:

a. Street frontage dimensions for the following streets are:

- (1) Midvale Ave. N. – eastside: 10 foot sidewalks and 5 foot amenity zone. Westside: 17-foot back-in parking (Seattle City Light) with 30-foot street cross-section.
- (2) N 178th, N. 180th, N. 183rd Streets on both sides - 8-foot sidewalks and 5-foot amenity zones with a 36-foot street cross-section.
- (3) Stone Avenue on both sides – 8-foot sidewalks and 5-foot amenity zones with a 32-foot street cross-section.
- (4) Linden Ave N. – eastside: 8-foot sidewalks and 5-foot amenity zone. Westside: 5-foot sidewalks and 5-foot amenity zone with a 38-foot street cross-section.
- (5) Firlands Way on both sides – 10-foot sidewalk, 5-foot amenity zone, and 17-foot back-in parking with 24-foot street cross-section.
- (6) All frontage dimensions shall include 6-inch curbs and minimum 6-inch separation between buildings and sidewalks.
- (7) All street sections include on-street, parallel parking except where back-in parking is designated.

a. A minimum 10 feet for Storefront streets, 8 feet for Greenlink streets and 7 feet for Boulevard streets of unobstructed sidewalk widths and all streets with 5 additional feet of amenity zone widths on all streets;

b. Storefront, Boulevard, and Greenlink streets shall have street trees spaced on average 30 feet either in tree pits and grates, or in an amenity zonestrip.

e. Storefront and Green Link streets may have except for breaks in the amenity zone strip and tree distribution to allow for driveways, sighte distancing, ADA access, utilities, crosswalks, bike racks, on-street parking, and benches, and or sitting walls.

Comment [p21]: Potential Revision #11

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In place of amenity zones, strips, street trees pits and in grates pits are required parallel to street parking;

d-c. Each development on a Storefront street shall provide a minimum 8 feet of bench or sitting wall;

e-d. Both sides of Storefront and Greenlink Streets shall have on-street parking. Midvale will have back-in parking on its west side and Firlands Way will have back-in parking on both sides, and curb bulb outs at block ends and pedestrian crossings. On-street parking is optional only if adequate street rights-of-way width do not exist;

Comment [p22]: Potential Revision #12

f-e. Utility appurtenances such as signal boxes, hydrants, poles, or other obstructions shall not be placed in the public sidewalk; and

g-f. When improved, Firlands Way within the Town Center shall expose and restore the brick road bed underneath. If restoration of the brick road is unfeasible or cannot meet City road standards then the City shall design a slow street that allows traffic and pedestrians to mix safely.

1. Rights-of-Way Lighting

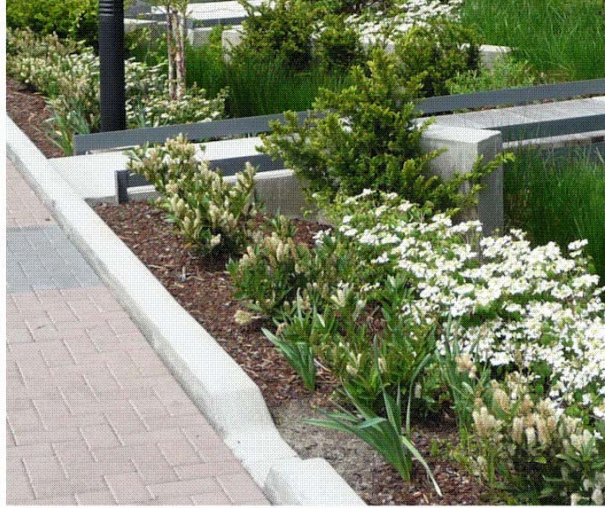
a. One to two-footcandles and between 10-foot and maximum 15-foot in height for sidewalk areas. Lighting may shall be located within the public Rights-of-Ways, on private property, or mounted on building facades.

b. Street light standards shall be a M maximum 25-foot height for street light standards, designed using the Aurora Avenue model and color, modified to meet the 25-foot maximum height, and spaced to meet City illumination standards.

b-c. Lights shall be shielded to prevent direct light from entering adjoining property.

Comment [p23]: Potential Revision #13

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20.92.060 Site Design Standards.

A. Purpose

- Promote and enhance public walking and gathering with attractive and connected development to:
 - a. Promote distinctive design features at high visibility street corners.
 - b. Provide safe routes for pedestrians and disabled people with disabilities across parking lots, to building entries, and between buildings.
- Promote economic development that is consistent with the function and purpose of the permitted uses within and promotes the vision for the Town Center Subarea Plan that is reflected in the Comprehensive Plan.

Comment [p24]: Potential Revision #14

B. Site Frontage

Site design standards for on-site landscaping, walkways, public places, and open space may be combined if their separate minimum dimensions and functions are not compromised.

No modular buildings with chassis are permitted in the Town Center District

Comment [p25]: Potential Revision #14B

Comment [p26]: In response to concern that trailer or mobile homes may located in Town Center.

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

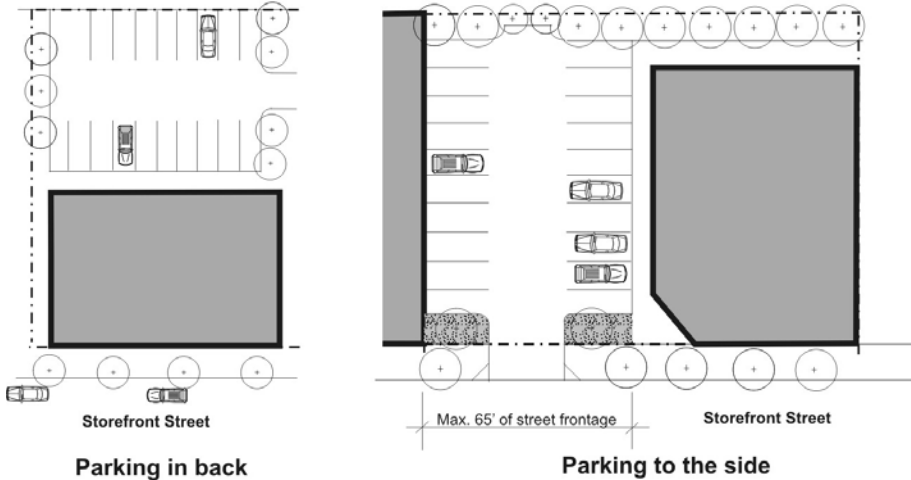
1. Storefront Streets

- a. Buildings shall be placed at the property line or at the back of planned sidewalks if on private property. However, buildings may be setback further if Public Places (as specified in SMC 20.92.070(F)) are included or a utility easement is required between the sidewalk and the building;
- b. Minimum transparent window area is 60 percent of the ground floor facade placed between the heights of 30 inches and 8 feet above the ground for each front facade;
- c. The primary building entry shall be located on a street frontage and, if necessary, recessed to prevent door swings over sidewalks or an open entry to an interior plaza or courtyard from which building entries are accessible;
- d. Minimum weather protection at least five feet in depth, along at least 80 percent of the facade width, including building entries; and
- e. Surface parking along Storefront Streets is not more than 65 lineal feet of the site frontage. Parking lots are not allowed at street corners. No parking or vehicle circulation is allowed between the right-of-way and the building front facade. Sites with less than 100 feet lineal feet of frontage are exempt from this standard. See 20.92.070(E)(2)for parking lot landscape standards.

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Storefront and Boulevard buildings



Parking lot locations along Storefront streets.

- 2. Greenlink Streets
 - a. Minimum front yard setback is 15 feet. Porches and entry covers may project 6 feet into the front yard setbacks;
 - b. Transparent window area is 15 percent of the entire façade;
 - c. Building entries shall be visible and accessible from a street front sidewalk. An entrance may be located on the building side if visible;
 - d. Minimum weather protection is 5-foot deep over building entries;

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- e. Landscaped front yards may be sloped or terraced with maximum 3 foot high retaining walls; and
- f. Surface parking is no more than 65 lineal feet of the site frontage and setback 10 feet from property line. Parking lots are not allowed at street corners. No parking or vehicle circulation is allowed between the right-of-way and the building front facade. See 20.92.060(F)(3)for parking lot landscape standards.

3. Boulevard Streets

a. Minimum transparent window area is 60 percent of the ground floor facade placed between the heights of 30 inches and 8 feet above the ground for each front facade;

b. Minimum weather protection at least five feet in depth, along at least 80 percent of the facade width, including building entries; and

c. Maximum front yard setback is 15 feet. Outdoor vehicle display areas are considered an extension of the building façade and if located within 15 feet of the front property line the front setback requirement is met.

d. Surface parking along Boulevard Streets shall not be more than 50 percent of the site frontage. Parking lots are not allowed at street corners. No parking or vehicle circulation are allowed between the right-of-way and the building front façade, except as otherwise provided in SMSC 20.92.020(B)(6). Sites with less than 100 lineal feet of frontage are exempt from this standard. See 20.92.070(E)(2)for parking lot landscape standards.

a-

~~a. Developments abutting Boulevard Streets have the option of using Storefront Street or Green Link Street standards or a combination of both standards.~~

Comment [p27]: Potential Revision #14B

Comment [p28]: Potential Revision #15

Comment [p29]: Greenlink street standards are inappropriate for Boulevard other than greater setbacks.



Landscaped yards

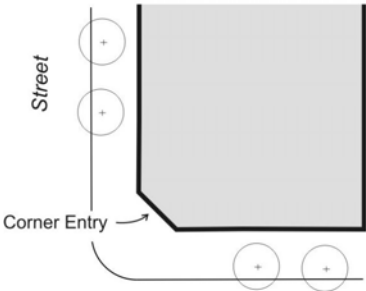
C. ~~Street~~ Corners ~~Sites~~

- 1. All development proposals located on street corners ~~s and Through-connection~~ sites shall include one of the following three design treatments on both sides of the corner.
 - a. Locate a building within 15 feet of the street corner. All such buildings shall comply with building corner standards in paragraph (2) below;

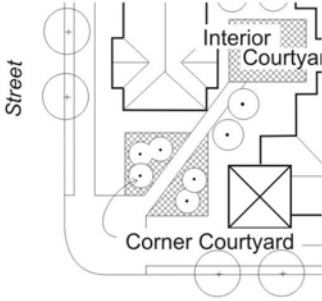
Comment [p30]: Added because a Trough-connection will create corners.

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- b. Provide public places, as set forth in SMC 20.92.070(F) at the corner leading directly to building entries; or
- c. Landscape 20 feet of depth of Type II landscaping for the length of the required building frontage. Include a structure on the corner that provides weather protection or site entry. The structure may be used for signage (SMC 20.92.100).



Building placed up to the street corner with entry



Public place adjacent to the corner

Corner Developments

2. **Corner buildings on Boulevard and Storefront Streets** using option 1.a above shall provide at least one of the elements listed below for 40 lineal feet of both sides from the corner:

- a. 20-foot beveled building corner with entry and 60% of the first floor in transparent glass (included within the 80 lineal feet of corner treatment).
- b. Distinctive façade (i.e. awnings, materials, offsets) and roofline design above the standards for these items in other code section of Town Center.
- c. Balconies on all floors above the ground floor.
- d. ~~Minimum 15-foot dimension sculpture or building-mounted artwork~~
- de. —Other unique treatment as determined by the Director.

Comment [p31]: Added to further distinguish from the remainder of the façade.

Comment [p32]: Potential Revision #16

e. **Corner buildings on Greenlink Streets and Through-connections** using option 1.a above shall minimally provide 10-foot beveled building corners.

Comment [p33]: New to Add Greenlink and Through-connections but with scaled down requirements.

b.f. **Corner buildings with a combination of Greenlink Streets or Through-connections and Boulevard or Storefront Streets** shall meet the applicable Boulevard or Storefront Street requirement on both sides of the corner.

Comment [p34]: Potential Revision # 17

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Building corners

D. Through-connections and Walkways

1. Developments shall include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail. A public easement for pedestrian access through properties and city blocks between streets shall be provided for Through-connections, as generally illustrated in the Town Center Concept Plan (SMC 20.92.030).

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

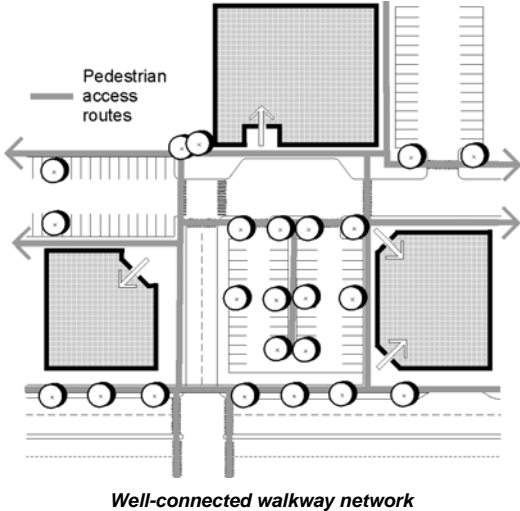
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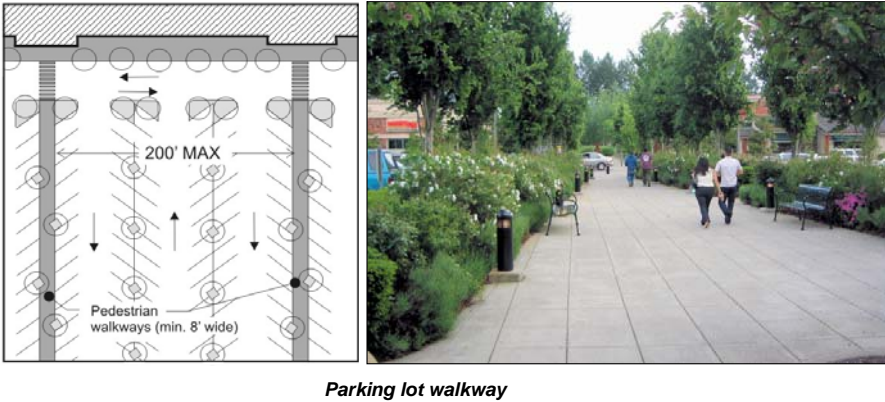
Through-connections

- a. All buildings shall have visible, clear, and illuminated walkways between the main building entrance and a public sidewalk. The walkway shall be at least eight feet wide;
- b. Continuous pedestrian walkway shall be provided to the entries of all businesses and the entries of multiple commercial buildings;
- c. For sites abutting underdeveloped land, the Director may require walkways and Through-connections stub-outs at property lines so that future, adjoining development can connect with the pedestrian system;

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- d. Raised walkways at least 8 feet in width shall be provided for every three, double-loaded aisle or every 200 feet of parking area. Walkway crossings shall be raised a minimum 3 inches above drives;
- e. Walkways shall conform to the Americans with Disabilities Act (ADA); and



- f. Internal walkways along the front facade of buildings 100 feet or more in length must meet Storefront or Boulevard Street standards set forth in SMC 20.92.060(C).

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Internal walkways adjacent to storefronts should be designed to look and function like public sidewalks, including walkway widths and amenity areas.

g. ~~g.~~ Deciduous street-rated trees shall be provided every 30 feet on average in grated tree pits if the walkway is 8 feet wide or in planting beds if walkway is greater than 8 feet wide. Pedestrian scaled lighting shall be provided.

~~e.h.~~ All walkway requirements for Through-connection areas used for vehicle display as authorized in SMC 20.92.020(B)(6) shall be determined by the Director through design review under SMC 20.30.297.

Comment [p35]: Potential Revision #18

E. Vehicle Parking and Landscaping

1. Minimum Off-street Parking

Parking shall be provided at the following rate:

a. Residential — ~~75-~~1.2 spaces for studios, 1.5 spaces for 1/ bedroom, 1.8 spaces for 2 bedrooms, and 2.0 for 3 bedrooms+ units.

Comment [p36]: Changed to match current city standards.

b. Retail/Office – 1 space / 4300 net square feet.

Comment [p37]: Potential Revision # 19

~~e.~~ Civic / Office — 1 space / 500 net square feet.

Reductions up to 50 percent may be approved by Director using combinations of the following mitigating factors criteria.

a. On-street parking along the parcel's street frontage.

~~b.~~ A transit stop within ¼ mile radius.

Comment [p38]: Removed criteria that all TC can meet.

~~e.~~ An off-street public parking lot within ¼ mile radius.

~~d.b.~~ Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demand.

~~e.c.~~ Commute trip reduction program per State law.

Comment [p39]: Potential Revision #20

~~f.~~ Neighborhood meeting to discuss impacts of traffic and parking.

Comment [p40]: Removed toothless gesture. Redundant of 20.92.040.E

~~g.d.~~ High-occupancy vehicle (HOV) parking.

~~h.e.~~ Conduit for future electric vehicle charging spaces equivalent to the number of required handicapped parking spaces.

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2. Parking lot landscaping

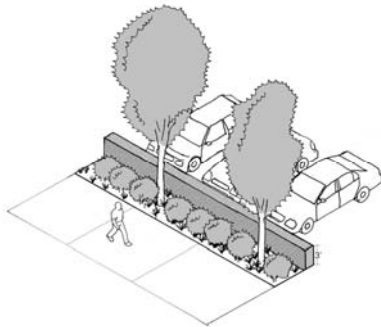
The following provisions shall supplement the landscaping standards set forth in Subchapter 7 of SMC 20.50.450. Where there is a conflict, the standards herein shall apply. All parking lots, vehicle display, and loading areas shall meet the following requirements.

- a. Provide a 5-foot wide, Type II landscape that incorporates a continuous masonry wall between 3 and 4 feet in height. The landscape shall be between the public sidewalk or residential units and the wall (see SMC 20.50.460 for details); or
- b. Provide at least 10-foot wide, Type II landscaping.
- c. Outdoor vehicle display areas are not required to landscape with trees or shrubs. Transparent security fencing is permitted up to 8 feet. Fencing shall be made of metal other than chain link, razor, barbed, or cyclone material.
- d. Trees shall be placed interior to parking lots at a ratio of one every 10 parking spaces in curbed planters with a minimum dimension of 5 feet.
- e. All parking lots shall be separated from residential development by the required setback and planted with Type I landscaping.

e.f. Landscape requirements for vehicle display areas as authorized in SMC 20.92.020(B)(6) shall be determined by the Director through design review under SMC 20.30.297. Such vehicle display areas shall be framed by appropriate landscape construction materials along the front property line. While assuring that the vehicles on display remain plainly visible from the public rights-of-way, these materials shall be configured to create a clear visual break between the hardscape in the public rights-of-way and the hardscape of the vehicle display area. Appropriate landscape construction materials may include any combination of low (3 feet or less in height) walls or earthen berms with ground cover, shrubs, trees, trellises, or arbors.

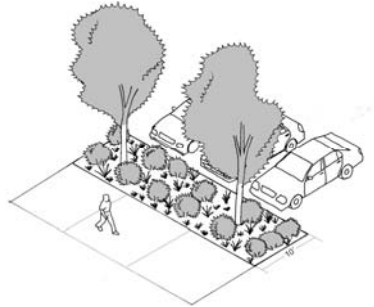
Comment [p41]: Potential Revision #21A or

Comment [p42]: Potential Revision #21B



2a. Parking lot planting buffer with low wall.

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

F. Public Places

1. Public places are required on parcels greater than ½ acre with commercial or mixed use development at a rate of 1,000 square feet per acre. Public places may be covered but not enclosed. This standard can also be used to meet the standards of walkways as long as the function and minimum dimensions of the public place are met.
2. On parcels greater than 5 acres;
 - a. Buildings border at least two sides of the public place;
 - b. The public place shall be at least 5,000 square feet with no dimension less than 40 feet; and
 - c. 80 percent of the area shall be with surfaces for people to stand or sit on.
3. On parcels between 1/2 and 5 acres;
 - a. The public place shall be at least 2,500 square feet with a minimum dimension of 20 feet; and
 - b. 80 percent of the area shall have surfaces for people to sit or stand on.
4. The following design elements are required for public places:
 - a. Physically accessible and visible from the public sidewalks, walkways, or Through-connections;
 - b. Pedestrian access to abutting buildings;
 - c. Pedestrian-scaled lighting (subsection H below);
 - d. Seating and landscaping with solar access at least half of a day, year-round; and
 - e. Not located adjacent to dumpster or loading areas.

Comment [p43]: Added minimum plaza size for this category of parcel size.

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Public Places

G. Multifamily Open Space

1. All multifamily development shall provide open space.
 - a. Provide 800 square feet per development or 50 square feet per unit of open space, whichever is greater;
 - b. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum 20-foot dimension including park, playground, roof-top decks or ground-floor courtyards. This standard can also be used to meet the standards of walkways as long as the function and minimum dimensions of the open space are met;
 - c. Required landscaping can be used for open space if it does not prevent access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to parking lots and service areas without screening; and
 - d. Open space shall provide seating that has solar access at least half of a day, year-round.

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Multi-family open spaces

H. Outdoor Lighting

- 1. All publicly accessible areas on private property shall be illuminated as follows:
 - a. Minimum of one half footcandles and maximum 25 foot pole height for vehicle areas;
 - b. One to two footcandles and maximum 15 foot pole height for pedestrian areas;
 - c. Maximum of four footcandles for building entries with the fixture placed below second floor; and
 - d. All private fixtures shall be full cut-off, dark sky rated and shielded to prevent direct light from entering neighboring property.

I. Service Areas and Mechanical Equipment

- 1. All developments shall provide a designated location for trash, and recycling storage and collection, and shipping containers. Such elements shall meet the following standards:
 - a. Located to minimize visual, noise, odor, and physical impacts to pedestrians and residents;
 - b. Paved with concrete and, non-vegetated screened with, and covered in materials or colors that match the building; and
 - c. Located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic nor require that a hauling truck project into any public right-of-way.

Comment [p44]: Potential Revision # 22

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Trash/recycling closure with consistent use of materials and landscape screening.

2. Utility and Mechanical Equipment

a. Utility equipment shall be located and designed to minimize their visibility to the public. Preferred locations are off alleys, service drives, within, atop, or under buildings or other locations away from the street. Meters and similar equipment shall not intrude into required pedestrian areas.



Utilities consolidated and separated by landscaping elements.

b. All exterior mechanical equipment shall be screened from view by integration with the building's architecture through such elements as parapet walls, false roofs, roof wells, clerestories, equipment rooms, materials and colors. Painting mechanical equipment as a means of screening is not permitted.

Comment [p45]: Potential Revision #23

All rooftop mechanical equipment shall be screened, or colored to be an integral element of the building and minimize visual impacts from the ground level of adjacent streets and properties.

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20.92.070 Building Design Standards.

A. Purpose

- Emphasize quality building articulation, detailing, and durable materials.
- Reduce the apparent scale of buildings and add visual interest.
- Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses within the respective Town Center zone.

Comment [p46]: Potential Revision #24

B. Façade Articulation

1. All building facing Storefront Streets per Figure 20.92.020 shall include one of the two articulation features set forth in (a) ~~or~~ (b) or (c) below no more than every 40 lineal feet facing a street, parking lot, or public place. Building facades less than 60 feet wide are exempt from this standard.



Storefront articulation

All buildings facing Boulevard Streets per Figure 20.92.020 shall include one of the two articulation features below no more than every 80 lineal feet facing a street, parking lot, or public place. Building facades less than 100 feet wide are exempt from this standard.

- a. For the height of the building, each façade shall be offset at least 2 feet in depth and 4 feet in width if combined with a change in siding materials. Otherwise, the façade offset shall be at least 10 feet deep and 15 feet wide.
 - b. Vertical piers at the ends of each façade section that project at least 2 inches from the façade and extend from the ground to the roofline.
4. 2.—All multifamily buildings or residential portion of a mixed use building facing any street shall provide the following articulation features at least every 35 feet of facade facing a street, park, ~~and~~ public place or open space.
 - a. Vertical building modulation 18 inches deep and 4 feet wide if combined with a change in color or building material. Otherwise, minimum depth of modulation is 10 feet and minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and

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- b. Distinctive ground or first floor façade, consistent articulation of middle floors, and a distinctive roofline or articulate on 35 foot intervals.



Multi-family building articulation



Multi-family building articulation

Comment [j47]: New Picture

5. 3.—Roofline Modulation

Rooflines shall be modulated at least every 120 feet by emphasizing dormers, chimneys, stepped roofs, gables, or prominent cornices or walls. Rooftop appurtenances are included as modulation. Modulation shall consist of a roofline elevation change of at least four feet every 50 feet of roofline.

6. 4.—Maximum Façade

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



Façade widths using a combination of façade modulation, articulation, and window design.

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7. 5.—Windows

Buildings shall recess or project individual windows above the ground floor at least two inches from the façade or incorporate use window trim at least four inches in width, or a color that contrasts with the façade color.



Window trim design

8. 6.—Secondary Entry

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



Covered secondary public access

9. 7.—Façade Materials

- a. Metal siding shall have visible corner moldings and trim and shall not extend lower than six feet above grade. Masonry, concrete, or other durable material shall be incorporated between the siding and the grade. Metal siding shall be factory finished, with a matte, non-reflective surface.

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

- b. A singular style, texture, or color of concrete block shall not comprise more than 50 percent of a façade facing a street or public space.



The left image uses smooth gray blocks on the vertical columns and beige split-faced blocks above the awnings. The storefront in the right image uses gray split face and some lighter, square, smooth-faced blocks below the storefront windows.

- c. Synthetic stucco must be trimmed and sheltered from weather by roof overhangs or other methods and are limited to no more than 50 percent of façades containing an entry and shall not extend below 2 feet above the grade.

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Concrete near the ground level and a variety of other surface materials on the façade.

- 10. 8. Prohibited exterior materials.
 - a. Mirrored glass, where used for more than 10 percent of the façade area.
 - b. Chain-link fencing, unless screened from view and within limited areas approved by the Director under SMC 20.30.297. No razor, barbed, or cyclone material shall be allowed.
 - c. Corrugated, fiberglass sheet products.
 - d. Plywood siding.

Comment [p48]: Potential Revision # 25

C. Minimum space dimension for building interiors that are ground-level and fronting on streets is 12-foot height and 20-foot depth.

Comment [p49]: Potential Revision # 26

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20.92.080 Sign Design Standards.

A. Purpose

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

B. Applicability

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

C. Permitted Illumination

1. Channel lettering or individual back-lit letters mounted on a wall or individual letters placed on a raceway, where only light shines through the letters.
2. Opaque cabinet signs where light only shines through letter openings.
3. Shadow lighting, where letters are backlit, but light only shines through the edges of the letters.
4. Neon signs
5. Externally lit signs



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

D. Monument Signs

1. One sign is permitted per frontage, per property, and regardless of the number of tenants. An additional monument sign is permitted on a property if the frontage length is greater than 250 feet and the signs are at least 150 feet apart.
2. Use materials and architectural design elements that are consistent with the architecture of the buildings.
3. Signs in Zone TC-3: Maximum height: 6 feet and maximum area: 50 square feet per sign face.
4. Signs in zones TC-1 and TC-2 when placed along Aurora Avenue, N. 175th or N. 185th streets. Maximum height: 12 feet and maximum area: 100 square feet per sign.

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



Monument sign

E. Building Signs

- 1. Each tenant or commercial establishment is allowed one building sign - wall, projecting, marquee, awning, or banner sign per facade that face the adjacent streets or customer parking lot.
- 2. Building signs shall not cover windows, building trim, edges, or ornamentation.
- 3. Building signs may not extend above the parapet, soffit, the eave line, or on the roof of the building.
- 4. Each sign area shall not exceed 25 square feet for Zone TC -3 and 50 square feet for zones TC-1 and TC-2.
- 5. The sign frame shall be concealed or integrated into the building's form, color, and material.



Signs are centered on architectural features of the building.

- 6. Projecting, banner, and marquee signs (above awnings) shall clear sidewalk by 9 feet and not project beyond the awning extension or 8 feet, whichever is less. These signs may project into public rights-of-way for storefront buildings, subject to City approval.

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Projecting sign

F. Under-awning Signs

1. Not extend within 1-foot of the awning outer edge and the building façade;
2. Minimum clearance of 9 feet between the walkway and the bottom of the sign;
3. Not exceed 2 feet in height; and
4. One sign per business.

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

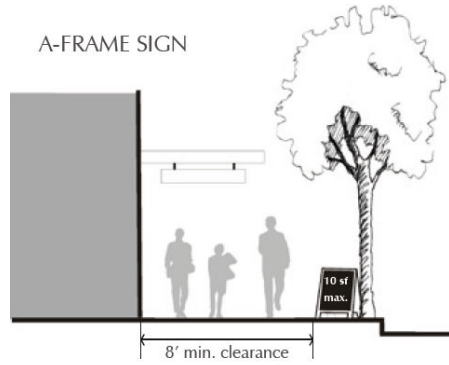


Under-awning signs

H. A-Frame or Standing Signs

1. One sign per business;
2. Must be directly in front of the business;
3. Cannot be located within the 8 foot sidewalk clearance on designated Storefront Street and 5 feet on all other sidewalks and internal walkways;
4. Shall not be placed in landscaping, within 2 feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps.
5. Shall not exceed 6 square feet per side; and
6. No lighting of signs is permitted.

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A-Frame sign

I. Transition Overlay and Zone TC-4 Signs

All signs in the Transition Overlay and Zone TC-4 shall meet residential sign standards of SMC 20.50.540(B).

J Prohibited signs

1. Pole signs.
2. Billboards.
3. Electronic changing message or flashing signs.
4. Backlit awnings used as signs.
5. Other signs set forth in SMC 20.50.550.

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Table 20.30.040 – Summary of Type A Actions and Target Time Limits for Decision, and Appeal Authority

Action Type	Target Time Limits for Decision (Calendar Days)	Section
Type A:		
1. Accessory Dwelling Unit	30 days	20.40.120, 20.40.210
2. Lot Line Adjustment including Lot Merger	30 days	20.30.400
3. Building Permit	120 days	All applicable standards
4. Final Short Plat	30 days	20.30.450
5. Home Occupation, Bed and Breakfast, Boarding House	120 days	20.40.120, 20.40.250, 20.40.260, 20.40.400
6. Interpretation of Development Code	15 days	20.10.050, 20.10.060, 20.30.020
7. Right-of-Way Use	30 days	12.15.010 – 12.15.180
8. Shoreline Exemption Permit	15 days	Shoreline Master Program
9. Sign Permit	30 days	20.50.530 – 20.50.610
10. Site Development Permit	60 days	20.20.046, 20.30.315, 20.30.430
11. Deviation from Engineering Standards	30 days	20.30.290
12. Temporary Use Permit	15 days	20.40.100, 20.40.540
13. Clearing and Grading Permit	60 days	20.50.290 – 20.50.370
14. Planned Action Determination	28 days	20.90.025
15. Design Review	28 days	20.30.297

An administrative appeal authority is not provided for Type A actions, except that any Type A action which is not categorically exempt from environmental review under Chapter 43.21C RCW or for which environmental review has not been completed in connection with other project permits shall be appealable. Appeal of these actions together with any appeal of the SEPA threshold determination is set forth in Table 20.30.050(4). (Ord. 531 § 1 (Exh. 1), 2009; Ord. 469 § 1, 2007; Ord. 352 § 1, 2004; Ord. 339 § 2, 2003; Ord. 324 § 1, 2003; Ord. 299 § 1, 2002; Ord. 244 § 3, 2000; Ord. 238 Ch. III § 3(a), 2000).

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20.30.297 Design Review (Type A)

Design Review approval shall be granted by the Director upon his/her finding that:

- 1. The design meets the requirements of the applicable code subsections.
- ~~2. The design improves the function, continuity, connection, or pedestrian interest from building to building or site to site.~~
- ~~3. The choice of materials and architectural elements is compatible with the context of other development in the vicinity.~~
- 4.2. Departures from the design standards in the applicable chapter shall be consistent with the purposes or intent of each subsection or be justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.
 - a. ~~For the Town Center District, d~~Dimensional standards in Table 20.92.020.B regarding setbacks and building envelope cannot be ~~departed from modified by Design Review in the Town Center District.~~
 - a.b. ~~No departure from standards is allowed in Transition Overlay and the TC-4 zone.~~

Comment [p50]: These qualities are difficult to define but are consistent with the intent of the development standards proposed.

Comment [p51]: "Compatibility" and "context" may be unintended and undesirable if it means current development that does not meet the purposes of the code.

Comment [p52]: To remove unpredictable departures in heights and setbacks

Comment [p53]: To protect single family neighborhoods.

20.50.021 Development in the mixed-use zone (MUZ)

Development in the MUZ zone shall meet the following requirement:

- A. All developments in the MUZ zone are subject to Design Review Approval in SMC 20.30.297.

20.91.040 Design review. (Ridgecrest Planned Area)

- A. **Applicability.** Design review will be required for developments in Ridgecrest Commercial Planned Area 2 that are 1.5 acres or more and that meet one of the thresholds in SMC 20.50.125.

Standards for Approval. When design review is required, the applicant will demonstrate that plans satisfy the criteria in SMC 20.30.297.

- ~~B.~~ **Design Departures.** A permit applicant wishing to modify any of the standards in this chapter may apply for a design departure under SMC 20.30.297

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20.20 Definitions.

The following definitions apply to Chapter 20.

Building articulation	The emphasis to architectural elements (like windows, balconies, entries, etc.) that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces. See SMC 20.92.180 for applicable standards.
Banner sign	A sign constructed of cloth, canvas, or other similar light weight material that can easily be folded or rolled, but does not include paper or cardboard.
Boulevard Street	Refers to a street and/or segment of a street where there’s an option for commercial storefronts or landscaped setbacks along the street with the option of ground floor residential or commercial uses.
Frontages	Facilities between the curb and private development along streets – typically curbs, amenities, and sidewalks.
GreenLink Street	Refers to a street and/or segment of a street envisioned to have or maintain landscaped building setbacks along the street. See Figure 20.92.030 for the location of designated Landscaped Streets and SMC 20.92.070(B)(3) for the description and applicable standards for properties fronting on designated Landscaped Streets.
Modulation	A stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls.
Parking Areas	Any public or private area within, under, or outside of a building or structure, designed and used for parking motor vehicles including parking lots, garages, private driveways, and legally designated areas of public streets. Outdoor display areas of vehicles for sale or lease, where such uses are permitted uses, are not considered parking areas.
Public places	See SMC 20.92.140 for the description, standards, and guidelines for public places.
Roofline Modulation	Refers to a variation in roof form. See SMC 20.92.180 for provisions.
Storefront	A pedestrian-oriented façade placed up to the edge of a public sidewalk. See SMC 20.92.070(C)(1).
Storefront Street	Refers to a street or segment of a street where envisioned to have storefronts placed up to the edge of the sidewalk. See figure 20.92.030 for the location of designated Storefront

Comment [p54]: **Potential Revision # 27**

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Streets and SMC 20.92.070(B)(1) for the description and applicable standards for properties fronting on designated Storefront Streets.

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

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

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

20.40.020 Zones and map designations.

The following zoning and map symbols are established as shown in the following table:

ZONING	MAP SYMBOL
RESIDENTIAL	
(Low, Medium, and High Density)	R-4 through 48 (Numerical designator relating to base density in dwelling units per acre)
NONRESIDENTIAL	
Neighborhood Business	NB
Office	O
Community Business	CB
Mixed-Use Zone	MUZ
Industrial	I
Campus	CCZ, FCZ, PHZ, SCZ ¹
Special Overlay Districts	SO
North City Business District	NCBD
Town Center District	TC-1, TC-2, TC-3, TC-4
Planned Area	PA

Comment [p55]: Add to list of zoning within the City.

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20.40.050 Special districts.

A. **Special Overlay District.** The purpose of the special overlay (SO) district is to apply supplemental regulations as specified in this Code to a development of any site, which is in whole or in part located in a special overlay district (Chapter 20.100 SMC, Special Districts). Any such development must comply with both the supplemental SO and the underlying zone regulations.

B. **Subarea Plan District.** The purpose of a subarea plan district is to implement an adopted subarea plan using regulations tailored to meet the specific goals and policies established in the Comprehensive Plan for the subarea.

1. **North City Business District (NCBD).** The purpose of the NCBD is to implement the vision contained in the North City Subarea Plan. Any development in the NCBD must comply with the standards specified in Chapter 20.90 SMC.

~~2. **Town Center District (TCD).** The purpose of the TCD is to implement the vision and policies contained in the Town Center Subarea Plan. Any development in the TCD must comply with the standards specified in Chapter 20.92 SMC.~~

Comment [p56]: Add to list of Subarea Plan Districts.

20.40.110 Use tables.

A. The land use tables in this subchapter determine whether a specific use is allowed in a zone. The zone designation is located on the top of each column and the specific use is located on the horizontal rows. The land use table for TCD is located in SMC 20.92.020.A.

Comment [p57]: Reference location of TCD land use table.