PLANNING COMMISSION
PUBLIC HEARING
AGENDA

Thursday, March 19, 2015
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Ave North

		Estimated Time
1.	**CALL TO ORDER**	7:00
2.	**ROLL CALL**	7:01
3.	**APPROVAL OF AGENDA**	7:02
4.	**APPROVAL OF MINUTES**	7:03

a. February 5, 2015 Meeting Minutes - DRAFT

Public Comment and Testimony at Planning Commission

During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes. Questions for staff will be directed to staff through the Commission.

5.	**GENERAL PUBLIC COMMENT**	7:05
6.	**PUBLIC HEARING**	7:10

a. Aurora Square Community Renewal Area Planned Action
- Staff Presentation
- Public Testimony

STUDY ITEM 8:10

b. 2015 Comprehensive Plan Amendment Docket
- Staff Presentation
- Public Comment

7.	**DIRECTOR'S REPORT**	8:45
8.	**UNFINISHED BUSINESS**	8:55
9.	**NEW BUSINESS**	8:56
10.	**REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS**	8:57
11.	**AGENDA FOR APRIL 2, 2015**	8:58

a. Elections for Chair and Vice Chair; 145th Street Station Subarea Planning

12.	**ADJOURNMENT**	9:00

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

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DRAFT

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING

February 19, 2015 Shoreline City Hall
7:00 P.M. Council Chamber

Commissioners Present
Chair Scully
Commissioner Malek
Commissioner Maul
Commissioner Montero
Commissioner Mork
Commissioner Moss

Staff Present
Rachael Markle, Director, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Planning Manager, Planning and Community Development
Julie Ainsworth Taylor, Assistant City Attorney
Lisa Basher, Planning Commission Clerk

Commissioners Absent
Vice Chair Craft

CALL TO ORDER

Planning Commission Chair, Keith Scully, called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Scully and Commissioners Maul, Montero, Moss and Mork. Commissioner Malek arrived at 7:07 p.m. and Vice Chair Craft was absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of February 5, 2015 were adopted as corrected.

GENERAL PUBLIC COMMENT

Dan Dale, Shoreline, said most everyone can agree that parks are important. Not only must the City protect existing parks, it must also look for opportunities to expand its green space. For example, he suggested the City consider a partnership that would accommodate the expansion of Rotary Park (185th Street and 10th Avenue) to the adjacent two parcels that are currently owned by Seattle City Light. This opportunity would result in a nearly one-acre park that abuts the existing green belt. Not only would this larger park be an amenity for existing residents, it would also be close to the 185th Street Station where future development will likely occur.

John Behrens, Shoreline, pointed out that nearly 50% of his tax assessment goes to the Shoreline School District and Shoreline Fire Department, yet he has heard no discussion of impact fees to recover the costs the special purpose districts will require. He reviewed that the following actions and subsequent increases in expected population, as calculated from the City's DEIS reports, are as follows: 145th Street Station – 5,314 new residents; 185th Street Station – 5,399 residents; Aurora Square – 2,477 new residents; Town Center – 2,600 new residents; and Point Wells – 6,000 new residents. These actions, alone, total 21,760 new residents. Left out of the numbers is the North City Business District, possible expansion at Fircrest, CHRISTA Master Plan, Southeast Subarea Plan, Lake Forest Park Gateway Project, and Shoreline Community College Master Plan. He summarized that if all of the plans come to pass, the 20-year population projection could easily top 85,000 residents, which would make Shoreline the second most densely populated City in the state based on population per square mile, exceeded only by the City of Seattle. To put the numbers into perspective, he observed that numerous professional sources recommend 1.3 firefighters for every 1,000. This would add approximately 40 firefighters to the payroll and likely four new stations would be needed. The City currently only has one ladder truck, with back up coming from the Seattle Fire Department. At least one more ladder truck would be required plus the existing equipment would need to be retrofitted to meet the anticipated needs.

Mr. Behrens said the Federal Bureau of Investigation (FBI) reports that the average police force provides 3.4 employees per 1,000 residents. At the rates mentioned above, over 100 new police employees would need to be hired. In addition, the school district's budget would have to accommodate a 50% population growth and a subsequent increase in capital budget while the City looks to market their excess property for development. He emphasized that the above mentioned actions are not stagnant. Things are changing with additional unanticipated consequences. Just recently, the expected dormitory to Shoreline Community College fell through and the loss of this project will increase the traffic impacts in the Aurora and train station corridors. The Aurora Community Renewal Area (CRA) planned on a 360-stall garage on the Washington State Department of Transportation (WSDOT) site. Instead of the garage, WSDOT will expand its facilities, further increasing traffic.

Mr. Behrens pointed out that no hydrology or geology reports have been done on the CRA site, and no study has been undertaken to determine the existence of piped streams that may be required to be daylighted as part of development. There is a critical area habitat along Aurora Avenue that was addressed in the siting of the train station as part of the reason for the Interstate 5 location. Improvements to the fire station at 155th Street have not been identified, either. He observed that the property tax exemption program is scheduled to become permanent so the increases in property taxes

needed to fund many of these projects will not be available. He summarized that his comments provide a snapshot of some of the uncalculated costs associated with development. Everyone wants to live in a modern, up-to-date, beautiful City. He encouraged the Commissioners to calculate the costs carefully. Many of the plans that are being placed in front of them do not have full cost markups set with them. It is not responsible for the Commission to forward recommendations that leave it up to the City Council to figure out how to pay for the changes.

Brian Derdowski, Issaquah, commented that in just one hour of public comment, citizens were able to convince the City Council to loosen up the process and open their minds related to the 185th Street Station Subarea Plan. As the process moves forward he encouraged the Commission to:

- Provide input to the City Council about how to redraw the boundaries for the 185th Street Station Subarea. If an area is over zoned, its value to redevelopers is reduced, making a large property's competitive advantage less than a small property. In addition, the boundary needs to be more directly associated with the freeway interchange and Sound Transit Station. It should be strategically designed so it is ripe and attractive to the right kind of development. If the first project is the wrong kind of development, the entire vision will be damaged.

- Reconsider the form-based Development Code Regulations that will control the proposed Planned Action Ordinance. Staff should be directed to create a matrix that compares the City of Seattle's standards with the City's proposal. Shoreline's code should not be any less restrictive than the City of Seattle's code or they will end up attracting Seattle's "cast off" development. The citizens do not have the time and money to hire enough experts and lawyers to do all the work, and it is up to the Commission to provide input in order to ensure a better outcome.

- Preserve the City's State Environmental Policy Act (SEPA) authority going forward by adopting a policy, as part of the Final Environmental Impact Statement (FEIS), that would give the City the ability to review stormwater, transportation and utility impacts as part of future development permit review. If a mistake is made in the proposed plan, SEPA could be used to fix the problem, if necessary.

Mr. Derdowski encouraged the Commissioners to look at station area planning as a fantastic opportunity for everyone who lives in the City. Now is the time for the City to redouble its efforts to get good results.

Jerry Patterson, Shoreline, said he has spoken to numerous agencies on behalf of the Shoreline Coalition for Open Government and Richmond Beach Advocates. He currently serves on the board of the Richmond Beach Community Association. Rather than speaking on behalf of these groups, he said he was present to speak as an individual in support of neighborhoods. He reviewed that the Commissioners were appointed by the City Council and instructed to be an independent group making recommendations to the Council. The City Council Members are not looking for the Commission to provide answers that fit their particular public postures. Although he does not live in the neighborhoods near the 145th or 185th Street Stations, he supports the neighborhood concept. He referred to the neighborhood theme that is clearly called out on the homepage of the City's website. He also noted that he had an opportunity to work with the Council of Neighborhoods to develop a mission and vision for

the concept of neighborhoods within the City. This group's core values relate to promoting a sense of pride and belonging to the Shoreline community of neighborhoods, which celebrate the uniqueness of all the neighborhoods emblematic of what the City stands for. He requested that the Commission focus on neighborhoods as an integral part of what the City has been, what the City is, and what it should be in the future.

Peter Watters, Shoreline, recalled that at the last City Council meeting he attended, Councilmember Hall defended the urgency for moving forward with the station plans by referencing the spike in gas prices and people wanting higher densities. He does not believe that is a wise approach to planning. While he is not advocating a significant increase in gas prices, he noted that some countries change behaviors and encourage public transit by imposing steep taxes on gas. He said it does not seem realistic to have high-density development by transit centers that can only go north and south. He voiced concern that the current proposal would require only .75 parking spaces per unit, when it is common for each adult to have at least one vehicle.

Shanna Sierra, Shoreline, said she lives within the boundaries of the proposed 145th Street Station Subarea and looks forward to having the ability to walk to local coffee shops and use public transportation to get to work. However, the community has clearly stated to both the City Council and Planning Commission the level of density they are willing to accept, and they are willing to fight and push forward with litigation. While the community desires rail and the benefits that come with it, they believe it should be integrated into the existing communities. The plans, as proposed, would replace the existing strong neighborhoods with multi-density development. She noted the impacts of the taller developments that have occurred in Fremont and contrasted them with the 35 to 45-foot buildings that meld into the community. The taller buildings block sunshine in an area of the country where citizens have very limited Vitamin D. She noted the trees that are currently located along the streets in both the 145th and 185th Street Station Subareas that would likely be wiped out, as well. She asked the Commission to slow down the process and present plans to the City Council that integrate the comments that have been raised over and over again by the neighborhoods. While the City staff had indicated the need for an additional 5,000 plus units in the station areas, Sound Transit indicated that approximately 720 units would be sufficient in the immediate vicinity.

CONTINUED PUBLIC HEARING: 145TH STREET STATION SUBAREA PLAN – DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND RECOMMENDATION OF PREFERRED ALTERNATIVE

Chair Scully reviewed the rules and procedures for the public hearing and then opened the hearing.

Staff Presentation

Mr. Szafran explained that the DEIS studied the environmental impacts of the following alternatives:

- **Alternative 1 – No Action.** Under this alternative, the zoning would remain as it currently is.

- **Alternative 2 – Connecting Corridors.** This alternative spreads development over a larger geographic area and the building heights would be less than in Alternative 3. Growth would occur along the connecting corridors (NE 145th Street, 155th Street and 5th Avenue).
- **Alternative 3 – Compact Communities.** This alternative has a more compact geographic area with growth focused near the station, rather than along the corridors.

Mr. Szafran said a Green Network concept has also been proposed as part of Alternatives 2 and 3 to move pedestrians and bicycles safely throughout the subarea and connect to the commercial areas on 15th Avenue and Aurora Avenue North. The Green Network would entail sidewalks, drainage systems, street trees, etc.

Mr. Szafran explained that the Planned Action Ordinance addresses the amount of growth each of the alternatives would accommodate relative to population, households, and employment. He specifically noted:

- An annual population growth projection of 1% was used for Alternative 1, and the annual growth projection for Alternatives 2 and 3 was 1.5% and 2.5%. The low-end projection (1.5%) for Alternatives 2 and 3 would net about 2,900 additional people, and the high-end projection (2.5%) would net about 5,300 additional people.
- The build-out projections (60 to 100 years) would be similar in Alternatives 2 and 3.
- Relative to transportation, Alternatives 2 and 3 would result in significantly more PM Peak Trips than Alternative 1. Related Green House Gases (GHG) would be greater, as well.

Mr. Szafran reviewed that the Planning Commission's Light Rail Station Area Subcommittee reviewed the three alternatives and decided to add a phasing approach to Alternative 2 (Connecting Corridors). Phase 1 would be rezoned when the plan is approved by the City Council, and Phase 2 would trigger at some point in the future. Staff incorporated the phasing concept into Alternative 3 (Compact Communities), as well.

Mr. Szafran summarized that staff is specifically asking the Commission to provide feedback on the following:

- Does the Commission prefer the Compact Community or Connecting Corridor zoning scenario, a phased version, or something else?
- Are there other amendments to the full or phased-zoning maps presented?
- Are there other questions or amendments to the DEIS?
- Does the Commission feel comfortable making a recommendation to the Council tonight or wish to extend their deliberations to the next meeting (March 5th)?

Mr. Szafran reviewed that, as per the current schedule, the City Council will select a preferred alternative for the 145th Street Station Subarea Plan on March 23rd. After the City Council's decision, a Final Environmental Impact Statement (FEIS) will be prepared and published. He noted that the full DEIS is available for download at www.shorelinewa.gov/145DEIS or www.shorelinewa.gov/lightrail.

Copies may also be reviewed at Shoreline libraries or City Hall. In addition, copies or compact disks can be purchased at City Hall for the cost of production.

Public Testimony

Robin Lombard, Shoreline, said she lives slightly more than ¼ mile from the proposed 145th Street Station. She welcomes light rail and understands the need to provide affordable housing and create a walkable neighborhood around the station and believes this can be done with careful planning over many decades. She voiced concern that although the DEIS and subarea plan have a lot of details about the end vision (60 to 100 years), they fail to identify the series of steps needed to get there. For example, what steps need to be taken now so the City is ready for the increase in traffic that will result when the stations open in 2023? The City will suffer if it does not think through how to deal with very heavy traffic on 5th Avenue, 155th Street, NE 145th Street and a number of other secondary streets.

Ms. Lombard commented that she does not understand why rezoning has to happen now when full build out is not expected for 60 to 100 years. Instead, she suggested the City should focus on the steps that can be taken over the next 10 to 20 years to ensure a smooth transition of the area around the station from single-family homes to a mix of transit-oriented development. A phased-zoning approach would provide more certainty for homeowners and allow for a gradual transition. The phased zoning could be tied to a series of milestones that include roadway and utility improvements. She thanked the Commission for their work and said she trusts them to balance all of the facts and opinions and make recommendations that are in the best interest of the City and its citizens.

Ellen Sullivan, Shoreline, said she lives in the Ridgecrest Neighborhood, just north of 152nd Street. She does not want to and cannot afford to move from her current home. She has spent the past several years making small improvements and creating a large garden. It is meant to be her home for the rest of her life, as well as her investment in her future and her sanctuary away from the stresses of life and work. Saying this is a decades long process does not ease her concern, as she plans to live in her home for decades more. Saying that the process is driven by market forces does not make her feel any better. Inevitably, someone near her will sell their home and developers will let the property deteriorate until homeowners begin to sell and development will begin. When she looks out her back door, she sees one house and the roof of another, beautiful old pine trees, a vast expanse of sky, sun, and sunsets. If the plan moves forward as proposed, trees will be taken down and four to seven-story buildings will be constructed to eclipse the sun and sky from her property. While the City is saying no one will be forced from their homes, taking away the peace and quiet, the privacy, the sun, the sky and the wildlife is a sure fire way to make me her feel forced out. She urged the Commission to take more time and reduce the scale of the rezone.

Dia Dryer, Shoreline, commented that the generally accepted distance that people are willing to walk to transit is ¼ to ½ mile, and radius mapping only shows unconstrained access as the crow flies, not real street grid walking distance. This results in inflated and inaccurate planning. Using walk sheds, much of the rezone area on the map is actually beyond a half mile, and nearly half of the area west of Interstate 5 is beyond the ½-mile walk shed. In addition, 10% to 20% of the area within the ½ mile walk shed are properties that are tax exempt (churches). These property owners will not be so inclined to move because they won't feel the market pressure. If phased zoning is used on the east side of Interstate 5, she

questioned why not on the west side, as well. She also questioned why they continue to include properties beyond the ½ mile walk shed on the west side of Interstate 5, but exclude many properties on the east side even though they are within ½ or ¼ mile of the station and on the same side of the freeway. As per Alternative 2, many properties on the east side of Interstate 5 would be upzoned beyond what they would be zoned at if there was non-phased zoning. Buildings that were 35 feet tall would be 45 feet tall and buildings that were 45 feet tall would be 85 feet tall. Because the churches and parks take up so much of the acreage, the area west of Interstate 5 did not qualify for a sound wall. If the community is supposed to be desirable, she would assume a sound wall would go up first. She summarized that she does not have a preference between Alternatives 2 and 3, and slowing the process down will not change the outcome. She wants the outcome to be changed, and not delayed.

Patricia Weber, Shoreline, commended the Commission for paying attention to the concerned residents and being willing to continue discussions and prolong the decision. She questioned what is meant by "city planning" and what education the City Planners are required to have. She referred to the website of the Association of Collegiate Schools of Planning, which states that "*Planners are to help community residents develop ways to preserve and enhance quality of life; find methods to protect the natural and built environment; identify policies to promote equity and equality; and structure programs to improve services to disadvantaged communities.*"

Ms. Weber said the website further states that *the skills of city planners should involve all affected parties in important planning decisions*. While the public hearing is an example of inclusion, she noted that many of the meetings pertaining to the 145th Street Station Subarea Plan have not been well advertised nor well explained. She said the website also states that "*City planners should help, not direct, communities to develop their own version of the future; prepare plans responsive to shared community objectives; analyze solutions to complex problems, evaluating cost effectiveness; and present recommendations to officials and citizens in a comprehensive and understandable way.*"

Ms. Weber recommended the Commission return to the ideals outlined above. She commented that residents of Shoreline are not just small land owners put in place as an annoying impediment to an inflated, if flawed, scheme. They are the community, and not a group of irresponsible dissenters. They make up the community that wants to be respected for its current identity of neighborhoods.

Sigrid Strom, Shoreline, said she is a former member of the citizen advisory committee that was appointed for the Southeast Neighborhood Subarea Plan. She expressed her belief that all of the work this group did in terms of identifying the context for planning in this area has been "deep sixed." She said she plans to do a detailed comparison of the two plans and provide written comments. She recalled that the committee felt strongly that the 145th Street Corridor was a problem that had to be addressed before any planning or rezoning took place. She was appalled that, up to this point, the recommendations of the people who are currently studying the 145th Street Corridor were not even included in the DEIS. She observed that a lot of data is missing from the process, and much of the data is outdated and/or questionable. As a trained limnologist, she commented that the ground water problems in the subarea are significant and have never been adequately mapped or addressed. It is a huge mistake to believe that the City can avoid water problems in the future by simply driving steel beams to bedrock every time development occurs. She said she would like the City to complete

fundamental planning that includes ground water, building community, and economic development other than mixed use.

Judy Nelson, Shoreline, stated her belief that the City should only rezone the area encompassed by 5th Avenue NE, Interstate 5, N 155th Street and NE 145th Street. She observed that 15th Avenue already has a large grocery store (QFC), Starbucks, dollar store, Goodwill, Burger King, and several apartment buildings. Residents of new apartment buildings along Interstate 5 would not have to travel far to shop, and there is still room for more businesses. She voiced concern that, ultimately, all Shoreline homeowners would have their property taxes raised substantially to pay for installation of part of the infrastructure for any new development. She commented that, as per the plan, developers would be given incentives of paying no taxes for ten years or more and apartment residents do not pay property taxes. That means homeowners would incur the cost of increasing the number of police officers, clerical support, additional police cars, fire trucks that can reach the upper stories of high-rise buildings, and an additional fire station. Additional emergency medical technicians (EMT) and emergency vehicles would also be required.

Ms. Nelson pointed out that high-density housing would mean a dramatic increase in the school population, which would require additional teachers and enlarged or additional school facilities. She referred to the sustainable community concept outlined in the City's Comprehensive Plan where residents are encouraged to have gardens and grow their own food. Apartment residents cannot do that, and neither can property owners if their gardens are shaded from the sun by high-rise buildings. She commented that installing apartments necessitates a removal of existing tree canopy and oxygen producing plants. The proposed plan only shows trees along the corridors and a few token plants along the fronts of buildings, which will not make up for the number of plants removed. Roof gardens might be helpful, but she questioned how the City can ensure they are used and maintained as it cannot mandate apartment residents to keep them planted and cared for.

Ms. Nelson said that, presently, the community garden plots at Twin Ponds are in great demand, yet the City has told the group they cannot expand the number because Twin Ponds is already very polluted and expanded gardens would add to that pollution. Yet the City is now encouraging high-density housing in the area and additional stormwater runoff resulting from more paved area and wider streets. This would definitely add to the pollution in the ponds. She pointed out that Twin Ponds and Thornton Creek constitute a bog area that should not be included in Phase I. Instead, it should be studied, protected and carefully considered in any future phases. The proposed plan identifies the area as MUR-35, which means part of the bog would need to be filled in. She questioned how environmentally sound that would be. She summarized that she moved to the area because of all the greenery. She has made substantial improvements to her home over the years, as have many of her neighbors. She believed that the improvements would add to the equity of her home. The neighborhood wants to protect its equity, which would be removed by the proposed rezoning.

Liz Poitras, Shoreline, recalled that the City Council has repeatedly discussed the need for more housing choices, and that is one of the benefits or rezoning in the station subareas. She referred to Figure 3.2-3 in Section 3 of the DEIS, which identifies the number of affordable housing units by income group in Shoreline. The map indicates its source as the 2012 Comprehensive Plan. She provided a table she made to show the available stock of housing units affordable to low-median income

($40,000 to $60,000) and very-low income ($5,000 to $40,000). The houses in the low-median income range ($99,720 to $265,999) were sorted from most units to least units by neighborhood. She summarized that the Ridgecrest Neighborhood has 20% of all the affordable houses in Shoreline, and all the neighborhoods affected most by the light rail station subareas (Ridgecrest, North City, Echo Lake and Parkwood) provide 56% of this type of housing in Shoreline. She acknowledged that the data can be spun a number of ways, depending on what you want to sell. For example, you could say that people live in these homes because they can't find lovely little apartments to rent or town homes to buy because Shoreline doesn't provide enough in this price range. However, to many people, affordable housing means a small house with a yard for children to play, an area to grow vegetables, or space for a hobby.

Ms. Poitras said it has been suggested that senior citizens who become too decrepit to take care of their homes and yards will enjoy moving into apartments for a while before entering assisted living. However, some might want to continue to grow prized dahlias, host family Thanksgiving dinners and stay in their homes until the big move to assisted living. It has also been suggested that hordes of millennials will want to live in apartments that provide an easy walk to their commute via light rail to downtown Seattle. The assumption is that when they start having children, they will stay in the townhouses or apartments. However, many people won't want to raise children in apartments and will move somewhere else for their white picket fence and yard. She questioned if there would be a steady stream of millennials to take their place.

Ms. Poitras summarized that it has been stated that more affordable housing is needed in the City, and the two station subareas are the best place for it. This would leave the rest of Shoreline for detached, single-family homes. However, it is important to take note that most of the affordable housing in the subareas would be apartments, which is not everyone's choice. Because it does not know what people will do or want in the future, she suggested the City use a phased approach to zoning that will enable future adjustments if needed. For example, she recommended that only the southern portion of the Ridgecrest Neighborhood be rezoned, leaving all the affordable homes in the northern portion above 155th Street intact. Rezoning in the southern portion of the subarea should be done in at least two phases to leave some affordable homes there for a while.

Wendy DiPeso, Shoreline, referred to pictures she submitted earlier that were taken from 32nd Avenue NE, just north of NE 145th Street. She noted that two developers own most of the property on the street. She recalled that the Southeast Subarea Plan was adopted in 2009, after a two-year community process. Since that time, the properties have degraded noticeably, and she suggested this was done by design. By allowing the properties to degrade, the developers will be able to purchase the remaining parcels for a lot less. She suggested this same scene (abandoned furniture, boarded up homes, etc.) would play out in the station subareas if the proposed plans are adopted. She questioned why the City is proposing a massive rezone when its Growth Management Act (GMA) goals can be met without it. She observed that the Southeast Subarea Plan provides an example that rezoning large parcels does not result in affordable housing. Instead, it harms the community and results in blight, as illustrated in the photographs. She urged the Commission to only rezone those parcels immediately adjacent to the station and keep the blight contained. Once these areas are completely redeveloped and at 80% capacity, the City could consider additional rezones.

Patricia Panitz, Shoreline, said she owns property that abuts the subarea. She commented that no one wants the proposed plan except those who will profit from it. The developers who favor the plan do not live in Shoreline, and they do not care about the affects the massive buildings will have on traffic, the need to upgrade infrastructure, the school system, and the people who will be displaced. Little thought is being given to these potential very serious problems in the rush to get the plan approved. The 145th Street corridor is an example of a potentially negative traffic situation resulting from the plan, particularly the part that accesses and egresses Interstate 5. Already, it is overcrowded and difficult to navigate around rush area. A triangle of land running along NE 145th Street and 1st Avenue has been designated for 65 to 85-foot buildings, which would make the traffic situation at rush hour unmanageable. She suggested it is unrealistic to assume that most people will use the light rail, as it will not provide access to other needed services.

Ms. Panitz said Shoreline is justly proud of its excellent school system, and it is one of the main features that attract people to the City. The planners just assume new schools will be built, but this will cost a lot of money and people may or may not be willing to pay it. If not, what affect will it have on the quality of schools and the district's reputation. She questioned why the City is pandering to and providing stability for developers. Most people who learn the details of the plan are shocked and believe the claims made in support of it are questionable. Young people do not want more density; they want single-family homes with yards where their children can play and good schools they can attend. Older people are not anxious to sell their homes; they want to stay in them. If the plan goes through, Shoreline will end up looking like Seattle. If she wanted to live in Seattle, she would have moved there. She summarized that no one wants the project except people who will profit from it. Elected and appointed officials have a duty to citizens of the town who have indicated they do not want it; not to out of town business interests who do.

Robin Lombard, Shoreline, said she was present to speak on behalf of the 145th Street Station Citizens Committee (145SSCC). She advised that, on many occasions over the past 18 months, the members of the 145SSCC have been asked to provide input on the 145th Street Station Subarea Plan. She read a letter that provided feedback from the members, many of whom have participated since the group was formed in August of 2013. The letter recalled that in two design workshops and the months before and after, the committee acknowledged the need for greater density and low-income housing and came up with pictures and design elements for 3-story buildings, as well as parks, trails, and other amenities. Some of the members of the committee put a lot of energy into the process. Many were surprised and angry when the proposal for the subarea plan came back with 8-story buildings. The committee was thinking about the near term (first 10 to 20 years), but that was not the City's focus. The letter noted the following concerns related to near-term impacts:

- Many committee members are uncomfortable with what they feel is a rush to upzone the entire area. They understand that the City needs to plan for greater density, but not the need to upzone a large swath of the neighborhood this year to a density it is not expected to reach for 60 to 100 years. Questions were raised about the timeline and the consequences of not meeting it. They agree that a plan is needed for grant funding, but questioned if the funding decisions hinge on the large zoning changes being enforced by June of 2015. The proposed zoning changes are larger than the committee members expected. Because it has been explained that the full build-out won't be seen for 60 to 100 years, the committee favors a plan that gradually phases in zoning over those years for

full build-out. The committee also believes the phased zoning should be tied to specific milestones such as utility, stormwater, and traffic improvements. They also feel a smaller first step in rezoning would be in line with the market analysis that was done for the subarea plan.

- Many committee members are concerned about the plan for NE 145th Street, itself. The DEIS did not address traffic along 145th. Instead, it referred to the route development plan that is still unfinished. City staff have communicated to the committee that one project will inform the other, and maybe that is the best case scenario that can be achieved in this situation. However, the committee does not think it makes sense to rezone anything along NE 145th Street until both plans are synchronized. How will the livability of communities be defended during a potentially longer development period of two separate projects, such as updating NE 145th Street and building construction in a rezone area.

- The committee believes that the newly proposed Map E extends MUR-85 zoning too far from the station. She referred to the Polaris Development (185th Street and 12th Avenue) as a living example of how MUR-85 zoning might impact existing residents in terms of both parking and unwanted lighting. The committee feels that, at least initially, MUR-65 or MUR-45 would be more appropriate.

- The committee would like to see single-family homes as a permitted use in all upzoned areas. It is unclear exactly what will happen to single-family homes in the different upzoned neighborhoods in terms of value and salability. This is a special concern for many neighbors who plan to continue to live in their homes after the light rail arrives. Allowing single-family homes as a permitted use would provide more options to the current homeowners.

Ms. Lombard said that, as a result of the above issues, the committee also requested the Commission delay its recommendation to the City Council until at least April when Sound Transit's FEIS is available. It will be important for the community, committee, Planning Commission, City Council and City staff to know what Sound Transit requires or will pay for before any action is taken regarding zoning around the station. The members of the committee want to live in a vibrant community, and they want the plans for the 145th Street Station Subarea to reflect the residents' desire for gradual change. They appreciate that the Commission represents their interests in matters of City planning and are participating on the committee so they can provide a neighborhood voice to guide and support the Commission in its decision making.

Terri Benson, Shoreline, said she lives just north of NE 145th Street in the Ridgecrest/Paramount Park Neighborhood. She submitted photographs of her great grandmother's log cabin (corner of 155th Street and 5th Avenue NE), which she would like to see preserved and added to the City's historical register. She said the home was built by her great aunt and uncle after they constructed their larger home in the same location. The City of Shoreline allowed the larger home to be demolished and replaced with a church. She said she will not let the City ruin her neighborhood, which is a tight-knit community that watches out for each other. Littles Creek, which is a tributary to Thornton Creek, runs through her backyard. It already floods and additional development will worsen the problem until the golf course and high school are flooded, too.

Ms. Benson said Sound Transit has already proven to be an incompetent group of people. They are extremely over budget and way behind schedule. They are ruining neighborhoods, and the number of riders is low. She commented that transit is supposed to reduce traffic, but she anticipates the proposed plan will create more. She expressed her belief that the rezone needs to be delayed for a minimum of one year so that all of the neighbors can have an opportunity to learn more about the proposal and provide feedback.

John Knopf, Shoreline, commented that light rail does not go where people need to go. Planners teach, "Build high rise apartments near the stations." He and his wife spent 10 days in Singapore, which is said to have the best light rail in the world. He noted that the apartments near the stations were for the poor, with laundry lines shared between adjacent buildings. The apartment unit where he stayed with his daughter was in a modern, 30-story plus building located within a mile of two stations. Although cars cost three times more there, it was cheaper for them to take a taxi than ride public transit. He said recent studies have shown that each taxi type of vehicle in use leads to 15 fewer cars on the highways. He submitted pictures to illustrate his comments.

Marilyn Whited, Seattle, said she did not know about the public hearing and the proposed plans for NE 145th Street until a few days ago. She learned about the proposal from the neighborhood website called Nextdoor.com. She said she travels NE 145th Street often, but never saw a sign announcing the proposal, and she has not received any mailed notices, either. She expressed concern that no one in her neighborhood knows what is being proposed. She also voiced concern that her property, which is 12 blocks away from the station area, is included in the plan. Her neighborhood is cohesive and she raised her family there. The neighbors know each other, and she introduces herself and offers to help people who pass by that she doesn't know. She recommended that Metro, particularly east/west connections, be made part of the train station activity to limit the need for a huge parking lot. She also encouraged the City to involve more people who live in the affected area. She asked why a station is being planned for NE 145th Street, given that there will be stations at Northgate and NE 185th Street.

Dan Jacoby, Shoreline, disagreed with the notion that the City can create a connecting corridor by constructing a long row of tall buildings. The only way to create a connection is through communication or transportation, which is provided by the existing streets. The concept of "connecting corridors" is planning speak, which is antithetical to transit-oriented development (TOD). He explained that TOD is a concept whereby a mini urban center, including high-density residential along with supporting retail development, is built within easy walking distance of a transit center. By adding a "phony" connecting corridor, you spread out the residential buildings, dissipate the demand for retail near the station, and defeat the purpose of TOD.

Mr. Jacoby also disagreed with the notion of MUR zones on small side streets. He expressed his belief that no one would open a retail store on 152nd Street and 6th Avenue, and questioned why it is being zoned MUR. He commented that the proposed plan goes against reality. The City needs to remake the map, zoning non-commercial areas for residential use only. He recalled that, for the past few weeks, the City Council has been furiously buzzing over what has become known as the "Roberts Option," and he commended Council Member Roberts for acting where many others are just talking. Because the neighbors are confident that something that of nature will also happen with the NE 145th Street Station Subarea, he questioned why the Commission should not simply put off their decision on a preferred

alternative and direct City staff to create a new plan based on real TOD and legitimate zoning. He reminded the Commission that he offered to help draw the map. Because City staff did not accept his offer, he is working with community members to create a new map. He urged the Commission to direct City staff to work with the community to draw a legitimate map for the preferred alternative; one that ignores planning speak and looks at reality.

The Commission took a short break at 8:26 p.m. The meeting was reconvened at 8:38 p.m.

Dr. Cory Secrist, Shoreline, said he lives in the Ridgecrest Neighborhood. He referred to an old psychological trick called the "illusion of freedom and absence of alternatives." In other words, when you want to get somebody to do something, you provide them with limited alternatives and ask them to choose between them. In this situation, Shoreline citizens are being asked if they want connecting corridors or a compact community; a decision between options they do not want. As homeowners in the subarea, zoning is their major defense for maintaining the character of their neighborhood. Asking them to give up the current zoning laws is asking for a lot. He recognized the City will have to add new housing to accommodate the inevitable population increase. He referred to Amsterdam, Holland, which is held up as a model example of density done correctly. The reason it works so well is that their predominant mode of transportation, before densification, was the bicycle. They also have many modes of public transportation. The City is designed with specific lanes for bicycles, pedestrians, etc., and everything is condensed into central areas with shops, work places, and activities. Unfortunately, Shoreline has traditionally been a bedroom community where people commute outside of the City to go to work and shop. While he said he does not particularly want additional density; if the City is going to do it, it needs to be very smart about it. He recommended that zoning be done gradually, based on population demands and the completion of certain milestones for infrastructure (roadways, bicycle lanes, sidewalks, sewer, water mains, parking, public transit, fire safety, trees, wildlife, etc.).

Janet Way, Shoreline, said she represents the Shoreline Preservation Society in an effort to save Shoreline neighborhoods. While she submitted a letter prior to the meeting outlining her concerns, she wanted to reiterate the need for the Commission to postpone their recommendation to the City Council until Sound Transit's FEIS has been completed. She expressed her belief that the DEIS's for the 145th and 185th Street Station Subareas are fatally flawed because they do not consider how each will impact the other. The Society believes the proposal will result in significant adverse environmental impacts. They do not want to choose between the two plans, as they do not support either one. They support phased and transitional zoning as certain elements are completed such as the 145th Street Corridor, light rail station, etc. She also said it is important that all comments, including those provided during "general public comment," should be included in the record.

Ms. Way said affordability is very important. She told a story about her neighbor, a senior citizen who has paid off her home. Because she has no mortgage, her home is affordable, but she can't afford to move somewhere else and pay rent. She asked that the DEIS be corrected to show that Littles Creek is ¼ mile, not ½ mile, from the station. She said the 145th Street Corridor is crucial. The fact that it will not be completed in time for the light rail station is a disaster waiting to happen. She said neighborhood circulator buses are needed to support the light rail service.

Ms. Way read a section of her letter, stating that the Society believes there are many problems with the proposals and the impacts have not been studied. The letter recommends that the Planning Commission remand the proposal back to staff and that the DEIS should be combined in an SEIS together with the 185th Street Station Subarea to properly study the total impacts to our community environment. The success of the light rail stations should not hinge on the amount of high-density development they inspire, but instead just having them function smoothly in the existing neighborhoods. Having community support is more important than ramming through an unpopular rezoning scheme to make transit advocates happy. Lastly, she expressed support for Mr. Derdowski's recommendation that the City adopt project-level impacts for SEPA review.

Marla Kempf, Shoreline, said she and her husband have lived in Shoreline for 28 years, and they have watched the City evolve. She is not opposed to change and believes that planned change is better than unplanned change. She is glad to see the City is planning ahead for the inevitable changes that will come. However, she supports slowing down the process. She said the proposed building heights and densities are too much for the existing infrastructure, as voiced by many of those who commented previously. Upon inquiring of City staff, she was told that the idea of the "green network" was to connect the Interurban Trail with the Burke Gilman Trail at some point in the future. It would really be an extension of the Interurban Trail and would provide no solution for getting pedestrians and bicycles over the freeway to the light rail station. Interurban trails draw people into places they would not normally go, and crime rates are typically higher. She encouraged some research be done about the types of activities that happen along these trails. She cautioned that it does not make sense to run a trail in front of driveways where people, bicycles and cars will be colliding. Sidewalks are good and are an important part of the infrastructure needed in any development and growth that takes place in the area, but the Interurban Trail should be along a main street and designed similar to the Burke Gilman Trail, which runs along a busy road but does not have individual homeowners' driveways crossing it. Lastly, she expressed her belief that NE 145th Street is currently inadequate for the proposed growth.

Jan Stewart, Shoreline, said she lives in the Ridgecrest Neighborhood, north of NE 145th Street between 8th and 12th Avenues (near the Paramount Park Open Space). She said she does not favor either of the proposed alternatives for the reasons stated by previous speakers. She said she would like to understand the policy or mechanism that allowed her neighborhood to be taken from the Southeast Subarea Plan and placed in the 145th Street Station Subarea Plan. She read the following excerpt from the Southeast Subarea Plan that was adopted in 2011, "*The plan is intended to provide direction for the next 20 years. Many things will change in that time period. By 2030, there will likely be a light rail station near NE 145th Street and Interstate 5. New automotive technology may have transformed the fueling, design and maybe even the necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve. Yet, while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance."* Although Ms. Redinger commented previously that the Southeast Subarea Plan was really a policy document, there was zoning attached to it. If zoning can be changed that quickly, without notice to the neighbors, then maybe they don't need to worry about the current zoning plan.

Shanna Sierra, Shoreline, said she lives just south of Paramount Park. She stressed that her neighborhood is tight knit and desirable. She urged the Commission to postpone their recommendation until Sound Transit's FEIS and the 145th Street Corridor Study have been completed. She also recommended a phased approach. While she supports an EIS that allows the City to plan infrastructure for the future, zoning changes should occur piece-by-piece to address potential impacts and concerns. Slowing down does not mean the neighbors are okay with the plan, because they are not. The proposed height is wrong, regardless of whether it is phased or not. Neither a 65 nor 85-foot height limit would lend to the neighborhood feel, and the sun would be blocked. She urged the City to keep the growth along the corridor before encroaching into the residential neighborhoods.

John Behrens, Shoreline, asked that his previous comments (under general comment) be attached to the record for the 145th Street Station Subarea Plan. He said that while it is nice to draw maps and make plans and projects that look 50 to 100 years into the future, it is important to understand that development will be controlled by costs. The discussion should include information about how much development within the subarea will cost. He noted that 1,000 square foot units in the building being constructed at 152nd Street and Ashworth Avenue will rent for $2,000 per month. This is similar to the cost of units at Echo Lake, where development costs of the apartment units were buffered by the sale of the condominium units. Both of the sites were previously occupied by trailer parks and the property costs were low. He referred to the TOD that is being constructed at NE 145th Street and Lake City Way, which will be anchored by very expensive single-family homes, with 45-foot tall town houses around the four corners of the development. This is vaguely familiar to what is being proposed for the 145th Street Station Subarea. The townhomes are being advertised as starting in the mid to upper $400,000, but he estimates they will actually sell for over $500,000. He noted that the cost of accumulating lots one at a time will be much higher than building on a former trailer park or one lot. He asked if ten years from now when development occurs, will they be looking at town homes that cost $600,000 to $700,000? That is not the neighborhood he moved into. He asked the Commission to be practical, and make a recommendation to the City Council that is based on the actual cost of development and reality.

Brian Derdowski, Issaquah, reviewed that, not only is the Commission conducting a public hearing on the adequacy of the DEIS and the preferred alternative, they are also having a public hearing on the underlying subarea plan. It is partly his role to help establish the basis for the citizens to exert their rights later in the process, if necessary. He expressed his belief that the proposal is vulnerable to a Growth Management Hearings Board appeal for a variety of reasons, including inconsistency with the countywide planning policies, lack of coordination with other jurisdictions, and a poor public participation process. In addition, there are gaps in staff's analysis, the plan is not coordinated or supported with the Capital Improvement Plan, and the application of the zoning is not consistent with the Comprehensive Plan. There are procedural and SEPA issues relative to the Development Code regulations, as well.

Mr. Derdowski said he does not believe there are sufficient findings in the record to document or defend any action on a preferred alternative. He asked that his comments related to the 185th Street Station Subarea Plan be included by reference, as some are applicable to the 145th Street Station Subarea Plan, as well. He submitted documents that address the staff's response to the 10 issues he raised at the last hearing relative to the Staff Report. He does not believe the staff served the Commission well in

responding to what was brought forth by the public at the last hearing. In addition, he submitted excerpts from a 365-page document from the State of California, which contains an analysis done of the unusual modeling used for the DEIS. He expressed his belief that the traffic modeling is a mess and does not apply the criteria suggested by the Environmental Policy Act (EPA) and the State of California for the use of the traffic modeling technique. He also submitted a report prepared by a group of engineers regarding the same topic.

Mr. Derdowski explained that the traffic analysis done for the DEIS does not accurately background traffic, existing demand capacity, projected demand capacity, or cumulative impacts related to land use decisions. The staff did not apply best practices in its use of MXD. Best practices and the limitations and values of this traffic modeling methodology are documented by the other two documents he submitted. Although the DEIS states that the analysis provides a planning level assessment of the level of improvements that will be needed to accommodate growth, he felt the level of analysis was inappropriate for a planned action, which requires a project-level analysis of the impacts because there would be no subsequent State Environmental Policy Act (SEPA) review requirement. He said the same issues apply to storm water.

Mr. Derdowski urged the Commissioners to review the additional documents he submitted before taking any action, particularly his response to the Staff Report. He summarized that there is absolutely no basis to separate the 145th and 185th EIS process. Although the staff has repeatedly defended this approach, it was a problem from the beginning. Staff has indicated that the 185th Street Station Subarea Plan was considered, but there is no mention of it in the 145th Street Station Subarea DEIS. If it is not in the DEIS, the Commission cannot fairly consider it and the public cannot comment on it. This omission will likely lead to a SEPA appeal. He encouraged the Commissioners to make the decision that the environmental documents are not sufficient to defend any decision on either alternative. Moreover, the alternatives have too many similarities to be real alternatives. There should be multiple maps for each alternative (i.e., 10-year, 20-year, etc.)

Mr. Derdowski summarized that the two technical documents he provided offer a reliable critique of the methodology the City used in its traffic modeling. He emphasized that the traffic modeling done for the DEIS is an absolute mess, and there are vulnerabilities throughout the DEIS with respect to consistency with the countywide planning policies, the Comprehensive Plan and the Development Code. Lastly, he suggested that the solution is to not take action on the preferred alternative tonight, but to make a decision that the 145th Street Station Subarea EIS must include actual, specific findings and data from the 185th Street Station Subarea FEIS, as well as Sound Transit's FEIS. He felt this would approach would provide a better result.

Patty Hale, Shoreline, said she was present to speak on behalf of the Ridgecrest Neighborhood Association Board of Directors. She thanked the Commissioners and staff for their work, but asked them to start over. Other than no plan, none of the alternatives are acceptable to the neighborhood or the board as a whole. She reviewed that true development of the Ridgecrest Neighborhood started following World War II, with homes built for returning veterans and their families, many of whom still live in the neighborhood. Although many of the houses in the neighborhood are paid for, residents will be forced out by the increase in taxes to support the suggested levels of development. She noted that Ridgecrest is geographically the largest neighborhood in the City, and most of it is single-family homes.

It is a working class neighborhood, with the highest number of women in the workforce and the highest number of Native American residents. The neighborhood is already considered one of the most affordable, and they don't need more. It also has the lowest average income. Ridgecrest is currently zoned almost entirely R-6, but the current build out is closer to R-4. It is a friendly neighborhood, unlike apartment living where people ignore their neighbors.

Ms. Hale recalled that several have suggested that some aspects of change would be great, such as coffee shops and community gathering places. However, effective January 1st, the City Council implemented a $10,000 transportation tax for new businesses that change existing use or amount of traffic to a new business. A current business inquiry in Ridgecrest probably will not happen because it cannot afford the additional $10,000 cost. She expressed concern that the proposed plan would totally annihilate the southern half of the Ridgecrest Neighborhood. Additional development could result in enough density for Ridgecrest to become its own city and they could advocate away from the City of Shoreline.

Ray Berntsen, Seattle, said he lives near the Roosevelt Station in Seattle and purchased another home a year ago after Sound Transit announced its preferred station location at NE 145th Street. He worked more than six months to rehabilitate the house so it could be rented at a reasonable rate. His purchase was based on the certainty that having a station close by would afford the people who live in the neighborhood the ability to get to work at the University of Washington in just 15 minutes and downtown Seattle in 20 minutes. This reliability is a privilege that very few people in the region will have in the future, making it very valuable. He applauded the subcommittee for trying to maximize access to this valuable resource and supports the compact community concept (Alternative 3). As others have noted, he does not think there is much advantage to spreading development of Phase 1 along the arterials as shown in Alternative 2 (Connecting Corridors); and there would not be much advantage to the geographic stints in either of the two action alternatives.

Mr. Berntsen agreed with previous speakers that the rezone should be limited to the ¼ mile walk shed, and the second phase should be tied to improvements that expand the walk shed. For example, expansion of the rezone on the west side of Interstate 5 should be tied to construction of a pedestrian bridge towards Twin Ponds, and expansion of the rezone along 145th and up 15th should be tied to transit improvements such as a circulator between the 145th and 185th Street Stations. He expressed his belief that Littles Creek would make a great trail, and connecting it to the current trail system around Jackson Park would be a great amenity to improve walkability of the entire region. In addition, he suggested the City work with Sound Transit to recoup some of the imminent domain properties along Interstate 5 and make a bicycle trail connection between the two stations.

As a civil engineer and consultant, Mr. Berntsen said he said he has worked with Sound Transit on their east link alignment, the university link expansion, and the South 200th Station. They are very receptive to public comment and to the municipalities they are working in. Coming at them from a position of strength with a preferred alternative is a very good idea that has been used successfully in other locations to get maximum improvements by tying the neighborhood impacts to the future value of properties based on maximum build out. He said it is to the neighborhood's advantage to spread the cost of all the improvements in the area onto Sound Transit if the zoning is pushed forward prior to their design.

Chad Ross, Shoreline, said he also lives in the Ridgecrest Neighborhood and his back door opens to the south end of Paramount Park. He and his wife purchased their home five years ago because they desired to have a single-family home with a backyard where they could grow their own fruits and vegetables. They are afraid of how the proposed plan will impact their neighborhood, and request that the panhandle be moved from Phase 1 to Phase 2. In addition, he requested that the dead end on 10th Avenue at 152nd be made permanent. They like having a quiet street, and want it to remain as such. He encouraged the Commission to slow down and reconsider the proposal to make sure the neighborhoods are preserved. Commercial development belongs on Aurora Avenue North where there is public transportation and open lots that are available for large scale buildings.

Dan Dale, Shoreline, said he supports extending the schedule for the two station subareas to give the City Council and Planning Commission time to consider the options. However, he suggested the timeline be adjusted further to wait three additional weeks for the release of Sound Transit's FEIS before making a final decision on either of the plans. If for no other reason, this slower schedule would be better from a public relations standpoint. Once Sound Transit's FEIS is available, the City will have clearer information about their plans for the parking garage and the properties immediately adjacent to the station area.

Brad Rogers, Shoreline, said he is on the steering committee for the trail that goes around the Jackson Park Golf Course. He expressed support for the earlier recommendation to link the trail near Littles Creek to the Jackson Park Trail. He also asked the Commission to postpone their recommendation until the Sound Transit FEIS is available so they have a clearer picture of how future development at the transit station can integrate with properties to the south. At this time, Sound Transit has not provided any information about what will happen between Northgate and NE 145th Street.

Chair Scully closed the public comment portion of the hearing.

Commission Discussion and Deliberation

CHAIR SCULLY MOVED THAT THE COMMISSION RECOMMEND THE CITY COUNCIL NOT ADOPT THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) OR ANY ALTERNATIVE PENDING COMPLETION OF THE TRANSPORTATION CORRIDOR STUDY ON NE 145TH STREET. HE FURTHER MOVED THAT THE COMMISSION RECOMMEND THE CITY COUNCIL KEEP THE PUBLIC COMMENT PERIOD OPEN PENDING COMPLETION OF THE STUDY, BUT TAKE NO FURTHER ACTION ON ANY OF THE ITEMS STUDIED UNTIL THE STUDY IS COMPLETE. COMMISSIONER MOSS SECONDED THE MOTION.

Chair Scully reviewed that the 145th Street Station Subarea Plan started with a large study area, specifically to identify the current development and how much development the area could accommodate without destroying the neighborhoods. However, he noted that the boundary lines shown on the maps are larger than the initial study area and bigger than what he is comfortable with. He referred to the 400-page DEIS, which he believes adequately analyzes the impacts of the proposal, one of which is a dramatic increase in local traffic. The DEIS proposes some Level of Service (LOS) F

intersections, which means waiting through five or six lights to get through the intersection. It also identifies some mitigation, all of which funnels down to getting more capacity on NE 145th Street. Because NE 145th Street is under shared ownership (Seattle and King County), it is difficult to identify appropriate mitigation. That is not the case for the 185th Street Station Subarea where the streets are owned and managed by the City of Shoreline. City staff is working to get agreements in place for the City to acquire NE 145th Street and do some mitigation, but those are still hypothetical plans. The study is not complete yet , and he is not comfortable moving forward when this crucial piece of information is missing. He suggested the Commission recommend the plan be placed on hold until this additional piece of data is available. If the corridor study suggests the impacts would be manageable, the City can revisit the current proposal or a different proposal.

Commissioner Montero said the public comments are compelling. The reality is that Sound Transit will construct a station on NE 145th Street, which is a major transportation corridor for Interstate 5, as well as a bus connection route. He can see there may be a demand for housing clustered around the station at some point in the future, but he agreed the Commission does not have enough information to decide what the appropriate zoning should be at this time. He supports placing the plan on hold for the time being.

Commissioner Maul agreed that a lot of helpful information is unavailable, and it may take a year to compete the corridor study. He suggested the Commission consider scaling back the plan to exclude the 145th Street Corridor. He voiced concern that if the City waits another year to move the plan forward, many of the needed infrastructure improvements will have less ability to be funded. He agreed that the DEIS is well done and identifies a lot of very specific improvements that will be needed. However, if they do nothing for a year, the improvements will be slowed down. The public has indicated that many of the streets are already a problem, and the City needs to get going on the repairs and improvements that should be done in advance of the station being opened.

Commissioner Moss said she supports the motion to postpone the plan until the corridor study has been completed. However, she would like to recommend the City Council continue to look at opportunities to incorporate transportation and infrastructure improvements within the 145th Street Station Subarea into the Transportation Master Plan and Capital Improvement Plan. She commented that the proposed subarea plan is not the only method in which the improvements will be accomplished, and there are other City plans that address these needs. The 145th Street Station Subarea and the station, itself, will be very valuable assets to the neighborhood, but it is not a necessity to have the zoning and land use in place prior to station development. She recalled that the Commission spent a lot of time working with the community and City staff on the 185th Street Station Subarea Plan. Development that occurs within this subarea may inform the Commission's future work on the 145th Street Station Subarea Plan. Postponing their recommendation related to the plan will allow the Council to provide further direction to staff and for staff to complete a more detailed analysis to address the concerns raised by the citizens. While the City does not have control over what the City of Seattle does, there may be more opportunities to work collaboratively. It will also help to have a better understanding of Sound Transit's plan for the station area.

Commissioner Malek said he supports the concept of getting more information before making a firm decision on the plan. However, he is sensitive to "analysis paralysis," as well. It is important to balance

both sides of the scale without dismissing a lot of the good work that has been done. It is clear that traffic is a big issue, and LOS F will not create a situation where people want to live or do business. He asked if it would be possible to redraw the lines of phasing that would allow the City to move forward with some improvements and decisions now, recognizing that more information is needed related to NE 145th Street.

Commissioner Mork asked if the motion is to wait until the Sound Transit FEIS or the 145th Street Corridor Study has been completed. Chair Moss said the motion was relative to the 145th Street Corridor Study. The Commission has reviewed their DEIS, which includes some useful information but does not really inform the City's decisions. With rare exceptions, an FEIS is not usually a lot different than the DEIS. On the other hand, information from the corridor study could be substantive.

Chair Scully said staff would like the plan to move forward and have indicated that it would make it easier for the City to obtain grant funding for projects within the subarea. While they could upzone a portion of the subarea, it would be difficult to identify exactly how much change could occur while still maintaining a comfortable level of service. He is not comfortable that they have enough information to recommend approval of any portion of the plan. In addition, the City will have some shovel-ready projects for potential grant funding if they adopt the 185th Street Station Subarea Plan. He emphasized there is not a deadline for the plan, and no clear reason has been provided for why it must move forward now.

Director Markle pointed out that Sound Transit staff and consultants already want to meet with City staff to advise them on the permitting process and what requirements will be imposed when they come in to do construction. Assuming the 185th Street Station Subarea Plan goes forward on schedule, it could help advise staff related to the 145th Street Station. As an example, the City does not have anything in its regulations until the 185th Street Station Subarea Plan is adopted that would guide the design of a parking structure. Sound Transit will release its 145th Street Station FEIS in early spring, and the City submitted a long list of DEIS comments for mitigation. They know it will be a challenge for the City to get all of the items funded. Part of the City's partnership with Sound Transit is its commitment to TOD and making the stations and transit successful. She expressed concern about the City not having its own plans and desires adopted into the Development Code and Comprehensive Plan to guide future discussions with Sound Transit relative to mitigation.

Chair Scully asked for further clarification about why the City must upzone in order to give guidance to Sound Transit relative to station permitting. Director Markle said that, at this time, there is no plan other than R-6 zoning for the properties within the subarea. That means the City would not have anything, other than the small envelope around the station and its associated traffic, to help negotiate the existing traffic problems relative to sidewalks, bicycle pathways, etc. Partnerships and joint goals towards TOD are needed, and adoption of at least a phase of the plan would show the City' commitment.

Once the design standards for the 185th Street Station are in place, Chair Scully said he sees no reason why they cannot be applied to the 145th Street Station, as well, regardless of the underlying zoning. He is not clear why stopping the DEIS for the upzone would also halt station standards. Director Markle agreed it would not necessarily halt station standards. However, they know more traffic will come to the

area as a result of the station whether or not the upzone is approved. It will be easier for City staff to negotiate for these elements of mitigation if an adopted plan and standards are in place.

Commissioner Moss asked if it would be possible to recommend that the City Council table the 145th Street Station Subarea Plan, but still consider potential Comprehensive Plan amendments related to the subarea. She recognized that Comprehensive Plan amendments are only allowed once per year, unless there is a very significant impact. Ms. Ainsworth Taylor cautioned that this action would not qualify for the exception.

Commissioner Montero suggested a three-phased approach, with nothing being done until the 145th Street Corridor Study has been completed. If the study includes a plan to improve the corridor to support additional density, the City could move forward with Phase 1, which could be a modified version of the "compact communities" alternative with a height limit less than 85 feet. Commissioner Malek agreed that a staggered approach to phasing so that one phase is predicated on the milestone of another would be sensitive and incorporate the comments made by the public.

Chair Scully noted that the Comprehensive Plan calls out a clear intent to make changes within the station area, and no Commissioners have indicated a desire to freeze the neighborhood in place. While he understands staff's position that the more detail they can present to Sound Transit, the better, they can point to the Station Area Planning Principles that are already in the City's Comprehensive Plan. He said he sees no reason why the design standards adopted for the 185th Street Station area cannot be overlaid onto the existing R-6 zones in the 145th Street Station area. Director Markle clarified that more detailed information in the DEIS would help the City understand how its zoning requirements will impact the traffic system. Absent this information, it will be hard for the City to negotiate what Sound Transit will pay for and what developers will pay for. Chair Scully argued that the City would be in a better position to negotiate if the traffic impacts are all due to Sound Transit's station and not the City's upzones.

Mr. Szafran summarized that Commissioners are concerned about moving forward with the subarea plan at the scale currently proposed. They are interested in designing the phases to be smaller in size to get the work started. This approach would allow the City to move forward with design standards around the station, and the remaining changes could be phased in. The size of and time period for the subsequent phases could be adjusted to address the citizens' concerns and ensure that certain milestones are reached before moving to the next phase.

Mr. Szafran suggested that the greater height could be focused around the station area, making a zoning change in that location worthwhile. The phasing could be scaled down and the time between the phases could be lengthened. But a phased approach would allow something to get started, with the other phases to follow. He noted that City Council's change over time, and the idea is to make the best decision possible at this time, based on what they know and can foresee. Commissioner Moss agreed that the City Council could change the plan at any time, particularly given the significant community concern.

Commissioner Moss said she understands the difficulties described by staff relative to negotiating with Sound Transit without having a long-term plan in place. As Chair Scully stated earlier, the Comprehensive Plan contains goals and policies related to the stations, but specific land use or zoning designations for the stations have not been adopted yet. If the Council gave the Commission direction to

come up with Development Code amendments related specifically to stations, a lot of work would need to be done by the Commission before the actual regulations could be adopted. At this time, the City does not know exactly where the station will be located. She cautioned against zoning a particular area based on where the City thinks the station might be located. She suggested there are ways for the City to develop applicable design standards for stations. Chair Scully suggested the City could incorporate design standards for stations within the R-6 zone. While this action would be aimed at a particular project, it would be applicable throughout the City and would not be considered spot zoning.

Commissioner Montero questioned how the City could complete a transportation corridor study and plan for anticipated traffic volumes without having a long-range plan in place for what the future zoning should be. Chair Scully said his understanding is that the corridor study would look at a range of options for improving capacity on NE 145th Street. Hopefully, one of the options would be build out for the maximum possible upzone. That will inform the City what must be done if they want to increase density to the maximum possible. He noted that the timeline for the corridor study calls for it to be completed in December of 2015. While he appreciates and respects that postponing the plan will make staff's job of negotiating with Sound Transit a little harder, he is not hearing anything that convinces him it is worth pushing the plan forward before the study has been completed. He does not know how the City can upzone the area without a clear understanding of how to deal with the traffic that would be created by it. Director Markle said she is not concerned about making staff's job easier. Rather, she would like the City to be in the best possible place to negotiate the improvements the community needs.

Commissioner Mork asked what Chair Scully foresees would happen after the Transportation Corridor Study is released in December. Chair Scully said the Commission would need to have at least one more study session and another public hearing. In the meantime, amendments to the preferred alternatives could be proposed by the staff, Commissioners and citizens. Additional community outreach would also be necessary. Commissioner Mork summarized that, as per the motion, the Commission would reconsider the proposal after the corridor study has been completed and they have a better understanding of what the traffic impacts will be. Commissioner Moss noted that additional staff work would be needed, as well. She suggested that a fair amount of the work that is done for the 185th Street Station Subarea Plan will inform the Commission's future work on the 145th Street Station Subareas Plan. Rather than having meetings about the 145th Street Station Subarea Plan FEIS at this point in time, they would be looking at other alternatives and having more study sessions. Chair Scully clarified that his motion was to leave the public process open in order to continue the process of data collection and so that all they have learned thus far remains part of the record.

Commissioner Montero observed that, based on the current motion, the amount of rezoning that is done in the subarea will be determined by how much the City and/or County can afford to improve NE 145th Street. Chair Scully reminded the Commission that the City of Shoreline is trying to acquire NE 145th Street. In a recent discussion, the City Manager informed him that the City of Seattle staff has been directed to make the acquisition happen sooner rather than later. However, up to this point, the City does not have a firm commitment from Seattle. There are also issues associated with roadway expansion, particularly given the current topography. These considerations will inform how wide the roadway can be and how much traffic can be accommodated.

THE MOTION CARRIED 6-1, WITH COMMISSIONER MALEK VOTING IN OPPOSITION.

DIRECTOR'S REPORT

Director Markle did not have any items to report.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports by committees or Commissioners.

AGENDA FOR NEXT MEETING

It was discussed that the agenda for the March 5th meeting would be changed based on the Commission's action related to the 145th Street Station Subarea Plan DEIS.

ADJOURNMENT

The meeting was adjourned at 10:07 p.m.

Keith Scully Chair, Planning Commission	Lisa Basher Clerk, Planning Commission

Planning Commission Meeting Date: March 19, 2015 **Agenda Item**

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: **Aurora Square Community Renewal Area Planned Action**
DEPARTMENT: **Economic Development**
PRESENTED BY: **Dan Eernissee, Economic Development Manager**

☒ **Public Hearing** ☐ **Study Session** ☐ **Recommendation Only**
☐ **Discussion** ☐ **Update** ☐ **Other**

INTRODUCTION

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

One of the projects the CRA Renewal Plan identified to spur private development was the adoption of a Planned Action Ordinance based on this Environmental Impact Statement (EIS). A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage.

TIMING AND SCHEDULE

In March 2015 the City is anticipated to approve a Planned Action Ordinance identifying thresholds of development and mitigation measures. The remainder of the Planned Action process is as follows:

- The DEIS was published on December 12, 2014, beginning a 30-day comment period.
- On December 18, 2015, from 5:30 - 6:45PM, a required community meeting using an open house format was held at City Hall. Following the community meeting, Staff introduced the Planning Commission to the DEIS at its regularly scheduled meeting.
- At 5:00PM on January 12, 2015, the 30-day DEIS comment period ended.
- On January 29, 2015, the public hearing was held but due to technical issues was not recorded. Therefore, the public hearing must be repeated.
- On March 3, 2015, a second public hearing for March 19th was noticed (Attachment A).

Tonight the Planning Commission will hold a public hearing for the DEIS, to consider public comments made during the comment period and Staff recommendations, and make its recommendation to Council. Based on the Planning Commission's recommendation, Staff will publish a Final EIS (FEIS) and a final Planned Action

Approved By: **Project Manager** ____ **Planning Director** RM

Ordinance for Council approval. Council is scheduled to first consider the recommendation at its meeting on Monday, April 13, 2015, at 7:00PM.

DISCUSSION

The CRA Planned Action Draft EIS (DEIS) is an extensive 226-page document analyzing impacts of the desired renewal efforts at Aurora Square. The Planning Commission has authority to make recommendations on the preferred growth alternative, on Comprehensive Plan and development regulation amendments, and on the Planned Action Ordinance. The City Council has the authority to approve such amendments.

Growth Alternatives

Three growth alternatives are under review in this Draft EIS; all three alternatives anticipate that Aurora Square's current zoning designation as Mixed Business (MB) remains unchanged.

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

Comprehensive Plan Amendments

Comprehensive plan amendments may include Capital Facility Element (CFE) and Capital Improvement Program (CIP) amendments to fold in transportation and stormwater improvements; no CFE or CIP amendments are being proposed with this ordinance.

Development Regulation Amendments

Development regulation amendments studied included sign code and noise regulations.

- Under Alternatives 2 and 3, the City considered the impact of amending its noise regulations in SMC Chapter 9.05 to allow concerts and other entertainment to occur after 10:30 pm, extending to 11:00 pm Sunday through Thursday and midnight on Friday and Saturday.
- Under Alternatives 2 and 3, the City considered the impact of amending its sign code to provide a more cohesive master sign program for Aurora Square.

The sign code changes are recommended by Staff (Attachment B), but the noise ordinance changes are not recommended. Staff received many comments, especially from Westminster Triangle residents, on the anticipated detrimental impact of the proposed change to the noise ordinance.

Planned Action Ordinance
Draft Ordinance No. 705 (Attachment C) is based on the DEIS draft of the Planned Action Ordinance and the Summary Matrix of Mitigation Measures.

RECOMMENDATION

Staff recommends that the Planning Commission make a recommendation to Council that includes:

1. *Alternative 3: Planned Growth* as the Preferred Alternative;
2. The proposed changes to the Sign Code;
3. No change to the Noise Ordinance; and
4. Adoption of Planned Action Ordinance No. 705.

ATTACHMENTS

Attachment A - Notice of Public Hearing
Attachment B - Sign code changes (Section 3.2 Light and Glare from DEIS)
Attachment C - Proposed Ordinance No. 705

LINKS

Link A – Aurora Square Planned Action Draft EIS, December 2014
Link B – Aurora Square CRA Renewal Plan, September 2013

The City of Shoreline Notice of Draft Environmental Impact Statement, and Public Hearing of the Planning Commission

Description of Proposal: The City of Shoreline proposes to adopt a Planned Action Ordinance for the area known as the Aurora Square Community Renewal Area (CRA). The CRA is approximately 70 acres and is generally located at the southwest corner of Aurora Avenue N and N 155th Street. The current land uses within the CRA include low-rise commercial uses such as Sears and Central Market and offices for Washington State Department of Transportation. The CRA is zoned Mixed-Business (MB) which allows commercial, retail, multi-family housing and any mix of residential/commercial uses. The CRA Planned Action will consider transportation impacts generated from potentially changing circulation patterns onsite as well as potentially changing the configuration of adjacent roadways such as the re-channelization of N. 160th Street, improvements to the Aurora Avenue/N. 160th Street intersection, improvements to the Westminster Way/N. 155th Street intersection, and potentially creating an alternative access point on Aurora Avenue to the CRA. The CRA Planned Action will also consider transportation facilities for transit, pedestrian, and bicycles to support redevelopment; identifying opportunities for better pedestrian access to and from the CRA; opportunities and incentives for low-impact and eco-district improvements; providing exceptional signage and wayfinding for the site; analyzing alternative transition standards; and creating visual openings in to the site that will allow better connection between pedestrians and businesses.

DRAFT ENVIRONMENTAL IMPACT STATEMENT

The City has prepared a Draft Environmental Impact Statement (DEIS) for the Aurora Square Community Renewal Area (CRA). The DEIS analyzes potential impacts of three alternatives (two action alternatives and one no action alternative) for the redevelopment of the CRA. Potential impacts include transportation, aesthetics, signage, and stormwater. The DEIS was made available for public review on December 12, 2014.

Interested persons are encouraged to provide written comments regarding DEIS. Written comments must be received at the address listed below before **5:00 p.m. March 19, 2015**. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Steven Szafran, AICP 17500 Midvale Avenue N, Shoreline, WA

The City of Shoreline, as lead agency, issued a SEPA Determination of Significance (DS) on August 14, 2014. An Environmental Impact Statement (EIS) is required under RCW 43.21C.030(2)(c) and will be available for review on December 12, 2014. The DEIS can be found here when available: http://www.cityofshoreline.com/business/aurora-square-community-renewal-area.

PUBLIC HEARING

The Planning Commission is holding a second public hearing due to technical difficulties as the public hearing on January 29 was not recorded. The Planning Commission is responsible for evaluating the impacts of the proposal, soliciting community input, and forwarding a recommendation to the City Council. The Planning Commission will take public comment on the three alternatives and make a recommendation to City Council on the preferred alternative at the public hearing. The preferred alternative will be identified as the Planned Action in the Final Environmental Impact Statement.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at a public hearing. The hearing is scheduled for **Thursday, March 19, 2015 at 7:00 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Copies of the proposal, SEPA Checklist and applicable codes are available for review at the City Hall, 17500 Midvale Avenue N.

Questions or More Information: Please contact Dan Eernissee, Economic Development Manager at 206-801-2218 or Steven Szafran, Senior Planner, Planning & Community Development at (206) 801-2512.

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered

individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.

3.2 Light and Glare

Affected Environment

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

Analysis Area Character

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

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

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

Sources of Light and Glare

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

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

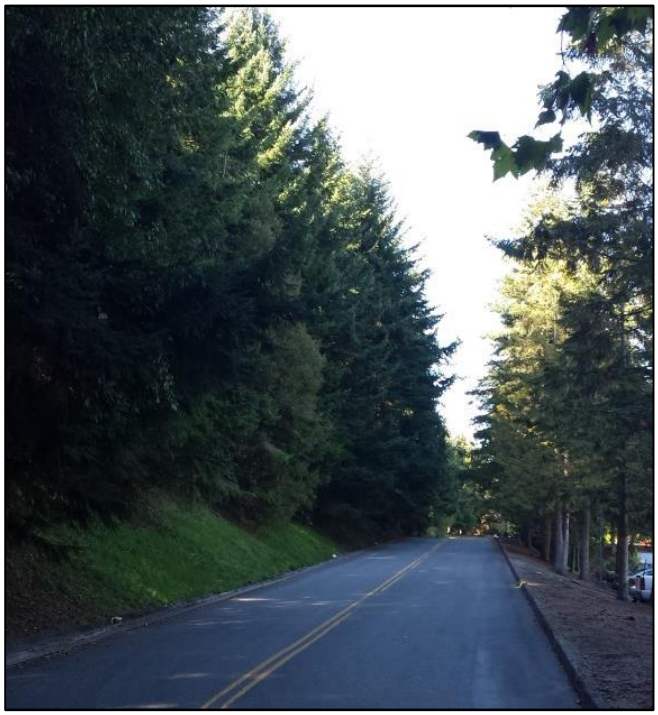
Sources of light and glare in the CRA include free-standing lights in surface parking lots, located throughout the site, and exterior building illumination. Figure 3-6 shows an example of the type of parking light present on the site. Surface parking lot areas are located extensively throughout the site,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

Figure 3-6. Light in surface parking lot

Source: BERK Consulting, 2014

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

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



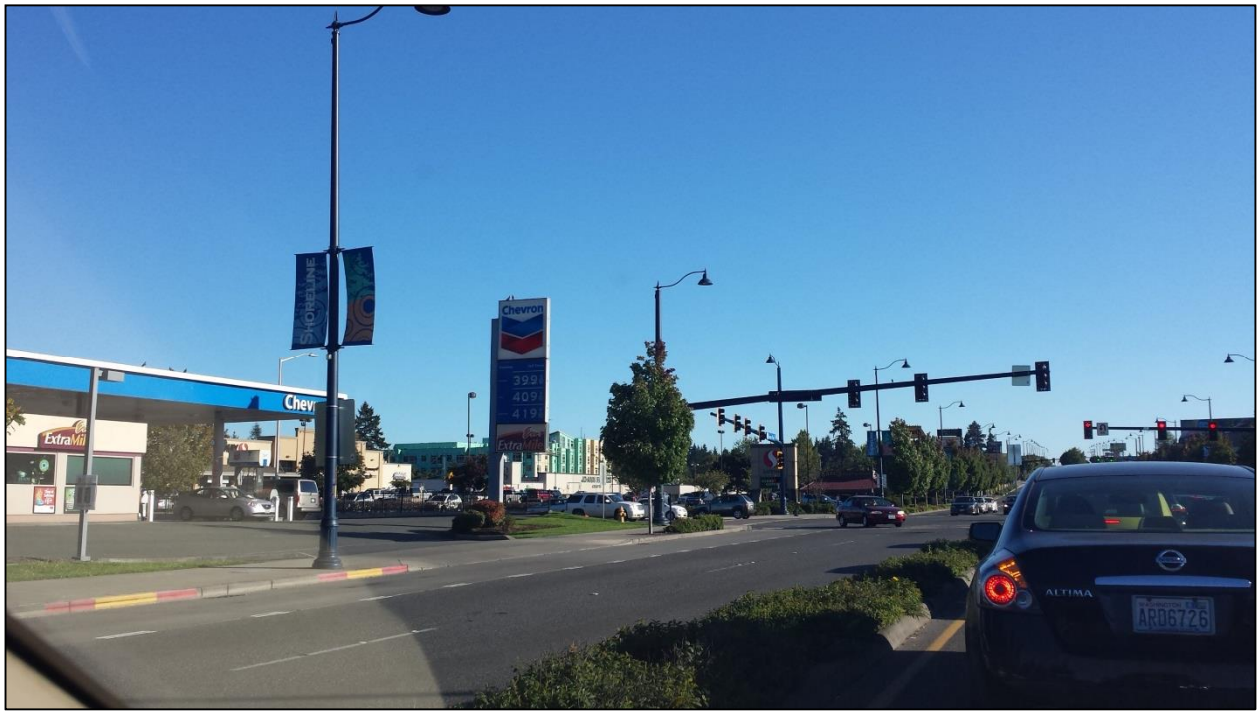
Source: BERK Consulting 2014

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

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

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

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



Source: BERK Consulting 2014

Illuminated Signage

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

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

Source: BERK Consulting 2014

Figure 3-10. Building Sign

Source: BERK Consulting, 2014

Significant Impacts

Impacts Common to All Alternatives

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

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

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

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

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

	Current Code (MB Zone)	Proposed Code (Aurora Square CRA)
Monument Signs		
Maximum Area per Sign Face	100 square feet	100 square feet
Maximum Height	12 feet	12 feet
Maximum Number Permitted	▪ 1 per street frontage - or - ▪ Two per street frontage if the frontage is greater than 250 feet. and each sign is minimally 150 feet. apart from other signs on same property.	Monument signs are for way-finding only. No individual business or tenant to be allowed on monument signage except as placement on tenant panels within the way-finding system.
Illumination	Permitted	Permitted
Building Mounted Signs		
Maximum Sign Area	▪ 50 square feet (Each tenant) ▪ 10 square feet (Building Directory) ▪ 25 square feet (Building Name Sign)	15% of building fascia with a maximum of 500 square feet
Maximum Height	Not to extend above the building parapet, soffit, or eave line of the roof. If perpendicular to building then 9-foot clearance above walkway.	Not to project above the roof line
Number Permitted	1 per business per facade facing street frontage or parking lot.	Allowed Sign Area may be broken down into multiple signs, provided the aggregate area remains equal or less than 15%.
Illumination	Permitted	Permitted
Under-Awning Signs		
Maximum Sign Area	12 square feet	12 square feet
Maximum Clearance from Grade	9 feet	9 feet
Maximum Height (feet)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended
Number Permitted	1 per business per facade facing street frontage or parking lot.	1 per business entrance or frontage
Illumination	Permitted	Permitted
Driveway Entrance/Exit		
Maximum Sign Area	8 square feet	Not Applicable to Aurora Square CRA.
Maximum Height	48 inches	
Number Permitted	1 per driveway	
Illumination	Permitted	

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

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

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

Source: City of Shoreline, 2014

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

Alternative 1: No Action

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

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

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

Alternative 2: Phased Growth & Alternative 3: Planned Growth

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

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

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

Building Light and Glare

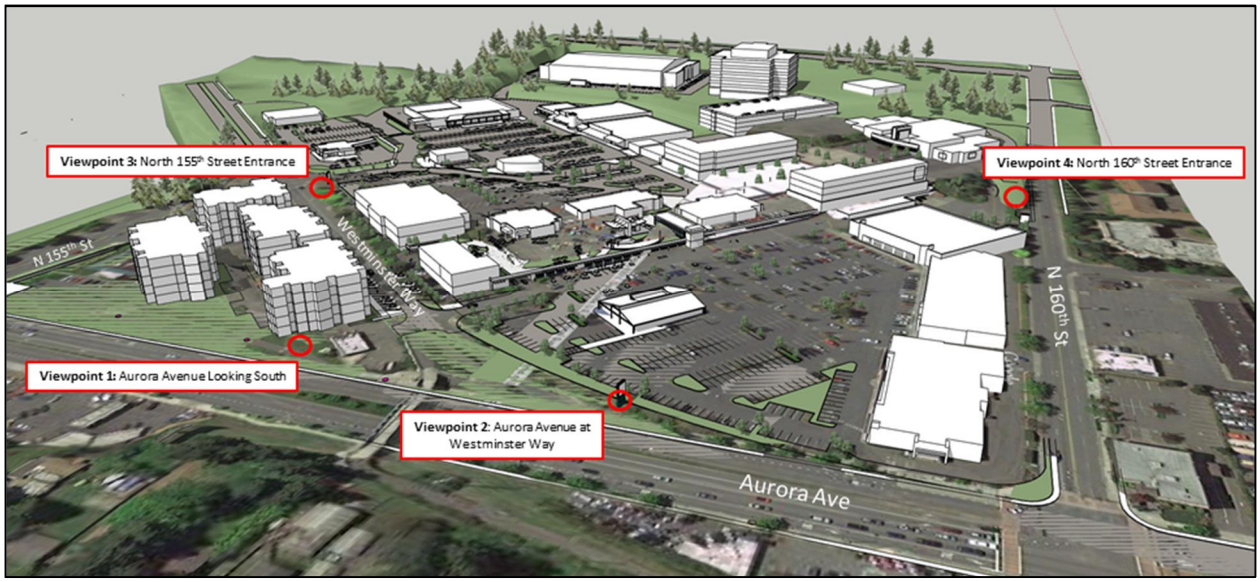
Together the added space would result in a mixed use environment including new multifamily residential development and increased shopping, commercial and office use. In terms of residential space, a total of between 500 and 1,000 dwelling units would be introduced to the site. The additional development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

Signage Light and Glare

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

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

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



Source: DDG Architects, 2014; BERK, 2014

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

Source: DDG Architects, 2014; BERK, 2014

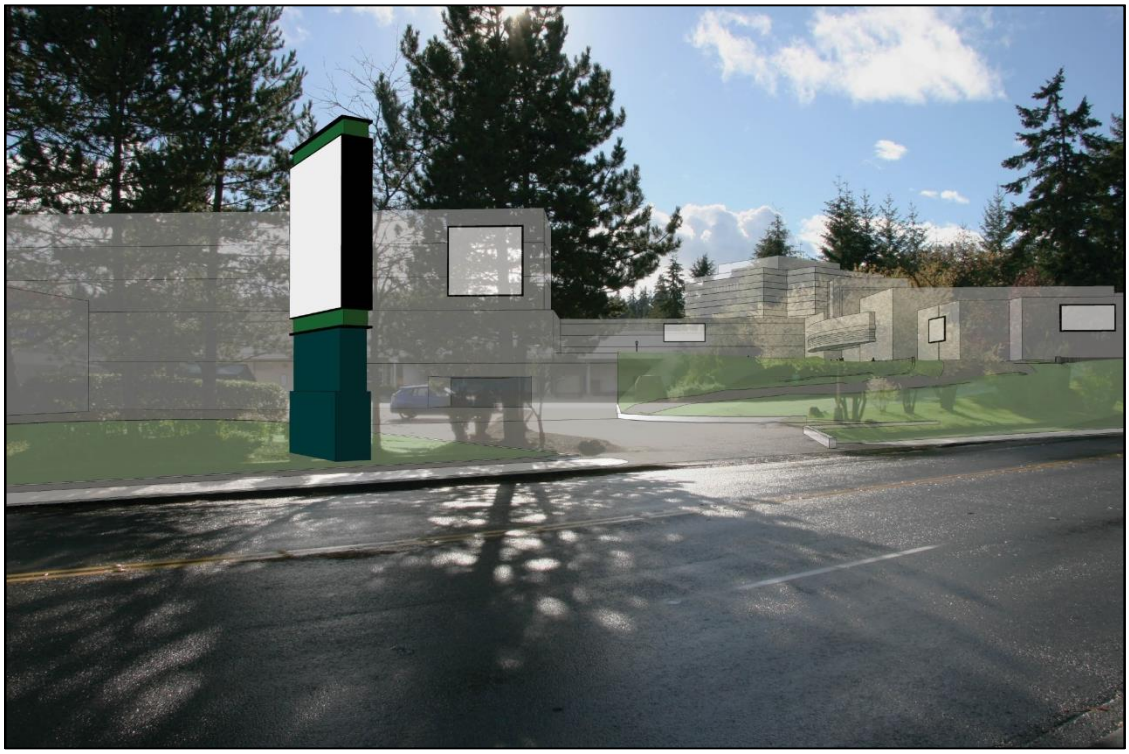
Figure 3-13. Viewpoint 2: Aurora Avenue at Westminster Way

Source: DDG Architects, 2014; BERK, 2014

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

Source: DDG Architects, 2014; BERK, 2014

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



Source: DDG Architects, 2014; BERK, 2014

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

Parking & Vehicular Light and Glare

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

Outdoor Performance Center

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

Summary of Light and Glare Impacts

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

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

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

Mitigation Measures

Incorporated Plan Features

Alternative 1

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

Alternative 2 and Alternative 3

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

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

Applicable Regulations and Commitments

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

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

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

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

Other Potential Mitigation Measures

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

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

Significant Unavoidable Adverse Impacts

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

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

ORDINANCE NO 705

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, ESTABLISHING A PLANNED ACTION FOR THE AURORA SQUARE COMMUNITY RENEWAL AREA PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Shoreline ("City"); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC), and Section 16.10.180 of the Shoreline Municipal Code (SMC) allow for and govern the adoption and application of a planned action designation under SEPA; and

WHEREAS, the State Department of Commerce (DOC) has studied planned actions in various communities throughout the state and found that predefined mitigation as allowed under a planned action ordinance has resulted in increased certainty and predictability for development, time and cost savings for development project proponents and cities, and increased revenues for cities when used with other economic development tools; and

WHEREAS, the designation of a planned action expedites the permitting process for projects of which the impacts have been previously addressed in an environmental impact statement (EIS); and

WHEREAS, a subarea of the City commonly referred to as the "Aurora Square Community Renewal Area (Aurora Square CRA)", as depicted on the map attached hereto as Exhibit A and incorporated herein by this reference, on September 4, 2012, was designated as a Community Renewal Area by Resolution No. 333 and identified as a planned action area for future redevelopment ("Planned Action Area"); and

WHEREAS, the City has developed and adopted a Community Renewal Plan complying with the GMA (RCW 36.70A), dated July 8, 2013, Res. No. 345, to guide the redevelopment of the Planned Action Area ("Aurora Square Community Renewal Plan"); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Aurora Square Planned Action Final Environmental Impact Statement ("FEIS") dated XXX, 2015 which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Aurora Square Community Renewal Plan; the FEIS includes by incorporation the Aurora Square Planned Action Draft Environmental Impact Statement issued on December 12, 2014 (collectively referred to herein as the "Planned Action EIS"); and

WHEREAS, the City desires to designate a planned action under SEPA for the Aurora Square CRA ("Planned Action"); and

WHEREAS, adopting a Planned Action for the Aurora Square CRA with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City has adopted development regulations and ordinances that will help protect the environment and will adopt regulations to guide the allocation, form, and quality of development in the Aurora Square CRA; and

WHEREAS, the City Council finds that adopting this Ordinance is in the public interest and will advance the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DOES HEREBY ORDAIN AS FOLLOWS:

DRAFT

Section I. *Purpose*. The purpose of this Ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the Planned Action EIS to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;

B. Designate the Aurora Square CRA subarea shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;

C. Determine that the Planned Action EIS meets the requirements of a planned action EIS pursuant to SEPA;

D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as "Planned Action Projects" consistent with RCW 43.21C.440;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the Planned Action EIS; and

G. Apply applicable regulations within the City's development regulations and the mitigation framework contained in this Ordinance for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

Section II. *Findings*. The City Council finds as follows:

A. The Recitals above are adopted herein as Findings of the City Council.

B. The City is subject to the requirements of the GMA.

C. The City has adopted a Comprehensive Plan and zoning complying with the GMA.

D. The City has adopted the Aurora Square Community Renewal Plan consistent with RCW 35.81.

E. The City is adopting Comprehensive Plan capital facility element, sign code, and noise development regulations to implement said Plans in subsection C and D, including this Ordinance.

F. The Planned Action EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

G. The mitigation measures identified in the Planned Action EIS, attached to this Ordinance as Exhibit B and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.

H. The Aurora Square Community Renewal Plan and Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action.

I. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.

J. The City provided several opportunities for meaningful public involvement and review in the Aurora Square CRA Planned Action EIS processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

K. Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

L. The designated Planned Action Area is located entirely within a UGA.

M. Implementation of the mitigation measures identified in the Planned Action EIS will provide for adequate public services and facilities to serve the proposed Planned Action Area.

Section III. *Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.*

A. Planned Action Area. This "Planned Action" designation shall apply to the area shown in Exhibit A of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in Exhibit B of this Ordinance are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Subsection III.D of this Ordinance and the mitigation measures contained in Exhibit B of this Ordinance, are designated "Planned Action Projects" pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Subsection III.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: A land use can qualify as a Planned Action Project land use when:

i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance;

ii. it is within one or more of the land use categories studied in the EIS: retail, office, residential, entertainment, and open space; and

iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(b) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: roads designed for the planned action, stormwater, utilities, parks, trails, and similar facilities developed consistent with the Planned Action EIS mitigation measures, City and special district design standards, critical area regulations, and the Shoreline Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

Feature	Alternative 2 – Phased Development	Alternative 3 - Planned Development
Residential Dwellings (units)	500	1,000
Retail Square Feet	125,000	250,000
Office Square Feet	125,000	250,000

(b) Shifting development amounts between land uses in identified in Subsection III.D(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit B of this Ordinance.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action EIS for 2035 is as follows:

Peak Hour Inbound and Outbound trips during the PM Peak Hour by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Alternative 2 Net Trips	Planned Growth Alternative 3	Alternative 3 Net Trips
Inbound Trips	553	933	380	1,313	760
Outbound Trips	737	1,159	422	1,581	844
Total Trips	1,289	2,092	803	2,894	1,605

Source: KPG 2014

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets.

(c) Access and Circulation. All Planned Action Projects shall meet access standards established in SMC 20.60.150 Adequate Access. All Planned Action Projects shall provide frontage improvements for public roadways per Exhibit B. All Planned Action Projects shall provide for a coordinated onsite circulation system per Exhibit B.

(d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection III.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection III.D(3)(b), and that the project has mitigated impacts consistent with Subsection III.D (3)(c).

(e) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Shoreline Municipal Code.

iii. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:

(a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;

(b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection III.D of this Ordinance;

(c) the project is within the Planned Action thresholds and other criteria of Subsection III.D of this Ordinance;

(d) the project is consistent with the Shoreline Comprehensive Plan including the policies of the Aurora Square Community Renewal Plan and the Shoreline Municipal Code;

(e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit B of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;

(g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

(2) The City shall base its decision to qualify a project as a Planned Action Project on review of the SEPA Checklist pursuant to WAC 197-11-960 and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

(1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection III.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action

Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

(1) Development applications shall meet all applicable requirements of the Shoreline Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.

(2) Applications for Planned Action Projects shall:

(a) be made on forms provided by the City;

(b) include the Subarea SEPA checklist per WAC 197-11-960;

(c) include a conceptual site plan pursuant to SMC 20.30.315 Site Development Permit; and

(d) meet all applicable requirements of the Shoreline Municipal Code and this Ordinance.

(3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.

(4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in SMC Chapter 20.30 Procedures and Administration, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

(6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(7) A Determination of Consistency or Inconsistency is a Type A land use decision and may be appealed pursuant to the procedures established in Chapter 20.30 SMC. An appeal of a Determination of Consistency shall be consolidation with any pre-decision or appeal hearing on the underlying project application.

Section IV. *Monitoring and Review*.

A. The City should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five (5) years from its effective date in conjunction with the City's regular Comprehensive Plan review cycle, as applicable. The timing of subsequent reviews after the first review shall be determined with the completion of the first review. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development as analyzed in the Planned Action Checklist (WAC 197-11-960), required mitigation measures (Exhibit B) and Public Agency Actions and Commitments (Exhibit C). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action EIS.

Section V. *Conflict*. In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any ordinance or regulation of the City, the provisions of this Ordinance shall control.

Section VI. *Severability*. If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

Section VII. *Effective Date*. This Ordinance shall take effect and be in force ten (10) days after publication as provided by law.

Passed by the City Council of the City of Shoreline the XXth day of XX 2015.

Mayor

ATTESTED:

PUBLISHED: XX, 2015

EFFECTIVE: XX, 2015

City Clerk

APPROVED AS TO FORM:

City Attorney

DRAFT

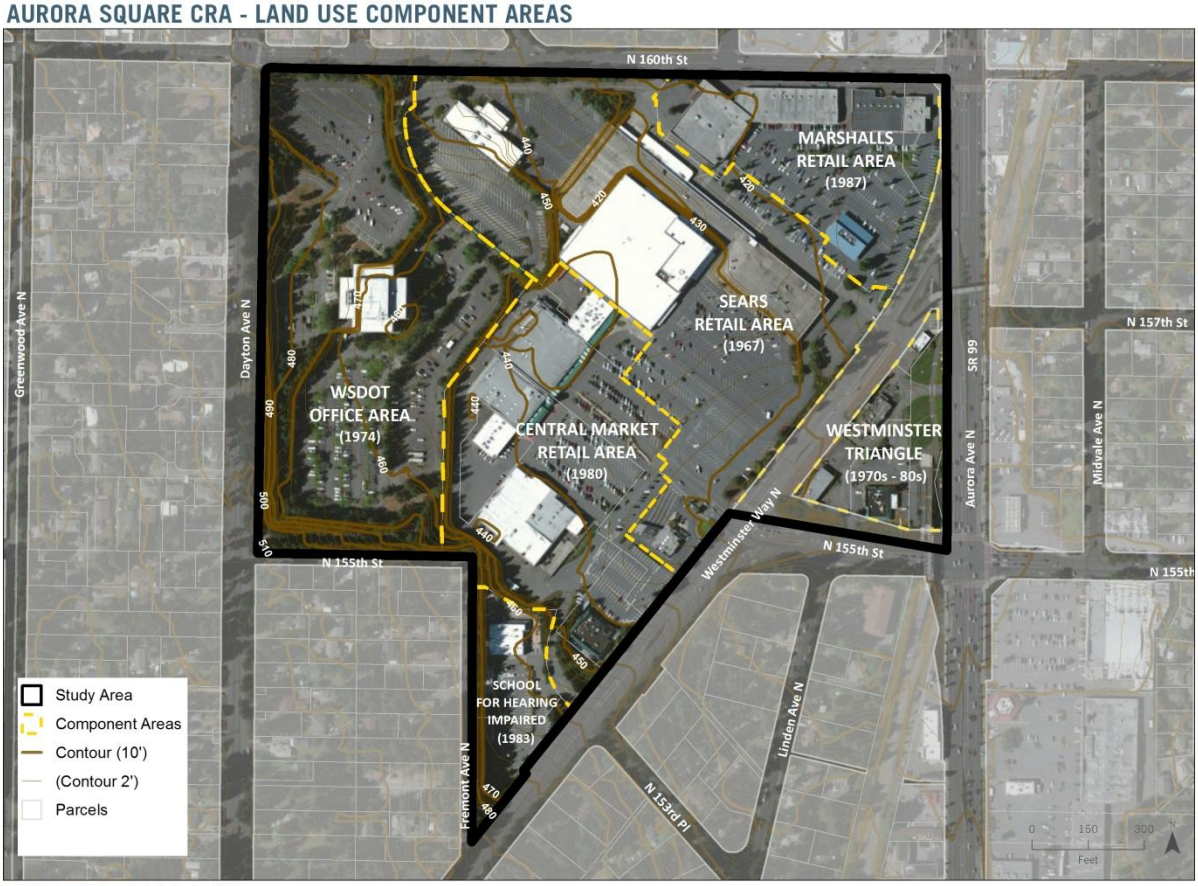
DRAFT

EXHIBIT A

Planned Action Area

The Planned Action includes the CRA parcels and the abutting rights of way.

AURORA SQUARE CRA - LAND USE COMPONENT AREAS



BERK Date: September 2014
Source: City of Shoreline, King County, BERK

EXHIBIT B

Planned Action Ordinance Mitigation Document
Mitigation Required for Development Applications

1.0 MITIGATION MEASURES

The Planned Action EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts. Please see Final EIS Chapter 1 Summary for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this **Exhibit C** to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action EIS. The mitigation measures in this **Exhibit C** shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action EIS and which are located within the Planned Action Area (see **Exhibit A**).

Where a mitigation measure includes the words "shall" or "will," inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. Where "should" or "would" appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

Any and all references to decisions to be made or actions to be taken by the City's SEPA Responsible Official may also be performed by the City's SEPA Responsible Official's authorized designee.

1.1 Land Use/Light and Glare

As part of land use permit review, the City shall evaluate site development permits to consider the siting, design, and orientation of new uses relative to existing surrounding land uses in R-4, R-6 or R-8 zones, and may condition proposals to direct uses with the potential for producing noise away from sensitive receptors in those zones. The Planning and Community Development Director or designee may consider the maximum environment noise levels found in WAC 173-60-040 and application of the City's General Development Standards in Chapter 20.50 to condition proposals.

1.2 Transportation

Frontage Improvements

When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. The City has developed specific cross sections for City streets describing the travel lanes, sidewalk widths, bicycle facilities, and on-street parking. As part of the Aurora Square Planned Action EIS, customized designs were developed for 160th Street, Westminster Way N, N 155th Street, and Aurora Avenue N (see Draft EIS Appendix B). The Aurora Square CRA frontage improvements are described in detail under Draft EIS Section 3.3. Other frontage improvements

would follow the City's standard designs (e.g. west and south borders with Dayton, Fremont, and 155th along WSDOT area). The projects are identified in Table 1 and Figure 1.

Planned Action applicants may request and the City may consider a fee-in-lieu for some or all of the frontage improvements that are the responsibility of the property owner through the execution of a voluntary agreement (pursuant to RCW 82.02.020) or other instrument deemed acceptable to the City and applicant. The City may approve the fee-in-lieu agreement if the City finds the fee in lieu approach to be in the public interest, such as having the frontage completed in a more consistent or complete manner in combination with other properties at a later date.

As part of a voluntary agreement (pursuant to RCW 82.02.020) or other instrument deemed acceptable to the planned action applicant or City, the City may reduce the share of cost of the frontage improvements otherwise due to a Planned Action property, such as if Planned Action applicants implement high priority street improvements in place of lower priority improvements, either along their frontage, or offsite, as described in Table 1., or implement a greater length of a lower priority project, or meet other objectives that advance the CRA

Table 1. Renewal Priority of Aurora Square CRA Transportation Improvements

The Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. Now that the CRA and Renewal Plan is established, the City is empowered to partner with private enterprise to encourage 21st century renewal. Master planning identified a number of projects that the City of Shoreline can accomplish on its own or in partnership with developers. The transportation improvements identified through the Planned Action EIS process are prioritized below to reflect the value of these improvements for economic renewal of the Aurora Square CRA.

No.	Project	Limits	Renewal Priority	Description
1	Rechannelization of N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	High	Planned restriping to a 3-lane section with bicycle lanes in 2015 is high priority and will create better access to Aurora Square by vehicles, pedestrians, and cyclists.
2	N 160th St Intersection	Midblock on N 160th St	High	Improvements would provide a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most effectively done when the Sears property redevelops and only if traffic volumes warrant. Note requirement for traffic study.
3	Aurora Avenue N	Aurora Interurban Bridge to N 160th St	High	Provide a cycle connection from the Interurban Trail to the new N 160th St bike lane along the section of Westminster Way N vacated after the N 157th St road connection is constructed.
4	Westminster Way N (North)	N 155th St to N 160th St	High	Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property.
5	Construct N 157th St	Westminster Way N to Aurora Ave N	High	New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and provides on street parking for future retail. Most effectively completed with the redevelopment of the triangle property.

No.	Project	Limits	Renewal Priority	Description
6	Intersection at N 155th St and Westminster Way N	Westminster Way N to Aurora Ave N	High	Improves the main vehicle intersection and increases safety for pedestrians. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property
7	Westminster Way N (South)	N 155th St to Fremont Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
8	Fremont Ave N	Westminster Way N to N 155th St	Low	Frontage improvements provide little support of renewal efforts in this location.
9	N 155th St (West)	Fremont Ave N to Dayton Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
10	Dayton Ave N	N 155th St to N 160th St	Low	Frontage improvements provide little support of renewal efforts in this location.
11	Cycle Track along N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	Low	The cycle track proposed for improved connectivity between the Interurban Trail and Shoreline Community College ideally will be completed in conjunction with improvements to the West N 160th St project. The cycle track will likely require the City to secure matching grants and the property owners to dedicate ROW.

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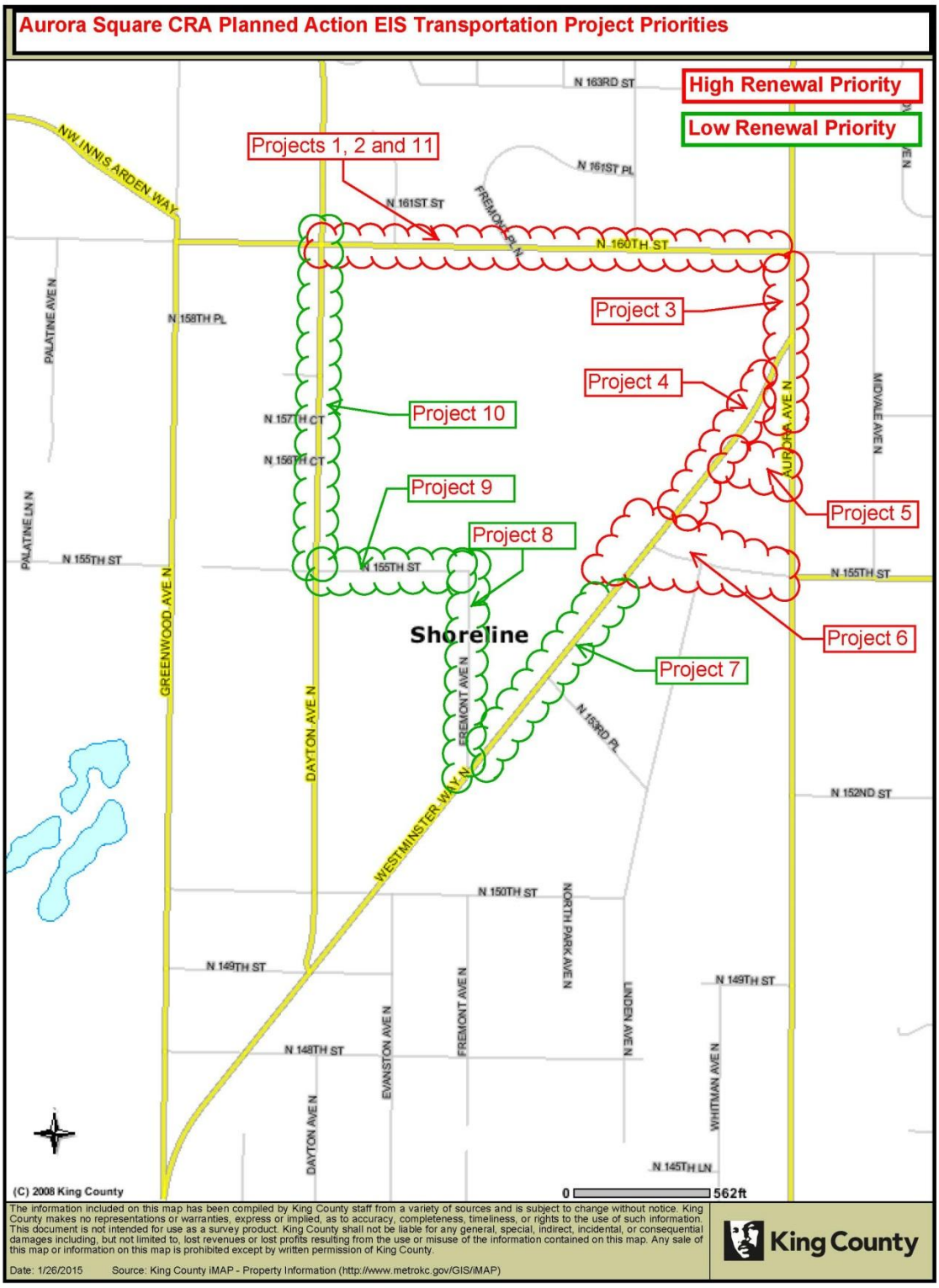
Figure 1. CRA Transportation Project Priorities Map



N 160th St Intersection Access Improvements

Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. Planned Action applicants shall analyze the traffic operations of the new intersection and may be required by the City to construct a signal at the new intersection if signal warrants are met. The methods and approach to the analysis shall be consistent with SMC 20.60.140 Adequate Streets.

Parking Management

Planned Action applicants shall prepare and submit a parking management plan to the city for review and approval prior to approval of necessary land use and building permits.

Said parking management plan shall be in place prior to the occupancy of the development.

The plan shall:

1. Describe relationship of the parking management plan to the overall center plan, including how the proposed parking fits into the overall access and mobility plans for the center.
2. Address parking comprehensively for the range of users and times of day:
    A. Encourage shared parking among neighboring businesses and document shared parking agreements and conditions consistent with the Shoreline Municipal Code.
    B. Demonstrate the requested supply of parking for the mix and range of uses will meet the demand for parking at different times and for different events consistent with the Shoreline Municipal Code.
    C. Take into account the parking patterns for different user groups in the center —employees, customers, and residents — throughout the course of the day.
    D. Address freight and truck access and parking.
    E. Be attentive to workers, customers and visitors traveling to the center by modes other than automobile, such as bicycle and transit.
    F. Design parking facilities to accommodate pedestrian movement, including safety and security.
    G. Take into account any traffic control management programs, such as parking restrictions during peak commuting periods.
    H. Develop parking strategies for special events or for infrequent peak demands.
3. Establish goals and objectives for parking — to support short-term and long-term development plans for the center, during construction and post-construction.
4. Include measures to ensure parking is shared, reduce drive alone commute trips, and prevent parking from being used by commuters to other adjacent sites or as an unsanctioned park and ride lot. Such measures could include:
    A. Establishing a parking manager to manage site parking
    B. Charging for daytime parking
    C. Validating parking
    D. Providing a segmented parking garage or facility so that some parking is reserved for certain uses at certain times of day
    E. Reserve areas for short-term parking by customers and visitors

F. Allow non-peak shared parking (e.g. office parking used for retail parking on nights and weekends)

5. Identify wayfinding measures, such as signage directing visitors and customers to parking facilities, electronic signage with parking availability information, mobile phone applications, or other measures.

6. Provide contingency measures such as monitoring, enforcement, and other adaptive management techniques to promote access to parking onsite and avoid parking encroachment into adjacent neighborhoods.

1.3 Stormwater

The City shall apply the stormwater management manual in effect at the time of proposal application. As of 2015, the City of Shoreline is evaluating options for regional flow control facilities in the vicinity of the study area. Creating a downstream regional flow control facility to serve the study area, if pursued by the City, would require additional study and analysis to verify feasibility, preparation of regional facility basin plan for review by Ecology, environmental analysis and permitting, and final design and construction. If a regional flow control facility is approved by the City, an applicant may request or the City may condition development to pay a fee based on the area of new and replaced impervious surface subject to Minimum Requirement 7 in the 2012 stormwater management manual for Western Washington published by the Washington Department of Ecology or equivalent requirement in place at the time of application.

1.4 Sewer and Water

Sewer

The sewer service provider agency may assume control of private sewer mains larger than 6 inches that are proposed or required to be replaced, upgraded, or relocated within the Aurora Square CRA.

Water

The current water system infrastructure and supply are able to meet the additional residential and employment need. The water mains inside the study area are owned privately, and there would need to be coordination if the privately owned water mains need to be extended, replaced, or altered. The water service provider or the City of Shoreline may require extension, replacement, upgrade, or relocation of water mains to serve proposals to meet adopted standards of service.

1.5 Schools and Parks

Parks

The City's commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development. Applicants may propose or the City may require consolidation or reconfiguration of required public space to advance the adopted Aurora Square CRA Renewal Plan or in order to optimize the provisions of SMC 20.50.240 Site design where mixed commercial and residential uses are proposed.

To redirect a portion of the onsite open space towards a more centrally located public space within or adjacent to the Aurora Square property, the City may allow up to fifty percent (50%) of the private recreation space required in SMC 20.50.240 to be: 1) accomplished offsite as approved by the Planning and Community Development Director; or 2) a fee-in-lieu (proportionate to the cost of the space if it were built onsite) through a negotiated voluntary agreement.

Schools

As of 2015, the City of Shoreline does not charge school impact fees. The Shoreline School District is preparing a Capital Facilities Plan as of 2015, which may be the basis for charging impact fees in the future. The City shall apply regulations in place at the time of application, including subsequently adopted impact fees, where applicable.

2.0 CODE REQUIREMENTS – ADVISORY NOTES

The EIS identifies specific regulations that act as mitigation measures. These are summarized below by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Actions. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

2.1 Land Use

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

2.2 Light and Glare

- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.
- SMC 20.50.205: Addresses light standards including avoiding light trespass. For example, a lamp or bulb light source installed on commercial property and visible from any residential property must be shielded such that the light source is no longer directly visible. This provision also excludes certain types of lighting (e.g. search lights, laser lights, strobe lights, etc.).
- SMC 20.50.240(H): Contains commercial guidelines for outdoor lighting including pole heights for parking and pedestrian lights and shielding of fixtures to prevent direct light from entering neighboring property.
- SMC 20.50.250: Addresses commercial building design including building articulation, materials, modulation, and facade treatments.
- SMC 20.50.540(G): Addresses sign area, heights, types, illumination, and number of maximum allowable signs.

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

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

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2.3 Transportation

Frontage Improvements

When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. See Section 2.0 for mitigation measure requirements on how the City's specific frontage proposals are to be implemented in the Aurora Square CRA.

Concurrency

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

Impact Fees

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

Commute Trip Reduction

The City has adopted a Commute Trips Reduction Program (SMC 14.10) consistent with State Requirements under RCW 70.94.527.

Internal Pedestrian Access

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

2.4 Stormwater

- Stormwater management is regulated by federal, state, and local laws and ordinances. This section provides an overview of the key regulations and policies that relate to stormwater management and stormwater impacts.
- The Federal Clean Water Act governs the discharge of pollutants into the waters of the United States and regulates water quality standards for surface water. The discharge of any pollutant from a point source into navigable waters without a proper permit is unlawful, under the act; therefore, the NPDES permit program controls these discharges. Ecology, under RCW 90.48 is the permitting agency for NPDES permits in the state of Washington.
- Under Federal Law, Section 401, any activity requiring a Section 404 permit (placement of fill or dredging within waters of the United States) or a Section 10 permit (placing a structure within the waters of the United States) which may result in any discharge into the navigable waters of the United States must obtain a certification from the state certifying that such discharge will comply with the applicable provisions of the Clean Water Act. Ecology, under chapter RCW 90.48, is the certifying agency for Section 401 permits.

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- Ecology is responsible for implementing and enforcing surface water quality regulations in Washington State. The current water quality standards are established in state regulations (WAC 173-201A). General requirements for stormwater management are contained in the *NPDES Phase II Western Washington Municipal Stormwater Permit*. Specific guidance for achieving stormwater management standards for development and redevelopment projects is provided by Ecology in the *Stormwater Management Manual for Western Washington* (SMMWW). The SMMWW identifies minimum requirements for development and redevelopment projects of all sizes and provides guidance on implementation of BMPs to achieve these requirements. As part of compliance with the *NPDES Phase II Western Washington Municipal Stormwater Permit*, Ecology's regulations require local agencies to adopt stormwater treatment regulations. Many local agencies, including the City of Shoreline, have chosen to adopt the SMMWW rather than develop a similar but unique set of regulations.
- The SMMWW includes requirements and recommended BMPs for managing stormwater runoff during the construction phase. However, if project construction would disturb more than 1 acre of ground and would discharge stormwater to surface waters, redevelopment projects within the study area would require coverage under the *NPDES Construction Stormwater General Permit*. Coverage under this general permit requires submitting an application to Ecology. The permit requires implementing BMPs and performing monitoring activities to minimize construction-related impacts to water quality.
- Local laws require stormwater discharges to meet water quality and flow control standards. Through Shoreline Municipal Code (SMC) 13.10, the City has adopted the most recent version of the SMMWW published by the Washington State Department of Ecology. The most recent version of the SMMWW was published in August 2012.

2.5 Water and Sewer

- SPU design standards indicate that fire flow is determined based on the City's Fire Code and considered when issuing Water Availability Certificates. SPU will determine availability of services at the time of development (i.e. Certificates of Availability).
- Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate sewer systems, water supply and fire protection. Shoreline also implements Chapter 13.05 SMC, Water and Sewer Systems Code, and applies King County codes and standards.
- Currently, new development is required to pay a general facilities fee by the wastewater facility provider. Fees in place at the time of application will apply.

2.6 Parks

- In SMC 20.50.240 Site Design, Subsection G, the City requires multifamily open space at a rate of 50 square feet per dwelling unit and a minimum of 800 square feet.
- The City's commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet.

EXHIBIT C

Public Agency Actions and Commitments

INTRODUCTION

Under some elements of the Planned Action EIS, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for implementing regulations and infrastructure investments in order to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below in Table D.1.

Actions identified as "Proposed Concurrent Actions" refer to legislative actions proposed for adoption together with the Preferred Alternative. Longer term and other agency actions will occur in the future, depending on need. The projected timeframe and responsible departments are identified and will be used in monitoring the implementation of this Ordinance.

This Exhibit D will be used in the monitoring process established in Section IV of this Ordinance.

Table C.1
Public Agency Mitigation Measures

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
Municipal Code Amendments; Sign Code and Noise Standards (time of day).	X			City	2015
Evaluation of Other Potential Mitigation for Transportation: Consultation and coordination with CRA property owners on additional left-turn capacity for northbound traffic on Aurora Avenue N (see DEIS page 2-65) and integration into Comprehensive Plan and/or CRA Planned Action.		X		City	Monitor. Consider implementation strategies with next Comprehensive Plan Update (approximately 2037) or within 5 years (2020).
Integration of Roadway and Stormwater Capital Projects into City Capital Facility Plan and Capital Improvement Program	X	X		City	2015 concurrent with Planned Action Ordinance; or next annual amendment process.
School District Capital Facility Plan		X		Shoreline School District	Process is underway in 2015. City may address in future Comprehensive Plan amendment cycle. District and City to consider impact fees as appropriate.

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Planning Commission Meeting Date: March 19, 2015 **Agenda Item**

PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: 2015 Comprehensive Plan Docket
DEPARTMENT: Planning & Community Development
PRESENTED BY: Rachael Markle, AICP, Director
Steven Szafran, AICP, Senior Planner

☐ Public Hearing ☐ Study Session ☒ Recommendation Only
☐ Discussion ☐ Update ☐ Other

INTRODUCTION

The State Growth Management Act limits review of proposed Comprehensive Plan Amendments (CPAs) to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this "once a year" review process.

BACKGROUND

Last year, City Council adopted by resolution the 2014 Comprehensive Plan Docket which generally includes amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. The Council was unable to complete the 2014 docket item due to delays in the ongoing evaluation of the applicants Traffic Corridor Study. Therefore, the same amendment proposal is being placed on the proposed 2015 Comprehensive Plan Docket.

Comprehensive Plan Amendments usually take two forms: Privately-initiated amendments and city-initiated amendments. Anyone can propose an amendment to the Comprehensive Plan. Comprehensive Plan Amendments must be submitted by the last business day of the year and there is no fee for general text or map amendments. There was one privately-initiated amendment submitted before December 31, 2014.

If approved by Council, these proposed amendments would be added to the 2015 Docket. The City Council, in its review of the proposed amendments (which usually occurs near the end of the year), looks at the proposed amendments as a package in order to consider the combined impacts of the proposals.

If you have questions about the docket process or any item on the proposed 2015 Comprehensive Plan Docket, please contact Steven Szafran, AICP, at sszafran@shorelinewa.gov or 206-801-2512.

Approved By: **Project Manager** ____ **Planning Director** ____

PROPOSAL

Amendment #1

This year there was one privately initiated amendment. The amendment asks to consider changes to the Transportation Element of the Comprehensive Plan that would set citywide average daily trip (ADT) limits for nonarterial streets and Collector-arterial streets. The application is included as **Attachment 2**.

The proposed ADT limits would apply even if the capacity of the subject street may be a higher and/or if level of service (LOS) failures would not result if ADTs were higher than the proposed ADT limits.

Generally, the amendment would place a default limit of 1,500 ADTs for a nonarterial street and a default limit of 3,000 ADTs for Collector Arterial streets. The proposal would allow Council to raise the ADT limit to 3,000 on a nonarterial street and 7,000 ADTs on a Collector Arterial street. Council could only increase the ADT for an extraordinary circumstance on a case-by-case basis.

Staff is making a recommendation to exclude this amendment from the 2015 Comprehensive Plan Docket for the following reasons:

- This policy direction would be in conflict with our adopted concurrency program, which does not evaluate level of service impacts based upon ADT, nor does it consider impacts to non-arterial (local) streets or Collector Arterials (other than intersections). Due to the relationship between the city's concurrency regulations and impact fee requirements, the City assumes a certain amount of growth and has identified transportation improvements to mitigate for those impacts. This policy direction would require a change to the City's concurrency regulations.

- This would require a modification to our current practices for review of Transportation Impact Analyses and the requirements for their submittal.

- It is unclear how this could be "enforced". If a Local Street or Collector Arterial sees volumes increase above the allowed threshold, what is the City's responsibility in mitigating background traffic?

- The proposed volumes for ADT caps seem to be chosen somewhat arbitrarily. The City of Shoreline Transportation Master Plan traffic model provides peak hour capacities for Shoreline roads. The capacity of most collector arterials in Shoreline is more than 3 times greater than the proposed 3000 ADT cap. The proposed amendment focuses solely on impacts to residents along these streets and not on the goal of providing a balanced transportation network that safely and efficiently moves people and goods.

- Street classification is intended to provide a general qualitative description of how a roadway functions, not to assign a quantitative cap. It is useful (and necessary) to have these qualitative classifications in order for jurisdictions to better understand

> their transportation network and plan accordingly, however it is not intended to serve as a stand-alone concurrency measure. From the Federal Highway Administration (FHWA) Highway Functional Classification: Concepts, Criteria, and Procedures Manual: *"While there is a general relationship between the functional classification of a roadway and its annual average daily traffic volume, two roads that carry the same traffic volume may actually serve very different purposes and therefore have different functional classifications. Conversely, two roadways in different parts of a State may have the same functional classification but carry very different traffic volumes."*

In short, ADT drives the classification, not the other way around.

RCW 36.70A.070(6)(b) establishes the need for regulations which "prohibit development approval if the development cause *the level of service on a locally owned transportation facility to decline below the standards* adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development." LOS is the driving factor in approving/prohibiting development but the GMA itself does not define that term.

WAC 365-196-210(19) defines LOS as an *established minimum capacity* that must be provided per unit of demand or other appropriate measure of need. WAC 365-196-210(35) refines that for Transportation LOS as meaning a measure to describe the operational condition of the travel stream and acceptable adequacy requirements with standards being expressed in terms of speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility, or safety.

Thus, the RCW and the WAC both speak to *floors not ceilings*. This is rationale as the LOS is triggered by falling below a standard.

This amendment works in the opposite – it sets a ceiling by seeking to place two tiers of ADTs on local streets and collectors, using the ADT as the controlling feature for development regardless of capacity or applicable LOS. The problem is that this precludes development once the ceiling is reach and omits the second part of the statute – which development can be permitted if transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. And the proposed amendment makes that clear – that "even if a development can employ mitigation measures to reduce impacts … the prescribed ADT limits are controlling, so any mitigation efforts will fail unless the resulting traffic volume is less than the applicable ADT limit". In essence, this freezes the "small, welcoming, quiet character of neighborhoods" in time. The GMA, while respecting neighborhood character, does not freeze time.

In the end, while establishing an ADT may be a viable methodology for concurrency, there must be a provision to allow for improvement/strategies to accommodate the growth. Otherwise, a key tenet of the GMA is missing and growth will spread outward. This amendment misses that tenet.

Amendment #2

Amendment #2 seeks to add language to the introduction section of the Comprehensive Plan that outlines a public participation process.

Currently, the Introduction section of the Comprehensive Plan has a citizen participation element that contains one goal and eight policies. An audit by the Washington Cities Insurance Authority revealed that the City's Comprehensive Plan should develop a more specific citizen participation plan. RCW 36.70A.140 requires that each city "establish and broadly disseminate to the public a public participation program…for early and continuous public participation I the development" of the city's Comprehensive Plan.

Staff has included a draft of the Citizen Participation Plan in **Attachment 3**. The plan emphasizes the involvement of the broadest cross-section of the community, including the involvement of groups not previously involved. The proposed program contains a visioning process, Planning Commission involvement in facilitation and public meetings, citizen surveys, public hearings, public noticing, written comment, and a communication program.

Amendment #3

This amendment will copy the three new land use designations proposed in the 185th Street Station Area Plan to the Land Use Element. The 185th Street Light Rail Station Subarea Plan includes three new zoning classifications: Mixed Use Residential 35', Mixed Use Residential 45', and Mixed Use Residential 70'. These three new zones should also be listed in the Land Use Section of the Comprehensive Plan.

It should be noted that the land use designations proposed for the Land Use Element of the Comprehensive Plan are described in the 185th Street Light Rail Station Subarea Plan scheduled from adoption on March 16, 2014.

Proposed language is included in **Attachment 4**.

Amendment #4

This amendment will add language to the Comprehensive Plan identifying the Landscape Conservation and Local Infrastructure Program (LCLIP) as a potential funding source for public improvements.

The 185th Street Light Rail Station Subarea Plan and implementing Development Code regulations include Transfer of Development Rights as a requirement for an applicant seeking a Development Agreement in the MUR-70' Zone and also as an alternative to providing affordable housing. TDR implementation is necessary to take advantage of the LCLIP program. The City Council has not yet approved a TDR program. This

amendment and the proposed language in the Development Code are contingent upon additional research and consideration by the City Council.

Amendment #5

This amendment will amend Policy LU47 which states, "Consider annexation of 145th Street adjacent to the existing southern border of the City". The City is currently engaged in the 145th Street Route Development Plan and is actively pursuing annexation of 145th Street.

There are some maps contained in the Comprehensive Plan that do not include 145th Street. With the annexation of 145th Street, all of the maps in the Comprehensive must be amended to include 145th Street as a street within the City of Shoreline.

Amendment #6

The City anticipates that the Transportation Corridor Study on mitigating adverse impacts from BSRE's proposed development of Point Wells, will be completed in 2015. Therefore, staff is recommending that the same Comprehensive Plan amendment docketed in 2014, that would amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan remain on the docket for 2015. These amendments may be needed to reflect the outcomes of the Traffic Corridor Study as described in Policy PW-9.

> *<u>Policy PW-9</u> To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road.* Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20th Avenue NW, 23rd Place NW and NW 204th Street. *The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.*

The intent of the Transportation Corridor Study is to further determine the impacts of future development at Point Wells, including a maximum amount for vehicle exiting and entering the development, the level of improvements or mitigation required to accommodate the impacts while staying within the City's established regulations (e.g. level of service D) and establishing a traffic "cap" (e.g. Average Daily Traffic – ADT, or peak hour volume) to the project where each phase of the project would be evaluated and required to remain within the "cap".

The process for the corridor study has included a combination of workshops and open houses totaling 7 meetings and lasting approximately three months (http://shorelinewa.gov/government/departments/planning-community-development/planning-projects/point-wells/transportation-corridor-study). The workshops focused on the lower section of Richmond Beach Drive NW and the upper section of Richmond Beach Road where individual property owners participated in a process of deciding the level of improvements necessary along the two right-of-ways. Some examples include whether or not to include on-street parking, bike lanes, sidewalks or pathways and on which side of the street these facilities should be located and transit access. Other issues included the ease of left turning movements in relation to the traffic projections, driveway access and minimizing cut through traffic in the surrounding neighborhoods.

The open houses were intended to provide more general information and participation for the much larger area anticipated to be impacted from the development. This included an area from Point Wells, up Richmond Beach Drive NW all the way through Aurora Avenue and on to Interstate 5 at 175th Street. More site specific improvements are anticipated to be required as the traffic impact is disbursed through the roadway network and could include such examples as widened and signalized intersection improvements along Richmond Beach Road at 20th, 15th, 8th and 3rd.

Based on the outcome of the corridor study and information learned from the workshops and open houses, proposed amendments may include text and policy changes to the Point Wells Subarea Plan; amendments to incorporate mitigation projects in the Capital Facilities Element; and reclassification of NW Richmond Beach Road in the Transportation Element and Transportation Master Plan. Also, there may be a need to consider amendments to the Comprehensive Plan that could result from the development of Interlocal agreements as described in Policy PW-13.

> *Policy PW-13 The City should work with the Town of Woodway, City of Edmonds and Snohomish County toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells. A joint SEPA lead-agency or other interlocal agreement with the County could assign to the City the responsibility for determining the scope, parameters, and technical review for the transportation component of the County's Environmental Impact Statement prepared for a future project at Point Wells. Under such agreement, this environmental analysis, funded by the permit applicant, could satisfy the policy objectives of the Transportation Corridor Study and Implementation Plan referenced at PW-10.*

In summary, it is anticipated that the Point Wells Subarea Plan will need to be amended to allow for an increase above the current 4,000 maximum vehicle trips per day on Richmond Beach Drive between NW 199th and NW 205th. These amendments would be done concurrently with a Development Agreement with the owner(s) of the Point Wells property. This will establish a maximum trip count for new development within the subarea consistent with the City's level of service, and that will provide financing for mitigation projects needed to support the new level of service.

Amendment #7
This amendment will add Goals and policies to the Parks, Recreation, and Open Space Element of the Comprehensive Plan based on policies identified in the 185th Street Light Rail Station Subarea Plan. The City, through analysis of the Environmental Impact Statement for the 185th Street station, has identified the need for more parks, recreation, and open space.

The City will work with the Parks Board and the community to determine the process of locating new park space within the subareas, establishing a means to fund new park space such as a park impact fee, determining a ratio of park space per new resident in the subarea, and any other park issues that arise through the public process.

The 185th Street Light Rail Station Subarea Plan includes policies for parks, recreation, and open space. The policies are:

- Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.
- Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
- Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

Process
It is important to remember that by recommending approval of the 2015 Docket, the Commission is simply recommending to the Council that the amendments be included on the 2015 Docket. The amendments would then be studied, analyzed and considered for potential adoption at the end of 2015. The Docketing process should not be construed as approval of any amendment.

TIMING AND SCHEDULE

- Docket request press release and website - November 13, 2014
- Docket submittal deadline – December 31, 2014
- Planning Commission – March 19, 2014
- Council Study Session – April, 2014 (tentative)
- Council adoption of the Docket– April/May , 2014 (tentative)

RESOURCE/FINANCIAL IMPACT:
The addition of the privately initiated Comprehensive Plan Amendment would pose a financial impact on the City. The change to the Transportation Master Plan would require expanded SEPA analysis, public outreach through mailings and meetings,

infrastructure analysis and traffic analysis. The addition of amendment 7 to the docket would also create additional staff and outreach costs.

RECOMMENDATION

Staff recommends that the Planning Commission places amendments 2 through 7 on the Docket and excludes amendment number 1 from the Docket.

ATTACHMENT

Attachment 1 – Draft Docket
Attachment 2 – Comprehensive Plan General Amendment Application – McCormick
Attachment 3 – Public Participation Plan
Attachment 4 – Land Use Policies

City of Shoreline

2015 COMPREHENSIVE PLAN AMENDMENT DOCKET

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

1. Consider amendments to the TMP that would set limits for ADT on Local Streets and Collector Arterial Streets. (Private)

2. Consider amendments to add a Public Participation Process into the Introduction section of the Comprehensive Plan.

3. Amendment the Land Use Element to include a policy to describe the Station Area Comprehensive Plan Land Use Designations (The Comprehensive Plan Land Use Map will be updated through the 185th and 145th Streets Light Rail Station Subarea Plans). This includes adding the Station Area 1, 2, & 3 designations (SA1, SA2, and SA3).

4. Add Comprehensive Plan language identifying LCLIP as a potential funding source for public improvements.

5. Amend the Comprehensive Plan for 145th annexation and all applicable maps.

6. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12 and adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.

7. Amend the Comprehensive Plan to add a park impact fee policy to the Parks, Recreation, and Open Space Element.

Estimated timeframe for Council review/adoption: December 2015.

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Permit Hours: M - F * 8:00 a.m. to 5:00 p.m.

COMPREHENSIVE PLAN GENERAL AMENDMENT APPLICATION

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in December, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

Contact Information - If the proposal is from a group, please provide a contact name.

Applicant Name Tom McCormick

Address 2444 NW 201st Place City Shoreline State WA Zip 98177

Phone 206-542-0402 Fax _____ Email tommccormick@mac.com

Proposed General Amendment - This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed pleas use underline to indicate proposed additions and ~~strikethrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) - (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasonings that supports the proposed amendment. (A copy of the Shoreline Comprehensive Plan is available for use at the Planning & Community Development department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).

See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

Signature - An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Application Signature Thomas P. McCormick Date 12/31/2014

PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDTIONAL INFORMATION.

Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

B. PROPOSED GENERAL AMENDMENT.

Consider amendments to the Transportation Element of the Comprehensive Plan that would set City-wide average daily trip (ADT) limits for local streets and collector arterials. (For street classifications, see the Transportation Element's Supporting Analysis, which refers to the street classifications in the 2011 Transportation Master Plan.)

The proposed ADT limits would apply even if the maximum capacity of a local street or collector arterial may be a greater value and/or if level of service failures would not result if ADTs were higher than the proposed ADT limits.

The proposed ADT limits would be two-tier limits. The basic ADT limit would be the default limit. There would also be a second, somewhat higher ADT limit, an extraordinary-circumstances ADT limit. City Council would have the authority to apply the extraordinary-circumstances ADT limit to a particular local street or collector arterial, by majority vote, without the involvement of the Planning Commission, if the City Council concludes that extraordinary circumstances exist and that it would be in the best interest of the neighborhood surrounding the particular local street or collector arterial to apply the extraordinary circumstances ADT limit.

Specifically, in addition to some conforming changes that may be needed, a new policy T46 is proposed to be inserted at page 55 of the Transportation Element (renumbering existing T46 as T47 etc.), reading as follows:

The following average daily trip (ADT) limits shall apply to local streets and collector arterials. The default ADT limit for local streets is 1,500 ADTs, but on a case-by-case basis, the City Council may approve an extraordinary-circumstances ADT limit of 3,000 ADTs for a particular local street. The default ADT limit for collector arterials is 3,000 ADTs, but on a case-by-case basis the City Council may approve an extraordinary-circumstances ADT limit of 7,000 ADTs. Before approving an extraordinary-circumstances ADT limit for a particular local street or collector arterial, the City Council must determine that extraordinary circumstances exist, and that it would be in the best interest of the neighborhood surrounding the particular local street or collector arterial that the extraordinary-circumstances ADT limit be approved. The ADT limits in this T46 shall apply even if the maximum capacity of a local street or collector arterial may be a greater value and/or if level of service failures would not result from ADTs in excess of the ADTs in this T46. If at the time this T46 is adopted, any local street or collector arterial has ADTs in excess of the applicable extraordinary-circumstances ADT limit, any such local street or collector arterial shall be grandfathered with their current ADTs. Street classifications as set forth in the Transportation Master Plan shall not be revised if the result would be to circumvent the ADT limits in this T46.

C. REFERENCE ELEMENT OF THE SHORELINE COMPREHENSIVE PLAN (REQUIRED) AND PAGE NUMBER (IF APPLICABLE).

Transportation Element of Comprehensive Plan, including page 55.

Transportation Element supporting analysis, including Street Classifications map.

SUPPORT FOR THE AMENDMENT

The small, welcoming, quiet character of neighborhoods throughout the City needs to be protected. Excessive traffic, with its attendant noise pollution, is the primary culprit eroding the small, welcoming, quiet character of our neighborhoods. The proposed amendment would limit traffic on local streets and collector arterials, thereby helping ensure that the small, welcoming, quiet character of our neighborhoods will be preserved. Residents of the City want traffic limits. It is recognized that the proposed ADT limits may impact the scale of future building projects (e.g., projects that will generate 200 or more ADTs may be impacted if resulting ADTs for local streets or collector arterials exceed the T46 limits). While the proposed amendment gives the City Council some flexibility in accommodating future projects, in general the proposed amendment makes clear that the goal of preserving the small, welcoming, quiet character of our neighborhoods takes precedence over other goals that the City may have, such as encouraging residential and commercial developments. Even if a development can employ mitigation measures to reduce traffic impacts, it is clear with the proposed amendment that the prescribed ADT limits are controlling, so any mitigation efforts will fail unless the resulting traffic volume is less than the applicable T46 ADT limit. Though a developer may argue in favor of allowing as many ADTs on a street as possible (the street's maximum capacity), with the proposed amendment the applicable ADT limit will apply to the street instead of the street's maximum capacity or nearby intersection's level of service if either would allow a higher limit.

In a 10/23/2012 SEPA Notification letter to residents who submitted concerns about the new multi-family development at 152nd street, Tricia Juhnke, City Engineer, conveyed the City's determination that there was not an adequate traffic impact by the development to require traffic mitigation measures. In the SEPA Notification letter, she stated that, "Specifically, the traffic impact analysis estimates the project will generate approximately 200 trips/day that will utilize N 152nd Street and Ashworth Avenue N. These additional trips, combined with existing traffic counts of approximately 750 trips/day results in a total daily volume of less than 1,000 trips/day. Ashworth Avenue N is classified as a local street. One typical characteristic of Local Streets is that they have the capacity to safely handle 1,500 trips/day."

Under the proposed amendment, the default ADT limit for local streets is 1,500 ADTs, but on a case-by-case basis the City Council may approve an extraordinary-circumstances ADT limit of 3,000 ADTs. Note that Table 2.1 in the City's 2011 Transportation Master Plan provides that a typical characteristic of local streets is that they have less than 3,000 ADTs.

Under the proposed amendment, the default ADT limit for collector arterials is 3,000 ADTs, but on a case-by-case basis the City Council may approve an extraordinary circumstances ADT limit of 7,000 ADTs. Note that Table 2.1 in the City's 2011 Transportation Master Plan provides that a typical characteristic of collector arterials is that they have 2,000 – 8,000 ADTs. And note that the Edmonds Comprehensive Transportation Plan, at page 3-5, specifies an ADT guideline for Collector Streets as 1,000 – 5,000 ADTs.

The ADT limits in the proposed T46 are reasonable policy limits that will help protect the small, welcoming, quiet character of our neighborhoods. Employing guidelines instead of the T46 policy limits would be inadequate. The T46 policy limits are necessary to ensure that permitting of future residential or commercial developments will be measured against the T46 ADT limits, and will be restrained (or mitigations required) as needed to stay within the ADT limits in proposed T46. Note that it is inadequate to use the concurrency model as a regulator if the result would be that the T46 ADT limits are exceeded. With or without concurrency payments from a developer to the City, under the proposal the City may not permit a development if the result would be that the T46 ADT limits are projected to be exceeded.

DRAFT PUBLIC PARTICIPATION PLAN – COMPREHENSIVE PLAN

Framework Goals

The original framework goals for the City were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the city's future. To achieve balance in the city's development, Framework Goals must be viewed as a whole, without one being pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

FG1: Continue to support exceptional schools and opportunities for lifelong learning.
FG2: Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.
FG3: Support the provision of human services to meet community needs.
FG4: Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
FG5: Encourage an emphasis on arts, culture, and history throughout the community.
FG6: Make decisions that value Shoreline's social, economic, and cultural diversity.
FG7: Conserve and protect our environment and natural resources, and encourage restoration, environmental education, and stewardship.
FG8: Apply innovative and environmentally sensitive development practices.
FG9: Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
FG10: Respect neighborhood character and engage the community in decisions that affect them.
FG11: Make timely and transparent decisions that respect community input.
FG12: Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for older adults and people with disabilities.
FG13: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
FG14: Designate specific areas for high-density development, especially along major transportation corridors.
FG15: Create a business-friendly environment that supports small and local businesses, attracts large businesses to serve the community, expands our jobs and tax base, and encourages innovation and creative partnerships.
FG16: Encourage local neighborhood retail and services distributed throughout the city.
FG17: Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies, and the business community.
FG18: Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

Citizen Participation

RCW 36.70A.140 of the Washington Growth Management Act requires that each city "establish and broadly disseminate to the public a public participation program… for early and continuous public participation in the development" of the city's Comprehensive Plan.

Consistent with the recommendations of the GMA which emphasize the involvement of the broadest cross-section of the community, including the involvement of groups not previously involved, the City of Shoreline adopts the following program for citizen participation for future Comprehensive Plan Major Updates:

1. Visioning Process – This process provides Shoreline citizens an opportunity to establish a framework and context upon which the Comprehensive Plan will be based. Planning Commission meetings will provide the forum for the initial community visioning process. A draft "Vision" will be tested for consistency during the development of the Plan as the community identifies priorities and implementation strategies and updated accordingly. The ultimate "Vision" will be established at the conclusion of the planning process by the City Council as a result of community participation.

2. Planning Commission. The Planning Commission will play a key role in establishing the City's dialogue with community members, hosting meetings and workshops during the development of the Plan. The Planning Commission will evaluate information provided by the community and develop recommendations for submission to the City Council.

3. Citizen Survey – The City will use the Citizen Satisfaction survey to inform future Comprehensive Plan amendments.

4. Public Meetings. Public meetings will be hosted by the Planning Commission on draft Comprehensive Plan amendments. This ensures that the City will meet the requirement for "early and continuous" public participation in the comprehensive planning process.

5. Public Hearing. At least one public hearing will be held before the Planning Commission to discuss proposed plan amendments.

6. Public Notice. The City will provide notice of all meetings and hearings pursuant to the requirements of RCW 36.70A.020 and .035.

7. Written Comment. The public will be invited to submit written comments. Comments will be specifically solicited from residents, special interest organizations and business interests. Comments may be in the form of letters, emails and other correspondence to the City regarding the Plan or comments received electronically on the City's website. All comments will be logged-in according to specific area of the Plan.

8. Communications Programs & Informational Services – As staff and budgetary resources allow, the activities will be undertaken to ensure broad-based citizen participation:

a. Comprehensive Plan news in Citywide Newsletter – updating the community on planned meetings, workshops or other significant Comprehensive Plan events. Articles on topics related to the plan and a request for feedback from the community on topics related to the Plan. The newsletter article will be disseminated via the City's website, emailed to a mailing list and/or provided in paper copy as appropriate.

b. Interest Groups – Contact local interest groups (i.e. Chamber of Commerce, home builders, environmental, neighborhoods, etc.) and arrange to meet and discuss relevant Comprehensive Plan issues.

c. Community Workshops – Conduct community workshops hosted by the Planning Commission in different parts of the city to encourage neighborhood participation in the development of

the Comprehensive Plan. These meetings will be held at neighborhood schools, churches or other community facilities.

d. Press Release & Public Service Announcements – Work with the local newspapers, blogs, and social media to advertize and promote significant events related to the Comprehensive Plan.

e. Provide written articles to local media for publication.

f. Develop a database of interested citizens and provide regular correspondence concerning the status of Plan development

g. Identify key resource personnel representing agencies and groups whose plans will be integrated into the Comprehensive Plan, including but not limited to fire districts, utilities, libraries and school district.

h. Maintain a log of all public participation meetings, events and actions that the City engages in to provide documentation on the City's effort to meet the requirements of the GMA.

DRAFT

GOALS

Goal CP I: To maintain and improve the quality of life in the community by offering a variety of opportunities for public involvement in community planning decisions.

POLICIES

CP1: Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly.

CP2: Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.

CP3: Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan.

CP4: Consider community interests and needs when developing modifications to zoning or development regulations.

CP5: Encourage and emphasize open communication between developers and neighbors about compatibility issues.

CP6: Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements and subareas of the Comprehensive Plan.

CP7: Educate residents about various planning and development processes, how they interrelate, and when community input will be most influential and effective.

CP8: Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

Community Profile

The City of Shoreline is located in the northwestern corner of King County along the shores of Puget Sound. Shoreline is generally bounded by the City of Lake Forest Park to the east, the City of Seattle to the south, Puget Sound to the west, and Snohomish County to the north (specifically, the Cities of Mountlake Terrace and Edmonds, the Town of Woodway, and the unincorporated area of Point Wells).

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Land Use Element
Goals and Policies

INTRODUCTION

Land use describes the human use of land, and involves modification of the natural environment into the built environment, and management of these interrelated systems. Land use designations delineate a range of potentially appropriate zoning categories, and more broadly define standards for allowable uses and intensity of development. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, and other uses is important in determining the character of Shoreline. The pattern of how property is designated in different parts of the city directly affects quality of life in regard to recreation, employment opportunities, environmental health, physical health, property values, safety, and other important factors.

This Element contains the goals and policies necessary to support the City's responsibility for managing land uses and to implement regulations, guidelines, and programs. The Land Use policies contained in this element, along with the Comprehensive Plan Map (Figure LU-1), identify the intensity of development and density recommended for each area of the city. These designations help to achieve the City's vision by providing for sustainable growth that encourages housing choice; locates population centers adjacent to transit and services; provides areas within the city to grow businesses, services, jobs and entertainment; respects existing neighborhoods; provides for appropriate transitions between uses with differing intensities; safeguards the environment; and maintains Shoreline's sense of community. The goals and policies of this element also address identifying Essential Public Facilities.

The Land Use Element Supporting Analysis section of this Plan contains the background data and analysis that describe the physical characteristics of the city, and provides the foundation for the following goals and policies.

GOALS

Goal LU I. Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.

Goal LU II. Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.

Goal LU III. Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.

Goal LU IV. Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline, and connects all areas of the city to high capacity transit using a multi-modal approach.

Goal LU V. Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

Goal LU VI. Encourage pedestrian-scale design in commercial and mixed use areas.

Goal LU VII. Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.

Goal LU VIII. Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest.

Goal LU IX. Minimize or mitigate potential health impacts of industrial activities on residential communities, schools, open space, and other public facilities.

Goal LU X. Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council.

Goal LU XI. Maintain regulations and procedures that allow for siting of essential public facilities.

Goal LU XII. Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

POLICIES

Residential Land Use

LU1. The Low Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, cottage housing, and accessory dwellings may be allowed under certain conditions. The permitted base density for this designation may not exceed 6 dwelling units per acre.

LU2. The Medium Density Residential land use designation allows single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing. Apartments may be allowed under certain conditions. The permitted base density for this designation may not exceed 12 dwelling units per acre.

LU3. The High Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted. The permitted base density for this designation may not exceed 48 dwelling units per acre.

LU4. Allow clustering of residential units to preserve open space and reduce surface water run-off.

LU5. Review and update infill standards and procedures that promote quality development, and consider the existing neighborhood.

LU6. Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.

LU7. Promote small-scale commercial activity areas within neighborhoods that encourage *walkability*, and provide opportunities for employment and "*third places*".

LU8. Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

Mixed Use and Commercial Land Use

LU9. The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

LU10. The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.

LU11. The Station Area 1 (SA1) designation encourages the development of Transit Oriented Development (TOD) in close proximity of the future light rail stations at the I-5 and 185th. The SA1 designation is intended to support high density residential, building heights in excess of 6-stories, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The MUR-70' Zoning adopted in the 185th light rail station subarea plan is considered conforming to this designation.

LU12. The Station Area 2 (SA2) designation encourages the development of Transit Oriented Development (TOD) in areas surrounding the future light rail stations at the I-5 and 185th. The SA2 designation is intended to provide a transition from the SA1 designation and encourages the development of higher density residential along arterials in the subarea, neighborhood commercial uses, reduced parking standards, increased housing choices, and transitions to lower density single family homes. The MUR-45' Zoning adopted in the 185th light rail station subarea plan is considered conforming to this designation.

LU13. The Station Area 3 (SA3) designation encourages the development of Transit Oriented Development (TOD) in area surrounding the future light rail stations at the I-5 and 185th. The SA3 designation is intended to provide a transition from the SA2 designation and encourages the development of medium density residential uses, some neighborhood commercial uses, increased housing choices, and transitions to low-density single-family homes. The MUR-35' Zoning adopted in the Subarea Plan is considered conforming to this designation.

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LU14. The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

LU15. Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

LU16. Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

LU17. Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.

Other Land Uses

LU18. The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

LU19. The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The

underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

LU20. The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.

LU21. The *Campus* land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus land use designation shall be governed by a Master Development Plan Permit. Existing uses in these areas constitute allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.

LU22. *Land Use* and *Mobility Study Areas* designate areas to be studied with regard to subarea planning for light rail stations. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and Development Code.

Light Rail Station Areas

LU23. Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.

LU24. Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

LU25. Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

LU26. Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

LU27. Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

LU28. Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU29. Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU30. Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.

LU31. Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.

LU32. Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

LU33. Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.

LU34. Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for *Transit-Oriented Communities (TOCs)*, taking into account when the city's development needs and market demands are ready for change.

LU35. Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.

LU36. Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.

LU37. Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).

LU38. Identify the market and potential for redevelopment of public properties located in station and study areas.

LU39. Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.

LU40. Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.

LU41. Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.

LU42. Use the investment in light rail as a foundation for other community enhancements.

LU43. Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing, and walking and bicycle safety programs.

LU44. Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.

LU45. Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

LU46. Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

Future Service Annexation Area

LU44. Support annexations that are in the best interest of the long-term general welfare of the residents of the annexation area, the existing Shoreline community, and the City because they:

- share a community identity;
- are logical additions, and contiguous with the city;
- complete the geographical areas of interest as indicated in pre-incorporation boundaries;
- offer benefits and opportunities consistent with the City's Vision 2029 and Framework Goals;

- would benefit from consistent regulations and coordinated land use and impact mitigation;
- balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
- could access public safety, emergency, and urban services at a level equal to or better than services in existence at the time of annexation, without affecting level of service for existing
- residents; and/or
- could provide improved local governance for the City and the
- annexation areas.

LU45. Assure that adequate funding is in place, or will be available within a reasonable time, to support required public facilities and services.
LU46. Assign an equitable share of the City's bonded indebtedness to newly annexed areas.
LU47. Consider annexation of 145th Street adjacent to the existing southern border of the City. Boundaries would be as follows: (western) west side of 3rd Avenue NW; (eastern) up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (southern) all of the 145th Street right-of-way.
LU48. Pursue annexation of Point Wells, and implement the City of Shoreline Subarea Plan for this area.

Transit & Parking

LU49. Consider the addition of compatible mixed-uses and shared (joint-use) parking at park and ride facilities.
LU50. Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.
LU51. Encourage large commercial or residential projects to include transit stop improvements when appropriate.
LU52. Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.
LU53. Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.

Sustainable Land Use

LU54. Educate the community about sustainable neighborhood development concepts as part of the subarea planning processes to build support for future policy and regulatory changes.
LU55. Explore whether "*Ecodistricts*" could be an appropriate means of neighborhood empowerment, and a mechanism to implement *triple bottom line sustainability* goals by having local leaders commit to ambitious targets for green building, smart infrastructure, and behavioral change at individual, household, and community levels.
LU56. Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

LU57. Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

LU58. Support regional and state *Transfer of Development Rights (TDR)* programs throughout the city where infrastructure improvements are needed, and where additional density, height and bulk standards can be accommodated.

LU59. Consider social equity and health issues in siting uses, such as manufacturing and essential public facilities, to provide protection from exposure to harmful substances and environments.

Essential Public Facilities (EPF)

LU60. Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU62:

a. The facility meets the Growth Management Act definition of an essential public facility, ref. RCW 36.70A.200(1) now and as amended; or
b. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and
c. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).

LU61. Participate in efforts to create an interjurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden, which may fall on the jurisdiction that becomes the site of a facility of a state-wide, regional, or countywide nature.

The essential public facility siting process set forth in LU62 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council (GMPC), the City may modify this process to be consistent with the GMPC recommendations.

LU62. Use this interim Siting Process to site the essential public facilities described in LU60 in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

Interim EPF Siting Process

1. Use policies LU60 and LU61 to determine if a proposed essential public facility serves local, countywide, or statewide public needs.
2. Site EPF through a separate multi-jurisdictional process, if one is available, when the City determines that a proposed essential public facility serves a countywide or statewide need.
3. Require an agency, special district, or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the proposed essential public facility.
4. Process applications for siting essential public facilities through SMC Section 20.30.330 — Special Use Permit.
5. Address the following criteria in addition to the Special Use Permit decision criteria:
   a. Consistency with the plan under which the proposing agency, special district or organization operates, if any such plan exists;

b. Include conditions or mitigation measures on approval that may be imposed within the scope of the City's authority to mitigate against any environmental, compatibility, public safety or other impacts of the EPF, its location, design, use or operation; and
c. The EPF and its location, design, use, and operation must be in compliance with any guidelines, regulations, rules, or statutes governing the EPF as adopted by state law, or by any other agency or jurisdiction with authority over the EPF.

LU63. After a final siting decision has been made on an essential public facility according to the process described in LU62, pursue any amenities or incentives offered by the operating agency, or by state law, other rule, or regulation to jurisdictions within which such EPF is located.

LU64. For EPF having public safety impacts that cannot be mitigated through the process described in LU61, the City should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the City should encourage consideration of such comments and conditions through coordination with the agency, special district, or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the City as a result of the public safety impacts of a proposal.

LU65. Locate essential public facilities equitably throughout the city, county, and state. No jurisdiction or area of the city should have a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from any specific locations in the city.

Water Quality and Drainage

LU66. Design, locate, and construct surface water facilities to:

- promote water quality;
- enhance public safety;
- preserve and enhance natural habitat;
- protect critical areas; and
- reasonably minimize significant, individual, and cumulativeadverse impacts to the environment.

LU67. Pursue state and federal grants to improve surface water management and water quality.

LU68. Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.

LU69. Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.

LU70. Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

LU71. Collaborate with the State Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, enhance water quality, and resolve related inter-jurisdictional concerns.

LU72. Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.

LU73. Pursue obtaining access rights, such as easements or ownership, to lands needed to maintain, repair, or improve portions of the public drainage system that are located on private property, and for which the City does not currently have legal access.