



Planning & Community Development.

17500 Midvale Avenue North
Shoreline, WA 98133-4905
(206) 801-2500 ♦ Fax (206) 801-2788

ADMINISTRATIVE ORDER # 301933 012914

SITE – SPECIFIC DETERMINATION

CODE SECTION: 20.50.400

I. ISSUE: This is a parking reduction request of approximately 3% - 5% for proposed 108-unit multi-family development.

II. FINDINGS:

- **Site Characteristics**

Address: 1795 NE 205th St.

Zoning: CB, Community Business

Lot Size: 32,200 sq. ft.

Proposed Use: 108-unit apartment complex

Surrounding Zoning and Land Use: To the north is the City of Mountlake Terrace with a mix of residential and commercial uses. To the west and southwest is commercial zoning and land use (Ballinger Village Shopping Center), to the south is R-48 (high density residential) zoning and land use. East of the parcel is a multi-family development on a split-zoned lot (north portion zoned CB commercial; south portion R-48).

Streets The lot fronts on NE 205th St., also known as County Line or 244th St. SW. It is a busy arterial with no street parking available. The nearest cross street is 19th Ave NE, a Local Primary street approximately 260 feet to the east. It has extremely limited street parking. The cross street to the west is NE Ballinger Way, classified as a Principal Arterial with no street parking available. The only apparent street parking in the vicinity is across the County Line in Mountlake Terrace. There is a fully signalized intersection at NE 205th and 19th Ave NE (260 feet), and one at NE 205th at the entrance to the Gateway Shopping Center (490 feet). Both have pedestrian crossings.

Transit: Metro Routes 347 and 331 are within a half mile of the project site. The project site is within a mile of the planned Mountlake Terrace Light Rail Station (coming in 2023).

- **Code and Parking Analysis**

Shoreline Municipal Code (SMC) 20.50.390A requires .75 parking spaces per dwelling unit for studio and one-bedroom units; 1.5 spaces per two-plus bedroom units. The proposed complex

is for 108 units, all either studio or 1-bedroom, resulting in a required parking count of 81 spaces, 10% of which are required to be wired for future electric vehicle (EV) spaces. A 5% reduction would allow for 77 spaces.

Shoreline Municipal Code (SMC) 20.50.400A states the following:

Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:

- 1. On-street parking along the parcel's street frontage.*
 - 2. Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demands.*
 - 3. High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking.*
 - 4. Conduit for future electric vehicle charging spaces, per National Electrical Code, equivalent to the number of required disabled parking spaces.*
 - 5. High-capacity transit service available within a one-half mile walk shed.*
 - 6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.*
 - 7. Concurrence with King County Right Size Parking data, census tract data, and other parking demand study results.*
 - 8. The applicant uses permeable pavement on at least 20 percent of the area of the parking lot.*
- The project meets the criterion of being within ½ mile of transit.
 - The applicants proposed to meet additional criteria by providing one HOV space and one functioning EV space, along with conduit for future EV parking spaces. Providing EV parking will meet this criterion, however, HOV parking does not apply to multi-family development – it would only apply in a commercial setting. Also, conduit for future EV parking spaces is already required for multi-family development by the code, at a rate of 10% of the required number of spaces. The application materials submitted with this request do not show a sufficient number of future EV spaces to meet the code, much less qualify for meeting this criterion.

III. CONCLUSIONS

With a fully functional EV parking space, (and with the addition of enough bicycle parking and future EV spaces to meet the code), the project meets enough of the criteria to qualify for a minor reduction in the number of parking spaces. Although walking distance services and amenities are not among the criteria for granting a reduction, it should be noted that there are

