



PLANNING COMMISSION

REGULAR MEETING

REVISED AGENDA

Thursday, August 7, 2014
7:00 p.m.

Council Chamber • Shoreline City Hall
17500 Midvale Ave North

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00
2. ROLL CALL	7:01
3. APPROVAL OF AGENDA	7:02
4. APPROVAL OF MINUTES	7:03
a. <u>July 10, 2014 Special Meeting - PH, Draft Minutes</u>	
Public Comment and Testimony at Planning Commission	
<i>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.</i>	
5. GENERAL PUBLIC COMMENT	7:05
6. DISCUSSION ITEM	7:10
a. Planning Commission Letter of Support for Ronald Wastewater assumption	
<ul style="list-style-type: none">• Staff Presentation• Public Comment• Discussion	
7. STUDY ITEM	7:20
b. <u>Development Regulations for 185th Street Light Rail Station Subarea Plan</u>	
<ul style="list-style-type: none">• Staff Presentation• Public Comment	
8. DIRECTOR'S REPORT	8:20
9. UNFINISHED BUSINESS	8:25
10. NEW BUSINESS	8:40
11. REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS	8:55
12. AGENDA FOR AUGUST 21, 2014 - Development Regulations, continued.	9:05

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CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF SPECIAL MEETING

July 10, 2014
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
Vice Chair Craft (arrived at 7:10)
Commissioner Malek
Commissioner Maul
Commissioner Montero
Commissioner Moss
Commissioner Strandberg

Staff Present

Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Senior Planner, Planning and Community Development
Miranda Redinger, Senior Planner, Planning and Community Development
Ray Allshouse, Building Official
Julie Ainsworth-Taylor, Assistant City Attorney
Lisa Basher, Planning Commission Clerk

Others Present

Rob Flaner, CFM, Hazard Mitigation Program Manager, Tetra Tech
Mandi Roberts, Principal, OTAK

CALL TO ORDER

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

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Scully, and Commissioners Malek, Maul, Montero, Moss and Strandberg. Vice Chair Craft arrived at 7:10 p.m.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of June 5, 2014 and June 19, 2014 were adopted as submitted.

GENERAL PUBLIC COMMENT

Tom Poitras, Shoreline, said he is against extending the 145th Street Station Subarea to include 5th Avenue NE from NE 155th Street to NE 165th Street or even beyond to NE 185th Street. Secondly, he said he is against making 5th Avenue NE a commercial boulevard with a focus on smaller, independent, and local businesses. He complimented the Planning Commission for their wise policy statement in 2013 that, “the Planning Commission agrees that the removal of the land use study area along 5th Avenue NE was appropriate, given that the focus of land use changes should be in the one-quarter and one-half mile area surrounding the light rail station.” He commented that including 5th Avenue NE above NE 155th Street in the study area will require additional resources (monetary and personnel), which could very likely impact the current scheduled deadlines. In addition, the future possibility of needed infrastructure could be costly and drain funds from more important projects such as revitalizing North City and Aurora Square, acquiring and developing NE 145th Street, upgrading the Aurora Corridor, and the development of both station areas. These projects are crucial to Shoreline’s economic future and should be given priority. It would be more productive to provide a strong link between the 145th Station and Aurora Square rather than from the station to the Crest Theater and the few shops around it.

Mr. Poitras summarized that if the City allows small groups of people to add their local projects to the subarea, resources will be spread too thin for more important projects. He expressed his belief that 5th Avenue NE should not be exclusively commercial. Instead, it should include high-quality or predominantly residential development. Any commercial buildings should be required to be attractive, sustainable and green architecture rather than the strip mall format or converted, inexpensive homes. If the City wants the 145th Station on 5th Avenue NE to be an impressive gateway to Shoreline, it should have impressive buildings, not helter-skelter urban sprawl and underfunded small businesses. He provided a note describing how a low-density, commercial boulevard on 5th Avenue NE would hurt home values. He also provided photographs of several businesses in “converted homes” on NE 145th Street. He expressed concern about zoning that would allow the spread of this type of business architecture from 15th Avenue NE to the freeway on NE 145th Street, as it could become a deterrent to a vital and thriving business community for decades. Allowing it to start on 5th Avenue NE would have the same detrimental effect.

PUBLIC HEARING: HAZARD MITIGATION PLAN UPDATE

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

Staff Presentation

Mr. Allshouse reviewed that the City worked with King County, as well as other jurisdictions in the County on a coordinated effort to update hazardous mitigation plans. This collective effort resulted in a better product for less effort and money.

Rob Flaner, CFM, Hazard Mitigation Program Manager, Tetra Tech, explained that the purpose of the Hazard Mitigation Plan is to identify long-term, sustained actions or projects to reduce or eliminate long-term risk to life and property. He advised that if the plan does a good job of loss avoidance and risk reduction (mitigation), then the necessity to prepare, respond and recover should be less. He reminded

the Commission that the Federal Disaster Mitigation Act of 2000 requires the state and local governments to develop hazard mitigation plans as a condition of federal disaster grant assistance. In addition to improving opportunities for funding, the Hazard Mitigation Plan allows the City to be proactive rather than reactive by planning for disasters before they occur. The plan is a key element in emergency management and can set the course for response and recovery to impacts from natural disasters.

Mr. Flaner briefly outlined the process, particularly emphasizing the importance of commitment and support from elected officials and their constituents and noting that every step of the process has been conducted in an open public forum. In addition, a 19-member steering committee was formed to help identify a guiding principle, goals and objectives. Although the plan is multi-jurisdictional, there are separate sections pertaining to the specific risks and capabilities of each of the participating jurisdictions. He briefly explained the process that was used to complete the comprehensive risk assessment, which is the foundation of the plan.

Mr. Flaner advised that the plan is divided into two sections. Volume 1 applies to all of the partners, and Volume 2 is jurisdiction specific. Shoreline's plan (Chapter 23) identifies and prioritizes 16 mitigation strategies. He briefly reviewed how the priorities were assigned, noting that they could change over time as funding opportunities are available.

Mr. Flaner reviewed that the public comment period on the proposed plan started on June 27th and ends on July 11th. The public was invited to submit comments on line or via public meetings. At the conclusion of the hearing, the Planning Board will make a recommendation to the City Council and the document will be sent to the State for a pre-adoption review. Once approved by the State, the document will be presented to the City Council for review and then forwarded to FEMA for final approval. He advised that more information about the proposed plan update is available at <http://www.kingcounty.gov/hazardmitigation.com>, which is where the final plan will be housed in perpetuity. The plan has a five-year shelf life, and yearly progress reports will be posted on the site and made available to the City Council.

Public Testimony

Susan Chang, Shoreline, referred to the maps at the end of Chapter 23 (liquefaction zones and landslide hazard areas). Although she recognized that Point Wells is located in Snohomish County, future redevelopment of the site will have an impact on Shoreline and should be addressed in the City's plan, as well. She pointed out that Point Wells is shown as a red zone on the map of liquefaction zones. It is also shown on the soil site class map as being of a higher seismic zone. However, none of the landslide hazard areas at Point Wells have been identified. She suggested this gives the mistaken impression that there are not any landslide hazards north of the County line.

No one else in the audience indicated a desire to address the Commission, and Chair Scully closed the public hearing.

Mr. Flaner commented that the City is bound, by law, to use best available data and science. He pointed out that no land slide hazard areas have been identified north of the County line because no state or

federal agency has mapped the area. He explained that the progress on the plan was tabled by the County Executive after the Oso event to revisit landslide issues, and King County is just getting ready to embark on a very detailed landslide analysis that will become the basis for the King County Critical Areas Regulations. However, this work was not completed in time for inclusion in the plan and would not include properties in Snohomish County. The plan is not meant to imply that because an area is not mapped there is no risk, but there is no credible map from a federal or state agency that shows the area in a risk zone to be reflected on our data. Mr. Allshouse added that there is some Lydar mapping of the southern portion of Snohomish County, but it has not yet been acknowledged at the federal level. He reminded the Commission that the plan is intended to be dynamic. As more information becomes available, necessary adjustments can be made.

Chair Scully recalled that this issue was discussed extensively at a recent study session. Staff clarified that to the extent the data exists, it can be added to the map. However, mitigation strategies cannot be imposed on Snohomish County. Mr. Flaner agreed that, although Point Wells might be within City's sphere of influence, the City does not have any jurisdictional authority over the area until it has been formally incorporated. If and when incorporation occurs, the City's plan could be expanded.

COMMISSIONER MONTERO MOVED THAT THE COMMISSION FORWARD THE HAZARD MITIGATION PLAN TO THE CITY COUNCIL AS PRESENTED WITH A RECOMMENDATION OF APPROVAL. COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC HEARING: 185TH STREET STATION SUBAREA DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

Chair Scully reviewed the rules and procedures for the public hearing, noting that the staff report would be divided into two parts: the DEIS and the three zoning alternatives analyzed in the DEIS. Staff would provide a report on the DEIS, as well as a recommendation for the Commission's consideration. Staff would also provide a report on the three zoning alternatives analyzed. The Light Rail Station Area Planning Committee would also provide a brief presentation and recommendation regarding the three zoning alternatives for the Commission's consideration. The public would then be invited to comment prior to the Commission's deliberation.

Staff Presentation

Ms. Redinger briefly reviewed the process to date for the 185th Station Subarea Plan, which included numerous public visioning and workshop discussions. The DEIS was presented at a community meeting on June 3rd, published on June 9th, and scheduled for a public hearing tonight. The City Council is scheduled to make a decision on the preferred alternative on August 11th, and then staff can begin analyzing the Final Environmental Impact Statement (FEIS) and developing a draft subarea plan and planned action ordinance. Staff will present specific development code regulations to implement the subarea plan to the Planning Commission in August and September. The Planning Commission will conduct a public hearing on the subarea plan and the FEIS in late October or early November, and it is anticipated the Council will adopt the plan by the end of 2014 or early 2015.

Ms. Redinger reviewed that the DEIS analyzed a number of topics, beginning with an environmental summary followed by a description of the alternatives. It also included an extensive analysis of the affected environment, potential impacts and mitigation measures with regard to:

- Land-use patterns, plans and policies
- Population, housing and employment
- Multi-modal transportation
- Public services
- Utilities.

Ms. Redinger explained that the DEIS analyzed what would be reasonable to prepare for based on a growth rate of 1.5% to 2.5% over the next 20 years, which is the lifespan of the DEIS analysis. She summarized each of the alternatives that were analyzed as part of the DEIS as follows:

- **Alternative 1 (No Action).** This scenario is nearer term but should not be interpreted to mean no change. Even if the City took no action to change zoning, property owners would still be allowed to maximize development potential in the existing single-family zones by adding accessory dwelling units and rebuilding to the maximum current height for the zone, which is 35 feet.
- **Alternate 2 (Moderate Growth).** This is a 50 to 60 year scenario and best illustrates the “station boulevard” concept that came out of the community design dialogue workshops. The scenario connects the station to Aurora Avenue North and North City. Rather than creating another commercial node throughout the boulevard, this scenario focuses on a main street concept that allows a variety of uses.
- **Alternative 3 (Most Growth).** This is a 75 to 100 year scenario that also includes the “station boulevard” concept, but with more intense zoning spread throughout the entire subarea.

Ms. Redinger referred to a memorandum prepared by OTAK (Attachment B) outlining points for the Commission to consider as they decide whether to include additional zoning changes in the preferred alternative. She also referred to a map prepared by OTAK showing where zoning changes beyond those analyzed in the DEIS have been requested. She briefly reviewed each of these changes as follows:

- **Option A** would change the current R-6 zoning designation to a higher density (R-18) consistent with zoning shown to the north and across 5th Avenue NE.
- **Option B** would change the current R-6 zoning designation to a higher density (R-18) consistent with zoning shown to the north, east and west.
- **Option C** would change the current R-6 zoning designation to a higher density (R-18) consistent with zoning to the west.
- **Option D** would change the current R-6 zoning designation to a higher density (R-18) consistent with zoning shown to the south.

- **Option E** would change the R-48 and R-18 zoning analyzed in the DEIS to Mixed-Use Residential (MUR).
- **Option F** would change the Neighborhood Business (NB) zoning analyzed in the DEIS to R-48.
- **Option G** would change the R-24 zoning analyzed in the DEIS to R-18.
- **Option H** is another option for zoning along N 185th Street with regard to depth and transitions between R-48, R-18 and R-6.

In addition to the above changes, Ms. Redinger said the Commission should discuss the underlying zoning of parks. She noted that Attachment A shows hatch-marks on the parks within the subarea because they are classified as a use rather than a zoning designation. Changing the underlying zoning designation would not affect the park use, but zoning would be consistent with adjacent lots. She emphasized that the specific zoning does not need to be determined at this time, and the marks are intended to be a placeholder. However, it is important that these properties not be overlooked so that the uses that may be considered in the future are allowed in the underlying zoning.

Ms. Redinger advised that, for the purposes of tonight's discussion and hearing, staff will refer to zoning as R-18, R-48 and MUR. However, they will begin using the new zoning names (R-18=MUR-35, R-48=MUR-45, and MUR=MUR-85) as the plan moves forward into the FEIS phase. She explained that, currently, all of the residential categories are based on a zoning density maximum. The new categories represent a more form-based model that defines bulk and other requirements rather than maximum density. For example, the R-18 zone is capped at 18 units per acre and allows a maximum height of 40 feet. The MUR-35 zone would be capped at 35 feet, with no limit on the number of units. The maximum height in an R-48 zone is 40 feet if adjacent to single-family and 50 feet if adjacent to multi-family and commercial. A height of 60 feet is allowed with a conditional use permit. Rather than this graded height allowance, the MUR-45 zone would cap the height at 45 feet. The MUR zone was analyzed in the DEIS. However, because they are now proposing to include additional categories titled Mixed-Use Residential (MUR). This MUR zone will be renamed MUR-85, which will have a maximum height limit of 85 feet.

Ms. Redinger summarized that after the public hearing and Commission deliberation, the Commission can forward a recommendation to the City Council regarding both the DEIS and the preferred alternative zoning. She pointed out that they received numerous comments today. Most are related to transportation, sidewalks, bicycles, etc. and can be addressed through the FEIS. The main thing the Commission must do is make a recommendation to the Council on the preferred alternative zoning map. After a preferred alternative has been adopted by the City Council, the consultant will begin work on the FEIS, subarea plan and planned action ordinance. She noted that the Assistant City Attorney was present to provide direction and answer questions regarding the process. She also noted that the Commission's upcoming meetings will focus on various development code amendments necessary to implement the subarea plan.

Ms. Redinger announced that walking tours of the 185th Street Station Subarea are scheduled for the second Friday of each month from 2:00 to 4:00 p.m. Walking tours for the 145th Street Station Subarea are scheduled for the fourth Friday of the month from 2:00 to 4:00 p.m. She encouraged Commissioners

and those in the audience to participate. The tour maps are available online, as well. She also encouraged them to visit the light rail website at <http://www.shorelinewa.gov/lightrail> for more information.

Chair Scully pointed out that the potential changes outlined by staff would only apply if the Commission recommends that the City Council adopt the highest growth alternative (Alternative 3). He suggested that if the Commission indicates a preference for Alternative 3, they could review each of the changes in more detail.

Light Rail Station Area Planning Committee Report

Commissioner Maul reported that the Light Rail Station Area Committee has had numerous discussions in open, public meetings over the past two years, and they have also attended a number of workshops and public forums regarding station area planning. He said it is the Committee's recommendation that Option 1 does not meet the goals and policies in the City's Comprehensive Plan. While Option 2 is more consistent with the City's Comprehensive Plan, it falls short in a few areas. The public input the Committee received led them to Option 3, which does a better job of meeting the goals and policies in the Comprehensive Plan.

Commissioner Maul explained that the maps outlining the three alternatives were originally produced in January 2014, and a lot of citizen input has been received since then. The Committee specifically heard requests from property owners and citizens that the properties west of 1st Avenue NE between NE 190th and NE 195th Streets should be up-zoned. The Committee sees value in this request since 1st Avenue NE is a strong north/south connection and is within close proximity to the new station. While it is not listed on either Attachments A or B as a potential change, the public can submit additional changes for the Commission's consideration.

Commissioner Maul referred to proposed Option E that would up-zone property to MUR, which is a greater density than what was originally proposed. Based on input from the City Council and public, the Committee also felt the area west of 5th Avenue NE, north of the Shoreline Center and Shoreline Park, over to 1st Avenue NE might also be a logical area for MUR-85 zoning. This is particularly true given the amenities that would be located close by.

Commissioner Maul summarized that the FEIS will provide another opportunity for the City to analyze any changes the Commission makes tonight. Tonight's meeting offers an opportunity for the Commissioners to take the additional changes under advisement and solicit public input. He further summarized that the Committee is recommending the Commission consider Option 3 as the preferred alternative, along with any additional changes that result from the public hearing and Commission discussion.

Ms. Redinger explained that, as part of the FEIS process, the City is obligated to record each comment that was received during the DEIS comment period and document the City's response to each one.

Public Comment

Susana Guzman, Shoreline, said she is a member of the 185th Street Station Committee (185SCC) and personally supports the most growth scenario. However, she would like more consideration given to NE Perkins Way. She suggested that NE Perkins Way be made a park with a walking trail, and vehicular access would be limited to local residents. With the additional development happening in Shoreline, this trail could provide a connection to the Burke Gillman Trail. As a resident of the area, she also requested that more consideration be given to pedestrian access, particularly a pedestrian crossing over the freeway.

Dan Dale, Shoreline, expressed his wish that the process could be slowed down. He voiced concern that the DEIS was published 10 days later than originally proposed, and the public hearing time identified in the DEIS was initially wrong, as well. As the Commission formulates a recommendation to the City Council regarding the DEIS, he urged them to work to have a balanced, thoughtful approach about what plan is the best and most realistically looks to the future. The plan must also gel with the existing neighborhoods and consider all of the growth that will and should occur in Shoreline. It should focus on connecting all residents of Shoreline to the station.

Mr. Dale said he has spoken to many residents, particularly those surrounding the station, who believe that a moderate or hybrid, though still quite aggressive, zoning plan would make the most sense. They are concerned that the City Council will be transfixed by the big population gain numbers of the most-growth plan, which does not do enough to protect the single-family neighborhoods and will have too great an impact on the utilities, services, and future capital improvement projects. In addition, it does not reflect spreading the impact of future development into the other opportunity areas throughout the city. He asked them to continue to consider the 185th Street Station Area as just one piece of the master plan of growth for the city. Even over a long time frame, putting on the order of 30,000 more people in this small area may not be the best thing for the city.

Mr. Dale expressed his belief that the moderate alternative would still allow opportunities for grants, big development, and station and neighborhood improvements within the subarea. He noted that developers may not want to build so close to the freeway and will see better investment opportunities at other sites around the city that are within walking distance of existing amenities but still within striking distance of the light rail stations.

Mr. Dale pointed out that R-18 zoning is proposed for the east side of 10th Avenue NE, which is the transition zoning used throughout the subarea plan. He suggested that the Commission strongly consider changing the zoning on the west side of 10th Avenue NE (between 180th and 190th) to R-48 or R-24. This would lessen the “canyon effect,” provide a better height complement to the east side of the street, and provide a better transition to all of the proposed MUR to the east. He also suggested that the MUR zoning should be shifted to the triangular section adjacent to the freeway. He summarized his desire that the more intense development be spread over both sides of the freeway, and then provide better transition to the neighborhoods, particularly along 10th Avenue NE.

Mr. Dale requested that the Committee explain why Option 2 came up short in meeting the goals and policies in the Comprehensive Plan. Although considered in the early discussions, no mobility study was done for NE Perkins Way, NE 188th Street, etc. It is important to consider how people coming from Kenmore and Lake Forest Park will use these streets.

Merissa Reed, Shoreline, questioned why her neighborhood, which is close to the proposed station, was not included in the study. She agreed with Mr. Dale that a mobility study should have been done for NE 188th Street and NE Perkins Way to address traffic issues related to cut-through traffic. She noted that NE 188th Street has a double blind corner on a hill and crossing 10th Avenue NE at NE 188th Street can be tricky. She expressed her belief that the “urban village” concept for the area around NE 185th Street and 10th Avenue NE would be ideal. While she recognized that the City has invested heavily in the Aurora Corridor and North City, these investments were made prior to Sound Transit’s decision to put the light rail stations at NE 145th and NE 185th Streets. These prior investments should not preclude future investments in the immediate subarea. She expressed concern that a lot of density is proposed for the subarea, but it does not appear to transition well with the adjacent single-family neighborhoods. She recommended that the zoning on the west side of 10th Avenue NE be changed to R-48.

Tony Gale said he owns property on NE Perkins Way, near the “hook area.” He pointed out that there is no sidewalk on the inside corner, and cars coming around the corner create a safety hazard. He said he would like this situation fixed, particularly if the school use is expanded. He said he would also like the City to do a mobility study on NE Perkins Way. He noted that bicycle clubs actually record their times for racing down NE Perkins Way, which creates an additional hazard.

Donna Pipkin, Shoreline, said she also lives on NE Perkins Way and is the property owner who requested the change shown in Attachments A and B as Option C. She commented that there was no stop sign at the intersection of 10th Avenue NE and NE 190th Street when she moved into her home 22 years ago, and there was no crosswalk across NE Perkins to 10th Avenue NE. Both of these dangerous situations have since been addressed. However, NE Perkins Way is still very busy and dangerous. She suggested that rezoning the “hook area” to high density could possibly attract developers that may be interested in helping redo NE Perkins into a safer road. It is currently used for cut-through traffic. With the school across the street and its close proximity to the station, she asked them to consider rezoning her property, as well.

Debbie Faze, Shoreline, said she also lives near the “hook area.” She agreed that improvements are needed to address traffic safety. It is dangerous to walk from her house to the park, and sidewalks are needed on both sides. They should also keep in mind that NE Perkins Way is a major bike route, which should have been extended to provide access to 15th Avenue NE. She agreed that NE Perkins Way should be studied for safety in order to accommodate more development.

Tom Poitras, Shoreline, said his comments are related to the concept of homeowners being trapped by zoning. As an example, he referred to a house in an R-6 zone on 12th Avenue NE that is across the street from a large building. The house was listed for a reasonable price but did not sell. This R-6 zoned property would have benefited from a rezone to a more intense use. The only option that identified a zoning change for this property was Alternative 3. He observed that, as per Alternative 3, there are properties between 8th and 12th Avenues NE that are zoned R-6 but are surrounded by up-zoned areas. If the Commission recommends Alternative 3, he suggested that these properties be up-zoned, as well, so that residential property owners can also benefit from the situation they have been put in.

Continued Commission Discussion

Again, Chair Scully suggested that the Commission start with a main motion regarding the DEIS as a whole, and then review the document chapter by chapter and consider potential amendments.

COMMISSIONER MAUL MOVED THAT THE COMMISSION RECOMMEND THE CITY COUNCIL APPROVE THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) AS PRESENTED. VICE CHAIR CRAFT SECONDED THE MOTION.

Chair Scully referred to a comment letter from the Ronald Wastewater District requesting that factual corrections be made in Chapter 3.5.1.a.

CHAIR SCULLY MOVED THAT THE COMMISSION AMEND THE MAIN MOTION TO APPROVE THE CHANGES SUGGESTED BY THE RONALD WASTEWATER DISTRICT. COMMISSIONER MONTERO SECONDED THE MOTION TO AMEND, WHICH CARRIED 6-0. (Note: Vice Chair Craft was out of the room when this vote was taken.)

Ms. Redinger referred to citizen comments about additional mobility studies. She clarified that while the Commission defined a mobility study area boundary, there was never an intent to do a distinct and separate mobility study for each street in the study area. She noted that the mobility study is located in the Transportation Multi-Modal Chapter of the DEIS, and the Commission can direct staff to give more attention to mitigation and traffic volumes in the NE Perkins Way area during the FEIS process. Chair Scully added that all of the arterials are supposed to be studied, and his reading of the DEIS is that the mobility study did not stop at the land use border. The DEIS simply identifies what needs to be studied. Ms. Redinger agreed and said more detailed information about mitigation will be provided in the FEIS.

THE MAIN MOTION CARRIED 6-0, AS AMENDED. (Note: Vice Chair Craft was out of the room when this vote was taken.)

Commissioner Moss agreed that Alternative 1 (no change) does not mean no change will occur and it does not even come close to meeting the goals and policies in the Comprehensive Plan. Although Alternative 2 (moderate growth) addresses more of the issues in the Comprehensive Plan, it does not meet two very fundamental Land Use Goals 25 and 26, which talk about having the most density within a half mile radius of a transit station. An R-48 zone should be the minimum for the 1/4 mile radius, and zoning within the 1/2 mile radius should be at least R-18.

COMMISSIONER MOSS MOVED THAT THE COMMISSION FOCUS THEIR DISCUSSION ON ALTERNATIVE 3 AND CONSIDER ADDITIONAL MODIFICATIONS IN PREPARATION FOR A FINAL RECOMMENDATION. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Moss commented that growth will take place over a long period of time, and it is important to give careful thought on how the community is developed so that the best mix of services can be provided around the transit stations to accommodate a larger number of people. She referred to current demographic trends, which indicate that many people want to live closer to services, amenities

and public transportation. She expressed her belief that Alternative 3 is a good place to start to address the needs of the future population, but they need to do even more as outlined in the proposed changes.

Commissioner Maul agreed that Alternative 2 comes up short based on the City's Comprehensive Plan, particularly Land Use Goals 25 and 26, which talk about R-48 zoning within a half mile radius. Option 2 has a lot of R-24 and R-18 zoning located quite close to the station. He said he sees the larger development happening a bit further from the freeway. Alternative 2 is so confined it would not allow enough flexibility for the market to determine what gets built and where. Based on public comments, he felt that Alternative 3 makes a lot more sense as a starting point.

Chair Scully said he supports Alternative 3, as well. Most of Shoreline is developed as single-family, and changes will be needed to accommodate future growth. The City can either have development pressure on them 20 years from now that requires haphazard fixes, or they can make decisions now to plan for the next 100 years to have a dense center that is not just another long strip like Aurora and 15th Avenue NE. As a previous member of the Light Rail Station Area Planning Committee, he spoke to numerous people. While the neighborhood is by no means united and some people are totally opposed to any change, the vast majority are excited about allowing more density and amenities in the future.

Vice Chair Craft said he also participated earlier on the committee. Based on the comments they received from the community, as well as their investigation, he said he supports Alternative 3, including some of the potential changes presented by staff. He reminded the Commission that the goal is to create an environment that allows for a centralized opportunity for growth in the city over a long period of time to create a more robust city in the future.

Commissioner Moss referenced a comment letter that questioned how the development potential would happen given the built-out environment. She noted that there are numerous constraints at the 145th Street Station given the freeway, on ramps, golf course, school, etc. Therefore, it seems logical that much of the growth will occur at the 185th Street Station. While there is no right answer, Alternative 3 offers the most potential. She referred to Comprehensive Plan Land-Use Goal 34, which discusses the feasibility of a light rail area as a destination. If that remains the City's goal, they must recognize that there is not as much opportunity in the area of the 145th Street Station.

Commissioner Montero said he also supports Alternative 3, which offers an incredible, long-range vision. It also addresses that 20 to 30 years from now there will be alternative modes of transportation and working environments. This kind of a community will allow flexibility for establishing a mobile community, as well as support services.

THE MOTION CARRIED UNANIMOUSLY.

As the Commission reviewed Alternative 3 and potential amendments, Ms. Redinger clarified that the Commission is not being asked to make a recommendation for the Council to adopt zoning. Instead, they could make a recommendation for them to study additional areas or zoning capacity in the FEIS. She further clarified, that just because the Commission recommends something tonight for additional study does not mean that is what has to be adopted. However, in order to consider it for adoption, it has to be studied. Chair Scully added that the DEIS is a study document. The final Comprehensive Plan

amendment might look like Alternative 3 or it might not; and the Commission cannot presuppose what the actual changes will be until after the study has been completed.

For the Commission's benefit, Ms. Redinger once again reviewed the proposed changes outlined in Attachments A and B, and the Commission discussed them as follows:

- **Option A.** Ms. Redinger explained that this change was suggested by a woman who attended the February 20th Design Dialogue Workshop. She recommended that the entire area (indicated on map) should be up-zoned. Because the suggestion was not analyzed in the draft and staff did not have the woman's name to ask follow-up questions, they took a more conservative approach that includes just the rectangle within the study area boundaries where she lives. She recommended that the zoning on the west side of 5th Avenue NE should be consistent with the zoning on the east side, which is R-18.

COMMISSIONER MAUL MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION A AS PROPOSED. COMMISSIONER MOSS SECONDED THE MOTION.

Commissioner Montero asked if the library located across the street has shown a preference for Option A. Ms. Redinger said they have not received any feedback from the library. The comment from Ms. McClelland was to engage the library as they do the FEIS and to not assume that the library's capital plan includes being able to service the level of density that may be in the area over time.

Commissioner Maul agreed with Mr. Poitras' concern that leaving R-6-zoned properties that are surrounded by R-18 or higher zones may put property owners in a financial bind. He recalled the rest of the triangle is a gully with only one way in and out, and the Commission did not feel it was appropriate, topographically, to up-zone it. However, he supports up-zoning Area A, recognizing that changing the zoning does not mean the property will be redeveloped in the near future.

Vice Chair Craft recalled that in earlier discussions, a former Commissioner commented that the property owners have value in their single-family homes and would want to be considered as part of the up-zone. Because it is an isolated area, there was concern that it would get unnecessarily neglected. However, he did not believe that was a consensus decision. He agreed that it would make sense to study the area further.

THE MOTION CARRIED UNANIMOUSLY.

- **Option B.** Ms. Redinger advised that this proposal is based on a written comment the City received from Judy Parsons on March 25, 2014. She expressed concern that her property would be left in a dead zone. She asked that the City consider having all the property from 175th to 180th on 10th and 11th Avenues NE considered at least multi-family zoned.

VICE CHAIR CRAFT MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION B AS PROPOSED. COMMISSIONER MAUL SECONDED THE MOTION.

Although there was initially some concern about the single-family houses being unnecessarily included, Commissioner Craft cautioned that they could inadvertently create a vast amount of isolated single-family homes in that area. This may not be what the residents want, and they would not have the opportunity change if they so desired. The proposed change makes sense from a continuity standpoint, as well as eliminating a potential island effect.

Chair Scully recalled there were issues related to access. Because 11th Avenue NE does not go through, providing access for more intense development would be more challenging than in other areas. In addition, the Commission was worried about up-zoning too much area and not spreading out development which could create compatibility issues. That said, he can understand the concern about a little island of single-family zoning being left in the middle of high-density development.

Commissioner Strandberg noted that some of the adjacent properties along 8th Avenue NE are proposed for R-48 zoning, and everything else would be R-18. She requested an explanation for including R-48 only on the east side of 8th Avenue NE. Ms. Redinger advised that, consistent with Land Use Goal 27, the plan focuses on the corridors that connect the stations to each other and to other commercial areas. Because 8th Avenue NE is a utility corridor, it is wider and could perhaps accommodate greater densities. Chair Scully added that the west side of 8th Avenue NE has a significant dip by Serpentine making it less amenable to development, and the Commission felt there was already enough R-48 zoning.

THE MOTION CARRIED UNANIMOUSLY.

- **Option C.** Ms. Redinger said this change was proposed by Tony Gale and Donna Pipkin, who own property on NE Perkins Way. Mr. Gale requested that the zoning in the “hook area” be increased to the highest housing density possible, but staff proposed R-18 zoning to match the zoning on the east side of 10th Avenue NE. Ms. Pipkin also voiced support for the proposal to rezone the “hook area” to high density, which would give a greater chance of future redesign of NE Perkins Way to create a much safer road.

COMMISSIONER MAUL MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION C AS PROPOSED. COMMISSIONER MOSS SECONDED THE MOTION.

Commissioner Maul agreed that NE Perkins Way is a problem that needs additional work. Including it in the study area would highlight it and get more attention towards solving the issues. Whether it ultimately gets up-zoned or not, it is appropriate to study.

Commissioner Montero said he is not convinced that increasing the density would actually improve the corridor. The City is currently studying cross connection routes for bicyclists, and increasing the density would increase the danger to cyclists and pedestrians. Long term, there must be a different solution than putting more people in that area.

Chair Scully agreed that NE Perkins Way is a mess and mitigation must be considered whether it is up-zoned or not. He appreciates the sense that more development might result in more money to make improvements, but it would also increase the pressure on the road. He is not convinced it could be built to safely accommodate a lot of traffic, and adding more density could make a bad situation worse.

Vice Chair Craft said this issue should be the subject of a larger discussion. He agreed that NE Perkins Way is a hazardous roadway with the current situation. There is cut-through traffic, so a traffic impact analysis and mitigation must be part of the plan. He expressed his belief that, in its current form, the proposal is not sufficient enough to address some of the concerns he has about the area, specifically, and as it relates to other areas to the south and east.

Commissioner Moss pointed out that including Option C would allow the City to study the area. If they do not up-zone it, it will not be studied at all in the FEIS. Just because they recommend that it be part of the preferred alternative and studied in the FEIS does not mean it will be included in the final plan. Chair Scully said he does not believe that excluding Option C from a land-use consideration would exclude it from a traffic-impact consideration. However, he agreed that if they don't include it as a possibility, they won't study the impacts of increasing density. Ms. Redinger said additional mitigation may be needed for the area to be redeveloped.

Mandi Roberts, OTAK, pointed out that the “hook area” is currently excluded from the study area, and including it would help a little. There are some major topographic challenges to consider when thinking about transportation solutions, and you must look beyond just the right-of-way to consider possible land use solutions as well.

THE MOTION CARRIED 4-3, WITH VICE CHAIR CRAFT AND COMMISSIONERS MALEK, MAUL, AND MOSS VOTING IN FAVOR AND CHAIR SCULLY AND COMMISSIONERS MONTERO AND STRANDBERG VOTING IN OPPOSITION.

- **Option D.** Ms. Redinger said this amendment was proposed by Jason Cetina, who lives within the area. He is requesting that the Commission consider rezoning all of the property north of NE 190th Street and west of 10th Avenue NE, including the houses on the west side of 10th Avenue NE. He also requested that they include Sky Acres in any rezone. He commented that this will be the most opportune time to reconnect the neighborhood to the rest of North City from which they are somewhat isolated. Mr. Cetina indicated he has talked with neighbors, and some support the proposed change while others were leery. Mr. Cetina felt that the park would provide a good transition and would allow the area to support additional density.

COMMISSIONER MOSS MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION D AS PROPOSED. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Moss said the comments provided by Mr. Cetina warrant further review as part of the FEIS. There is a natural transition in the area; and given that the properties are located close to the freeway, they may not be quite as desirable for low-density housing. This will be particularly true

when the light rail line runs in the vicinity. She felt that R-18 zoning may be more appropriate than R-6.

Chair Scully agreed that North City Park provides a natural barrier, and NE 195th Street dead ends at the freeway with a bicycle path going across. The properties below NE 195th Street in Area D are in a cul-de-sac. He has a hard time envisioning what high-density residential would look like in this area given all the constraints. He felt it would also put an interesting squeeze on the park to have it surrounded by high-density residential.

Commissioner Moss said if the property is rezoned to R-18/MUR-35, development would be limited to 35 feet in height. This would be more medium-density rather than high-density residential and form-based standards would apply. She felt it would make sense to at least consider the more intense zone, recognizing that may not be what is ultimately approved. Unless they consider it for a possible zoning change, it will not be studied as part of the FEIS.

Commissioner Montero said he does not agree that up-zoning Area D would be helpful. He likes the existing transition, with the child development center, preschools, park, etc. that are totally surrounded by R-6 development. Changing the zoning could result in an ugly intrusion into the neighborhood and a bad transition between the park and the rest of the neighborhood.

Commissioner Maul agreed that the park is a natural transition, and there is not a lot of access in and out. Adding more traffic may not make the most sense. However, because this is a study area, it would be worth at least considering the proposal.

THE MOTION FAILED 5-2, WITH CHAIR SCULLY, VICE CHAIR CRAFT AND COMMISSIONERS MALEK, MONTERO AND STRANDBERG VOTING IN OPPOSITION AND COMMISSIONERS MAUL AND MOSS VOTING IN FAVOR.

- **Option E.** Ms. Redinger recalled that this proposed change was brought forward by Council Members Hall and McGlashan at the May 19th discussion with the City Council. They felt this area was overlooked when the initial maps were approved in February. Based on the topography and close proximity to the station, they recommended that these properties should have higher zoning. It was noted that this area is immediately adjacent to the interstate and could provide more residential units within close proximity to the light rail station. With regard to the area north of NE 185th Street, the topography is lower than areas to the west. Taller buildings in this area could provide noise barriers for homes to the west.

COMMISSIONER MAUL MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION E AS PROPOSED. COMMISSIONER MALEK SECONDED THE MOTION.

Commissioner Maul observed that, as currently proposed, there is a significant amount of MUR-85 zoning on the east side of Interstate 5 and none on the west side. The only dense zoning on the west side is the Shoreline Center. He felt that allowing a greater density to accommodate redevelopment

of a significant size would be appropriate in this location. He said he would even support higher density zoning further north of the Shoreline Center.

Commissioner Malek expressed support for Option E, which would create a sense of symmetry. He also agreed with the comments from Council Members Hall and McGlashan that the area serves as a buffer to the Interstate 5 corridor in terms of light, noise, etc.

THE MOTION CARRIED UNANIMOUSLY.

- **Options F and G.** Ms. Redinger said Option F would change the NB zoning analyzed in the DEIS to R-48, which was intended to provide more options for the large church parcels near the Shoreline Center. The recommendation is based on an evolving concept of what the revised R-48 zoning designation may be. It has been discussed repeatedly that the current R-48 designation does not meet the intent to create the “station boulevard” or “main street” character envisioned for the 185th Street Corridor and would need to be revised. As staff drafts allowable uses for a revised R-48 zone, there may be little distinction between the new zone and the existing NB zone. In order to avoid confusion and the potential for split zoning if parcels are aggregated for redevelopment, zoning should be consistent with the neighboring parcels.

Ms. Redinger further explained that Option G would change the R-24 zoning analyzed in the DEIS to R-18. The original intent was to provide additional transition to step down from the R-48 zoning proposed for the 185th Street Corridor. However, the preliminary discussions about revised standards for both the R-48 and R-18 zones indicate that transition could effectively be covered through design standards rather than through zoning. Zoning the area R-18 would create consistency with the rest of the subarea, which transitions from R-48 to R-18 with no intermediary zoning. It would also reduce the possibility of split zoning.

VICE CHAIR CRAFT MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTIONS F AND G AS PROPOSED. COMMISSIONER MAUL SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

- **Option H** would change the depth of the R-48 zone and move it north so there is a 300-foot swath on either side of N 185th Street. It would also slightly revise the R-18 areas to provide transition to the R-6 zones along the street rather than mid block. That means the areas south of N 185th Street would be zoned R-6. The opposite would be true for the area north of N 185th Street where the R-18 zoning would be extended north on N 188th, N 189th or N 190th Streets moving eastward toward Meridian Avenue N.

The depth of zoning analyzed in Alternative 3 in the EIS was based on comments from City transportation staff that in order to reduce congestion along the 185th Street Corridor, no new curb cuts should be allowed. Instead, access through side streets and internal circulation within developments should be encouraged. In order to promote this concept, the depth of the R-48 and R-18 zoning was increased. However, after hearing from developers and building industry professionals, as well as the City’s Economic Development Manager, that the R-48 zoning was too deep, the City contracted with the Clark Design Group to “ground truth” the proposed zoning. The

consultant's recommendation is based on a 300-foot zoning depth, which allows for walkable blocks while providing sufficient room for internal circulation, creation of alleyways for access, etc.

COMMISSIONER MOSS MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION H AS PROPOSED. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Maul said he is not sure he agrees 100% with the proposal. He felt the marketplace would probably take care of this aspect on its own. He said he does not necessarily agree that up-zoning too deep would create blocks that are too large.

Chair Scully asked staff to share the basis of the consultant's belief that zoning that deep would be a problem. Ms. Redinger said the City's Economic Development Manager has indicated that the proposed 300 foot depth on either side that represents Option H is intended to be right sized to allow significant area for redevelopment, along with a proven pedestrian-friendly street grid. If the area were much deeper, its pedestrian required focus could be compromised. If the area were much narrower, the corridor as a whole would lack the density needed to be truly energized.

Ms. Roberts said she believes it is insightful and a good idea to make the change to the north and end the R-18 (MUR-35) at a street. However, she is not sure it is necessary to change the zoning to the south. Having R-48 directly across from R-6 seems too severe, and that is why they proposed the R-18 buffer. She agreed that issues related to depth will be worked out over time through the market, and the current map is close to the 300-foot depth anyway.

Commissioner Moss said she does not have a problem changing the zoning for the area to the north. However, Meridian Avenue N. runs through the area to the south, and it is already a very busy road. She does not see that the proposed change will make any difference because they will start seeing development on Meridian Avenue N. in both directions. She does not share the concerns about the zoning to the south being too deep, either. Changing some of it back to R-6 does not make sense because Meridian Avenue N. may be more appropriate for multi-family development in the future.

CHAIR MAUL MOVED TO AMEND THE MAIN MOTION TO ONLY INCLUDE THE CHANGES TO THE NORTHERN PORTION OF AREA H. COMMISSIONER MONTERO SECONDED THE MOTION. THE MOTION TO AMEND WAS UNANIMOUSLY APPROVED.

THE MAIN MOTION, AS AMENDED TO APPLY ONLY TO THE NORTHERN PORTION OF AREA H, WAS UNANIMOUSLY APPROVED.

In addition to the proposed changes outlined in Attachments A and B, Chair Scully suggested the Commission consider the additional recommendations that were brought forward by the Commission and private citizens during the hearing.

Mr. Dale reviewed his proposal that the zoning on the west side of 10th Avenue NE be scaled down to provide a better transition. Chair Scully noted that the City has transition standards in place to deal with

Mr. Dale's concerns as part of the development code that will be created at a later date to implement the subarea plan.

COMMISSIONER MOSS MOVED THAT R-48 ZONING BE CARRIED ALL THE WAY FROM N 180TH AND N 185TH STREETS BETWEEN 9TH AND 10TH AVENUES.

Commissioner Moss said she is recommending that R-48 go along 9th Avenue NE versus splitting in the middle of the block to allow for large enough lots to accommodate R-48 development and still provide a transition. She also is concerned about issues such as solar access.

COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Montero expressed his belief that developers of large buildings will likely want to use the entire block and setbacks and a significant amount of design review would be required. He sees this area, as well as the area added on the west side of the freeway, as being the only opportunity to develop substantial facilities close to the station. It does not make sense to eliminate that flexibility.

Commissioner Maul recalled the Commission's desire to create and encourage activity on 15th Avenue NE. With the station at 185th Street, they saw potential connections down 10th and 15th Avenues NE. Given the topography going up the hill, the proposed R-18 zoning on the east side will lessen the impact that they skipped a zone between the two. The depth between 9th and 10th Avenues NE is a nice size for larger buildings and it is close to the station. He is of the mind to retain zoning analyzed in the DEIS and let the market drive future development. They are trying to encourage and support what is already happening on 15th Avenue NE.

Chair Scully said that he shares Mr. Dale's concerns about creating a canyon effect on 10th Avenue NE. Even with the hill, residents on the east side may be significantly impacted by 85-foot tall buildings. However, he reminded the Commission that they wanted to include the entire block for sound reasons that are supported by the community and land use best practices. There are a number of parcels in the block that are probably not developable for various reasons, and he hesitates to trim down the zoning. He suggested the solution to the problem lies in adopting development regulations that require step backs and/or setbacks.

Ms. Redinger suggested that instead of thinking of the change as a down zone, they should consider it as a reduction in the development capacity from what was analyzed in the DEIS. Technically, even if it were zoned R-48, it would still be an up-zone from the current R-6 zoning.

THE MOTION FAILED BY A UNANIMOUS VOTE.

Ms. Redinger requested additional information from Merissa Reed regarding her recommendation. Ms. Reed clarified that she was not proposing a zoning change. Her suggestion was that a mobility study be done for NE Perkins Way to identify potential traffic impacts. It is already dangerous and the changes will only drive more traffic through the area. The Commission agreed it is important to understand the traffic impacts in this area, and they asked staff to review the mobility study to make sure it addresses the concerns raised earlier by Ms. Reed.

COMMISSIONER MAUL MOVED TO INCREASE THE ZONING FOR THE PROPERTIES BETWEEN 5TH AVENUE NE AND 1ST AVENUE NE FROM NORTH OF THE SHORELINE CENTER UP TO NE 195TH STREET AND INCLUDING SHORELINE PARK, FROM WHAT WAS ANALYZED IN THE DEIS TO MUR-85. COMMISSIONER MOSS SECONDED THE MOTION.

Commissioner Maul said it is a big jump to go from R-48/MUR-45 to MUR-85 in terms of cost of construction, type of building, etc. It is not likely a developer will want to construct a building of that size so close to Interstate 5. A better location would be closer to the park or near the Shoreline Center where there is already a lot of public activity and social assets within walking distance, and the transit station would be within walking distance, as well. Changing the zoning could open up possibilities that might be more attractive to people who are putting together a project of that size.

Chair Scully voiced opposition to the proposed change. He reminded the Commission that part of what they are hoping to do is create a dense urban core. Alternative 3 has a 75 to 100 year build out. If the dense area is too big, large developments will be spread out, making it difficult to provide urban services. He agreed there is a lot more development potential associated with some of the subject parcels, but that is something they should expand into rather than establish now.

Commissioner Malek said he was involved in the sale of property near the transit/pedestrian village on Ash Way in Lynnwood. The project was suboptimal to the City, as it was purchased at a low point in the market and was more of a salvage operation than realizing the full robust development potential of the area. Now there is no going back. Just because you zone it to allow greater development potential does not mean it will be developed that way. He expressed his belief that this area is a prime candidate for the type and scale of development the City wants to encourage. He agreed with Mr. Dale about being sensitive to what is happening around the dense cores and having respect for the communities that have helped develop the areas. However, this is an opportunity to concentrate density in a transit-oriented area where it really needs to be.

Again, Chair Scully said he believes the proposed change would play havoc with not only the City's goals for dense areas, but also attempts to create a step down into the residential areas. He does not believe this is the time to be adding massive swaths of the City's highest densities analyzed in the DEIS.

Commissioner Moss said she understands the need for transition, particularly to the west where properties are currently zoned R-6. However, she noted that Holyrood Cemetery to the north of the subject property would provide a substantial buffer. She also pointed out that 1st Avenue NE is already a fairly busy street, particularly with the parking garage that is proposed for the west side of Interstate 5. She sees more vehicular traffic and activity happening in the entire area between the Shoreline Center and 1st Avenue and density is more likely to develop on this block.

THE MOTION CARRIED 6-1, WITH CHAIR SCULLY VOTING IN OPPOSITION.

COMMISSIONER MAUL MOVED TO INCREASE THE DENSITY BEING STUDIED IN THE PLAN TO R-48 (MUR-45) FOR THE PROPERTIES LOCATED BETWEEN NE 190TH AND NE

195TH STREETS FROM 1ST AVENUE NE TO MERIDIAN AVENUE NORTH. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Maul observed that the City has received comments from citizens who live in the area, suggesting they would support increased density. He noted that 1st Avenue NE is a very busy north/south connection, and the properties are located in close proximity to Shoreline Park and the Shoreline Center with numerous public amenities.

CHAIR SCULLY MOVED TO AMEND THE MAIN MOTION TO CHANGE THE DENSITY TO R-18 RATHER THAN R-48. COMMISSIONER STRANDBERG SECONDED THE MOTION.

Commissioner Scully recalled that the Commission has studied this area at length, including significant work by consultants and numerous public meetings. He is hesitant to make these changes at the last minute. If the properties are zoned R-48 as proposed in the main motion, he questioned where the transition to single-family residential would occur. The point of the subarea plan is to have a new, dense urban core built around the light rail station, but now they are considering significant up-zones for properties outside of the half mile radius of the station.

COMMISSIONER MOSS MOVED TO AMEND THE AMENDMENT TO THE MAIN MOTION TO DESIGNATE THE PROPERTIES BETWEEN N 195TH AND N 185TH STREETS FROM 1ST AVENUE NE TO CORLISS AVENUE AS R-48 AND THE PROPERTIES BETWEEN CORLISS AVENUE AND THE STUDY AREA BOUNDARY AS R-18. COMMISSIONER MALEK SECONDED THE AMENDMENT.

THE MOTION TO AMEND THE AMENDMENT TO THE MAIN MOTION CARRIED 4-3, WITH COMMISSIONERS MOSS, MALEK, STRANDBERG AND MAUL VOTING IN FAVOR AND CHAIR SCULLY, VICE CHAIR CRAFT AND COMMISSIONER MONTERO VOTING IN OPPOSITION.

THE AMENDMENT TO THE MAIN MOTION, CARRIED 4-3 AS AMENDED, WITH COMMISSIONERS MOSS, MALEK, STRANDBERG AND MAUL VOTING IN FAVOR AND CHAIR SCULLY, VICE CHAIR CRAFT AND COMMISSIONER MONTERO VOTING IN OPPOSITION.

THE MAIN MOTION CARRIED 6-1 AS AMENDED, WITH CHAIR SCULLY VOTING IN OPPOSITION.

Chair Scully recalled staff's earlier comments about the need to address the underlying zoning for park properties. Ms. Redinger clarified that she brought up the issue to raise awareness that, at some point, staff will propose that the underlying zoning of the parks match the surrounding zoning, but they don't have a particular proposal at this point.

Chair Scully also recalled staff's earlier comment about changing the names of the zoning designations to reference the maximum height limit rather than the maximum density. Mr. Szafran pointed out that

the zoning designations will be part of upcoming discussion regarding development regulations to implement the subarea plan. Ms. Redinger added that the new names would be used in the FEIS, but they could still be adjusted accordingly based on the Commission's future discussions.

Chair Scully recalled that, throughout the process, the Commission discussed how traffic impacts will affect roadways and pedestrian and bicycle pathways outside the impact zone. When evaluating traffic impacts, the consultant should not only analyze where the trips come from, but the impact on the roadways outside of the land use study area. A map was created to illustrate this concept, but it was not included in the DEIS. That map currently in the DEIS (Figure 1-2) identifies a much smaller mobility study area boundary than what the Commission originally discussed.

CHAIR SCULLY MOVED THAT THE COMMISSION RECOMMEND THE COUNCIL ADOPT THE INITIAL MOBILITY STUDY BOUNDARIES MAP SINCE THE MAP THAT IS INCLUDED IN THE DEIS (FIGURE 1-2) SEEMS TO INCLUDE LESS AREA THAN THE ORIGINAL ONE. VICE CHAIR CRAFT SECONDED THE MOTION.

Commissioner Maul observed that they have received a number of citizen comments about specific streets. He questioned how they can track these concerns if they do not have a mobility map that quantifies and identifies the problems. Ms. Roberts reassured the Commissioners that she did not disregard the original mobility study boundaries. The TAZ boundaries (Figure 2-1) actually illustrate a broader boundary than the mobility study boundaries in Figure 1-2. In particular, she noted that TAZ 125, 65 and 67 extend eastward into the areas where citizens have raised concerns. The analysis of each TAZ would include not only vehicular traffic issues, but pedestrian and bicycle concerns, as well. As part of the FEIS, she suggested they take another look at each of the TAZs and provide more detailed information about what mitigation and improvements may be needed once they know what the preferred alternative will be.

Ms. Roberts clarified that the transportation analysis studies what is in each of the TAZs, including where traffic flows both within and outside of the study area. However, she suggested that the findings from the analysis could be described in more detail. Chair Scully indicated that his motion would be unnecessary based on the clarification provided by the consultant that everything within the purple TAZ boundaries would be thoroughly studied as part of the FEIS.

THE MOTION FAILED BY A UNANIMOUS VOTE.

Commissioner Moss stressed the importance of considering minimum density and tree canopy requirements in the newly created MUR zones. She noted that many of the properties were previously zoned commercial and did not have a tree retention requirement. Ms. Redinger indicated that both of these issues would be addressed as part of the Commission's discussions about development regulations. For example, the Commission's packet for the August 7th meeting will include recommendations for minimum density requirements.

Ms. Redinger said staff believes that MUR-85 is a longer term development scenario that will require developers to acquire multiple parcels. There is an argument to be made that the character of the single-family neighborhoods could be retained longer with MUR-85 zoning than with MUR-45 or MUR-35

zoning. The MUR-35 and MUR-45 zones are anticipated to redevelop within the next 20 years into town homes, row houses, apartments, etc. Because there is not currently a lot of land available in the City for this type of product, staff believes there is a pent up demand. Chair Scully pointed out that this would only be true if there are minimum density requirements. He commented that the subarea will likely develop differently than anticipated unless there are minimum density requirements.

Chair Scully closed the public hearing.

DIRECTOR'S REPORT

Mr. Cohen 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 or announcements from Commissioners.

AGENDA FOR NEXT MEETING

Mr. Szafran announced that the July 17th meeting would be cancelled, and the Development Regulations related to the 185th Street Station Subarea Plan would be introduced on August 7th.

ADJOURNMENT

The meeting was adjourned at 10:16 p.m.

Keith Scully
Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

TIME STAMP
July 10, 2013

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA: 1:24

APPROVAL OF MINUTES:

GENERAL PUBLIC COMMENT: 1:40

PUBLIC HEARING: HAZARD MITIGATION PLAN UPDATE: 6:11

Staff Presentation: 6:50

Public Testimony: 25:30

PUBLIC HEARING: 185TH STREET STATION SUBAREA DEIS: 31:00

Staff Presentation: 32:20

Light Rail Station Area Planning Committee Report: 56:15

Public Comment: 1:01:47

Continued Commission Discussion: 1:25:07

DIRECTOR'S REPORT: 3:14:21

UNFINISHED BUSINESS:

NEW BUSINESS:

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS:

AGENDA FOR NEXT MEETING:

ADJOURNMENT:

DRAFT

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PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Development Regulations for 185th Street Light Rail Station Subarea Plan

DEPARTMENT: Planning & Community Development

PRESENTED BY: Steven Szafran, AICP, Senior Planner

Public Hearing

Discussion

Study Session

Update

Recommendation Only

Other

Introduction

The purpose of this study session is to:

- Review the Development Code regulations for the proposed 185th Street Light Rail Station Subarea Plan;
- Inform the Planning Commission of topics that require greater study;
- Provide information and solutions for issues identified by staff;
- Ask direction on options for certain Development Code regulations;
- Respond to questions regarding the proposed development regulations;
- Gather public comment.

Amendments to Shoreline Municipal Code (SMC) Title 20 (Development Code) are processed as legislative decisions. Legislative decisions are non-project decisions made by the City Council under its authority to establish policies and regulations. The Planning Commission will be the review authority for the 185th Street Station Subarea Plan which will include amendments to the Comprehensive Plan; zoning map amendments; and these implementing Development Code regulations. The Planning Commission will be responsible for holding an open record Public Hearing on the package of Development Code amendments along with the 185th Street Light Rail Station Subarea Plan and making recommendations to the City Council on the entire package.

Background

The City began working on light rail station subarea planning in fall 2011 with the adoption of Light Rail Station Area Planning Framework Policies for Shoreline. The framework policies guide the City's future discussions and decisions regarding the planning and development of the areas surrounding the two light rail stations.

After adoption of the framework policies, the City began working on the update of the entire Comprehensive Plan. The Comprehensive Plan merged the framework policies into 23 policies related to light rail station areas and identifies light rail station study boundaries on the Comprehensive Plan Land Use Map. The update to the

Approved By: Project Manager _____

Planning Director 

Comprehensive Plan goals and policies, map, and station study areas were adopted in December 2012 (see www.cityofshoreline.com/home/showdocument?id=15882).

The City and its residents have been working on the 185th Street Station Subarea Plan since spring 2013 to create a land use, transportation, and infrastructure framework for a livable, equitable, and sustainable transit-oriented community in Shoreline.

In addition to supporting the regional investment on high-capacity transit, the subarea plan implements Shoreline's 2012 Comprehensive Plan goals and policies and the City's Vision 2029 (see www.cityofshoreline.com/home/showdocument?id=9651). The subarea plan will expand community choices related to land use, housing and transportation. Regulations will be used to promote a variety of housing styles and increased levels of affordability; enhanced pedestrian, bicycle, transit, and motor vehicle connectivity; greater mobility and safety; neighborhood-serving employment opportunities and businesses; and other desired amenities.

Development Code Amendments New Zones

The proposed development regulations are intended to implement the goals and policies identified in the Comprehensive Plan. The light rail station area policies can be found in the Land Use Element under LU20 through LU43 (see Attachment 2).

Staff has proposed creating new zones that will implement the 185th Street Station Subarea Plan. The new zones create a more form based regulatory approach that is flexible enough to allow for a mix of compatible uses and styles as supported by the market and controlled using simple bulk and scale requirements.

A secondary reason for the creation of new zoning designations is to provide increased areas for multi-family housing. The City currently has four (4) percent of its land area devoted to multifamily zoning. The market study prepared for the 185th Street station indicates a demand for multifamily housing around the station and also notes a lack of multifamily zoning to provide future demand.

Staff recommends that these Development Code amendments be integrated into the existing code organization rather than a separate district or overlay. The Development Code amendments include sections that are changing. If certain sections are not addressed, it is assumed that the existing code provisions will apply. The proposed Development Code amendments for the 185th Street light rail station subarea plan are described below by Development Code section.

20.10 – General Provisions

20.10.020 – Purpose

20.10.020 describes the purpose of the Development Code. The proposal is to strike the bullet "Avoid excessive concentrations of population" and replace the bullet with "provide well planned areas of Transit-Oriented Communities around light rail stations and along other high-capacity transit corridors". Staff believes this change is necessary

to incorporate the direction of the Land Use policies in the Comprehensive Plan related to establishing areas around light rail stations as appropriate for increasing population due to the proximity to light rail service and adjacent neighborhood serving amenities.

20.20 - Definitions

20.20.016 – D definitions

Development Agreement

A definition for development agreements is proposed to be added to the “D” definitions section of the code. A development agreement is a new concept in the City and is proposed to be a new permit type in 20.30 – Procedures and Administration.

20.20.016 – D definitions

Dwelling, Live/Work unit

A definition for live/work units is proposed to be added to the “D” definitions section of the code. A live/work unit is a new concept in the City and is proposed to be a new land use in 20.40 – Zoning and Use Provisions.

20.20.016 – D definitions

Dwelling, Microhousing unit

Microhousing is a relatively new concept in the City and we have had one microhousing project proposed on Aurora Avenue. The proposed definition is based on materials submitted by the developer and staff research used to prepare an Administrative Order related to the project.

20.30 – Procedures and Administration

Table 20.30.060 – Summary of Type C Actions and 20.30.338 – Development Agreement

A Development Agreement is a new concept in the City of Shoreline but used extensively in other jurisdictions for defined development including station areas. Section 20.30.338 will add the purpose, contents, approval procedures, and criteria and requirements for a Development Agreement. The notice requirements, review authority, decision making authority, and target time limits for decisions for a Development Agreement will be added Table 20.30.060. Table 20.30.060 is the review procedures for a Type C permit which is a quasi-judicial permit type. Type C permits typically go before the Hearing Examiner for a public hearing. The Hearing Examiner makes a recommendation to the City Council. Per RCW 36.70B.200, a Development Agreement must be approved through an ordinance or resolution.

The intent of the Development Agreement is to define the parameters of development that is allowed on sites zoned Mixed-Use Residential 140 in exchange for more flexible development regulations or added development potential. The proposed language contained in Attachment 1 is the starting point for the required elements to be contained within the Development Agreement. Staff is seeking a balance between development potential and public benefits. Staff’s proposal contains two parts to a Development Agreement - items that are required and items that a developer may choose from. Is the City offering enough development bonuses to require a specified list of amenities in

combination with some optional amenities? Are there too many requirements that may deter any development from occurring in the proposed MUR zones?

RCW 36.70B.170 lists elements that must be contained within a Development Agreement. These items include a project description, site plan, permitted uses, site design, bulk and building standards, open space, capital facilities, utilities, and other public services. Staff has included a requirement for the provision of affordable housing as well.

The second section of the Development Agreement lists optional items that a developer may choose to include within a proposed development. Staff has proposed amenities such as net zero-energy, on-site waste management, jobs, public art, senior housing and universal design, green building, and significant tree retention. These items will be an expanded menu during the Planning Commission meetings in September with definitions, model codes from other jurisdictions, and pros and cons of each requirement. The language included in Attachment 1 includes possibilities and staff is not necessarily making a recommendation on this particular list. The draft language is a starting point for discussion and the final list may look completely different from this proposal.

Justification –Development Agreements provide a developer the flexibility to create an interesting development project around the light rail station while giving the City the opportunity to require amenities that may not be possible to obtain in other types of development. The Development Agreement will in some ways act as a Master Development Plan Permit where the developer can dictate the development regulations for a particular project while the City can negotiate specific amenities that the community has identified as being important in the neighborhood.

Comprehensive Plan Support – The establishment of a Development Agreement is supported by the following Comprehensive Plan 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 H V – Integrate new development with consideration to design and scale that compliments existing neighborhoods and provides effective transitions between different uses and intensities;
- Goal T V – Protect the livability and safety of the neighborhoods from the adverse impact of the automobile;
- Goal ED III – Facilitate private sector economic development through partnerships and coordinating funding opportunities; and
- Goal NE I – Minimize adverse impacts on the natural environment through leadership, policy, and regulation, and address impacts of past practices where feasible.

Note: Further justification for codifying Development Agreement procedures was presented to the City as a result of an audit of the City’s Development Code by

the Washington City’s Insurance Authority (WCIA). The WCIA audit included a finding recommending the City adopt procedures for Development Agreements to reduce liability.

20.40 – Zoning and Use Provisions

20.40.010 – Purpose. An addition to this section will add the purpose of the mixed-use residential (MUR) zones.

20.40.020 – Zoning and map designations. Four (4) new multiple use residential zoning districts named MUR-35, MUR-45, MUR-85, and MUR-140 are proposed to be added to the zoning table. The proposed zones differ from other residential zones that are typically defined by a dwelling unit density limit such as R-12 and R-18. In contrast, the proposed MUR zones will be defined by height. MUR-35 is a 35-foot height limit, MUR-45 is a 45-foot height limit, MUR-85 is an 85-foot height limit, and MUR-140 is a 140-foot height limit. There will be greater inclusion of other uses allowed entirely by right or as an accessory. The City has implemented this type of regulation through the commercial zone consolidation project which eliminated density requirements and defined development perimeters through height and bulk standards (see Ordinance 654).

The primary reason for the new zoning classifications is to provide flexibility to the development community. Staff also sees a benefit of defining the height and bulk standards or the part of the building that is visible to the surrounding community rather than the number of units. The building size will be defined by height, setbacks, lot coverage, landscaping, and parking.

The second reason for the new zoning classifications is it is important to allow a mix of uses within the subarea to encourage the development of residential units with supporting retail or service uses. This technique will be useful in creating the “sense of place” that is desired within the station subarea.

20.40.046 – Mixed-use residential zones. SMC 20.40.046 is a new section that explains the purpose of the mixed-use residential zones.

Table 20.40.160 – Station Area Uses. The proposed use table tries to include uses that are complimentary to the station and a Transit-Oriented Community where services and retail are within walking distance and require less reliance on cars and more on transit and non motorized travel.

This is a new table that will immediately follow Table 20.40.150 – Campus Uses. This table lists land uses that are permitted, conditional, special, required, or accessory in each of the new zones. There are a number of new uses introduced such as microhousing, live/work units, and mini-storage. The table also lists uses that have supplemental indexed criteria. For example, live/work units are permitted in the MUR-35 zone subject to supplemental use criteria that requires the project site to be located on a Collector or Arterial Street.

Justification – The creation of the Mixed-Use Residential zones will provide flexibility for developers to develop a mix of low and mid-rise residential structures with an appropriate mix of neighborhood commercial uses. The City is lacking the type of zoning that will allow townhome, rowhouse, and other types of multi-family housing. This is shown in the supporting analysis of the Comprehensive Plan which states only four (4) percent of the land area in Shoreline is zoned for multi-family.

Comprehensive Plan Support – The establishment of new zoning categories are supported by the following Comprehensive Plan Goals:

- 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 VI – Encourage pedestrian-scale design in commercial and mixed-use areas;
- Goal H II – Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations; and
- Goal ED VII – Encourage multi-story buildings for efficient land use.

20.50 – General Development Standards

20.50.020 – Dimensional requirements. This table explains the dimensional and density standards for the proposed zones. The table includes new concepts such as no prescribed unit density maximums by lot size, increased height around the light rail stations, and minimum density requirements.

20.50.240 – Site design. The new zoning categories of MUR-35 through MUR-140 are proposed to be classified as residential zones. However, the design standards that would be applied are commercial design standards. This is intentional because the commercial design standards include design standards for multifamily buildings and the commercial design standards are much more thorough than the City’s multifamily design standards that are located in SMC 20.50 Subchapter 3.

Another important provision added to this chapter is the requirement for alternative access when a project is located on 185th Street. It is the City’s proposed plan to make 185th Street a “Station Boulevard” which includes wide sidewalks, bicycle lanes, and increased bus access. It is the City’s preference to decrease the amount of curb cuts on 185th Street to increase mobility along the corridor and to provide increased safety for future users.

20.50.400 – Reductions to minimum parking requirements. The proposed development regulation will apply all of the City’s existing parking requirements to new development within the 185th Street station area. The only difference being proposed is an additional opportunity to reduce parking spaces if the development is within a ¼ mile walkshed of the light rail station.

Staff researched what other jurisdictions have required for parking in their station areas. A majority of the jurisdictions require one (1) parking space per unit with the ability to

reduce parking standards based on specific criteria. One city, Seattle, does not require any parking within their station areas. The City of Shoreline currently requires .75 parking spaces for studio and 1-bedroom units and 1.5 parking spaces for units with 2 or greater bedrooms. Staff believes having the ability to reduce parking standards in close proximity to the light rail station may be appropriate in certain situations and in certain distances from the light rail station.

Justification – The City currently allows parking reductions approved by the Director based on specific criteria listed in the Development Code. Staff believes the ability to reduce parking requirements for developments close to the future light rail station will promote TOD development, promote a healthy city, and increase the amount of developable area for mixed-use buildings throughout the Station Subarea.

Comprehensive Plan Support – Reduction of parking standards can be supported by the following Comprehensive Plan Goals:

- Goal LU II – Establish land use patterns that promote walking, biking and transit to access goods, services, education, employment, and recreation; and
- Goal T VI – Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a health city, and reduce carbon emissions.

20.50.540 – Sign design. The only addition here is adding the proposed zones to the existing sign code.

New Concepts

The following concepts were raised during the public process as ideas to consider for the station subarea. These items will be discussed at length at the Commission's meetings on September 4 and September 18. Staff wanted to give the Commission early notice of these and will present model code language and analysis at the September meetings.

- Affordable Housing. Preserving and creating affordable housing near light rail stations and other high capacity transit services has consistently been a part of the local conversations regarding the 185th Street Light Rail Station Subarea Plan. . Staff has proposed requirements of some level of affordable housing in the Development Agreement section of code as a starting point.

Affordable housing is a goal identified in the Comprehensive Plan and PSRC's Growing Transit Communities Strategy. The Strategy states most new market-rate housing that is accessible to transit is unaffordable to those who make less than 80 percent of the area median income. Building mixed-income communities will require improved strategies to minimize displacement, and preserve and produce diverse housing types affordable to a full range of incomes.

Pros – Affordable housing is a goal of the City that is identified in both the Comprehensive Plan and during the 185th Street Light Rail Station Subarea planning process. The City has a lack of housing that is affordable to those

earning less than 50 percent of King County median income and especially to those earning less than 30 percent of King County median income.

Cons – Requiring developers to include affordable housing is still economically challenging. If affordable housing is a mandatory requirement, a developer may develop in a location where affordable housing is not required (ex. Mountlake Terrace; Seattle) and/or rents for new units are higher such as Seattle.

- The MUR 140 zone. Staff has suggested that sites zoned MUR 140 be required to apply for a Development Agreement to develop. If the development community is not ready to develop the site to 12 stories, should there be a fall back zone that will allow development such as MUR 85? Or should sites zoned MUR 85 be allowed to apply for a Development Agreement to increase the development potential of a site up to MUR 140?

Pros – Zoning specific parcels MUR 140 will indicate to developers that the City is ready for intense development near the light rail station.

Cons – The market research report indicated that development over 5-stories is not feasible in the short term. It is expected that development in the short term (the next 10-20 years) will include buildings up to 3-stories and be primarily townhouse/rowhouse type units. If the City requires higher, TOD type development with minimum densities, the City may not see development occur for a long time nor the amenities that the development agreement seeks.

- Should green building, LEED certification, Net-zero, and other progressive environmental features be incorporated in development standards for the subarea?

Pros – Requiring green building measures will meet goals and policies of the Comprehensive Plan, Sustainability Strategy, and the Climate Action Plan.

Cons – The more requirements the City places on development, the less likely development will occur if those requirements are too costly for a developer especially if competing jurisdictions do not have the same requirements and can rent the units for a higher rate.

- Single-family detached homes. The proposed Development Code amendments do not allow detached single-family homes as a permitted use in the MUR zones. Existing single-family homes may be reconstructed, repaired, maintained, and in some cases expanded per the nonconformance requirements of SMC 20.30.280. The intent of excluding detached single-family homes in the Station Subarea is to comply with the Comprehensive Plan Land Use Policies LU20 through LU43 which encourages densities of at least 48 dwelling units per acre within ¼ mile of the light rail station and densities of at least 18 dwelling units per acre within ½ mile of the light rail station.

- Which amenities should be the City's priorities? What is the balance in our development market (time) and development potential? Are we willing to wait until we get the development we want if we require progressive development regulations? What is the "sweet spot" where development begins to attract development, the population increases to support the amenities that create that place everyone wants to occupy/be a part of, rents increase and it becomes economically feasible for development to fund the amenities the Community has identified as being a vital part of the new 185th Street light rail Station Subarea?

Pros - The more amenities the City can provide to current and future residents the better. The City has heard comments from a wide range of interests through visioning, open houses, and public comment. The community believes the station subarea should be a transit "village" with small businesses, a variety of housing choices, pedestrian friendly streets, and visually interesting features such as art installations, parks, and quality building design.

Cons – Competing interests will make it difficult to provide amenities everyone wants. For example, art and open space will make development of housing more expensive thus making affordable housing choices less likely. Competing for development dollars will be difficult if the City's regulations are too restrictive and greater than adjacent jurisdiction's.

Next Steps

The meeting on August 21 is reserved for continuation of the discussion of these "core" development regulations.

The meetings of September 4 and September 18 will present Development Code topics such as affordable housing, universal design, green building, and trees. These topics may evolve into additional Development Code amendments to be added to the "core" amendments discussed on August 7 and August 21. The Planning Commission may also direct staff to research other topics not identified by staff for incorporation into the Development Code.

Attachments

Attachment 1 – Proposed 2014 Development Code Amendments
Attachment 2 - Comprehensive Plan Policies LU20 through LU43

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185th Street Light Rail Station Development Regulations

Chapter 20.10 General Provisions

20.10.020 Purpose.

It is the purpose of this Code to:

- Promote the public health, safety, and general welfare;
- Guide the development of the City consistent with the Comprehensive Plan;
- Carry out the goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Encourage high standards of development;
- Prevent the overcrowding of land;
- Provide adequate light and air;
- Provide for planned areas of Transit Oriented Communities around light rail stations and along other high-capacity transit corridors. ~~Avoid excessive concentration of population;~~
- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between man and his environment;
- Promote efforts which will prevent or eliminate damage to the environment and biosphere;
- Protect the functions and values of ecological systems and natural resources important to the public; and
- Encourage attractive, quality construction to enhance City beautification. (Ord. 324 § 1, 2003; Ord. 238 Ch. I § 2, 2000).

Chapter 20.20 Definitions

20.20.016 D definitions.

Development Agreement

A legal agreement between the City and a person having ownership or control of property in which that person is allowed to develop a parcel or parcels of land consistent with applicable development regulations. A development agreement must set forth the development standards and other provisions that shall apply to and

govern and vest the development, use, and mitigation of the development for the duration specified in the agreement.

Dwelling, Live/Work

Live-work unit means a structure or portion of a structure: (1) that combines a commercial activity that is allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household; (2) where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed; and (3) where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

Dwelling, Microhousing

A structure that contains single room living spaces with a minimum floor area of 120 square feet and a maximum floor area of 350 square feet. These spaces contain a private bedroom and may have private bathrooms and kitchenettes (microwaves, sink, and small refrigerator). Full scale kitchens are not included in the single room living spaces. These single room living spaces share a common full scale kitchen (stove, oven, full sized or multiple refrigeration/freezers); and may share other common areas such as bathroom and shower/bath facilities; recreation/eating space.

Chapter 20.30 Procedures and Administration

20.30.060 Quasi-judicial decisions – Type C.

These decisions are made by the City Council or the Hearing Examiner, as shown in Table 20.30.060, and involve the use of discretionary judgment in the review of each specific application.

Prior to submittal of an application for any Type C permit, the applicant shall conduct a neighborhood meeting to discuss the proposal and to receive neighborhood input as specified in SMC [20.30.090](#).

Type C decisions require findings, conclusions, an open record public hearing and recommendations prepared by the review authority for the final decision made by the City Council or Hearing Examiner. Any administrative appeal of a SEPA threshold determination shall be consolidated with the open record public hearing on the project permit, except a determination of significance, which is appealable under SMC [20.30.050](#).

There is no administrative appeal of Type C actions.

Table 20.30.060 – Summary of Type C Actions, Notice Requirements, Review Authority, Decision Making Authority, and Target Time Limits for Decisions

Action	Notice Requirements for Application and Decision ^{(3), (4)}	Review Authority, Open Record Public Hearing	Decision Making Authority (Public Meeting)	Target Time Limits for Decisions	Section
Type C:					
1. Preliminary Formal Subdivision	Mail, Post Site, Newspaper	HE ^{(1), (2)}	City Council	120 days	20.30.410
2. Rezone of Property and Zoning Map Change	Mail, Post Site, Newspaper	HE ^{(1), (2)}	City Council	120 days	20.30.320
3. Special Use Permit (SUP)	Mail, Post Site, Newspaper	HE ^{(1), (2)}		120 days	20.30.330
4. Critical Areas Special Use Permit	Mail, Post Site, Newspaper	HE ^{(1), (2)}		120 days	20.30.333
5. Critical Areas Reasonable Use Permit	Mail, Post Site, Newspaper	HE ^{(1), (2)}		120 days	20.30.336
6. Final Formal Plat	None	Review by Director	City Council	30 days	20.30.450
7. SCTF – Special Use Permit	Mail, Post Site, Newspaper	HE ^{(1), (2)}		120 days	20.40.505
8. Street Vacation	Mail, Post Site, Newspaper	HE ^{(1), (2)}	City Council	120 days	See Chapter 12.17 SMC
9. Master Development Plan	Mail, Post Site,	HE ^{(1), (2)}		120 days	20.30.353

	Newspaper				
10. Development Agreement	Mail, Post Site, Newspaper	HE ^{(1), (2)}	City Council	120 days	20.30.338

⁽¹⁾Including consolidated SEPA threshold determination appeal.

⁽²⁾HE = Hearing Examiner.

⁽³⁾Notice of application requirements are specified in SMC [20.30.120](#).

⁽⁴⁾Notice of decision requirements are specified in SMC [20.30.150](#).

(Ord. 621 § 2, 2011; Ord. 591 § 1 (Exh. A), 2010; Ord. 581 § 1 (Exh. 1), 2010; Ord. 568 § 2, 2010; Ord. 534 § 2, 2009; Ord. 507 § 4, 2008; Ord. 406 § 1, 2006; Ord. 324 § 1, 2003; Ord. 309 § 3, 2002; Ord. 299 § 1, 2002; Ord. 238 Ch. III § 3(c), 2000).

20.30.338 Development Agreement (Type C).

A. Purpose: The purpose of a development agreement is to define the development of property in order to promote Transit Oriented Development in close proximity of the future light rail stations and high capacity transit stops. The parameters of development including building height, parking, and uses will be approved through the Development Agreement.

B. Development Agreement Contents: Each Development Agreement approved by the City Council shall include the following components:

1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;

2. The amount of payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;

3. Mitigation measures, development conditions, and other requirements under Chapter 43.21C RCW;

4. Design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features;

5. Parks and open space preservation;

6. Phasing of development;

7. Review procedures and standards for implementing decisions;

8. A build-out or vesting period for applicable standards;

9. Any other appropriate development requirement or procedure; and

10. Affordable Housing Units. 20 percent of the housing units constructed onsite shall be affordable. 10 percent of the units must be affordable to those earning less than 30 percent of King County median income and 10 percent of the units must be affordable to those earning between 30-60 percent of King County median income. An in lieu of fee may be paid into the City's affordable housing program instead of constructing affordable housing units onsite. The in lieu of fee shall be agreed upon through the Development Agreement; or shall be \$XXXXX per XXXX – this is open for discussion.

Development Agreements shall include at least 2 of the following components:

1. Site infrastructure that includes net zero-energy, on-site waste management, other items addressed in the City's Sustainability Strategy and Climate Action Plan.

2. The development shall include at least 400 jobs within a defined time period.

3. Parks, open space, or other recreational opportunities open and accessible to the public.

4. Significant tree retention.

5. Universal design and/or senior housing units.

6. LEED certification or other green building classification system.

7. Undergrounding regional power lines.

C. Development Agreement Approval Procedures: The City Council may approve Development Agreements through the following procedure:

1. A Development Agreement application incorporating the elements stated in subsection B of this section may be submitted by a property owner with any additional related information as determined by the Director. After staff review and SEPA compliance, the Hearing Examiner shall conduct a public hearing on the Development Agreement application. The Hearing Examiner shall then review the application pursuant to the criteria set forth in subsection B of this section and the applicable goals and policies of the Comprehensive Plan. Within 10 days of the public hearing, the Hearing Examiner shall make a recommendation to the City Council. The City Council shall approve, approve with additional conditions, or deny the Development Agreement. The City Council shall approve the Development Agreement by ordinance or resolution;

2. Recorded Development Agreement: Upon City Council approval of a Development Agreement under the procedure set forth in subsection C of this section, the City and property owner shall execute and record the Development Agreement with the King County Recorder's Office to run with the land and bind and govern development of the property.

Chapter 20.40 Zoning and Use Provisions

20.40.010 Purpose.

The City is divided into zones established in this Code for the following purpose:

A. To provide for the geographic distribution of land uses into zones those reflect the goals and policies of the Comprehensive Plan.

B. To maintain a stability in land use designation with similar characteristics and level of activity through the provisions of harmonious groupings of zones together.

C. To provide and efficient and compatible relationship of land uses and zones. (Ord. 238 Ch. IV § 1(A), 2000).

D. To facilitate the redevelopment of the light rail station subareas to encourage a mix of residential, jobs and uses to support the stations at NE 185th and NE 145th Streets.

20.40.020 Zones and map designations.

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

ZONING	MAP SYMBOL
RESIDENTIAL	
(Low, Medium, and High Density)	R-4 through 48, (Numerical designator relating to base density in dwelling units per acre) Mixed-Use Residential 35, 45, 85, and 140 (MUR35, MUR45, MUR85, and MUR140)
NONRESIDENTIAL	
Neighborhood Business	NB
Community Business	CB
Mixed Business	MB
Campus	CCZ, FCZ, PHZ, SCZ ¹
Town Center District	TC-1, TC-2, TC-3, TC-4
Planned Area	PA

20.40.046 Mixed-use residential zones.

A. The purpose of the mixed-use residential zones (MUR35, MUR45, MUR85, and MUR140) is to provide for a mix of predominantly multi-family residential buildings ranging in height from 35 feet to 140 feet in appropriate locations with other non-residential uses that are compatible and complementary.

B. Specific mixed-use residential zones have been established to provide for single-family residential, low-rise multi-family residential, mid-rise multi-family residential and high-rise multi-family residential. The mixed use zones also provide for accessory commercial uses, retail, and other compatible uses within the light-rail station subareas.

C. All development within the MUR140 zone shall be governed by a Development Agreement pursuant to SMC 20.30.060 and 20.30.338. Development that does not require a Development Agreement shall be governed by the code provisions of MUR85.

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR35	MUR45	MUR 85	MUR140
Residential					
	Accessory Dwelling Unit	P-i	P-i	P-i	P-i
	Affordable Housing	P-i	P-i	P-i	R-i
	Apartment		P-i	P-i	P-i
	Duplex, Townhouse, Rowhouse	P-i	P-i	P-i	
	Home Occupation	P-i	P-i	P-i	P-i
NAICS #	SPECIFIC LAND USE	MUR35	MUR45	MUR 85	MUR140
	Live/Work	P-i	P	P	P
	Micro-Housing		P	P	P
	Single-Family Attached	P-i	P-i		
	Single-Family Detached				
	Boarding House	P-i	P-i	P-i	
	Bed and Breakfasts	P-i	P-i	P-i	
	Hotel/Motel			P	P
	Tent City		P-i	P-i	P-i
	Animals, Small, Keeping and Raising	P-i	P-i	P-i	P-i

Commercial					
NAICS #	SPECIFIC LAND USE	MUR35	MUR45	MUR 85	MUR140
	Book and Video Stores/Rental (excludes Adult Use Facilities)	P-i (Adjacent to Collector or Arterial Street)	P	P	P
	Houses of Worship	C	C	P	P
	Daycare I Facilities	P	P	P	P
	Daycare II Facilities	C	C	C	P
	Eating and Drinking Establishments (Excluding Gambling Uses)	P-i (Adjacent to Collector or Arterial Street)	P	P	P
	General Retail Trade/Services	P-i (Adjacent to Collector or Arterial Street)	P	P	P

	Individual Transportation and Taxi			P -A	P -A
	Kennel or Cattery			C -A	C
	Mini-Storage		P -A	C -A	C -A
	Professional Office	P (Adjacent to Collector or Arterial Street)	P	P	P
	Research, Development and Testing				P
	Veterinary Clinics and Hospitals			P-i	P -A
	Wireless Telecommunication Facility	P-i	P-i	P-i	P-i
Education, Entertainment, Culture, and Recreation					
	Amusement Arcade		P -A	P -A	P -A
	Bowling Center		P	P	P
	College and University			P	P
	Conference Center		P	P	P
	Elementary School, Middle/Junior High School	C	C	C	C
	Library		P	P	P

	Museum		P	P	P
	Outdoor Performance Center		P -A	P -A	P
	Parks and Trails	P	P	P	P
	Performing Arts Companies/Theater (excludes Adult Use Facilities)		P -A	P -A	P -A
	School District Support Facility		C	C	C
	Secondary or High School	C	C	C	C
	Specialized Instruction School		P	P	P
	Sports/Social Club		P	P	P
	Vocational School		P	P	P
Government					
	Fire Facility		C-i	C-i	C-i
	Police Facility		C-i	C-i	C-i
	Public Agency Office/Yard or Public Utility Office/Yard	S	S	S	S
	Utility Facility	C	C	C	C
Health					
	Hospital	C	C	C	P

	Medical Lab	C	C	C	P
	Medical Office/Outpatient Clinic		P	P	P
	Nursing and Personal Care Facilities		P	P	P
Other					
	Transit Park and Ride Lot		S	S	S
	Transit Station and Related Facilities			P	P
	Unlisted Uses		P-i	P-i	P-i

P = Permitted Use **C = Conditional Use**
S = Special Use **-i = Indexed Supplemental Criteria**
R = Required
A= Accessory = 30 percent of the gross floor area of a building or the first level of a multi-level building.

20.40.230 Affordable housing.

Insert language here.

20.40.436 Live/Work

Live/work units may be located in the MUR35 zone only if the project site is located on a Collector/Arterial Street.

20.40.570 Unlisted use.

A. Recognizing that there may be uses not specifically listed in this title, either because of advancing technology or any other reason, the Director may permit or condition such use upon review of an application for Code interpretation for an unlisted use (SMC [20.30.040](#), Type A Action) and by considering the following factors:

1. The physical characteristics of the unlisted use and its supporting structures, including but not limited to scale, traffic, hours of operation, and other impacts, and
2. Whether the unlisted use complements or is compatible in intensity and appearance with the other uses permitted in the zone in which it is to be located.

B. A record shall be kept of all unlisted use interpretations made by the Director; such decisions shall be used for future administration purposes. (Ord. 238 Ch. IV § 3(B), 2000).

**Chapter 20.50
General Development Standards**

**Subchapter 1.
Dimensions and Density for Development**

20.50.010 Purpose.

The purpose of this subchapter is to establish basic dimensional standards for development at a range of densities consistent with public health and safety and the adopted Comprehensive Plan.

The basic standards for development shall be implemented in conjunction with all applicable Code provisions. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 1(A), 2000).

20.50.020 Dimensional requirements.

Table 20.50.020(2) – Densities and Dimensions in Mixed-Use Residential Zones.

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

STANDARDS	MUR35	MUR45	MUR85	MUR140 ⁽¹⁰⁾
Base Density: Dwelling Units/Acre	Based on bldg. bulk limits	Based on bldg. bulk limits	Based on bldg. bulk limits	Based on bldg. bulk limits
Min. Density	NA	NA	48 du/ac	110 du/ac
Min. Lot Width	NA	NA	NA	NA

(2)				
Min. Lot Area (2)	NA	NA	NA	43,560 sq ft
Min. Front Yard Setback (2) (3) See 20.50.021	0	10ft min 15ft max	0 10ft min if adjacent to 185 th	0 10ft min if adjacent to 185 th
Min. Rear Yard Setback (2) (4) (5) See 20.50.021	5 ft	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5) See 20.50.021	5 ft	5 ft	5 ft	5 ft
Base Height (9)	35ft	45ft	35ft	140ft
Max. Building Coverage (2) (6)	NA	NA	NA	NA
Max. Hardscape (2) (6)	85%	90%	95%	95%

Exceptions to Table 20.50.020(1) and Table 20.50.020(2):

(1) Repealed by Ord. 462.

(2) These standards may be modified to allow zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.

(3) For single-family detached development exceptions to front yard setback requirements, please see SMC [20.50.070](#).

(4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC [20.50.080](#).

(5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC [20.50.130](#).

(6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.

(7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up.

(8) For development on R-48 lots abutting R-12, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.

(9) Base height for high schools in all zoning districts except R-4 is 50 feet. Base height may be exceeded by gymnasiums to 55 feet and by theater fly spaces to 72 feet.

(10) These standards only apply with a Development Agreement. Otherwise, MUR85 standards shall apply.

20.50.021 Transition areas.

Development in commercial zones: NB, CB, MB and TC-1, 2 and 3, and residential zones, MUR45, MUR85, and MUR140 abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements:

A. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.

B. Type I landscaping (SMC [20.50.460](#)), significant tree preservation, and a solid, eight-foot, property line fence shall be required for transition area setbacks abutting R-4, R-6, or R-8 zones. Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC [20.50.370](#). The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping and required significant trees. Utility easements parallel to the required landscape area shall not encroach into the landscape area. Type II landscaping shall be required for transition area setbacks abutting rights-of-way directly across from R-4, R-6 or R-8 zones. Required tree species shall be selected to grow a minimum height of 50 feet.

C. All vehicular access to proposed development in commercial zones shall be from arterial classified streets, unless determined by the Director to be technically not feasible or in conflict with state law addressing access to state highways. All developments in commercial zones shall conduct a transportation impact analysis per the Engineering Development Manual. Developments that create additional traffic that is projected to use local streets may be required to install appropriate traffic-calming measures. These additional measures will be identified and approved by the City's Traffic Engineer. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 10, 2011; Ord. 560 § 1 (Exh. A), 2009).

Subchapter 3. Multifamily and Single-Family Attached Residential Design

20.50.120 Purpose.

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA3, and R-8 through R-48 **and the MUR 35 zone when located on a Local Street** as follows:

- A. To encourage development of attractive residential areas that is compatible when considered within the context of the surrounding area.
- B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.
- C. To meet the recreation needs of project residents by providing open spaces within the project site.
- D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.

E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.

F. To promote pedestrian accessibility within and to the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

20.50.125 Thresholds – Required site improvements.

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA3, and R-8 through R-48 zones and the MUR35 zone when located on a Local Street. Site improvement standards of signs, parking, lighting and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 581 § 1 (Exh. 1), 2010; Ord. 515 § 1, 2008; Ord. 299 § 1, 2002).

Subchapter 4. Commercial Zone Design

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for the MUR35 zone when not on a Local Street, MUR45, MUR85 and MUR140 and all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3). Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter 20.50 SMC. In the event of a conflict, the standards of this subchapter will prevail. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.230 Threshold – Required site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a

development application in commercial zones NB, CB, MB, TC-1, 2 and 3 and the MUR35 zone when not located on a Local Street, MUR45, MUR85, and MUR140. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.240 Site design.

A. Purpose.

1. Promote and enhance public walking and gathering with attractive and connected development.
2. Promote distinctive design features at high visibility street corners.
3. Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.
4. Promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for the town center subarea as expressed in the Comprehensive Plan.

B. Overlapping Standards. Site design standards for on-site landscaping, sidewalks, walkways, public access easements, public places, and open space may be overlapped if their separate, minimum dimensions and functions are not diminished.

C. Site Frontage.

1. Development abutting NB, CB, MB, TC-1, 2 and 3 and the MUR35 zone when not located on a Local Street, MUR45, MUR85, MUR140 shall meet the following standards:

- a. Buildings shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places, landscaping and vehicle display areas

and future street widening is required are included or a utility easement is required between the sidewalk and the building;

b. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces may be used for any permitted land use;

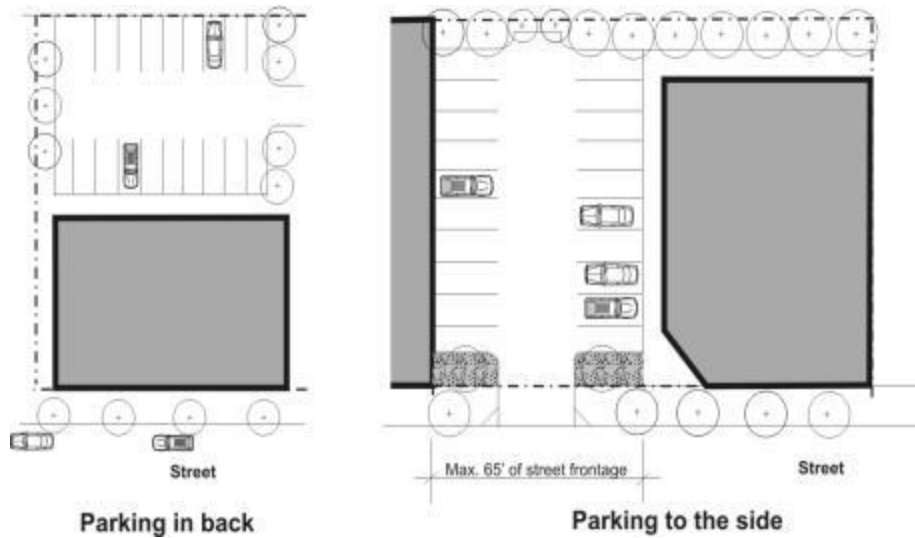
c. Minimum window area shall be 50 percent of the ground floor façade for each front façade which can include glass entry doors;

d. A building's primary entry shall be located on a street frontage and recessed to prevent door swings over sidewalks, or an entry to an interior plaza or courtyard from which building entries are accessible;

e. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the facade where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;

f. Streets with on-street parking shall have sidewalks to back of the curb and street trees in pits under grates or at least a two-foot wide walkway between the back of curb and an amenity strip if space is available. Streets without on-street parking shall have landscaped amenity strips with street trees; and

g. Surface parking along street frontages in commercial zones shall not occupy more than 65 lineal feet of the site frontage. Parking lots shall not be located at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front facade. See SMC [20.50.470](#) for parking lot landscape standards.



Parking Lot Locations Along Streets

h. Access to parking areas shall be from a side street or alley to new structures adjacent to 185th Street. (Insert picture of preferred design)

2. Rights-of-Way Lighting.

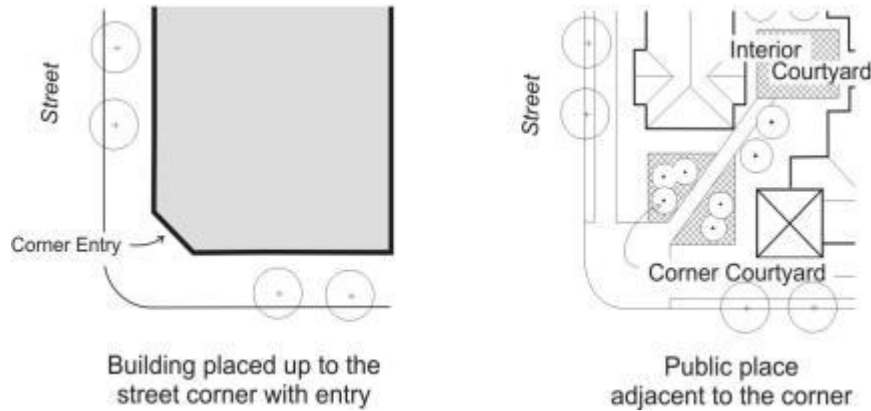
- a. Pedestrian lighting standards shall meet the standards for Aurora Avenue pedestrian lighting standards and must be positioned 15 feet above sidewalks.
- b. Street light standards shall be a maximum 25-foot height and spaced to meet City illumination requirements.

D. Corner Sites.

1. All development proposals located on street corners (except in MUR35) shall include at least one of the following design treatments on both sides of the corner:

- a. Locate a building within 15 feet of the street corner. All such buildings shall comply with building corner standards in subsection (D)(2) of this section;
- b. Provide a public place at the corner leading directly to building entries;
- c. Install 20 feet of depth of Type II landscaping for the entire length of the required building frontage;

d. Include a separate, pedestrian structure on the corner that provides weather protection or site entry. The structure may be used for signage.



Street Corner Sites

2. Corner buildings using the option in subsection (D)(1)(a) of this section shall provide at least one of the elements listed below to 40 lineal feet of both sides from the corner:

- a. Twenty-foot beveled building corner with entry and 60 percent of the first floor in non-reflective glass (included within the 80 lineal feet of corner treatment).
- b. Distinctive facade (i.e., awnings, materials, offsets) and roofline designs beyond the minimum standards identified in SMC [20.50.250](#).
- c. Balconies for residential units on all floors above the ground floor.



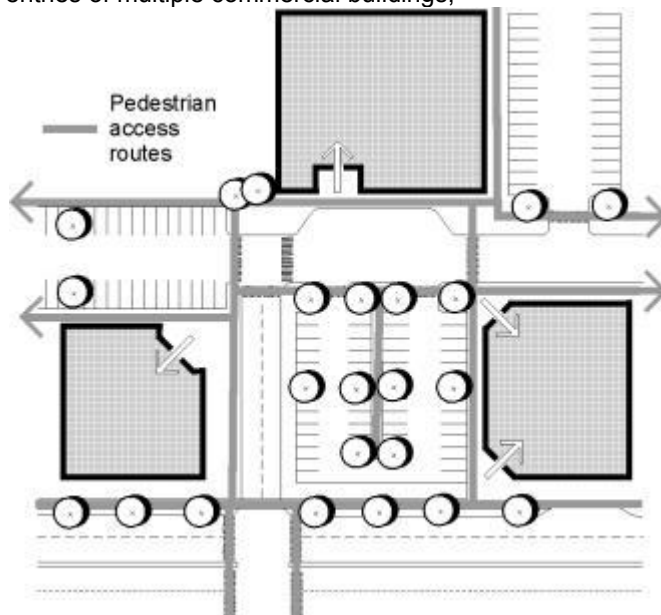
Building Corners

E. Site Walkways.

1. Developments shall include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail where adjacent; (except in the MUR35 zone).

a. All buildings shall provide clear, illuminated, and six-inch raised and at least an eight-foot wide walkways between the main building entrance and a public sidewalk;

b. Continuous pedestrian walkways shall be provided along the front of all businesses and the entries of multiple commercial buildings;



Well-connected Walkways

c. Raised walkways at least eight feet wide shall be provided for every three, double-loaded aisles or every 200 feet of parking area width. Walkway crossings shall be raised a minimum three inches above drive surfaces;

d. Walkways shall conform to the Americans with Disabilities Act (ADA);



Parking Lot Walkway

e. Deciduous, street-rated trees, as required by the Shoreline Engineering Development Manual, shall be provided every 30 feet on average in grated tree pits if the walkway is eight feet wide or in planting beds if walkway is greater than eight feet wide. Pedestrian-scaled lighting shall be provided per subsection (H)(1)(b) of this section.

F. Public Places.

1. Public places are required for the commercial portions of development at a rate of 4 square feet of public space per 20 square feet of net commercial floor area up to a maximum of 5,000 square feet. This requirement may be divided into public places with a minimum 400 square feet each.
2. Public places may be covered but not enclosed unless by subsection (F)(3) of this section.
3. Buildings shall border at least one side of the public place.
4. Eighty percent of the area shall provide surfaces for people to stand or sit.
5. No lineal dimension is less than six feet.
6. The following design elements are also required for public places:
 - a. Physically accessible and visible from the public sidewalks, walkways, or through-connections;
 - b. Pedestrian access to abutting buildings;
 - c. Pedestrian-scaled lighting (subsection (H) of this section);
 - d. Seating and landscaping with solar access at least a portion of the day; and
 - e. Not located adjacent to dumpsters or loading areas.



Public Places

G. Multifamily Open Space.

1. All multifamily development shall provide open space;
 - a. Provide 800 square feet per development or 50 square feet of open space per dwelling unit, whichever is greater;
 - b. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum lineal dimension of six feet. This standard applies to all open spaces including parks, playgrounds, rooftop decks and ground-floor courtyards; and may also be used to meet walkway standards as long as the function and minimum dimensions of the open space are met;
 - c. Required landscaping can be used for open space if it does not obstruct access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to service areas without full screening; and

- d. Open space shall provide seating that has solar access at least a portion of the day.



Multifamily Open Spaces

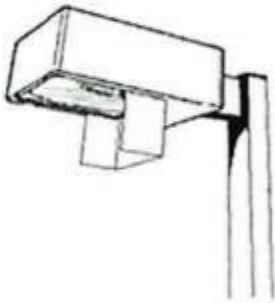
H. Outdoor Lighting.

1. All publicly accessible areas on private property shall be illuminated as follows:
 - a. Minimum of one-half footcandle and maximum 25-foot pole height for vehicle areas;
 - b. One to two footcandles and maximum 15-foot pole height for pedestrian areas; and
 - c. Maximum of four footcandles for building entries with the fixtures placed below second floor.
2. All private fixtures shall be shielded to prevent direct light from entering neighboring property.
3. **Prohibited Lighting.** The following types of lighting are prohibited:
 - a. Mercury vapor luminaries.
 - b. Outdoor floodlighting by floodlight projection above the horizontal plane.
 - c. Search lights, laser source lights, or any similar high intensity light.
 - d. Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

Exemptions:

1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by Chapter [20.50](#) SMC, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights or strobes).
5. Sports and field lighting.
6. Lighting triggered by an automatic emergency or security alarm system.

DO THIS



External Shield

DON'T DO THIS



**Unshielded
PAR Floodlights**



**Unshielded Wallpacks
& Unshielded or
Poorly-shielded Wall
Mount Fixtures**

I. Service Areas.

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

- d. Refuse bins shall not be visible from the street;



Trash/Recycling Closure with Consistent Use of Materials and Landscape Screening

J. Utility and Mechanical Equipment.

1. Equipment shall be located and designed to minimize its visibility to the public. Preferred locations are off alleys; service drives; within, atop, or under buildings; or other locations away from the street. Equipment shall not intrude into required pedestrian areas.



Utilities Consolidated and Separated by Landscaping Elements

2. All exterior mechanical equipment, with the exception of solar collectors or wind power generating equipment shall be screened from view by integration with the building's architecture through such elements as parapet walls, false roofs, roof wells, clerestories, equipment rooms, materials and colors.

Painting mechanical equipment strictly as a means of screening is not permitted. (Ord. 663 § 1 (Exh. 1), 2013; Ord. 654 § 1 (Exh. 1), 2013).

20.50.250 Building design.

A. Purpose.

1. Emphasize quality building articulation, detailing, and durable materials.
2. Reduce the apparent scale of buildings and add visual interest for the pedestrian experience.
3. Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses.

B. Building Articulation.

1. Commercial buildings fronting streets other than state routes shall include one of the two articulation features set forth in subsections (B)(2)(a) and (b) of this section no more than every 40 lineal feet facing a street, parking lot, or public place. Building facades less than 60 feet wide are exempt from this



standard.

Building Facade Articulation

2. Commercial buildings fronting streets that are state routes shall include one of the two articulation features below no more than every 80 lineal feet facing a street, parking lot, or public place. Building facades less than 100 feet wide are exempt from this standard.

a. For the height of the building, each facade shall be offset at least two feet in depth and four feet in width, if combined with a change in siding materials. Otherwise, the facade offset shall be at least 10 feet deep and 15 feet wide.

b. Vertical piers at the ends of each facade section that project at least two inches from the facade and extend from the ground to the roofline.

3. Multifamily buildings or residential portions of a commercial building shall provide the following articulation features at least every 35 feet of facade facing a street, park, public place, or open space:

a. Vertical building modulation 18 inches deep and four feet wide, if combined with a change in color or building material. Otherwise, the minimum depth of modulation is 10 feet and the minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and

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



Multifamily Building Articulation



Multifamily Building Articulation

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

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



Facade Widths Using a Combination of Facade Modulation, Articulation, and Window Design

6. Buildings shall recess or project individual windows above the ground floor at least two inches from the facade or use window trim at least four inches in width.



Window Trim Design

7. Weather protection of at least three feet deep by four feet wide is required over each secondary entry.



Covered Secondary Public Access

8. Materials.

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



Masonry or Concrete Near the Ground and Proper Trimming Around Windows and Corners

- b. Concrete blocks of a singular style, texture, or color shall not comprise more than 50 percent of a facade facing a street or public space.



c. Stucco must be trimmed and sheltered from weather by roof overhangs or other methods and shall be limited to no more than 50 percent of facades containing an entry. Stucco shall not extend below two feet above the grade.



d. The following exterior materials are prohibited:

- i. Chain-link fencing that is not screened from public view. No razor or barbed material shall be allowed;
- ii. Corrugated, fiberglass sheet products; and

iii. Plywood siding. (Ord. 654 § 1 (Exh. 1), 2013).

**Subchapter 6.
Parking, Access and Circulation**

20.50.390 Minimum off-street parking requirements – Standards.

A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit
Apartment:	Ten percent of required spaces in multifamily and residential portions of mixed use development must be equipped with electric vehicle infrastructure for units where an individual garage is not provided. ¹
Studio units:	.75 per dwelling unit
One-bedroom units:	.75 per dwelling unit
Two-bedroom plus units:	1.5 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit
Microhousing	.5 per bedroom

20.50.400 Reductions to minimum parking requirements.

A. Reductions of up to 25 percent or up to 50 percent if located within a one-quarter mile walk shed from a light rail station 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.

B. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.

C. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.

D. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development. (Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

20.50.540 Sign design.

A. Sight Distance. No sign shall be located or designed to interfere with visibility required by the City of Shoreline for the safe movement of pedestrians, bicycles, and vehicles.

B. Private Signs on City Right-of-Way. No private signs shall be located partially or completely in a public right-of-way unless a right-of-way permit has been approved consistent with Chapter [12.15](#) SMC and is allowed under SMC [20.50.540](#) through [20.50.610](#).

C. Sign Copy Area. Calculation of sign area shall use rectangular areas that enclose each portion of the signage such as words, logos, graphics, and symbols other than nonilluminated background. Sign area for signs that project out from a building or are perpendicular to street frontage are measured on one side even though both sides can have copy.

D. Building Addresses. Building addresses should be installed on all buildings consistent with SMC [20.70.250](#)(C) and will not be counted as sign copy area.

E. Materials and Design. All signs, except temporary signs, must be constructed of durable, maintainable materials. Signs that are made of materials that deteriorate quickly or that feature impermanent construction are not permitted for permanent signage. For example, plywood or plastic sheets without a sign face overlay or without a frame to protect exposed edges are not permitted for permanent signage.

F. Illumination. Where illumination is permitted per Table 20.50.540(G) the following standards must be met:

1. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.
2. Opaque cabinet signs where light only shines through copy openings.
3. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.
4. Neon signs.
5. All external light sources illuminating signs shall be less than six feet from the sign and shielded to prevent direct lighting from entering adjacent property.



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

G. Table 20.50.540(G) – Sign Dimensions.

A property may use a combination of the four types of signs listed below.

	All Residential (R) Zones, MUR35, Campus, PA3 and TC-4	MUR45, MUR 85, MUR140, NB, CB and TC-3 (1)	MB, TC-1 and TC-2
MONUMENT Signs:			
Maximum Area Per Sign Face	4 sq. ft. (home occupation, day care, adult family home, bed and breakfast) 25 sq. ft. (nonresidential use, residential subdivision or multifamily development) 32 sq. ft. (schools and parks)	50 sq. ft.	100 sq. ft.
Maximum Height	42 inches	6 feet	12 feet
Maximum Number Permitted	1 per street frontage	1 per street frontage Two per street frontage if the frontage is greater than 250 ft. and each sign is minimally 150 ft. apart from other signs on same property.	1 per street frontage

	All Residential (R) Zones, MUR35, Campus, PA3 and TC-4	MUR45, MUR 85, MUR140, NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Illumination	Permitted	Permitted	
BUILDING-MOUNTED SIGNS:			
Maximum Sign Area	Same as for monument signs	25 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.	50 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.
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.		
Number Permitted	1 per street frontage	1 per business per facade facing street frontage or parking lot.	
Illumination	Permitted	Permitted	Permitted
UNDER-AWNING SIGNS			
Maximum Sign Area	6 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	12 sq. ft.	
Minimum Clearance from Grade	9 feet		
Maximum Height (ft.)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended		

	All Residential (R) Zones, MUR35, Campus, PA3 and TC-4	MUR45, MUR 85, MUR140, NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Number Permitted	1 per business	1 per business per facade facing street frontage or parking lot.	
Illumination	Prohibited	Permitted	
DRIVEWAY ENTRANCE/EXIT:			
Maximum Sign Area	4 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	8 sq. ft.	
Maximum Height	42 inches	48 inches	
Number Permitted	1 per driveway		
Illumination	Permitted	Permitted	

Exceptions to Table 20.50.540(G):

(1) The monument sign standards for MB, TC-1, and TC-2 apply on properties zoned NB, CB, and TC-3 where the parcel has frontage on a State Route, including SR 99, 104, 522, and 523.

(2) Sign mounted on fence or retaining wall may be substituted for building-mounted or monument signs so long as it meets the standards for that sign type and does not increase the total amount of allowable signage for the property.

H. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area in zones MUR45, MUR 85, MUR140, NB, CB, MB, TC-1, TC-2, and TC-3. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

I. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but allowed only in the MUR45, MUR 85, MUR140, NB, CB, MB, and TC-1, TC-2, and TC-3 zones subject to the following standards:

1. Maximum one sign per business;
2. Must be directly in front of the business with the business' name and may be located on the City right-of-way where the property on which the business is located has street frontage;
3. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;
4. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;
5. Maximum two feet wide and three feet tall, not to exceed six square feet in area;
6. No lighting of signs is permitted;
7. All signs shall be removed from display when the business closes each day; and
8. A-frame/sandwich board signs are not considered structures.

J. Other Residential Signs. One sign maximum for home occupations, day cares, adult family homes and bed and breakfasts which are located in residential (R) zones, MUR35 or TC-4 not exceeding four square feet in area is exempt from permit. It may be mounted on the residence, fence or freestanding on the property, but must be located on the subject property and not on the City right-of-way or adjacent parcels. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(B), 2000).

20.50.550 Prohibited signs.

A. Spinning devices; flashing lights; searchlights, electronic changing messages or reader board signs.

Exception 20.50.550(A)(1): Traditional barber pole signs allowed only in MUR45, MUR 85, MUR140, NB, CB, MB and TC-1 and 3 zones.

Exception 20.50.550(A)(2): Electronic changing message or reader boards are permitted in CB and MB zones if they do not have moving messages or messages that change or animate at intervals less than 20 seconds, which will be considered blinking or flashing and are not allowed.

B. Portable signs, except A-frame signs as allowed by SMC [20.50.540\(l\)](#).

C. Outdoor off-premises advertising signs (billboards).

D. Signs mounted on the roof.

E. Pole signs.

F. Backlit awnings used as signs.

G. Pennants; swooper flags; feather flags; pole banners; inflatables; and signs mounted on vehicles. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 631 § 1 (Exh. 1), 2012; Ord. 560 § 4 (Exh. A), 2009; Ord. 369 § 1, 2005; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(C), 2000).

20.50.560 Monument signs.

A. A solid-appearing base is required under at least 75 percent of sign width from the ground to the base of the sign or the sign itself may start at grade.

B. Monument signs must be double-sided if the back is visible from the street.

C. Use materials and architectural design elements that are consistent with the architecture of the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-1), 2000).

20.50.570 Building-mounted signs.

A. Building signs shall not cover building trim or ornamentation.

B. Projecting, awning, canopy, and marquee signs (above awnings) shall clear sidewalk by nine feet and not project beyond the awning extension or eight feet, whichever is less. These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-2), 2000).

20.50.580 Under-awning signs.

These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-3), 2000).

20.50.590 Nonconforming signs.

A. Nonconforming signs shall not be altered in size, shape, height, location, or structural components without being brought to compliance with the requirements of this Code. Repair and maintenance are allowable, but may require a sign permit if structural components require repair or replacement.

B. Outdoor advertising signs (billboards) now in existence are declared nonconforming and may remain subject to the following restrictions:

1. Shall not be increased in size or elevation, nor shall be relocated to another location.
2. Shall be kept in good repair and maintained.
3. Any outdoor advertising sign not meeting these restrictions shall be removed within 30 days of the date when an order by the City to remove such sign is given. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(E), 2000).

20.50.600 Temporary signs.

A. General Requirements. Certain temporary signs not exempted by SMC [20.50.610](#) shall be allowable under the conditions listed below. All signs shall be nonilluminated. Any of the signs or objects included in this section are illegal if they are not securely attached, create a traffic hazard, or are not maintained in good condition. No temporary signs shall be posted or placed upon public property unless explicitly allowed or approved by the City through the applicable right-of-way permit. Except as otherwise described under this section, no permit is necessary for allowed temporary signs.

B. Temporary On-Premises Business Signs. Temporary banners are permitted in zones **MUR45, MUR 85, MUR140**, NB, CB, MB, TC-1, TC-2, and TC-3 to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

1. Be limited to not more than one sign per business;
2. Be limited to 32 square feet in area;
3. Not be displayed for a period to exceed a total of 60 calendar days effective from the date of installation and not more than four such 60-day periods are allowed in any 12-month period; and
4. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

C. Construction Signs. Banner or rigid signs (such as plywood or plastic) identifying the architects, engineers, contractors or other individuals or firms involved with the construction of a building or announcing purpose for which the building is intended. Total signage area for both new construction and remodeling shall be a maximum of 32 square feet. Signs shall be installed only upon City approval of the development permit, new construction or tenant improvement permit and shall be removed within seven days of final inspection or expiration of the building permit.

D. Temporary signs in commercial zones not allowed under this section and which are not explicitly prohibited may be considered for approval under a temporary use permit under SMC [20.30.295](#) or as part of administrative design review for a comprehensive signage plan for the site. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(F), 2000).

Light Rail Station Areas



- LU20:** 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.
- LU21:** 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.
- LU22:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU23:** 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.
- LU24:** 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.
- LU25:** 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.
- LU26:** 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.
- LU27:** 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.
- LU28:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU29:** 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.
- LU30:** 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.
- LU31:** 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.

- LU32:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU33:** 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.
- LU34:** Pursue market studies to determine the feasibility of developing any of Shoreline’s station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU35:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU36:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU37:** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU38:** 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.
- LU39:** Use the investment in light rail as a foundation for other community enhancements.
- LU40:** 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.
- LU41:** 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.
- LU42:** 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.
- LU43:** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

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

