



PLANNING COMMISSION

REGULAR MEETING

AGENDA

Thursday, January 15, 2015
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. December 18, 2014 Meeting Minutes - Draft	

Public Comment and Testimony at Planning Commission

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

5. GENERAL PUBLIC COMMENT	7:05
6. PUBLIC HEARING	7:10
a. 185th Street Station Light Rail Subarea Plan	
• Staff Presentation	
• Public Testimony	
7. DIRECTOR'S REPORT	9:10
8. UNFINISHED BUSINESS	9:20
9. NEW BUSINESS	9:25
10. REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS	9:35
11. AGENDA FOR JANUARY 29, 2015 SPECIAL MEETING	
a. Public Hearing for the Aurora Square Community Renewal Area	9:36
12. ADJOURNMENT	9:37

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

This page intentionally blank

DRAFT

CITY OF SHORELINE

**SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING**

December 18, 2014
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
Vice Chair Craft
Commissioner Montero
Commissioner Mork

Commissioners Absent

Commissioner Malek
Commissioner Maul
Commissioner Moss

Staff Present

Rachael Markle, Director, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Senior Planner, Planning and Community Development
Miranda Redinger, Planner, Planning and Community Development
Dan Eernisse, Economic Development Manager
Lisa Basher, Planning Commission Clerk

Others Present

Kirk Smith, KPG
Michael Lapham, KPG
Lisa Grueter, BERK
Nick Bratton, Forterra
Erik Rundell, ECONorthwest

CALL TO ORDER

Chair Scully called the regular meeting of the Shoreline Planning Commission to order at 7:03 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Scully, Vice Chair Craft and Commissioner Montero and Mork. Commissioners Malek, Maul and Moss were absent.

GENERAL PUBLIC COMMENT

There were no general public comments.

STUDY ITEM: INTRODUCTION TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR THE AURORA SQUARE COMMUNITY RENEWAL AREA (CRA)

Mr. Eernisse reviewed that Aurora Square was designated as a Community Renewal Area (CRA) in 2012. By designating the CRA, Council established that economic renewal would be in the public's interest and that City resources could be justifiably utilized to encourage renewal. The Council adopted

the CRA Renewal Plan in 2013 to guide the City's renewal efforts. One of the projects the CRA Renewal Plan identified to spur private development was the adoption of a Planned Action Ordinance (PAO), which provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. The Draft Environmental Impact Statement (DEIS) for the PAO was published on December 12th, and the public comment period is 30 days. A Final Environmental Impact Statement (FEIS) will be prepared and published based on the comments provided during the public comment period, and the FEIS will be followed by a PAO that will, hopefully, be adopted next spring. Once adopted, future development that is compliant with the PAO will not be required to go through the State Environmental Policy Act (SEPA) process. This will save developers time, provide more predictability, and make projects more profitable.

Mr. Eernisse provided a concept map that was produced for the CRA to illustrate the types of projects and actions the City could take to encourage development. The Concept Map implies that growth will happen, and three growth alternatives are currently be studied in the DEIS. All three anticipate that Aurora Square's current zoning designation as Mixed Business (MB) will remain unchanged. He reviewed each of the growth alternatives as follows:

1. **No Action.** This is a SEPA-required alternative that assumes Aurora Square would continue with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on the site.
 2. **Phased Growth.** This alternative assumes a moderate level of development that introduces 500 dwelling units and adds up to 250,000 square feet of retail and office space beyond present developed space.
 3. **Planned Growth.** This alternative represents a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.
1. No growth.
 2. 500 units and 250,000 square feet of commercial space
 3. 1,000 units and 500,000 square feet of commercial space.

Mr. Eernisse emphasized that the current zoning would allow quite a bit more density than what is shown in the Concept Plan, and none of the proposals would come close to maximizing the site's capacity. Rather than maximizing density on the property, the City's goal is to encourage renewal and get redevelopment moving forward. He reviewed the findings in the DEIS as follows:

Transportation

- Based on current Level of Service (LOS) standards, the road network would not be broken by growth. However, if frontage improvements around the center were customized and focus given to certain high-value projects, the City could encourage renewal, increase safety and provide better connections for bicycles and pedestrians.
- Westminster Way North needs to be "pedestrianized" between North 155th Street (entrance to the Central Market) and Aurora Avenue North. In addition, the entry from Aurora Avenue North needs

to be replaced with something that slows down traffic and provides a better pedestrian experience. Lastly, the intersection at North 155th Street could be improved for safety and pedestrian crossing.

- North 160th Street could be reduced to three lanes rather than the current four. This would allow the City to provide bicycle facilities and create a better pedestrian environment. The City obtained a grant that will allow them to restripe North 160th Street in 2015 from four to three lanes and provide a 5-foot bicycle lane from Aurora Avenue North to Shoreline Community College. The City's vision includes a designated cycle track along the Aurora Square site.

Light, Glare and Noise

- The signage along Aurora Avenue North for businesses at Aurora Square is lacking. This is partly due to the City's code that does not allow off-premise signs. Because of multiplicity of ownership, the corner property is the only one that can have signage. A cohesive master sign package is needed that allows everyone at Aurora Square to advertise on the street front.
- The City should support entertainment, as envisioned in Vision 2029. Aurora Square is an ideal place for outdoor entertainment, movie theaters, etc. For example, large banners could be allowed and the noise standards could be relaxed somewhat.
- Consider using frontage "catchall" signs on Aurora Avenue North and Westminster at North 155th Street and North 160th Street. For example, a potential movie theater would want the ability to advertise the movies that are currently playing.

Stormwater Management

- The 1967 version of stormwater management is primarily non-existent on the site. Currently, there is a large, sloped parking lot on the site with no catch basins. Water flows off into ditches and/or pipes and flows down Boeing Creek. Typically, in a shopping center environment, underground stormwater vaults are used to detain water during major storm events, but this is a costly solution given the size of the subject properties.
- There are other techniques that can be used to address this situation, and the City has done preliminary studies on a regional detention system option that would involve a "supersized" open pond on Shoreline Community College's Greenwood Parking Lot. This lot currently drains to the same drainage basin as Aurora Square (Boeing Creek). It is anticipated that this large facility could manage stormwater runoff not only from Shoreline Community College and Aurora Square, but also another 50 acres of development potential in the drainage basin. The City believes this is a very responsible approach and a great use of City planning.

Mr. Eernisse announced that the draft PAO is scheduled for a public hearing before the Commission on January 29th. After the hearing, the Commission will be asked to forward a recommendation to the City Council regarding the DEIS, specifically focusing on the prioritized high-value transportation improvements, amendments to the sign code, and further study of the regional storm facility. He advised that staff will incorporate comments from the public and Planning Commission into the DEIS,

and the FEIS will be published in February. It is anticipated that the PAO will be presented to the City Council in March.

Mr. Eernisse introduced other members of the consulting team: Michael Lapham, KPG, whose focus is on transportation; Kirk Smith, KPG, whose focus is on stormwater; and Lisa Grueter, BERK, whose focus is on the PAO.

No one in the audience indicated a desire to address the Commission regarding the CRA DEIS.

Chair Scully said he likes the concept of a regional stormwater facility, but he noted that Boeing Creek used to be a natural watercourse. Typically, they talk about removing dams, and daylighting and restoring waterways to their natural state. He expressed concern about further burdening Boeing Creek, and he encouraged staff to think of other alternatives.

Kirk Smith, KPG, said two alternatives were considered for this location. One was actually in the creek basin, and the other was off to the side. Moving forward they would continue to consider both options. He explained that one of the first steps in the process is vetting the environmental hurdles. He acknowledged that Boeing Creek is designated as a stream, but there is already a regional detention facility in that area. He clarified that a regional facility would not involve raising the dam, but it would put more water behind it. If a facility is done to the side of Boeing Creek, there would be enough capacity to handle Aurora Square, but not other properties in the area.

Commissioner Mork asked if the consultants would talk with State officials regarding the stormwater requirements before the FEIS is prepared. Mr. Eernisse said these discussions would come after the FEIS is done. He emphasized that several steps would be required before the City would be ready to move forward with a regional facility. The ultimate plan would be for the stormwater utility to purchase the land from the college and then own and operate the facility. He pointed out that drainage from all the properties already flows through the facility. If the Council agrees to move forward with a regional facility, the City can start allowing development to happen without on-sight detention, mindful of the coming regional facility.

STUDY ITEM: LANDSCAPE CONSERVATION AND LOCAL INFRASTRUCTURE PROGRAM (LCLIP)

Mr. Cohen announced that the City recently received a grant from the State to study the feasibility of applying LCLIP in the 145th and 185th Street Light Rail Station Subareas, Town Center and the Community Renewal Area. He introduced Erik Rundell from ECONorthwest and Nick Bratton from Forterra, who were present to explain the program and provide their preliminary findings to the Planning Commission. It is anticipated the feasibility study will be completed in July 2015. Staff's intent is to present the findings to date before the Commission conducts a public hearing and makes a recommendation to the Council relevant to the issues of development potential and development agreements in the 185th Street Light Rail Station Subarea. If the Commission is interested in applying this concept in the 185th Street Light Rail Station Subarea, staff has prepared draft language that would incorporate LCLIP into the Development Code (Attachment A).

Nick Bratton, Policy Director, Forterra, provided aerial pictures to illustrate how urban and suburban development in the region might look in the future based on the current growth pattern versus a more compact growth pattern. He advised that there are different outcomes for future land-use patterns in the Central Puget Sound Region, and growth management and the opportunities that LCLIP presents can create advantages for the region, as well as the City of Shoreline.

Mr. Bratton said the Transfer of Development Rights (TDR) tool is one ingredient of LCLIP and has been used in Washington State and King County for quite some time. It has been proven effective as a voluntary, market-based tool to allow developers to achieve higher densities in areas where growth is desired, while using market funding to permanently protect important resources lands (farms and forests) that are essential to the economy, ecology, and identity. In their work with cities over the years, many have expressed an appreciation for why it is important to encourage growth in areas where infrastructure and services are already available. However, the common theme is that cities are having a difficult time providing the services and public improvements for their existing populations and anticipated growth. Adding growth beyond that with tools such as TDR would place an additional burden upon the existing services and infrastructure. To address this concern, Forterra has worked to develop an approach that gives cities an incentive to pursue using the tool in a way that would support their growth and infrastructure objectives.

Mr. Bratton advised that State infrastructure funding is complex and competition is steep. One of the objectives of LCLIP is to devolve fundraising power to cities to give them some of their own control and opportunity to pay for public improvements. This approach can lead to increased conservation of the working landscape in the rural areas and opportunities to invest in the local communities, which results in a more sustainable future for both the rural areas and the urban environment. He explained that in its simplest form, LCLIP is a combination of TDRs and a form of tax-increment financing.

Mr. Bratton explained that tax increment financing is new to Washington State (2011), and LCLIP is the first form of it being available. To begin the program, a base assessed value of the district in which it is being used is done. After the program has been established and new growth occurs over time in that district, participating cities will receive a portion of the county's property tax associated with that growth. This revenue source can be used to service debt for city-issued bonds to pay for infrastructure or the City can collect money as it comes in over time to pay from infrastructure. He emphasized that the tool is only available to large cities in King, Pierce and Snohomish County, which are defined by the Puget Sound Regional Council as having a combined population and employment of more than 22,500.

Mr. Bratton explained that to initiate the program, each of the counties (Pierce, King and Snohomish) conducted an inventory of working lands of long-term commercial significance they wanted to prioritize for protection and counted up how many development rights were available for possible protection. About 24,000 credits were identified, which represents well over a half million acres of farm and forest land that could be protected under TDR transactions through LCLIP. He briefly described the steps of LCLIP as follows:

1. **Commit and Plan.** Cities must conduct feasibility studies and agree to TDR goals. The City is currently working on a feasibility study of potential areas where the LCLIP program might work. To get the program started the City would adopt an ordinance that creates an improvement district,

articulates what the public improvements would be, and then agrees to some level of participation in using TDR. Because the City would be collecting revenues from the County, the County will want a say in what the conservation picture looks like, what the projected growth is, and how many credits the City is taking. Rather than a directive, this would be more a collaboration between the City and the County. Should the City choose to pursue the program, the county prefers to articulate what the terms are through an interlocal agreement.

2. **Infrastructure Investment.** The intent is that cities will finance using future tax revenue and begin to make infrastructure improvements. There is a very expansive definition of what infrastructure includes. In addition to sidewalks, streetscapes, and utilities, it can also include maintenance and security and operating costs. The legislation was intended to have a very broad definition so cities can use the funding for a diverse range of needs.
3. **Market-Led Development.** Following the investment for infrastructure improvements, market-led redevelopment would occur. Having infrastructure in place lowers the cost of entry for developers and makes redevelopment more attractive.
4. **Farm and Forest Conservation.** Over time, as cities meet their TDR goals, farms and forest lands would be conserved and protected.

Mr. Bratton said each city in the region that is eligible to participate has been given an allocation of TDR credits it can choose to accept. The number is different for each city and is scaled to the particular city's growth targets. For example, the City of Seattle has about 3,500 credits, and Shoreline's allocation is 231. Within that range, the City could choose to accept between 20% and 100%. Because the County wants some form of safeguard in place so they are not just giving away their portion of property tax revenue without a commensurate benefit, participating cities will be required to meet the following performance milestones:

- After 10 years of participation, a city would need to absorb half of their chosen level of participation. At that point, the program would be renewed for another five years and the tax revenues would continue.
- Between years 10 and 15, a city would need to absorb an additional quarter of the credit in order to extend the program for an additional five years.
- All of the credits a city committed to at the onset of the program must be absorbed within 20 years to allow for an additional five years of revenue. There would be no further credit obligation.

Mr. Bratton said the feasibility study will address the following questions:

- Will LCLIP work in the City and under what conditions? The program does not necessarily fit all cities, as a number of factors need to align to make it viable.
- How much money will LCLIP generate for the City?
- When should the City begin to use LCLIP? Maybe the market for growth is not present now, but with the adoption of subarea plans around the station areas, the City may be poised to utilize the program.

- What are the risks of LCLIP? The City is obligated to reach the milestones or the revenue faucet gets turned off. If they do not meet the 10-year milestone, the City will need to put a plan in place to ensure the obligations are met.

Mr. Bratton summarized his presentation by saying that there are multiple ways the City can pursue funding to finance improvements, and LCLIP is just one of them. The feasibility study will study whether LCLIP can work to pay for improvements in the station areas, Town Center and Aurora Square. LCLIP provides a financial incentive to use TDR, which is supported by City policy. Revenues associated with the program will depend on the amount of growth the City experiences during the program timeframe, the timing of the program, and the City's commitment level. Challenges include the amount of growth realized and TDR credit placement.

Erik Rundell, Forterra, provided an overview of how revenues would be generated, noting that revenues will depend on how much of a commitment the City wants to make (between 20% and 100%) and how much growth actually occurs. For example, less growth and a higher commitment would result in less revenue for the City. He explained the City has different options, both public and private, for setting up a program for placing the TDR credits, including incentive zoning, impact fee-in-lieu, developer agreements, new citywide fee/tax, requiring private participation, and the City purchasing TDRs. He further explained that the options have different costs, both political and financial. Those options that require private action have the least cost to the City. Those that require public action have the most cost to the City but also result in the most certainty because the City would have control over where the credits are placed.

Mr. Rundell said that in addition to the various options for placing TDR credits, there are different locations throughout the City where the TDR program could be implemented. The feasibility study is looking at four different areas (185th Street Light Rail Station Subarea, 145th Street Light Rail Station Subarea, Town Center, and Community Renewal Area). Each of the options could be used differently in the four areas. The consulting team is currently working to develop and test various scenarios for TDR options and locations. They will assess the feasibility of each scenario and the expected revenue potential, as well as the risks. The results of the feasibility study will be presented to the City Council in March of 2015, and then the City Council will need to make decisions on some very basic policy questions if they want to pursue the concept further.

Chair Scully clarified that the action item before the Commission is whether or not they want to include LCLIP as a study item within the station area regulations.

Commissioner Montero asked for more information about the success of the LCLIP program since it was adopted by the Legislature in 2011. Mr. Bratton said the City of Seattle has adopted the program, and committed to use 24% of its allocated credits. They did a similar feasibility study for the City of Seattle, which is projected to generate about \$27 million in funding over the course of the program. The program is in its second year and there are already several projects underway using TDR.

Chair Scully cautioned against losing site of the purpose of LCLIP, which is to preserve forests and farmland. While the program can generate money for the City, it also protects a significant amount of rural lands.

There were no public comments regarding the LCLIP or TDR Programs.

STUDY ITEM: 185TH STREET STATION LIGHT RAIL SUBAREA PLAN MISCELLANEOUS TOPICS AND FINAL REVIEW

Mr. Szafran reviewed that the Planning Commission has met six times previously to discuss the Development Code, which to this point has been an evolving document that will eventually culminate into a public hearing on January 15th. The purpose of tonight's meeting is to wrap up the discussion and address the outstanding issues. He presented the outstanding issues, and the Commission discussed each one and invited public comment as follows:

- **Height limits in the MUR-85'+ Zone.** A maximum height for the MUR-85'+ Zone was never established in the Development Code. However, as part of the Environmental Impact Statement (EIS) process, modeling was done on certain sites that anticipated 140-foot height limits, which is consistent with the Planning Commission Subcommittee's recommendation. He referred to Page 60 of the proposed code language (Attachment A), which would establish a 140-foot maximum height for development agreements in the MUR-85 zone.
- **Adding parks as a mandatory element of a development agreement.** The Final Environmental Impact Statement (FEIS) identified the need for one new neighborhood park, and the Planned Action Ordinance (PAO) also lists one new neighborhood park as a mitigation measure in the next 20 years. Therefore, staff is recommending that park space be added as a component of a development agreement in the MUR-85'+ Zone (Page 40 of Attachment A).
- **Adding the choice between TDR and affordable housing.** Staff is proposing (Page 39 of Attachment A) that Transfer of Development Rights (TDR) be a mandatory requirement as part of a development agreement in the MUR-85'+ Zone.

Hope Morgan, Shoreline, said she lives directly across the street from the 185th Street Light Rail Station Subarea. She said she and her husband purchased their home in 1971 and subsequently purchased other properties in the area. They currently have an approved subdivision plan, which has been put on hold as they have decided to sell their property. While residents who do not live on her block have requested that her block have a height restriction much less than 140 feet, she and the neighbors on her block do not support a height restriction. They would like the developers to have an incentive to be generous with them.

Sarah Janes, Shoreline, said she lives in the Meridian Park Neighborhood. She expressed her belief that the current preferred alternative is too extreme and inappropriate for the neighborhood. It is poorly thought out and not at all a product based on the public's feedback or desire. She is against it and would favor a more moderate approach. She also is concerned that the station area plans are not taking a holistic view, and it appears that planning in Shoreline is being done in a piecemeal approach. The impacts are not being looked at as a conglomerate but as individual cases. Shoreline is not that large, and she questioned what would happen to schools, utilities, infrastructure, etc. when growth gets out of control and the City cannot keep up. She said she grew up in Issaquah and has some idea of the end

result of the proposed changes. The classrooms will get overcrowded, children will be moved to overflow trailers and traffic will become horrendous. Growth in Issaquah was not controlled and the citizens of the city suffered. She recently saw that Ballard's urban village residential growth already exceeds the 2024 growth target by 317%, including issued permits. With the units already built, the growth target has been exceeded by 206%. She questioned what will happen if the numbers the City is using to plan are as off as they were for Ballard. What if the 125-year plan is actually a 30-year plan? How will Shoreline maintain a similar quality of life and services to its citizens?

Dan Dale, Shoreline, acknowledged that those living on 8th Avenue and in the staging area for the station are in favor of the proposed plan from the standpoint of their economic return, and this is likely where the City will see the first opportunities for additional height. However, most other people are concerned about the potential height of development within the MUR-85'+ Zone. He noted that the FEIS does not address the possibility that the entire MUR-85'+ could be developed at the maximum height of 140 feet. While this is not likely to occur, the numbers assume that only 25% will be developed at a height greater than 85 feet. He questioned how the City could have a good representation of the total long-vision impact without figures for full build out. He cautioned that allowing a 140-foot height limit adjacent to the MUR-35' Zone on 10th Avenue without increasing setback and step back requirements seems inappropriate. He suggested the Commission consider limiting the height in the MUR-85'+ zone, particularly in key areas.

Commissioner Mork referred to the proposal to add parks as a mandatory element of a development agreement and asked if the amount of park space required would be based on the size of the proposed development. Mr. Szafran answered that the City's definition of "neighborhood park" is 1 to 5 acres, and, as proposed, at least one acre of park space would be required regardless of a development's size. Director Markle said the intent of the 1-acre requirement was to avoid having small pieces of parkland spread throughout the subarea that result in little impact but create a number of maintenance issues. She reminded the Commission that development agreements, along with greater development potential, would only be allowed if the City and community gets something it wants in return for the new growth. She suggested they leave the requirement at one acre or even increase the requirement. She emphasized that the concept is to get something substantial in exchange for the additional development potential. She said she does not anticipate a significant number of requests for development agreements in the MUR-85'+ Zone.

Commissioner Mork questioned why the park space requirement would not apply to all development in the MUR-85'+ Zone. Chair Scully noted that applying the requirement throughout the entire zone would significantly impact the development potential. Mr. Szafran reminded the Commission that the Development Regulations require open space for all development.

Commissioner Montero asked if the required park space must be located within the subarea or if it could be located anywhere in Shoreline. Director Markle answered that the space must be located within the subarea.

Chair Scully reminded the Commission that development agreements will not be automatically approved. He agreed with Mr. Dale that there are only a few sites in the MUR-85'+ zone where 140-foot development would be appropriate without creating massive impacts. He expressed his belief that a

140-foot cap seems reasonable, and he cannot imagine a taller building given current conditions. He felt it was appropriate to include a maximum height limit to provide certainty to both the neighborhood and the developers. Again, he said it is important to understand that development agreements and the 140-foot maximum height would not be guaranteed entitlements.

Vice Chair Craft said he appreciates the arguments from both sides. However, he supports the proposed 140-foot height limit because development agreements require a very deliberate review process, with certain mandatory criteria that must be achieved. He said he also supports the mandatory requirement for park space. Consistent with Ms. Janes comment, he suggested it would be appropriate for the Commission to consider the possibility that growth will occur much faster than anticipated.

Chair Scully said he does not support making the TDR requirement an equivalent to affordable housing. While he supports the concept of LCLIP, the City has placed a high emphasis on affordable housing and it has been a significant concern from those living within and adjacent to the subarea. If TDR is an option, it would be simple for a developer to pay money to avoid the affordable housing requirement. The goal is to enable current residents to continue to live in the neighborhood, including purchasing a new property within the subarea. Director Markle said the concept of a catalyst program using TDRs or some other incentive to get development started in the area actually came from housing advocates and other housing ordinances. The idea is to build the community so it can attract more development and get more affordable housing as a result. The intent of the catalyst program is to allow the City to sell its TDR credits quickly. The TDR option would be less costly than affordable housing, but it could enable the City to sell its TDR credits quickly to meet its quota. This would result in additional tax revenue for the subarea over the next 25 years, which could be used to build infrastructure that benefits affordable housing and development in general. She cautioned that without having some way to sell the credits fast, LCLIP is a much riskier program to consider.

Commissioner Montero asked how much revenue the TDR credits will generate for the City for infrastructure improvements. Director Markle said this is one of the questions the feasibility study will answer. She emphasized that the feasibility study will help the City decide whether or not a TDR Program is a good financial decision. As written, the TDR program would not be available until authorized by the City Council through a separate ordinance. If it is determined to be unfeasible, the language would be removed from the Development Code. However, a placeholder is needed in the code at this time in order to preserve TDR as an option in the near future.

Chair Scully said he appreciates the hypothetical argument about the indirect benefits to affordable housing down the road if tax revenue is available to build infrastructure. However, the Commission's previous discussions have placed an emphasis on the need for guaranteed affordable housing, particularly if development is allowed to exceed 85 feet.

Vice Chair Craft asked if the City would have a limited number of TDR credits. Mr. Szafran said the maximum number of credits allocated to Shoreline is 231, but the City could choose to accept a lower amount. Vice Chair Craft asked about the process for determining the number of credits allowed per development. Director Markle said that, as currently proposed, a developer would be allowed to purchase a maximum of one TDR credit per four units in the MUR-85'+ Zone. This could be an option to the affordable housing requirement for the first 300 units. As an example, she advised that a 200-unit

development would be required to either purchase 50 TDR credits at \$23,000 per credit, or construct 20 affordable units at \$116,000 per unit.

- **Adjusting affordable housing requirements.** The tables in Shoreline Municipal Code (SMC) 20.30.235 have been adjusted (see Pages 50 through 53 of Attachment A) to require affordable housing in each of the zones. For example, on Page 50, the required percentage was increased from 15% to 20% of the rental units. In some cases, the level of affordable housing was decreased, as well.

Kayla Schott Bresler, Policy Manager, Housing Development Consortium (HDC) of King County reviewed that the HDC is dedicated to the vision that all people, regardless of how much money they make, should have a roof over their heads and a place to call home. While this is a goal many support, it is far from reality for many of the City's families. In the last eight years, the number of homeless school children in the district has almost tripled to nearly 190. She commented that the Commission has the power to reverse this trend, and they are considering a number of policies that could really help. She referred to the affordable housing provisions in the draft subarea plan and commented that development incentives and affordable housing requirements are effective tools for creating safe, healthy, affordable homes for individuals and families who are struggling to afford their housing. Light rail will bring many benefits to the City, but it will also make housing more expensive. Tying affordable housing to growth, as the proposed policies do, the City can leverage the power of the private market to create affordable homes as the need increases. She urged the City to capture some of the benefits of growth for those who need it most.

Ms. Schott Bresler said she was present to hear more about the proposed program, and she is not ready to comment on the details. However, as a general rule, the HDC strongly supports and encourages cities to adopt mandatory programs that require developers to contribute to solving affordable housing needs. She expressed appreciation for the Commission's commitment to affordable housing, and the HDC looks forward to working with them as the details are ironed out in the coming weeks.

Commissioner Montero asked how many units are projected within the subarea. Ms. Redinger said the current number of households is about 8,000, and the number is expected to increase to about 13,000 in 20 years. Commissioner Montero asked if 20% of the new units would be low-income housing based on the proposed 20% requirement. Ms. Redinger reminded the Commission that low-income housing would only be mandatory in the MUR-85' and MUR-85'+ Zones. Most of the zoning in the subarea is MUR-35' and MUR-45', which provide incentives to encourage affordable housing.

Chair Scully said he supports a mandatory affordable housing requirement in the MUR-35' and MUR-45' Zones. While it may not be economically feasible for a developer of a small project to provide 20% affordable housing, the City offers a fee-in-lieu option. He observed that the City envisions a New York style, walk up development where a person can purchase space from floor to roof, with an attached garage. These units will not likely be priced at something most households who are currently residing in the neighborhood can afford. He reminded the Commission of their stated desire that the people who currently live in the subarea be able to afford to remain. He does not see the City accomplishing this goal with voluntary programs. If the City wants this area to be affordable, it must be mandatory.

Commissioner Montero pointed out that making the requirement mandatory throughout the entire subarea could result in up to 1,000 new affordable units, which may be too many. If affordable housing is mandatory for the entire subarea, he suggested the requirement be reduced to something less than 20% for the MUR-35' and MUR-45' Zones. Chair Scully emphasized that the requirement is that the units be affordable at 80% Average Median Income (AMI), which does not represent the poorest individuals in the community. Vice Chair Craft expressed concern that applying the 20% mandatory requirement across the board may make smaller developments in the MUR-35' and MUR-45' Zones unfeasible. While he supports a mandatory requirement, 20% may be too high for the lower-density zones. He suggested that either the percentage could be lower for these zones, or the AMI could be adjusted.

Chair Scully said he is not advocating for a 20% requirement across the board, but he does support a mandatory affordable housing component or fee-in-lieu option for all zones in the subarea. Commissioner Montero stressed the importance of providing enough incentive to get development in the subarea started and cautioned against making the affordable housing requirement too onerous. Chair Scully agreed that it must be economically feasible for projects to go forward. However, the statistics provided regarding the rapid growth rate in Ballard are quite compelling. In addition, if the requirement is mandatory and no development occurs, a future Planning Commission could revisit the issue. He pointed out that development around the future station at 65th in Seattle has been booming.

Vice Chair Craft expressed his belief that a mandatory requirement in the MUR-45' Zone could be feasible, but he is not sure that would be true for the MUR-35' Zone. He stressed the importance of being consistent with the goals the Commission has set out over the past few years. Maintaining some form of mandatory housing within a large component of the subarea is important to him.

Director Markle said staff consulted with the HDC when researching to create the current language. The HDC has cautioned that while the City should not damage its ability to serve more people, it is also important to be competitive. She encouraged the Commissioners to revisit the comparison chart of what other cities are doing, which was used to develop the current language. She said the proposed 20% requirement is based on the fact that 20% of the units must be affordable to be eligible for a property tax exemption for multi-family development. Staff is also proposing a home ownership style program, using the 8-year property tax exemption, which does not have an affordability component. However, this would only be offered in the MUR-35' and MUR-45' Zones, with the ability to incentivize bringing down the cost to own a home.

Ms. Redinger explained that inclusionary zoning is not the only mechanism in the proposal to obtain affordable housing. The language also encourage partnership opportunities with Sound Transit, surplus property, working with non-profit organizations, etc. The goal is to address affordability through a variety of mechanisms.

Ms. Redinger reported that the Commission's Light Rail Subcommittee met on December 10th to discuss several items in greater detail before making a recommendation the full Commission. They specifically discussed the following:

- **Phasing.** The subcommittee did not have any new points to discuss about the phasing option, and will instead defer to public comment by those in impacted areas before making a recommendation.

- **Point Wells.** The subcommittee noted that traffic modeling from the Point Wells Transportation Corridor Study was used in traffic modeling for the Subarea Plan FEIS. While it was acknowledged that full redevelopment of Point Wells could impact other Shoreline systems and services, the subcommittee believes that performing additional analysis would be beyond the scope of the subarea plan. However, agencies that could be impacted by demands of increased density overall (police and fire) should examine all pertinent plans and propose mitigation measures as part of the Snohomish County DEIS process.
- **Transition Standards.** The subcommittee felt that the draft transition standards, which require step backs at 45 feet on a building façade facing an arterial in the MUR-85' Zone, were the most effective way to create a pedestrian-friendly street level. They also recommended adding this standard to any façade in an MUR-85' Zone adjacent to an MUR-35' Zone. There are only two areas in the Preferred Alternative in which this provision would apply that aren't already covered based on the arterial transition standard.

The Commission indicated support for the subcommittee's recommendation to add the transition standard to any façade in the MUR-85' Zone that is adjacent to MUR-35' zoning.

- **Single-family as permitted use in MUR-85' Zone.** This has been a topic of significant concern throughout the subarea process. At a recent meeting with the tax assessor, rumors that people would be unable to sell their existing single-family homes were addressed. It was emphasized that a legal, non-conforming use would remain a legal use and there would be no threat to existing single-family homes. The remaining question is whether or not new single-family homes should be allowed. In the draft regulations (Attachment A), the Commission decided to include single-family as a permitted use in MUR-45' and MUR-35' Zones, but not in the MUR-85' Zone. The subcommittee discussed that they did not want the area to be redeveloped with single-family units that would maximize allowable footprints, creating expensive low-density homes where more transit-supportive, mixed-use styles were envisioned. On the other hand, if single-family were simply a grandfathered use, there was concern that homeowners who wished to modify or expand their more modest homes or add structures in the future may not be able to do so. For example, if a 20-foot tall rambler burned down, the owners could rebuild in the same footprint, with a 10% expansion, but that would not equal the existing allowances of the R-6 zone. In addition, a new garage, deck, etc. that was more than 10% of the square footage of the existing home would not be allowed. The subcommittee expressed a desire to support owners who want to stay and invest in their homes and did not want to create a scenario that would unintentionally penalize these households.

The subcommittee is recommending that single-family homes be allowed as a permitted use in the MUR-85' Zone, but for the provision to sunset five years from adoption (2020). This time period would allow for greater public awareness of zoning and/or other potential changes in the neighborhood and allow homeowners to make informed decisions about whether or what improvements to make to their properties. At the same time, it would prevent a significant influx of larger, more expensive, single-family homes on land better suited to transit-oriented development in the long term.

Commissioner Montero asked for more information about why the subcommittee is recommending a sunset of five years. Commissioner Mork explained that five years is enough time for people to think about the change and take action, as well as enough time before the station opens. Chair Scully said he does not see the need to specifically prohibit single-family residential in the MUR-85' Zone because he does not anticipate anyone will want to construct a mega mansion right next to the light rail station. He voiced opposition to unnecessarily handicapping current property owners. He said he lives in a 1,000 square foot house with four kids; and at some point, he plans to add a second story or move. Adding 10% would not work for him, and it would not likely work for someone with a similar situation living in the subarea. He summarized that for a few unique people, the proposed restriction would be significant.

Chair Scully asked staff to share data to support the restriction. Ms. Redinger said they considered anecdotal information from the City of Bellevue, where large, expensive, single-family houses are being constructed within close proximity to the light rail station. She agreed to forward the information to the Commissioners. She also reminded the Commissioners that the MUR-85' Zone was envisioned for higher density than single-family. She said she anticipates people will be interested in purchasing single-family homes near the station; and these existing homes could be remodeled or replaced with large, expensive homes. She reminded the Commission that they could revisit the restriction at some point in the future.

Chair Scully said he has been contacted by numerous people who are angry about the proposal to prohibit single-family uses in the MUR-85' Zone. If staff can provide evidence that this would be a real problem, he would support the subcommittee's recommendation. If not, perhaps this is one area where they could give in to the neighborhood's concerns. Commissioner Montero disagreed and expressed his belief that single-family residential uses would be inconsistent with the City's goal of creating a transit-oriented area. Commissioner Mork reiterated that the subcommittee's recommendation was intended to address the public's concern by giving them more time to make decisions.

Mr. Szafran said members of the City Council have raised specific questions about the uses that would be prohibited within the Subarea. He referred to Page 57 of Attachment A, which lists the uses that are proposed to be prohibited including adult uses, liquor sales, tobacco sales, marijuana sales, firearm sales, pawn shops, and massage establishments. The Commission requested more information about the basis for the list of prohibited uses. Mr. Szafran answered that, typically, general retail trade/services are allowed uses in all commercial zones. The proposed language for the subarea is more specific about uses that would be prohibited and was created based on public comment.

Tom Poitras, Shoreline, suggested that the list of prohibited uses does not need to be so specific. However, he supports prohibiting certain uses, such as those related to pornography.

Chair Scully pointed out that alcohol and tobacco sales are highly regulated retail uses. Vice Chair Craft clarified that they are regulated from a permitting standpoint, but not from a use standpoint. He cautioned against curtailing opportunities for small, retail establishments that fit in with the neighborhood. The remainder of the Commission concurred. They discussed the best approach for allowing uses that are acceptable for the neighborhood, while curtailing those that are not. Director

Markle reminded the Commission that the proposed new zoning in the subarea would mix residential and commercial uses. She suggested there could be problems in the future if they do not have at least some restrictions in place related to the types of uses allowed. The Commission acknowledged the community's legitimate concerns about certain uses being allowed in the subarea. However, they agreed that more study is needed to determine the best approach.

Mr. Cohen advised that Council Member Roberts asked if the design standards would adequately address parking structures in the subarea. He referred to code language from the City of SeaTac that applies to parking structures. Mr. Cohen explained that although the current design standards do not specifically address parking structures, additional language could be added to address parking structures that are integrated into mixed-use buildings. However, design standards for stand-alone parking structures would be more difficult to incorporate. He expressed his belief that the design standards from SeaTac are extensive and very similar to the City's design standards for commercial and multi-family uses. If that is the City's goal, the SeaTac standards could be modified to be more reasonable to implement, including requirements for cornices, windows, vertical and horizontal features, and commercial space on the first floor. He referred to the new parking structures that were constructed at University Village, which provide a good example of appropriate façade treatment and commercial space on the ground floor. However, he cautioned against including design standards that require step backs and façade modulation. These two concepts work well for residential and commercial spaces where there is more flexibility, but when you change the floor plate three or four feet in a parking structure, it can become difficult to park cars and still provide adequate drive aisles and ramps. Modulation would have a ripple effect throughout the entire parking structure. He concluded that requiring design standards that dress up the façade by changing materials, colors, and textures would not be too difficult, but requiring step backs and modulation would be excessive.

Dan Dale, Shoreline, stressed the importance of getting the best garage built as possible, using the University Village example of design standards, plantings, façade, etc. Anything the City can do with its own code to influence what Sound Transit does with their garages will be significant. The parking structures will be some of the first structures, and they will be permanent. He referred to development near the Roosevelt station, noting that much of the property is owned by a single person, which is different than the City's subarea where single-owned properties will be aggregated. There are already a number of restaurants, wine shops and other desirable businesses surrounding the Roosevelt station, which supports the up zones that occurred. However, that is not the case at the 185th station.

Yoshiko Saheki, Shoreline, said she lives close to what will be the light rail station at 145th Street. From the beginning she has been concerned about the huge size of the proposed parking garage, which will dominate the area. Anything that can be done by the City to lower the number of parking spaces in the garage or make the structure more attractive and more suited to the neighborhood would be much appreciated.

The Commission expressed support for design standards that are applicable to parking structures, and they requested a more concrete proposal from staff.

Chair Scully said Council Member Egan asked him to raise the possibility of allowing micro housing on arterials within the MUR-85'+ and MUR-45' Zones. He agreed that micro housing is an option worth

considering at some point, but he is not sure it should be considered at this stage of the current process. The Commission agreed with the current draft language that would prohibit micro housing within the subarea for the time being.

Ms. Redinger reminded the Commission that a public hearing on the 185th Street Subarea Plan package is scheduled for January 15th. Written public comments will be collected and distributed to the Commissioners prior to the hearing. If appropriate, the Commission can move forward with a recommendation to the City Council at the conclusion of the public hearing. The topic is scheduled for discussion on the City Council's February 9th agenda, and potential adoption could take place as early as February 23rd.

Chair Scully asked if the subarea package would come back to the Commission for additional consideration if major changes are proposed by the City Council; or would the City Council make the necessary amendments and adjustments prior to final approval. Ms. Redinger agreed the City Council could send the package back to the Commission if major changes are proposed that were not the subject of the public hearing. This decision would be based on counsel from the City Attorney.

It was emphasized that although public comment is welcome up until the time the City Council adopts the 185th Street Light Rail Station Subarea Plan, the only formal public hearing on the package will be on January 15th. It was noted that the City Council may also invite the public to comment as they review the package.

Ms. Redinger announced that the DEIS for the 145th Street Light Rail Station Subarea Plan would be published in mid January. The 145th Street Station Citizen Committee will meet on January 22nd at the Bethel Lutheran Church from 7:00 to 9:00 p.m. At that time, staff will present materials and information about the content of the DEIS and provide direction about how citizens can comment. The Planning Commission will conduct an open house, directly followed by a public hearing on the DEIS on February 5th. At the conclusion of the February 5th hearing, the Commission will forward a recommendation to the City Council regarding a preferred alternative, which will be presented to the City Council on February 23rd.

Ms. Redinger reported that Sound Transit plans to release the FEIS for the 185th Street Light Rail Station this spring. They will also continue their design process for the station and parking structure, and there will be other opportunities for the City and public to weigh in on the specific design options.

DIRECTOR'S REPORT

Director Markle did not have any items to report.

UNFINISHED BUSINESS

Commissioner Montero disclosed that one of the companies he is a principle in has had a contract with Sound Transit for about eight years, and the contract will continue for approximately seven more years for doing station signage and wayfinding systems.

Chair Scully suggested the Commissioners over share any potential conflicts at the public hearing. For example, he will explain where he lives and how the traffic will impact him.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports from Committees or Commissioners.

AGENDA FOR NEXT MEETING

There was no additional discussion about the next meeting agenda.

ADJOURNMENT

The meeting was adjourned at 9:05 p.m.

Keith Scully
Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

TIME STAMP
December 18, 2014

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

APPROVAL OF MINUTES:

GENERAL PUBLIC COMMENT:

STUDY ITEM: INTRODUCTION TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR THE AURORA SQUARE COMMUNITY RENEWAL AREA: 4:50

STUDY ITEM: LCLIP STAFF REPORT: 21:30

STUDY ITEM: 185TH STREET STATION LIGHT RAIL SUBAREA PLAN MISCELLANEOUS TOPICS AND FINAL REVIEW: 45:07

DIRECTOR'S REPORT:

UNFINISHED BUSINESS

NEW BUSINESS

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS:

AGENDA FOR NEXT MEETING:

ADJOURNMENT:

 Planning Commission Meeting Date: January 15, 2015

 Agenda Item

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	185th Street Station Light Rail Subarea Plan Public Hearing
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Miranda Redinger, Senior Planner, P&CD Steve Szafran, AICP, Senior Planner, P&CD Rachael Markle, AICP, Director, P&CD

<input checked="" type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other

BACKGROUND

During meetings on August 7, September 4 and 18, October 2 and 16, November 6, and December 18, the Planning Commission discussed potential Development Code regulations for the 185th Street Station Subarea Plan (185SSSP). On November 20, the Commission discussed the Final Environmental Impact Statement (EIS), and draft policies for the Subarea Plan. On December 4, the Commission discussed the Draft Subarea Plan and Planned Action Ordinance.

The purpose of tonight's meeting is to hold the public hearing on the 185th Street Station Subarea Plan and the Planned Action Ordinance, including zoning map and Development Code regulations. The Final Environmental Impact Statement will be used as a decision-making tool and likely referenced as the basis for many comments, but is not adopted as a policy or regulatory tool, and therefore not a direct subject of the public hearing.

Attachment A is the Planned Action Ordinance, including the draft Development Code regulations. The Subarea Plan and Final Environmental Impact Statement are too large to attach, but are available at www.shorelinewa.gov/185FEIS. Hard copies are also available for reference at Shoreline libraries and City Hall, or may be purchased at City Hall.

DEVELOPMENT CODE REGULATIONS

The Commission discussed potential Development Code regulations during seven meetings in the latter half of 2014, with staff presenting remaining potential changes to the Development Code at the December 18 meeting. The following changes have been made based on direction from that meeting and since:

- Parks are an optional element for Development Agreement's in the MUR-85' zone;
- Prohibited general retail uses have been updated to include smoke shops;
- Affordable housing is now mandatory in the MUR-45' zone;

Approved By:

Project Manager MRPlanning Director Rm

- Building step-backs are required in the MUR-85' at 45-foot height when adjacent to either the MUR-35' or MUR-45' zone; and
- Design standards have been added for parking structures.

Parks as Mandatory Element

As discussed on December 18, current draft regulations mandate dedication of one acre of park space as a component of a development agreement in MUR-85'. The reasoning behind requiring a full acre of park dedication was mostly based on maintenance issues, in that the City doesn't want to end up with many small areas of park space that the Parks Department would be expected to maintain. The acre was also based on the definition of Neighborhood Park, which range in size from one acre up to 15. Another reason is that the intent of a development agreement is to trade amenities desired by the community (such as park space) for increased development potential that helps offset the cost of providing the desired amenity.

However, upon further discussion with the Assistant City Attorney, dedication as a *mandatory* requirement may not be appropriate because any dedication *required* for development approval must be related both in nature and extent to the impact of a proposed development- it must be reasonably necessary as a direct result of the proposed development. Therefore, the City would need to show an individualized determination that the area to be dedicated is proportionate to the impact, that there is a need for this amount of park space as a result of the specific development.

Based on this information, staff proposes to leave the one acre park mitigation as a "pick two" item for a development agreement in the MUR-85' zone which would make the provision optional. A subarea plan policy is also included that provides direction to explore the creation of a park impact fee rather than a mandatory dedication program. This follow-up work would be classified as an Incremental Implementation Strategy, and require working with the Parks Department and Board after light rail subarea plans are adopted.

Parking Structure Design

By request of Councilmember Roberts, proposed parking structure design standards were discussed with the Planning Commission on December 18. The issue was raised as a concern for the appearance and function of parking structures as they contribute to the built environment in the Station Subareas. Staff discussed with the Commission standards such as façade, rooftop, architectural features, lighting, and inclusion of commercial space. The Commission was interested in proposed code amendments that would address these topics.

Analysis of Shoreline's existing commercial design standards shows that we have very similar standards to those suggested; however, we do not specifically identify parking structures. Parking structures have been regulated in the existing design standards if they are integrated with the main building, but that is not always the case. Articulating these design standards will be useful since they can be sizable and have impact on the

overall development and streetscape. These standards would also be intended to apply to the Sound Transit station parking structures.

The attached code amendments now identify parking structures using Shoreline's design standards under Street Frontage, Corner Buildings, and Building Articulation. However, these amendments do not regulate the grade of parking floors and the size of ramps, commercial spaces on the ground floor of parking structures, façade offsets, elevator shafts, and cornices.

It is difficult to calibrate parking floors and ramps internal to the structure without specifics regarding how much grade is allowed and what percentage can be ramped to preclude parking on the ramps, since every structure configuration and size will be different. Exclusive ramps in small garages take up a larger proportion of area, so floors may need to also be ramps. ADA accessibility will require parking spaces and elevator access to be level.

Commercial uses located in parking garages are desirable if they front on walkways or sidewalks. However, in adopting commercial design standards, Shoreline chose to be flexible with regard to ground-level spaces and require them to be designed for commercial use, but not necessarily to be used for commercial purposes given current difficulty filling these spaces. A similar standard could apply to parking garages, except that creating commercial space in parking garages with different floor plate heights and the inset of the commercial space have ramifications into the parking layout across the entire floor plate.

Facade modulation is desirable and feasible if the uses behind them are commercial or residential because the area requirements and floor plans are more flexible. However, parking structures do not have that much flexibility with regard to façade offsets because the offset is reflected through the entire floor plate. As proposed, modulation with color, texture, openings, and materials is feasible.

Shoreline does not require any building elevator shafts to be external or glassed. It is inconsistent and unrelated to require this added design feature to parking structures.

Cornices are large trim moldings for the top edges of building facades. Shoreline's design standards do not require cornices for buildings, and therefore should not require them for parking structures.

Staff will walk the Commission through the Development Code regulations at the public hearing.

SUBAREA PLAN

The Growth Management Act (GMA) requires the fastest growing counties and the cities within them to plan extensively in keeping with state goals on:

- sprawl reduction
- concentrated urban growth
- affordable housing
- property rights
- natural resource industries
- historic lands and buildings

- economic development
- open space and recreation
- regional transportation
- environmental protection
- permit processing
- public facilities and services
- early and continuous public participation
- shoreline management

The City of Shoreline updated its [Comprehensive Plan](#) on December 10, 2012. Upon adoption, the 185th Street Station Subarea Plan will be incorporated into the Comprehensive Plan. Draft policy language for the Subarea Plan was introduced at the November 20 Commission meeting, and the full draft Subarea Plan was introduced at the December 4 Commission Meeting. The Subarea Plan contains policy direction for future development of the 185th Street Station Subarea, including implementation strategies that will require additional work following adoption of the Plan. This includes working with the Parks Board to develop a program for impact fees or dedication of new parks, and coordinating with service providers regarding capital projects.

Upon further discussion with members of the public, staff offers several potential amendments/additions (in *italics*) to Subarea Plan policies, and the reasoning behind them.

Housing:

Analyze methods to maintain some affordable single family housing in addition to multi-family units as part of the City's affordable housing program.

Shoreline seeks to have a variety of housing types that are affordable to households earning less than the King County median income. The 185th Street Station Subarea Plan creates the opportunity for new, more affordable multi-family housing options, but redevelopment may mean that existing, often affordable single family dwellings will be reduced in number. Although this meets the City's goals to locate more people near the light rail stations, it may impact the goal of maintaining a variety of affordable options. In order to preserve some affordable single family options over time, the City may want to consider adopting an affordable home ownership program as an implementation step.

Utilities-Hydrology:

Prepare information regarding how proposed redevelopment in the 185th Street Station Area will be managed in relation to known hydrological conditions.

Based on actual redevelopment and studies prepared for development within the Station Subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.

Redevelopment within the 185th Street Station Subarea is likely to occur first on those lots that have the least impediments. Impediments related to topography, poor soils, and surface and groundwater may present challenges on some lots. There are concerns about how redevelopment on lots that are easier to redevelop will impact the lots that are more difficult to develop. Is there a way to address this over time for a better transition? The goal would be to identify the more difficult sites sooner in the

redevelopment process and adapt plans to address these conditions.

Does the Commission believe that these or other policies should be included in the Subarea Plan?

PLANNED ACTION ORDINANCE

A Planned Action is a development project whose impacts have been addressed by an Environmental Impact Statement (EIS) associated with a plan for a specific geographic area before individual projects are proposed. A planned action involves detailed SEPA review and preparation of EIS documents in conjunction with subarea plans, consistent with [RCW 43.21C.031](#) and [WAC 197-11-164](#) through [WAC 197-11-172](#). Such up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects.

The full [Planned Action Ordinance](#) for the 185th Street Station Subarea will be discussed at the January 15 Planning Commission public hearing. It is important to note that even though the Planned Action Ordinance references the Preferred Alternative zoning scenario, this should not be interpreted as a foregone conclusion. There are several remaining opportunities for discussion and deliberation by both the Commission and Council, and for public comment, before final zoning is determined. Decision-makers and the public should consider these documents as illustrative of requisite components at this time. If necessary, staff will amend based on Planning Commission recommendation and City Council decision.

Council may adopt [Ordinance 702](#) (Attachment A) at their February 23 meeting, which will change Comprehensive Plan Land Use designations, zoning designations, and Development Code regulations; and will adopt the 185th Street Station Subarea Plan.

Exhibits to Attachment A include:

[Exhibit A](#) - Preferred Alternative map delineating Planned Action boundaries

[Exhibit B](#) - Final EIS Mitigation Measures recommended for both 20 year and build-out time frames for Preferred Alternative

[Exhibit C](#) - Preferred Alternative Comprehensive Plan Land Use Map designations

Normally, Comprehensive Plan designations represent a range of potentially appropriate zoning. For example, the Comprehensive Plan designation of High Density Residential (HDR) means that potentially R-12, R-18, R-24, or R-48 zoning designations may be appropriate, but such a change would need to be requested by the property owner and analyzed with regard to site and neighborhood specific considerations. This means that if a property had a Comprehensive Plan designation of HDR, but was zoned R-12, the owner could submit an application to be rezoned to R-18, R-24, or R-48. The process is criteria-based and involves a public hearing. However, for station subareas, this process would intentionally not be applicable. In Exhibit C, each proposed new Comprehensive Plan designation (Station Areas 1, 2, and 3) correlate to one of the Mixed Use Residential (MUR)

zoning designations. This means that property owners could not request rezoning to a higher classification in the future, and zoning adopted would be the most allowed.

[Exhibit D](#) - Preferred Alternative Zoning Map

[Exhibit E](#) - Draft Development Code regulations for 185SSSP

One of the purposes of doing a Planned Action is to develop an understanding of cumulative impacts of potential redevelopment, rather than performing this analysis only at the project level. Analyzing impacts and identifying mitigations for both 20 year and build-out timeframes allows the City to prioritize capital projects for the shorter timeframe, while also foreseeing what could be needed for the long-term. In some cases, when making improvements it is advisable to design for the long-term need.

Analyzing different timeframes has the added benefit of accommodating unpredictable rates of growth. If more redevelopment were to occur than projected for the 20 year timeframe, the City and other service providers already know what additional improvements would need to be required before development could proceed.

A Planned Action is also not an indefinite or unlimited pass for growth. The City must monitor actual projects against the level analyzed, and if this threshold is reached, either a developer would need to do perform independent environmental analysis, or the City could choose to develop a Supplemental Environmental Impact Statement to determine additional mitigations. Either option would be accompanied by new public process.

It should also be noted that the regulations that are adopted as part of a Planned Action Ordinance may be amended over time to address issues that arise, such as requiring additional design standards or mandating extra amenities.

FINAL ENVIRONMENTAL IMPACT STATEMENT

According to the Washington State Environmental Policy Act (SEPA) Handbook, there are several steps in the EIS process:

1. Conducting "scoping," which initiates participation by the public, tribes, and other agencies and provides an opportunity to comment on the proposal's alternatives, impacts, and potential mitigation measures to be analyzed in the EIS;
2. Preparing the Draft EIS, which analyzes the probable impacts of a proposal and reasonable alternatives, and may include studies, modeling, etc.;
3. Issuing the Draft EIS for review and comment by the public, other agencies, and the tribes;
4. Preparing the Final EIS, which includes analyzing and responding to all comments received on the Draft EIS, and may include additional studies and modeling to evaluate probable impacts not adequately analyzed in the Draft EIS;
5. Issuing the Final EIS; and
6. Using the EIS information in decision-making.

The City has completed steps 1-5. The Planning Commission discussed the Final EIS at their meeting on November 20, and a Review Guide was published summarizing findings of the Final EIS, prior to publication of the full document, which took place on November 26. Step 6 will take place at the public hearing on January 15, 2015, and during City Council deliberation on February 9 and 23.

The Final EIS is intended to be very similar to the Draft, except that it should respond to public comments submitted and perform additional analysis if necessary. For the 185th Street Station Subarea Plan, the Draft EIS analyzed three potential zoning scenarios: No Action, Some Growth, and Most Growth. On August 25, Council selected a Preferred Alternative zoning scenario that was more intense than that analyzed in the Draft EIS. On September 29, the Council and Commission agreed to study a phased approach to zoning in the Final EIS. On October 2, the Commission defined boundaries for the area to be studied as Phase I.

Therefore, the Final EIS for the 185SSSP required additional analysis to consider a new Preferred Alternative zoning scenario and the potential to phase zoning. In addition to this new information, the Final EIS also provides updated details regarding mitigations, including Development Code regulations that could be adopted as part of the Planned Action Ordinance, new zoning designations, and greater emphasis on what to expect in the next 20 years.

PUBLIC NOTICE AND COMMENT

The City noticed the public hearing on November 26, 2014. The notice was posted in the Seattle Times, on the City's website and Shoreline Area News, and mailed to Parties of Record. Emails and Alert Shoreline notifications were sent to distribution lists on November 26, December 5, and December 29 letting people know that the Final EIS, Subarea Plan, and Planned Action Ordinance, including proposed Development Code amendments were available at www.shorelinewa.gov/185FEIS, and about the public hearing, and subsequent Council discussion and potential adoption. Staff will post and send to Plancom all public comments received to date on January 8 (one week before the hearing), and present comments received between January 9 and 15 in a desk packet.

RECOMMENDATION

Staff recommends the Commission amend if necessary, and recommend approval of the Planned Action Ordinance and Subarea Plan to be forwarded to Council for further consideration and potential adoption.

ATTACHMENTS

Attachment A – Planned Action Ordinance, including draft Development Code regulations

ORDINANCE NO. 702

AN ORDINANCE OF THE CITY OF SHORELINE WHICH AMENDS THE COMPREHENSIVE PLAN BY ADDING THE 185TH STREET STATION SUBAREA PLAN, AMENDS THE ZONING MAP, AND AMENDS THE LAND USE MAP TO INCLUDE STATION AREA DESIGNATIONS AND AMENDS SMC CHAPTERS 20.10, 20.20, 20.30, 20.40, AND 20.50 TO INCLUDE SPECIFIC DEVELOPMENT REGULATIONS TO IMPLEMENT THE 185TH STREET LIGHT RAIL STATION SUBAREA PLAN, AND AMENDMENT TO THE ZONING MAP

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, the City of Shoreline has adopted a Comprehensive Plan under the provisions of Chapter 36.70A RCW that includes policies for the creation of a subarea plan for the 185th Street Station Subarea; and

WHEREAS, the State Environmental Policy Act ("SEPA"), Chapter 43.21C RCW, and implementing rules provide for the integration of environmental review with land use planning and project review through designation of "Planned Actions" by jurisdictions planning under the Growth Management Act ("GMA"); and

WHEREAS, designation of a Planned Action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a Planned Action Environmental Impact Statement ("EIS"), and thereby encourages desired growth and economic development; and

WHEREAS, the provisions of Chapter 43.21C.031 RCW and the regulations issued there under provide for the designation of planned actions within geographic areas that are less extensive than a municipality's jurisdictional boundaries allowing expedited project review where substantial comprehensive planning and environmental review have been completed prospectively; and

WHEREAS, the City of Shoreline has prepared the 185th Street Station Subarea Plan, conducted a thorough review of the development anticipated within the area, and prepared a Planned Action Environmental Impact Statement (EIS) under SEPA, that considered the impacts of the anticipated development within the station subarea consistent with the Subarea Plan, provides for mitigations measures, and other conditions to ensure that future development will not create adverse environmental impacts; and

185th Street Station Planned Action

WHEREAS, The City of Shoreline conducted an extensive public participation and review process for preparation of the proposed Subarea Plan and amendments to the Development Code needed to implement the plan and mitigate impacts; and

WHEREAS, the City issued the 185th Street Station Subarea Plan Planned Action EIS on November 26, 2014, and all relevant procedural requirements of SEPA, including allowing for public comment, have been satisfied; and

WHEREAS, the 185th Street Station Subarea Plan Planned Action EIS identifies impacts and mitigation measures associated with planned development in the station area; and

WHEREAS, the City has adopted development regulations that will help protect the environment, and will be adopting zoning regulations and design standards specific to the 185th Street Station Subarea which will guide the location, form, and quality of development and redevelopment as part of this action; and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on the 185th Street Station Subarea Plan Planned Action Ordinance on January 15, 2015, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session on the 185th Street Station Subarea Plan Planned Action Ordinance on February 9, 2015, reviewed the Planning Commission's recommendation and the entire public record, and found that the proposed ordinance is consistent with state law; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendment to its Comprehensive Plan and SMC Title 20; and

WHEREAS, the City of Shoreline designates the 185th Street Station Subarea as a special district with projects qualified as planned actions consistent with RCW 43.21.031, WAC 197.11.164 to .172, and Shoreline Municipal Code 20.40.050; and

WHEREAS, the City of Shoreline desires to adopt the 185th Street Station Subarea Plan, and amendments to SMC Title 20, the Unified Development Code, to implement the Subarea Plan, and incorporate expedited review of land use actions designated as planned actions;

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

Section 1. Findings. The City Council finds that:

185th Street Station Planned Action

1. A subarea plan has been prepared and is adopted by the Council under the provisions of the Growth Management Act, Chapter 36.70A RCW, for the 185th Street Station Subarea, located within the City of Shoreline city limits. The 185th Street Station Subarea Plan (hereafter "Subarea Plan") amends the City's Comprehensive Plan.
2. An Environmental Impact Statement (hereafter "EIS") has been prepared and issued pursuant to Chapter 43.21C RCW in conjunction with the adoption of the Subarea Plan and the implementing regulations in SMC Title 20 hereinafter referred to the "Development Code".
3. The EIS has identified the environmental impacts of the Planned Action and the Subarea Plan, Development Code, and EIS have adequately addressed all significant environmental impacts associated with planned actions within the 185th Street Station Subarea.
4. A Planned Action determination for a site-specific implementing project application shall be based on the environmental analysis contained in the EIS. The boundaries of the Planned Action are described in **Exhibit A**. The mitigation measures contained in **Exhibit B**, which are attached hereto and adopted by reference as set forth herein and which shall be available from the Department of Planning and Community Development, are based upon the findings of the EIS, and shall, along with adopted City regulations, provide the framework that the City will use to impose appropriate conditions on qualifying Planned Action projects.
5. The City's Development Code for the Subarea Plan is adequate to mitigate the significant adverse environmental impacts anticipated by development consistent with the Subarea Plan.
6. By using the previous environmental review performed in the EIS, applications will be expedited and will benefit the public, adequately protect the environment, and enhance the economic development of the 185th Street Station Subarea.
7. The Subarea Plan contains policies to further the creation of a Transit Oriented Community such as developing a multi-modal transportation network that encourages transit, walking and biking, community design, economic development, green building and district energy, utilities, parks and open space, tree retention and replacement, and affordable housing.
8. The City, with adoption of this Planned Action Ordinance, will update the Capital Improvement Program (CIP) to include improvements for the 185th Street/ 10th Avenue NE/ NE 180th Street Corridor.

9. Public involvement and review of the Subarea Plan, Development Code regulations, and the EIS have been extensive and ensure a substantial relationship to the public interest, health, safety, and welfare.

Section 2. Amendment to Comprehensive Plan and Land Use Map. The Comprehensive Plan and Land Use Map are amended by the addition of the 185th Street Station Subarea Plan, filed with the City Clerk under Clerk’s Receiving #7879, and attached hereto as **Exhibit C**.

Section 3. Amendment to Zoning Map. The Official Zoning Map is amended to adopt the implementing zones of the 185th Street Station Subarea, filed with the City Clerk under Clerk’s Receiving #7880, and attached hereto as **Exhibit D**.

Section 4. Amendment. Chapters 20.10, 20.20, 20.30, 20.40, and 20.50 of the Shoreline Municipal Code are amended by adding the development regulations set forth in **Exhibit E**.

Section 5. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

Section 6. Third Party Liability. This ordinance does not create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of these regulations. No provision or term used in these regulations is intended to impose any duty whatsoever upon the City or any of its officers, employees, or agents. Notwithstanding any language used in this ordinance, it is not the intent of this ordinance to create a duty and/or cause of action running to any individual or identifiable person, but rather any duty is intended to run only to the general public.

Section 7. Effective Date and Publication. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON February 23, 2015.

Shari Winstead
Mayor

185th Street Station Planned Action

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication:
Effective Date:

EXHIBIT A
Boundaries of Planned Action

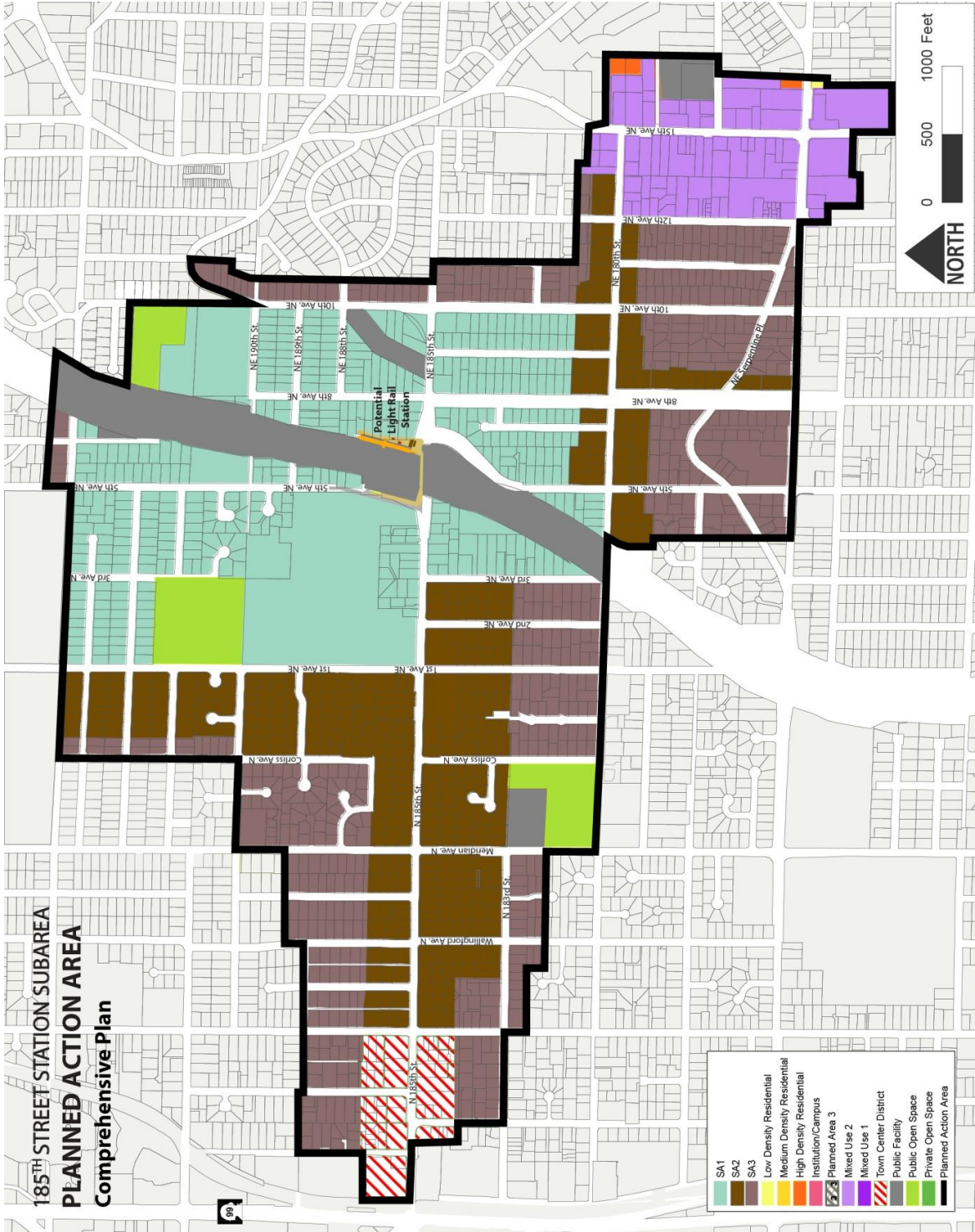


EXHIBIT B

**185TH STREET STATION SUBAREA PLAN
PLANNED ACTION MITIGATION MEASURES**

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that may have adverse impacts upon the environment.

In order to meet SEPA requirements, the City of Shoreline issued the Draft 185th Street Station Subarea Planned Action Environmental Impact Statement on June 9, 2014, and the Final Environmental Impact Statement on November 20, 2014. The Draft Environmental Impact Statement and the Final Environmental Impact Statement are referenced collectively herein as the “EIS.” The EIS has identified probable significant impacts that would occur with the future development of the Planned Action area, together with a number of potential measures to mitigate those significant impacts.

The purpose of this Mitigation Document is to establish specific mitigation measures for qualified Planned Action development proposals, based upon significant impacts identified in the EIS. The mitigation measures would apply to future development proposals that are consistent with the Planned Action development envelope reviewed in the EIS and that are located within the Planned Action area (see Exhibit A).

USE OF TERMS

As several similar terms are used in this Mitigation Document, the following phrases or words are defined briefly:

SEPA Terms

The discussion of mitigation measures may refer to the word’s action, planned action, or proposal, and for reference these terms are identified below.

- “Action” means projects or programs financed, licensed, regulated, conducted or approved by an Agency. “Project actions” involve decisions on a specific project such as a construction or management activity for a defined geographic area. “Non-project” actions involve decisions about policies, plans or programs. (see WAC 197-11-704)
- “Planned Action” refers to types of project actions that are designated by ordinance for a specific geographic area and addressed in an EIS, including any Addendum, in conjunction with a comprehensive plan or subarea plan, a fully contained community, a master planned resort, a master planned development or phased project. (see WAC 197-11-164)
- “Proposal” means a proposed action that may be an action and regulatory decision of an agency, or any action proposed by applicants. (see WAC 197-11-784)

Other Terms

The Planned Action area may be referred to as the 185th Street Station Subarea Planned Action area, project site, or project area in this document.

General Interpretation

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure is mandatory in order to qualify a project as a Planned Action. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action and/or to reduce transportation mitigation impact fees.

Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

DEVELOPMENT PROPOSED UNDER THE PLANNED ACTION

The proposal reviewed in the EIS included designation of the 185th Street Station Subarea as a Planned Action area for the purposes of State Environmental Policy Act (SEPA) compliance, pursuant to RCW 43.21C.440 and WAC 197-11-164, and adoption of amendments to the Development Code addressing form-based zoning, parking standards and design standards, and the development projects that implement the Planned Action. The Planned Action designation would encourage the creation of walkable, Transit Oriented Communities, and with a mix of housing opportunities, employment, retail and other community amenities. Under this Planned Action, redevelopment in the period through 2035 would add between 502 and 928 new jobs and between 1,140 to 2,190 new housing units in the Planned Action area. The Planned Action area is shown in Exhibit A.

MITIGATION

Based on the EIS, which is incorporated by reference, this Mitigation Document summarizes significant adverse environmental impacts that are anticipated to occur in conjunction with the development of planned action projects in the next 20 years. Mitigation measures, identified in the EIS, are reiterated here for inclusion in conjunction with proposed projects to mitigate related impacts and to qualify as Planned Action projects.

Consistency review under the Planned Action, site plan review, and other permit approvals will be required for specific development actions under the Proposed Action pursuant to WAC 197-11-172. Additional project conditions may be imposed on planned action projects based upon the analysis of the Planned Action in relationship to other City, state or federal requirements or review criteria.

Any applicant for a project within the Planned Action area may propose alternative mitigation measures, if appropriate and/or as a result of changed circumstances, in order to allow equivalent substitute mitigation for identified impacts. Such modifications would be evaluated by the City SEPA Official prior to any project approvals by the City.

As permitted by WAC 197-11-660, it is recognized that there may be some adverse impacts that are unavoidable because reasonable or feasible mitigation cannot be achieved for the Planned Action.

The combination of regulations applicable to each element of the environment and mitigation measures identified in the EIS and documented in this Mitigation Document that are applied to any planned action proposal will adequately mitigate all significant environmental impacts associated with Planned Action proposals.

Mitigation measures are provided below for each element of the environment analyzed in the EIS.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The EIS identifies a summary of impacts and mitigation measures for land use, population/ housing/employment, multi-modal transportation, public services, and utilities. Please refer to the Draft and Final EIS for complete text associated with each element of the environment. The following is a summary of impacts and the mitigation measures applicable to impacts on each element of the environment.

Land Use Mitigation Measures

Summary of Impacts

The preferred alternative would result in the greatest extent of change, covering the most geographic area. Current land use patterns would be altered from predominantly single family to mixed use, multi-family, and attached single family, along with some neighborhood supporting retail and employment uses (less than under Alternative 3; more than under Alternative 2). The preferred alternative would preserve some areas of single family in the subarea, but less than under Alternative 3 and 2.

Intensity of land use including density, building height, and mass of urban form would be greater under the preferred alternative than under Alternatives 3 and 2. Potential impacts to land use compatibility between new and existing land uses would require mitigation.

Applicable Regulations and Commitments

Development under the Planned Action will be required to comply with the Development Code regulations identified in SMC 20.50. Applicable standards include dimensional standards, uses, site design standards, building design standards, and landscaping. Redevelopment that complies with these guidelines would, in many cases, represent an improvement over existing land use compatibility.

Mitigation Measures

Change will occur incremental over many decades. Proactive planning and capital investments will support the implementation of the adopted Station Subarea Plan over time. The City will update the Shoreline Municipal Code Title 20, the Development Code, to encourage best design practices and design features that enhance the neighborhood and provide a suitable transition between uses. Potential implementation of phased zoning may provide more focus and predictability for the first stages of change.

Population, Housing and Employment

Summary of Impacts

The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives. In the first 20-years, population is projected to grow between 2,916 people and 5,399 people.

At full build-out, more capacity for affordable housing and housing choices would be present over the long term in the preferred alternative.

The preferred alternative provides fewer employment opportunities than under Alternative 3, but still provides significant capacity for employment growth to help meet City’s targets and balance the jobs-to-housing ratio

Applicable Regulations and Commitments

Development under the Planned Action will be required to comply with the Development Code regulations identified in SMC 20.50. Applicable standards include the use table in SMC 20.40.160 which identifies which uses are allowed in the MUR Zones.

Mitigation Measures

Population is expected to grow incrementally over many decades. Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan will occur over time. The City will update the Shoreline Municipal Code Development Code standards to encourage a greater level of affordable housing, housing choices, and expand uses allowed in the Station Subarea. The potential implementation of phased zoning will be explored to provide more focus and predictability for initial decades of growth.

Transportation Mitigation Measures

Summary of Impacts

By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station.

The most heavily traveled routes for traffic would be N-NE 185th Street, Meridian Avenue N, and NE 175th Street from Meridian to Interstate 5; volumes on N-NE 185th Street may reach 20,000 vehicles per day (compared to current daily volumes of 9,700).

At Build-Out: 23,554 new households and 15,340 new employees would generate additional trips (to the total of 20,111 peak PM trips).

Applicable Regulations and Commitments

Development will comply with the City’s development standards with regards to street improvements in the City’s Municipal Code and Engineering Standards.

Mitigation Measures

By 2035 or earlier:

- Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects
- N-NE 185th Street: two-way left-turn lane
- Meridian Ave N: two-way left-turn lane
- N 185th St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket
- Expanded turn pocket lengths for Meridian Ave N and 175th St intersection
- Intersection improvements at 15th Avenue NE and NE 175th St Intersection

By 2035:

- Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185th Street, Meridian Avenue N, and other key corridors
- Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures
- Develop specific N-NE 185th corridor plan to prepare for redevelopment
- Continue to monitor traffic volumes on N-NE 185th Street on a bi-annual basis to identify changes in congestion patterns
- Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street
- Expand signal coordination and other intelligent transportation systems (ITS) strategies
- Consistent with the TMP, reconfigure the N 185th Street/Meridian Avenue N intersection
- Provide protected/permitted phasing for NB and SB left-turn movements at N 185th Street and Meridian Avenue N
- Signalization of the intersections along N-NE 185th Street at 5th Avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023
- As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE
- Consistent with the TMP, reconfigure the N 175th Street/Meridian Avenue N intersection
- NE 175th Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation
- Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street
- Consistent with the TMP, reconstruct 5th/7th Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175th Street NE to NE 185th Street and 5th Avenue NE from NE 185th Street to NE 195th Street
- Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns
- Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes
- Consistent w/ TMP, install sidewalks on both sides of 10th Avenue NE from NE 175th St to NE 195th St
- Consistent with the TMP, install sidewalks on both sides of NE 180th Street from 15th to 10th Ave NE
- Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station

185th Street Station Planned Action

- Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood
- Work with Sound Transit on the N-NE 185th Street bridge improvements with a focus on multi-modal access and safety

Parking management strategies:

- Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers
- Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use
- Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking
- Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply
- If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply

Traffic calming:

- Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program

Transit service improvements:

- As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185th Street corridor to ensure transit vehicles can operate efficiently through the study area.
- Strategies the city may employ include construction of signal priority systems, queue jumps and bus bulbs.
- Target potential chokepoints along N-NE 185th Street for these improvements, such as Meridian Avenue N and/or 5th Avenue NE.
- Evaluate the potential signalization of NE 185th Street and 7th Avenue NE to allow for efficient access of busses into and out of the light rail station.

Pedestrian & Bicycle Facilities (In addition to above):

- Evaluate potential improvements on N-NE 185th from the Interurban Trail to the station including cycle tracks
- Coordinate with Sound Transit on bike facilities at the station

185th Street Station Planned Action

- Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects
- Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station
- See Perkins Way recommendation above
- Install bike lanes on 10th Avenue NE
- Consider opportunity to implement bike sharing program and additional bike storage near station

To Serve Build-Out Growth:

- Additional through-lanes along N/NE 185th Street from 10th Avenue NE to Aurora Avenue N
- Additional right-turn pockets for the eastbound and westbound approaches along N 185th Street at the intersection with Meridian Avenue N
- Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175th Street and N 205th Street with a right-turn pocket on the northbound approach to N 185th Street
- Dual left-turn pockets for the southbound approach at 1st Avenue NE and NE 185th Street
- Right-turn pocket for the westbound approach at 5th Avenue NE and NE 185th Street
- Two-way left-turn lane along 5th Avenue NE between NE 175th Street and NE 185th Street
- Dual left-turn pocket for eastbound approach at 15th Avenue NE and NE 175th Street
- Northbound right-turn lane at N 175th Street and Meridian Avenue N
- Signalization of the following intersections:
 - NE 185th Street and 5th Avenue NE
 - NE 185th Street and 7th Avenue NE
 - NE 185th Street and 10th Avenue NE
- Signalization or roundabout conversion of the following intersection:
 - NE 180th Street and 10th Avenue NE
- To Serve Build-Out, Cont'd:
 - Widening of the 5th Avenue NE and NE 175th Street intersection to facilitate bus turns from EB NE 175th St to NB 5th Avenue NE. Only smaller buses can make the turn today
 - NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation

Other Mitigation Measures:

- Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program
- Continue to support transit service mitigation measures as needed
- Implement programs such as bike sharing and car sharing programs working with service providers
- Continue to require and implement pedestrian and bicycle facilities and improvements

Public Services Mitigation Measures

Summary of Impacts

Schools:

By 2035:

723-893 elementary students

223-276 middle school students

522-646 high school students

At Build-Out:

7,891 elementary students

2,439 middle school students

5,703 high school students

Parks, recreation, and open space

By 2035:

Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park

At Build-Out:

Would generate demand for nine to ten new neighborhood parks and possibly other facilities to be monitored and evaluated over time

Police

By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space

At Build-Out

Up to 41 new commissioned officers, as well as more equipment, vehicles and facilities/space

Fire and emergency services

By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase)

At Build-Out:

185th Street Station Planned Action

Increase to an additional 4,859 to 6,089 annual calls

Solid waste

By 2035: 3,418 to 6,327 more people; 32,813 to 60,739 additional pounds of waste management per week

At Build-Out: 62,477 more people; 599,779 additional pounds of waste management per week

City/municipal services

By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees

At Build-Out: 48,585 more people would require 122 FTE City employees

Museum, library, postal, and human services

By 2035: 5.3 percent to 9.9 percent increase in demand for services

At Build-Out: 88.7 percent increase in demand for services; a new library or satellite library may be needed

Mitigation Measures

- Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades
- Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities
- Consider the need for potential increases in fees for services to address growth
- In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.)

Utilities Mitigation Measures

Summary of Impacts

Water

5,120,637 total gallons per day
Compared to 669,180 current usage

Wastewater

661% increase in demand for service compared to current service level

185th Street Station Planned Action

Surface Water

37% increase in surface water/303.10 cfs

Electricity

699% increase in demand for electricity; undergrounding

Natural Gas

Major increase in demand

Communications

Major increase in demand

Mitigation Measures

Water

By 2035:

- Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning
- Evaluate/verify long-term storage and facilities needs
- Upgrade 8,610 linear feet (LF) of 12” water mains, valves, and hydrants in the North City Water District
- Upgrade 3,030 LF of 12” water mains and 1,480 of 8” water mains, as well as valves and hydrants in the Seattle Public Utilities (SPU) system

To Serve Build-Out:

- Upgrade 36,969 LF of 12” and 317 LF 8” mains, as well as valves & hydrants in the North City Water District
- Upgrade 30,515 LF of 12” and 5,485 LF of 8” mains, as well as valves and hydrants in the SPU system

Wastewater

By 2035:

- Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning
- Upgrade 9,450 LF of 18” or larger mains, and 648 LF of 12” to 15” mains; upsize lift station #15

To Serve Build-Out:

- As the service provider, the City would need to upgrade 30,777 LF of 18” or larger and 26,584 LF of 12” to 15” mains and other facilities

185th Street Station Planned Action

- Upsize Lift Stations # 8, 14, and 15
- Implement already planned improvements including comprehensive plan items and update plans

Surface water

By 2035:

- Upgrade 2,617 LF of 24” pipe, 20,422 of 18” pipe, and 4,257 of 12” pipe
- Upsize MC03 pump station
- Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by DOE
- Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment

To Serve Build-Out

- Upgrade 4,317 LF of 24” pipe, 35,673 of 18” pipe, and 11,302 of 12” pipe
- Upsize MC03 & Serpentine pump stations
- Continue to encourage greater levels of LID and green stormwater infrastructure than Required by Code

Electricity, Natural Gas, and Communications

To Serve 2035 and Build-Out Growth:

- Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades
- Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities
- Consider the need for potential increases in fees for services to address growth
- Explore district energy options and incentivize green building
- Behavioral changes may offset some demand for services

Advisory Note

The Planned Action EIS did not list all potential applicable code requirements, but identified the key code requirements that would act to mitigate identified environmental impacts. It is assumed that all applicable federal, state, and local regulations will be applied.

EXHIBIT D
Zoning Map

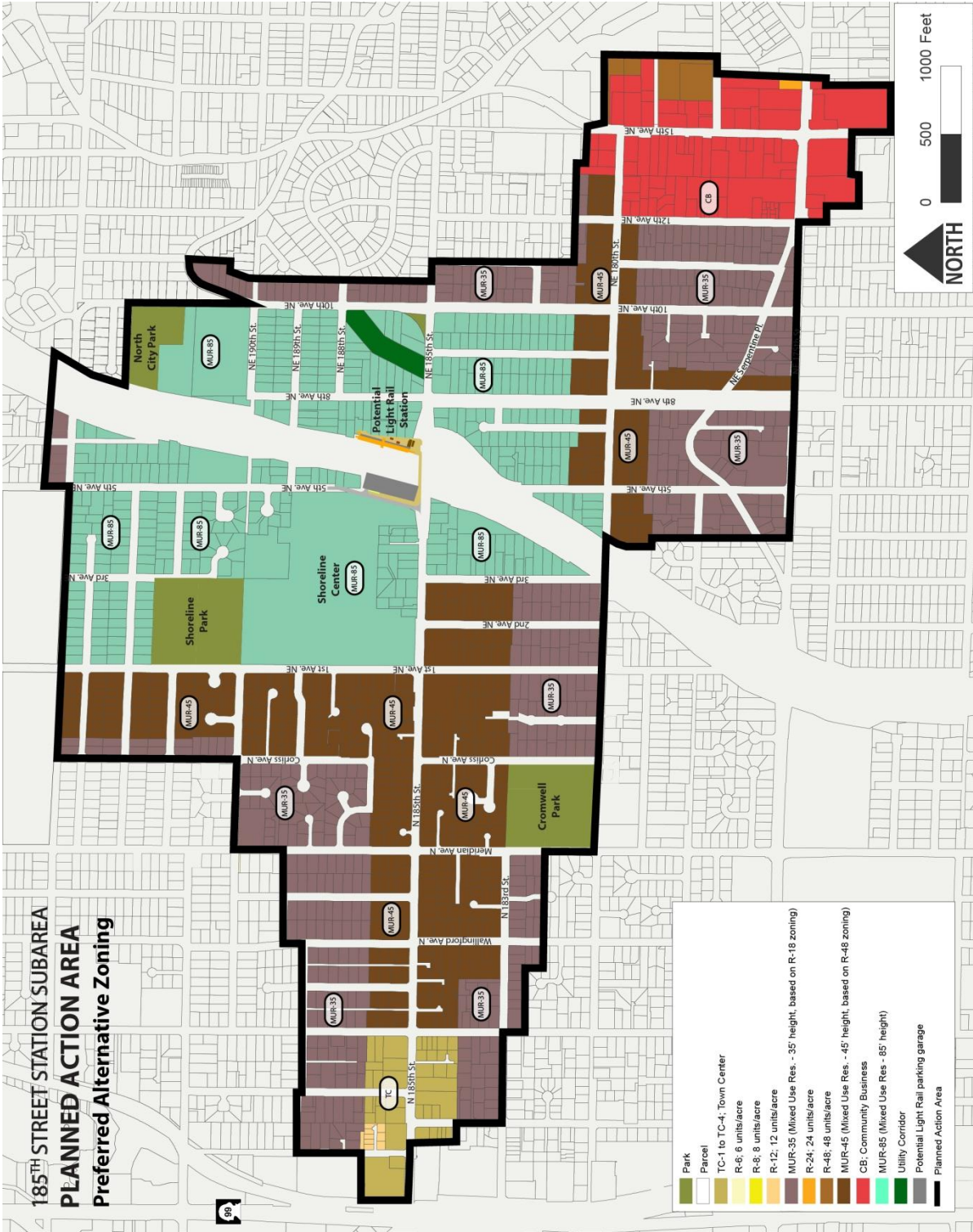


Exhibit E
Implementing Development Code – SMC 20
185th Street Light Rail Station Development Regulations

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

20.20.010 A definitions.

Affordable Housing

185th Street Station Planned Action

Housing reserved for occupancy to households whose annual income does not exceed a given percent of the King County median income, adjusted for household size, and has housing expenses no greater than thirty percent (30%) of the same percentage of median income. For the purposes of Title 20, the percent of King County median income that is affordable is specified in SMC 20.40.235.

20.20.012 B definitions

Built Green

Built Green is the program

20.20.016 D definitions.

Development Agreement

Development Agreement means a contract between the City and an applicant having ownership or control of property, or a public agency which provides an essential public facility. The purpose of the Development Agreement is to set forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of real property within the City for the duration specified in the agreement and consistent with the applicable goals and policies in the Comprehensive Plan.

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.

20.20.024 H definitions.

Housing Expenses, Ownership Housing

Includes mortgage and mortgage insurance, property taxes, property insurances and homeowner's dues.

Housing Expenses, Rental Housing

Includes rent, parking and appropriate utility allowance.

Household Income

Includes all income that would be included as income for federal income tax purposes (e.g. wages, interest income) from all household members over the age of eighteen (18) that reside in the dwelling unit for more than three (3) months of the year.

20.20.032 L definitions

Light Rail Transit Facility: means a structure, rail track, equipment, maintenance base or other improvement of a light rail transit system, including but not limited to ventilation structures, traction power substations, light rail transit stations parking garages, park-and-ride lots, and transit station access facilities.

Light Rail Transit System: means a public rail transit line that operates at grade or above grade level, and that provides high-capacity, regional transit service owned or operated by a regional transit authority authorized under Chapter 81.112 RCW.

20.20.034 M definitions.

Median Income: The median income for King County as most recently determined by the Secretary of Housing and Urban Development (HUD) under Section 8(f)(3) of the United States Housing Act of 1937, as amended.

Microapartments: Microapartments are defined as 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.

20.20.048 T definitions

Transfer of Development Rights

This is the program

**Chapter 20.30
Procedures and Administration**

20.30.070 Legislative decisions.

These decisions are legislative, nonproject decisions made by the City Council under its authority to establish policies and regulations regarding future private and public developments, and management of public lands.

Table 20.30.070 – Summary of Legislative Decisions

Decision	Review Authority, Public Hearing	Decision Making Authority (in accordance with State law)	Section
1. Amendments and Review of the Comprehensive Plan	PC ⁽¹⁾	City Council	20.30.340
2. Amendments to the Development Code	PC ⁽¹⁾	City Council	20.30.350
<u>3. Development Agreements</u>	<u>PC⁽¹⁾</u>	<u>City Council</u>	<u>20.30.355</u>

⁽¹⁾PC = Planning Commission

Legislative decisions include a hearing and recommendation by the Planning Commission and action by the City Council.

The City Council shall take legislative action on the proposal in accordance with State law.

There is no administrative appeal of legislative actions of the City Council but such actions may be appealed together with any SEPA threshold determination according to State law. (Ord. 581 § 1 (Exh. 1), 2010; Ord. 406 § 1, 2006; Ord. 339 § 5, 2003; Ord. 238 Ch. III § 3(d), 2000).

20.30.355 Development Agreement (Type L).

A. Purpose: To define the development of property in order to implement framework goals to achieve the City's adopted vision as stated in the Comprehensive Plan. A Development Agreement is permitted

185th Street Station Planned Action

in all zones and may modify development standards contained in SMC 20.50. A Development Agreement in the MUR-85' zone may be approved to allow increase development potential above the zoning requirements in SMC 20.50.

B. Development Agreement Contents (General): A Development Agreement shall set forth the development standards and other provisions that shall apply to govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement (RCW 36.70B.170). Each Development Agreement approved by the City Council shall contain the development standards applicable to the subject real property. For the purposes of this section, "development standards" includes, but is not limited to:

1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;
2. The amount and 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. Affordable Housing Units.
6. Parks and open space preservation;
7. Phasing of development;
8. Review procedures and standards for implementing decisions;
9. A build-out or vesting period for applicable standards;
10. Any other appropriate development requirement or procedure;
11. Preservation of significant trees; and
12. Connecting, establishing, and improving non-motorized access.

C. Decision Criteria. A Development Agreement (General Development Agreement and Development Agreements in order to increase height above 85 feet) may be granted by the City only if the applicant demonstrates that:

1. The project is consistent with goals and policies of the Comprehensive Plan. If the project is located within a Subarea Plan, then the project shall be consistent with the goals and policies of the Subarea Plan.
2. The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design.
3. There is either sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.
4. There is either sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.
5. The Development Agreement proposal contains architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multimodal transportation improvements and other features that minimize conflicts and create transitions between the proposal site and property zoned R-4, R-6, R-8 or MUR-35'.

D. Development Agreement Contents for Property Zoned MUR-85' in order to increase height above 85 feet: Each Development Agreement approved by the City Council for property zoned MUR-85' for increased development potential above the provision of the MUR-85' Zone shall contain the following:

1. twenty percent (20%) of the housing units constructed onsite shall be affordable to those earning less than sixty percent (60%) of the median income for King County adjusted for household size. The units shall remain affordable for a period of no less than 50 years. The number of affordable housing units may be decreased to ten percent (10%) if the level of affordability is increased to fifty percent (50%) of the median income for King County adjusted for household size. A fee in lieu of

constructing the units may be paid upon authorization of the City's affordable housing program instead of constructing affordable housing units onsite. The fee will be specified in SMC Title 3.

2. Entire development is built to LEED Gold standards.

3. Structured parking for at least ninety percent (90%) of the required parking spaces for a development. Structured parking includes underground parking, under-building parking and above-ground parking garage. Unstructured parking shall be located interior to the site.

4. An agreement to purchase Transfer of Development Rights (TDR) credits at a rate of \$5,000 per unit up to a maximum of 50 TDRs per development agreement as authorized by the City Council and not to exceed Shoreline's allocation of TDR credits.

5. Development Agreements in MUR-85' shall include at least two (2) of the following components and may not be combined:

a. Entire site uses combined heat and power infrastructure or district energy.

b. Commercial space of at least 40,000 square feet.

c. Ground floor neighborhood amenities that may include: areas open and accessible for the community, office space for non-profit organizations, an eating or drinking establishment, or other space that may be used for community functions.

d. Two percent (2%) of the building construction valuation shall be paid by the property owner/developer to the City to fund public parks, open space, art, or other recreational opportunities open and accessible to the public within the station subarea as defined in the City's Parks, Recreation, and Open Space Plan.

e. Provide additional off-site frontage improvements (as required by the Engineering Development Manual) that connect a proposed development to amenities near the subject project. Amenities may include transit stops, light rail station, commercial uses, etc.

f. Providing street-to-street dedicated public access.

185th Street Station Planned Action

g. Applicant shall dedicate one acre of park space to the City within the 185th Street Subarea. Dedicated space must be open and accessible to the public from a public street.

E. 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 Planning Commission shall conduct a public hearing on the application. The Planning Commission shall then review the application pursuant to the criteria set forth in SMC 20.30.355(D) and the applicable goals and policies of the Comprehensive Plan. 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 E of this section, the 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.

185th Street Station Planned Action

C. To provide an 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 in a manner that encourages a mix of housing, employment and other uses that support the light rail stations.

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) <u>Mixed-Use Residential 35', 45', and 85' (Numerical designator relating to height in feet)</u>
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 (MUR) zones.

A. The purpose of the mixed-use residential (MUR) zones (MUR-35', MUR-45', and MUR-85') is to provide for a mix of predominantly multi-family development ranging in height from 35 feet to 85 feet in appropriate locations with other non-residential uses that are compatible and complementary.

185th Street Station Planned Action

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

C. Affordable housing is required in the MUR-85' zone. Refer to SMC 20.40.235 for Affordable Housing Light Rail Station Subarea requirements.

D. 4-Star Built Green construction is required in the MUR Zones.

E. All development within the MUR-85' zone that seeks additional height and alternative development standards shall be governed by a Development Agreement as provided in SMC 20.30.355.

20.40.050 Special districts.

A. Planned Area (PA). The purpose of the PA is to allow unique zones with regulations tailored to the specific circumstances, public priorities, or opportunities of a particular area that may not be appropriate in a City-wide land use district.

1. **Planned Area 3: Aldercrest (PA 3).** Any development in PA 3 must comply with the standards specified in Chapter [20.93](#) SMC. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 8, 2011; Ord. 598 § 5, 2011; Ord. 507 § 4, 2008; Ord. 492 § 4, 2008; Ord. 338 § 3, 2003; Ord. 281 § 5, 2001; Ord. 238 Ch. IV § 1(E), 2000).

B. 185th Street Light Rail Station Subarea Plan. The 185th Street Light Rail Station Subarea Plan establishes two zoning phases. Phase 1 zoning is delineated and shown on the City's official zoning map. Phase 2 zoning is shown by an overlay. Property within the Phase 2 overlay will be automatically rezoned 10 years after the 185th Street Light Rail Station opens.

Table 20.40.160 Station Area Uses

<u>NAICS #</u>	<u>SPECIFIC LAND USE</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'</u>
<u>Residential</u>				

6a. Staff Report - Attachment A

185th Street Station Planned Action

	<u>Accessory Dwelling Unit</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Affordable Housing</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Apartment</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Bed and Breakfasts</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Boarding House</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Duplex, Townhouse, Rowhouse</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Home Occupation</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Hotel/Motel</u>			<u>P</u>
	<u>Live/Work</u>	<u>P-i</u>	<u>P</u>	<u>P</u>
	<u>Microhousing</u>			
	<u>Single-Family Attached</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Single-Family Detached</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Tent City</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
<u>Commercial</u>				
<u>NAICS #</u>	<u>SPECIFIC LAND USE</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'</u>

6a. Staff Report - Attachment A

185th Street Station Planned Action

	<u>Book and Video Stores/Rental (excludes Adult Use Facilities)</u>	<u>P (Adjacent to Arterial Street)</u>	<u>P (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Collective Garden</u>			
	<u>Houses of Worship</u>	<u>C</u>	<u>C</u>	<u>P</u>
	<u>Daycare I Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Daycare II Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Eating and Drinking Establishments (Excluding Gambling Uses)</u>	<u>P-i (Adjacent to Arterial Street)</u>	<u>P-i (Adjacent to Arterial Street)</u>	<u>P-i</u>
	<u>General Retail Trade/Services</u>	<u>P-i (Adjacent to Arterial Street)</u>	<u>P-i (Adjacent to Arterial Street)</u>	<u>P-i</u>
	<u>Individual Transportation and Taxi</u>			<u>P -A</u>
	<u>Kennel or Cattery</u>			<u>C -A</u>

6a. Staff Report - Attachment A

185th Street Station Planned Action

	<u>Mini-Storage</u>		<u>C -A</u>	<u>C -A</u>
	<u>Professional Office</u>	<u>P-i</u> <u>(Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P</u>
	<u>Research, Development and Testing</u>			
	<u>Veterinary Clinics and Hospitals</u>			<u>P-i</u>
	<u>Wireless Telecommunication Facility</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
<u>Education, Entertainment, Culture, and Recreation</u>				
	<u>Amusement Arcade</u>		<u>P -A</u>	<u>P -A</u>
	<u>Bowling Center</u>		<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P</u>
	<u>College and University</u>			<u>P</u>
	<u>Conference Center</u>		<u>P-i (Adjacent</u> <u>to Arterial</u> <u>Street)</u>	<u>P</u>
	<u>Elementary School,</u> <u>Middle/Junior High School</u>	<u>C</u>	<u>C</u>	<u>P</u>

6a. Staff Report - Attachment A

185th Street Station Planned Action

	<u>Library</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Museum</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Outdoor Performance Center</u>		<u>P -A</u>	<u>P -A</u>
	<u>Parks and Trails</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Performing Arts Companies/Theater (excludes Adult Use Facilities)</u>		<u>P -A</u>	<u>P -A</u>
	<u>School District Support Facility</u>		<u>C</u>	<u>C</u>
	<u>Secondary or High School</u>	<u>C</u>	<u>C</u>	<u>P</u>
	<u>Specialized Instruction School</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Sports/Social Club</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Vocational School</u>		<u>P-i (Adjacent to Arterial</u>	<u>P</u>

185th Street Station Planned Action

			<u>Street)</u>	
<u>Government</u>				
	<u>Fire Facility</u>		<u>C-i</u>	<u>C-i</u>
	<u>Police Facility</u>		<u>C-i</u>	<u>C-i</u>
	<u>Public Agency Office/Yard or Public Utility Office/Yard</u>	<u>S</u>	<u>S</u>	<u>S</u>
	<u>Utility Facility</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Health</u>				
	<u>Hospital</u>	<u>C</u>	<u>C</u>	<u>C</u>
	<u>Medical Lab</u>	<u>C</u>	<u>C</u>	<u>C</u>
	<u>Medical Office/Outpatient Clinic</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
	<u>Nursing and Personal Care Facilities</u>		<u>P-i (Adjacent to Arterial Street)</u>	<u>P</u>
<u>Other</u>				

	<u>Animals, Small, Keeping and Raising</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Light Rail Transit System/Facility</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>
	<u>Transit Park and Ride Lot</u>		<u>S</u>	<u>P</u>
	<u>Unlisted Uses</u>	<u>P-i</u>	<u>P-i</u>	<u>P-i</u>

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

20.40.235 Affordable housing, Light Rail Station Subareas.

A. The purpose of this index criterion is to implement the goals and policies adopted in the Comprehensive Plan to provide housing opportunities for all economic groups in the City’s Light Rail Station Subareas. It is also the purpose of this criterion to:

1. Ensure a portion of the housing provided in the City is affordable housing;
2. Create an affordable housing program that may be used with other local housing incentives authorized by the City Council, such as a multifamily tax exemption program, and other public and private resources to promote affordable housing;
3. Use increased development capacity created by the Mixed Use Residential zones to develop voluntary and mandatory programs for affordable housing.

B. Affordable housing is voluntary in MUR-35' and mandatory in the MUR-45' and MUR-85' Zone.

The following provisions shall apply to all affordable housing units required by, or allowed through, any provisions of the Shoreline Municipal Code:

1. The City provides various incentives and other public resources to promote affordable housing.

Specific regulations providing for affordable housing are described below:

<u>Zone</u>	<u>Affordability Levels and Incentives</u>	<u>Mandatory or Voluntary Participation</u>
<u>Mixed Use Residential – 85' w/ out Development Agreement</u>	<p><u>Twenty percent (20%) of rental units shall be-affordable to households making 70% or less of the median income for King County adjusted for household size for studio and one (1) bedroom units; or 20% of the rental units shall be affordable to households making 80% or less of the median income for King County adjusted for household size for two (2) or more bedroom units.</u></p> <p>Incentives provided: <u>May be eligible for twelve year (12) Property Tax Exemption (PTE) Program upon authorization by the City Council; and entitlement of 85 foot height and no density limits. Catalyst Program: The first 300 multi-family units constructed for rent or sale in any MUR zone may be eligible for an eight (8) year Property Tax Exemption with no affordability requirement in exchange for the purchase of Transfer of Development Right (TDR) credits at a rate of one TDR credit for every four (4) units constructed upon authorization of this program by City Council.</u></p>	<u>Mandatory*</u>
<u>Mixed Use Residential – 45'</u>	<p><u>Twenty percent (20%) of rental apartment units are affordable to households earning 70% or less of the median income for King County adjusted for household size for studio and one (1) bedroom units; or 20% of the rental units shall be affordable to households making 80% or less of the median income for King County adjusted for household size for two (2) or more bedroom</u></p>	<u>Mandatory*</u>

	<p><u>units.</u></p> <p>Incentive: <u>May be eligible for (12) year Property Tax Exemption Program and permit fee reduction upon authorization by the City Council for this zone.</u></p>	
<p>Mixed Use Residential – 35'</p>	<p><u>Twenty Percent (20%) of rental units are affordable to families making 70% or less of the median income for King County adjusted for household size for studio and one (1) bedroom units;</u></p> <p><u>or 20% of the rental units shall be affordable to households making 80% or less of the median income for King County adjusted for household size for two (2) or more bedroom units.</u></p> <p>Incentive: <u>May be eligible for twelve (12) year Property Tax Exemption Program and permit fee reduction upon authorization by the City Council for this zone.</u></p>	<p><u>Voluntary</u></p>
<p>Mixed Use Residential – 85' w/ Development Agreement</p>	<p><u>Twenty percent (20%) of housing units constructed for rent are affordable to households earning 60% or less of the median income for King County adjusted for household size; or 10% of housing units constructed for rent are affordable to households earning 50% of the King County adjusted for household size.</u></p> <p>Incentive: <u>Height may be increased above 85 foot limit; may be eligible for twelve (12) year Property Tax Exemption Program upon authorization by the City Council for this zone.</u></p>	<p><u>Mandatory*</u></p>

* Payment in lieu of constructing mandatory units is available. See SMC 20.40.235(E)(1)

C. Mixed Use Residential Zone Affordable housing requirements. The following provisions shall apply to all affordable housing units required by, or created through, any incentive established in the Shoreline Municipal Code unless otherwise specifically exempted or addressed by the applicable code section for specific affordable housing programs or by the provisions of an approved development agreement:

1. Duration: Affordable housing units shall remain affordable for a minimum of fifty (50) years from the date of initial occupancy. At the discretion of the Director a shorter affordability time period, not to be

less than thirty (30) years, may be approved for ownership affordable housing units in order to meet federal financial underwriting guidelines at such time as the City creates an affordable ownership program.

2. Designation of Affordable Housing Units: The Director shall review and approve the location and unit mix of the affordable housing units, consistent with the following standards, prior to the issuance of any building permit:

a. Location: The location of the affordable housing units shall be approved by the City, with the intent that the units are generally mixed with all other market rate housing in the development.

b. Size (Bedroom): The affordable housing units shall consist of a range of the number of bedrooms that are comparable to the market rate housing units in the overall development.

c. Size (Square Footage): Affordable housing units shall be the same size as market rate housing units with the same number of bedrooms unless approved by the Director. The Director may approve smaller units when: (a) the size of the affordable housing is at least ninety (90) percent of the size of the market rate housing in the project with the same number of bedrooms; and (b) the affordable units are not less than five hundred (500) square feet for a studio unit, six hundred (600) square feet for a one (1) bedroom unit, eight hundred (800) square feet for a two (2) bedroom unit and one thousand (1,000) square feet for a two (2+) bedroom plus unit.

3. Timing/Phasing: The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the market rate housing units in the development unless a phasing plan is developed pursuant to SMC 20.40.235(D) or the requirements of this section are met through SMC 20.40.235(E).

4. Development Standards:

a. Off-Street Parking: Off-street parking shall be provided for the affordable housing units consistent with SMC 20.50.390.

185th Street Station Planned Action

b. Recreation Space: The recreation/open space requirements for housing units affordable to families making 60% or less of Adjusted Median Income for King County shall be calculated at fifty (50) percent of the rate required for market housing in SMC 20.50.240(G).

5. Depending on the level of affordability units provided by a not for profit entity may be eligible for transportation impact fee waivers as provided in SMC 12.40.070(G).

6. In the event of a fractional affordable housing unit, payment in lieu in accordance with SMC 20.40.235(E)(1) is allowed for the fractional unit.

D. Affordable housing agreement. An affordable housing agreement shall be recorded with the King County Recorder's Office prior to the issuance of a building permit for any development providing affordable housing pursuant to the requirements or incentives of the Shoreline Municipal Code.

1. The recorded agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.

2. The agreement shall be in a form approved by the Director and the City Attorney and shall address price restrictions, tenant qualifications, affordability duration, phasing of construction, monitoring of affordability and any other topics related to the provision of the affordable housing units.

3. The agreement may, at the sole discretion of the City, establishes a monitoring fee for the affordable units. The fee shall cover the costs incurred by the City to review and process documents to maintain compliance with income and affordability restrictions of the agreement.

4. The City may, at its sole discretion, agrees to subordinate any affordable housing regulatory agreement for the purpose of enabling the owner to obtain financing for development of the property.

E. Alternative compliance. The City's priority is for residential and mixed use developments to provide the affordable housing on site. The Director, at his/her discretion, may approve a request for satisfying all or part of a project's on-site affordable housing with alternative compliance methods proposed by the applicant. Any request for alternative compliance shall be submitted at the time of building permit application and must be approved prior to issuance of any building permit. Any alternative compliance must achieve a result equal to or better than providing affordable housing on site.

1. Payment in Lieu of constructing mandatory affordable units – Payments in lieu of constructing mandatory affordable housing units is subject to the following requirements:

- a. The in lieu fee is set forth in SMC 3.01 Fee Schedule. Fees shall be determined at the time the complete application for a building permit is submitted using the fee then in effect.
- b. The fee shall be due and payable prior to issuance of any certificate of occupancy for the project.
- c. The City shall establish a Housing Program Trust Fund and all collected payments shall be deposited-in that fund.

2. Any request for alternative compliance shall demonstrate all of the following:

- a. Include a written application specifying:
 - i. The location, type and amount of affordable housing; and
 - ii. The schedule for construction and occupancy.
- b. If an off-site location is proposed, the application shall document that the proposed location:
 - i. Is within a 1 mile radius of the project or the proposed location is equal to or better than providing the housing on site or in the same neighborhood;
 - ii. Is in close proximity to commercial uses, transit and/or employment opportunities.
- c. Document that the off-site units will be the same type and tenure as if the units were provided on site.
- d. Include a written agreement, signed by the applicant, to record a covenant on the housing sending and housing receiving sites prior to the issuance of any construction permit for the housing sending site. The covenant shall describe the construction schedule for the off-site affordable housing and provide sufficient security from the applicant to compensate the City in the event the applicant fails to provide the affordable housing per the covenant and the Shoreline Municipal Code. The applicant may request release of the covenant on the housing sending site once a certificate of occupancy has been issued for the affordable housing on the housing receiving site.

20.40.245 Apartment

Apartments are allowed in the MUR zones. Microapartments are not allowed in the MUR zones.

20.40.350 Eating and drinking establishments.

Eating and drinking establishments are permitted in residential zones R-4 through R-48 and TC-4 by approval of a conditional use permit. These establishments are permitted in NB, CB, MB and TC-1, 2 and 3 zones and the MUR zones, provided gambling uses as defined in this Code are not permitted. Outside entertainment is not allowed past 10:00 p.m. in the MUR Zones. Outside entertainment means activities that create a potential noise disturbance to adjacent neighbors. Outside entertainment is subject to the City's nuisance regulations in SMC Chapter 9. If live entertainment is provided in the MUR Zones, the establishment must provide sound attenuation to buffer sound to adjacent residential uses.

20.40.374 General Retail Trade/Services

These general retail trade/services are prohibited in the MUR Zones:

- A. Adult use facilities
- B. Smoke Shop (A businesses that sells drug paraphernalia and smoking products)
- C. Marijuana sales
- D. Firearm sales
- E. Pawnshops

20.40.436 Live/Work

Live/work units may be located in the MUR-35' zone however, only if the project site is located on an Arterial Street.

20.40.506 Single-family detached dwellings.

A. Single-family detached dwellings are permitted in the MUR-35' and MUR-45' zones subject to the R-6 development standards in SMC 20.50.020

185th Street Station Planned Action

B. Single-Family detached dwellings are a permitted use in the MUR-85' zone until January 1, 2020. After January 1, 2020, single-family detached dwellings shall become a non-conforming use subject to the provisions in SMC 20.30 Subchapter 5. Nonconforming Uses.

20.40.440 Light Rail Transit System/Facility

A Light Rail Transit System/Facility shall be approved through a Development Agreement as specified in SMC 20.30.355.

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.

<u>STANDARDS</u>	<u>MUR-35'</u>	<u>MUR-45'</u>	<u>MUR-85'(10)</u>
<u>Base Density:</u> <u>Dwelling</u> <u>Units/Acre</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Min. Density</u>			<u>48 du/ac</u>
<u>Min. Lot Width</u> <u>(2)</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Min. Lot Area</u> <u>(2)</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Min. Front Yard</u> <u>Setback (2) (3)</u> <u>See 20.50.021</u>	<u>0 if located on</u> <u>an Arterial</u> <u>Street</u> <u>10ft on non-</u> <u>arterial street</u>	<u>15ft if located on</u> <u>185th Street</u> <u>0 if located on an</u> <u>Arterial Street</u> <u>10ft on non-</u> <u>arterial street</u>	<u>15ft if located on</u> <u>185th Street</u> <u>0 if located on</u> <u>an Arterial Street</u> <u>10ft on non-</u> <u>arterial street</u>
<u>Min. Rear Yard</u> <u>Setback (2) (4)</u> <u>(5)</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>

<u>See 20.50.021</u>			
<u>Min. Side Yard Setback (2) (4) (5)</u> <u>See 20.50.021</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>
<u>Base Height (9)</u>	<u>35ft</u>	<u>45ft</u>	<u>85ft(11)</u>
<u>Max. Building Coverage (2) (6)</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
<u>Max. Hardscape (2) (6)</u>	<u>85%</u>	<u>90%</u>	<u>90%</u>

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](#).

185th Street Station Planned Action

- (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) Dimensional standards in the MUR-85' zone may be modified with an approved Development Agreement.
- (11) The maximum allowable height in the MUR-85' zone is 140 ft. with an approved Development Agreement.

20.50.021 Transition areas.

Development in commercial zones: NB, CB, MB and TC-1, 2 and 3, and MUR-85' 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.

185th Street Station Planned Action

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 nonresidential 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 non-arterial 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 non-arterial 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.

185th Street Station Planned Action

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 MUR-35' zone when located on a non-arterial 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).

20.50.140 Parking – Access and location – Standards.

A. Provide access to parking areas from alleys where possible.

B. For individual garage or carport units, at least 20 linear feet of driveway shall be provided between any garage, carport entrance and the property line abutting the street, measured along the centerline of the driveway.

C. Above ground parking shall be located behind or to the side of buildings. Parking between the street property line and the building shall be allowed only when authorized by the Director due to

physical limitations of the site.

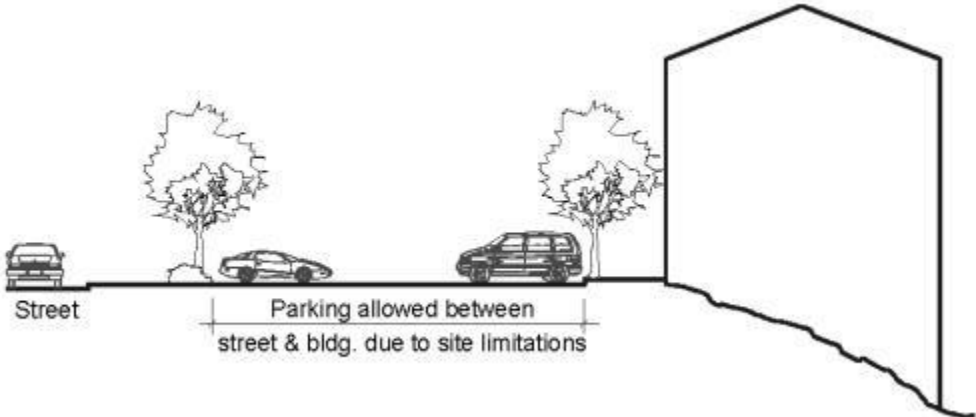


Figure 20.50.140(C): Example of parking location between the building and the street, which is necessary due to the steep slope.

D. Avoid parking layouts that dominate a development. Coordinate siting of parking areas, pedestrian connections and open space to promote easily accessible, centrally located open space. Parking lots and access drives shall be lined on both sides with 5-foot wide walks and/or landscaping in addition to frontage and landscaping standards.

DON'T DO THIS

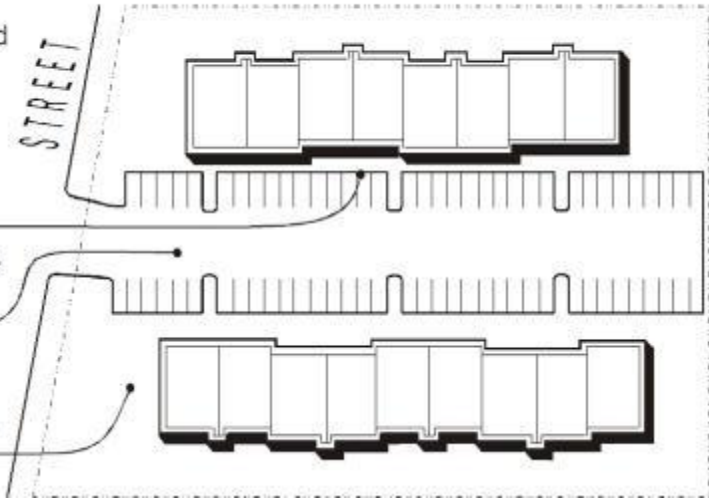
Pedestrian circulation patterns are unclear.

Building is disconnected from parking, public sidewalk and adjacent sites.

No buffer zone for pedestrians between front doors and parking.

Parking is the dominant feature.

No pedestrian entrance to the building.



DO THIS

Building is integrated and connected with parking, public sidewalk and adjacent sites.

An attractive pedestrian courtyard is the dominant feature.

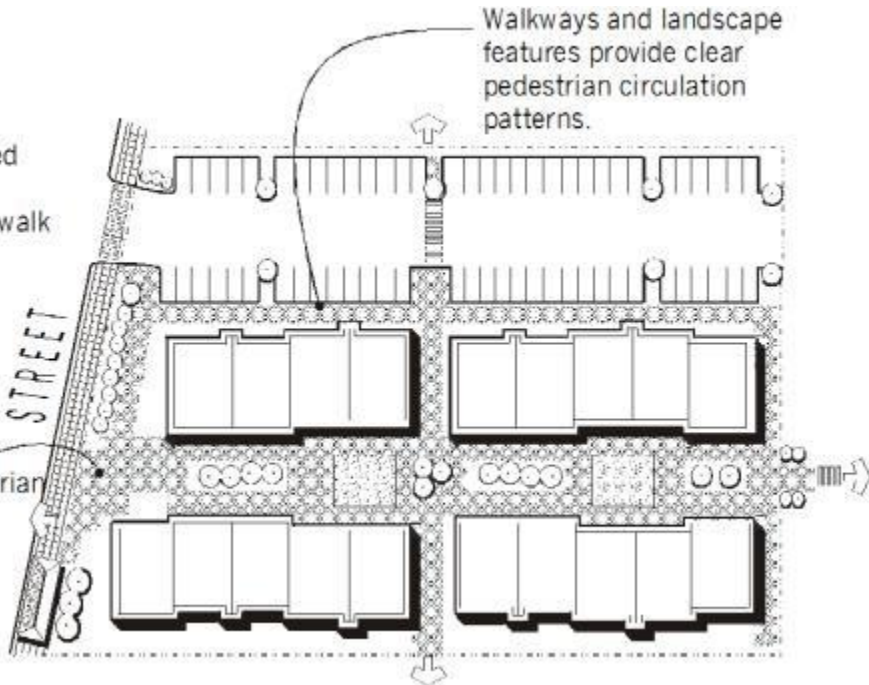


Figure 20.50.140(D): Avoid parking that dominates the site. Encourage parking located behind or on the side of buildings and common open space between buildings.

E. Break large parking areas into smaller ones to reduce their visual impact and provide easier access for pedestrians. Limit individual parking areas to no more than 30 parking spaces.

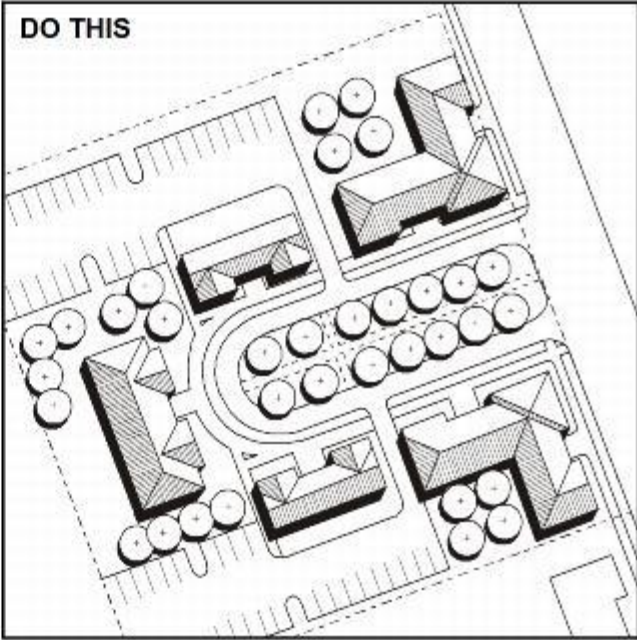
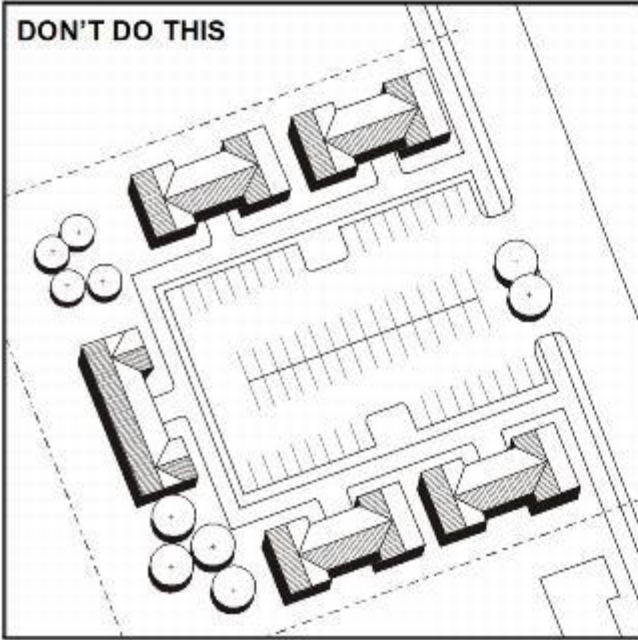


Figure 20.50.140(E): Examples of breaking up parking and siting it behind buildings. Such development creates an attractive open space and avoids the impact of a large central parking lot.

Exception to 20.50.140(E): Surface parking areas larger than 30 parking stalls may be allowed if they are separated from the street by a minimum 30 foot wide landscaped buffer, and the applicant can demonstrate that a consolidated parking area produces a superior site plan.

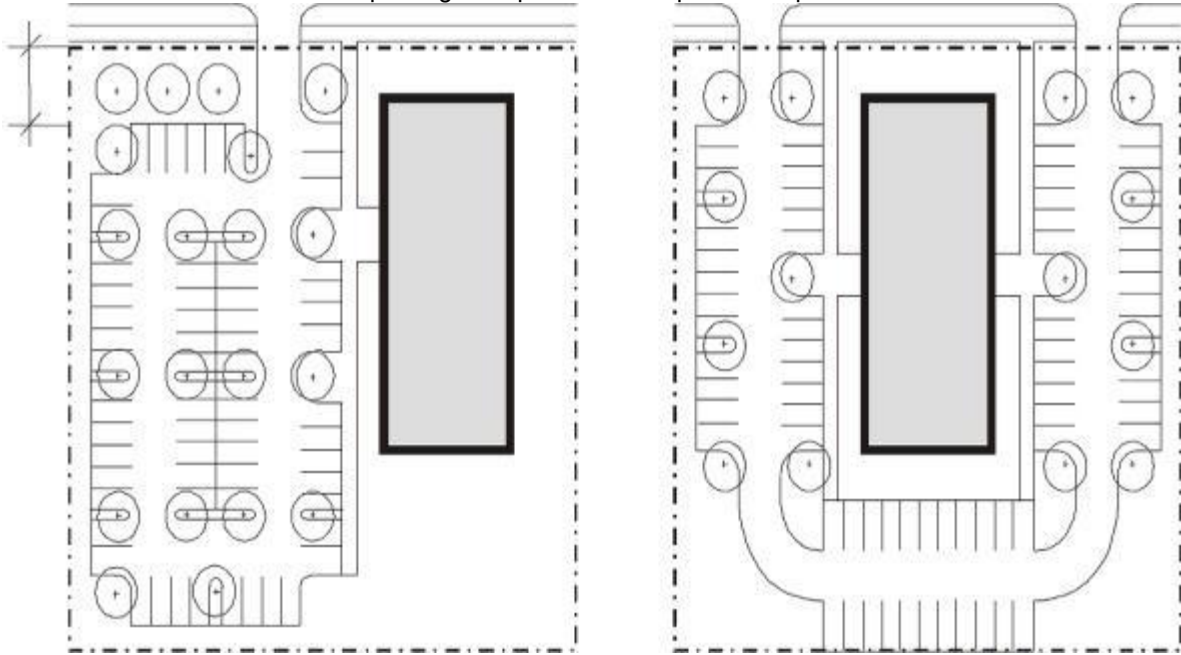


Figure Exception to 20.50.140(E): A consolidated parking scheme (left) with more than 30 spaces may be permitted if it is buffered from the street and produces improvements from a separated parking scheme (right), such as a better open space layout, fewer curb cuts, etc.

F. Minimize the impact of individual garage entrances where they face the street by limiting the curb cut width and visually separating the garage entrance from the street with landscaped areas. Emphasize pedestrian entrances in order to minimize the garage entrances.

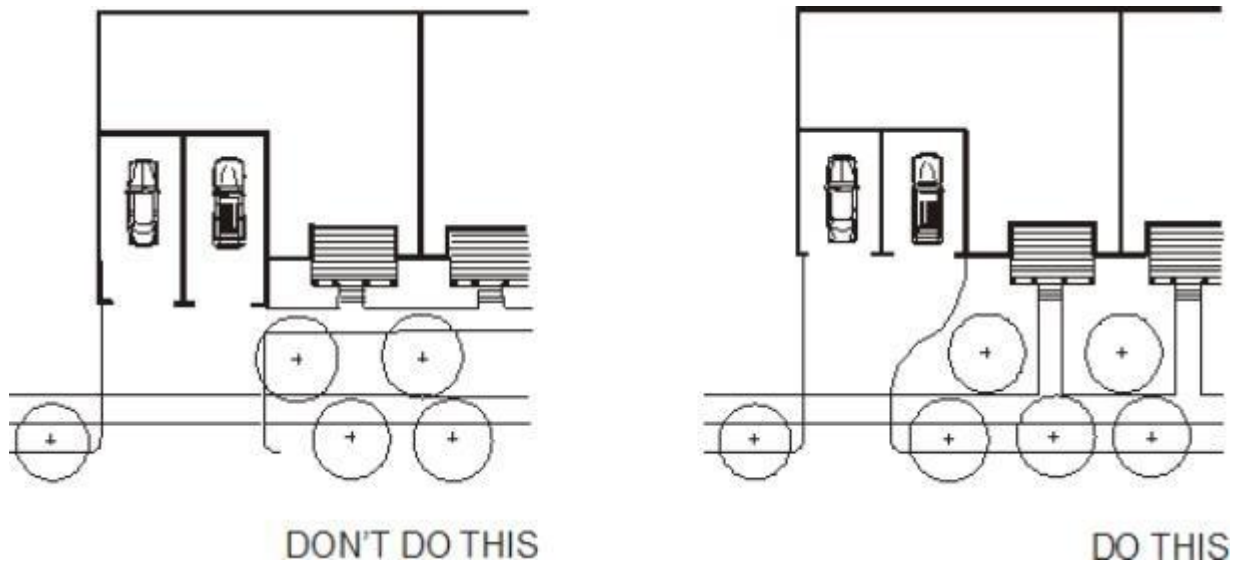


Figure 20.50.140(F), (G): Example of limiting the impact of garage entrances by building them flush with the facade, reducing their width, providing landscaping, and pedestrian access.

G. Garages or carports either detached from or attached to the main structure shall not protrude beyond the front building facade. (Ord. 299 § 1, 2002; Ord. 238 Ch. V § 3(B-2), 2000).

Subchapter 4.
Commercial Zone Design

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for the MUR-35' zone when not on a non-arterial Street, MUR-45', and MUR-85' 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 MUR-35' zone when not located on a non-arterial Street, MUR-45', and MUR-85'. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

185th Street Station Planned Action

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.

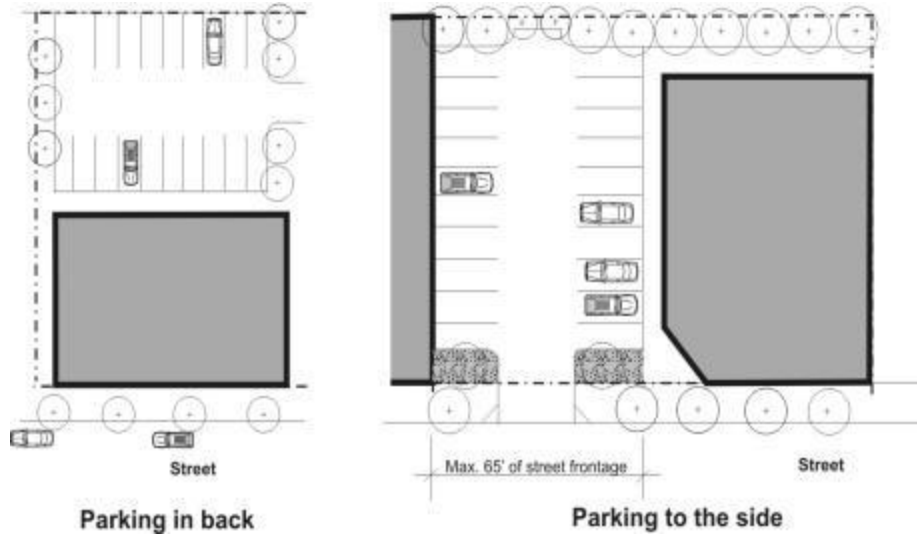
1. Promote and enhance public walking and gathering with attractive and connected development.
2. Promote distinctive design features at high visibility street corners.
3. Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.
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 MUR-35' zone when not located on a non-arterial Street, MUR-45', and MUR-85' shall meet the following standards:
 - a. Buildings and parking structures 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, vehicle display areas are included or future right-of-way widening or a utility easement is required between the right-of-way and the building;
 - b. All building and parking structure facades in the MUR-85' zone directly across the street from the MUR-35' and MUR-45' Zones shall be stepped backed a minimum of 10 feet for that portion of the structure above 45' feet in height.

- c. 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. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;
- d. Minimum window area shall be 50 percent of the ground floor façade for each front façade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;
- e. 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;
- f. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the building or parking structure facades where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;
- g. 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
- h. 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

- i. New development on 185th Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the Administrative Design Review process.
- j. Garages and/or parking areas for new development on 185th Street shall be rear-loaded.

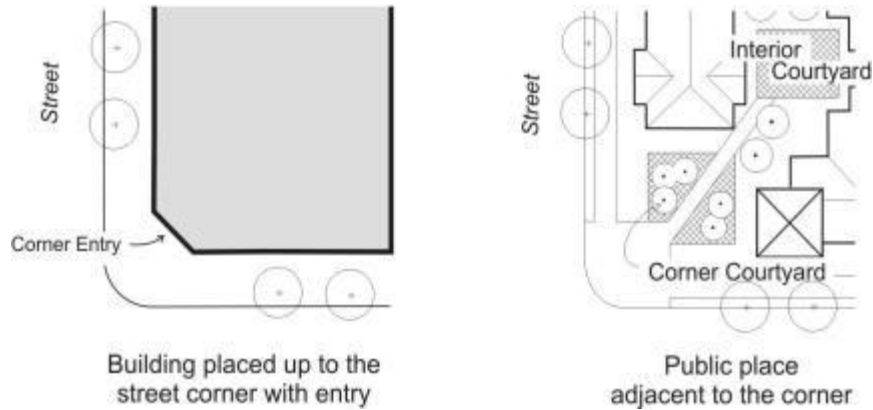
2. Rights-of-Way Lighting.

- 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 building and parking structures located on street corners (except in MUR-35') 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 and parking structures 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.



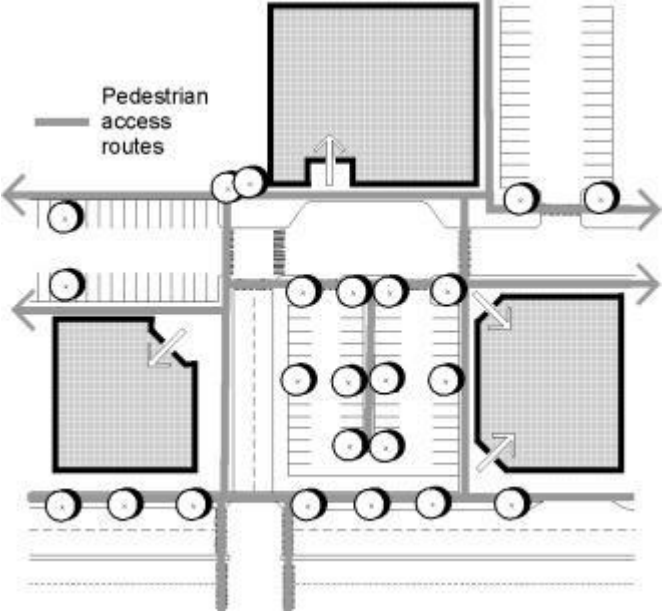
Building Corners

E. Internal Site Walkways.

1. Developments shall include internal walkways or pathways that connect building entries, public places, and parking areas with other nonmotorized facilities including adjacent sidewalks and Interurban Trail where adjacent; (except in the MUR-35' zone).

a. All development shall provide clear and illuminated pathways between the main building entrance and a public sidewalk. Pathways shall be separated from motor vehicles or raised six-inches and be at least eight feet wide;

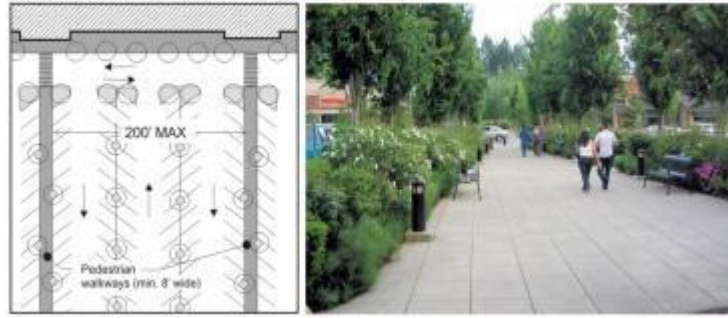
b. Continuous pedestrian walkways shall be provided along the front of all businesses and the entries of multiple commercial buildings;



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);

185th Street Station Planned Action

d. Seating and landscaping with solar access at least a portion of the day; and

e. Not located adjacent to dumpsters or loading areas.

f. Public art, planters, fountains, interactive public amenities, hanging baskets, irrigation, decorative light fixtures, decorative paving and walkway treatments, and other items that provide a pleasant pedestrian experience along Arterial Streets.



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;

185th Street Station Planned Action

- 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.

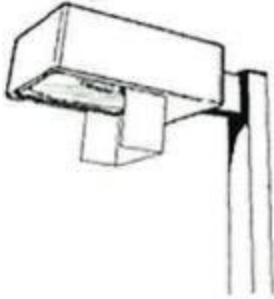
3. **Prohibited Lighting.** The following types of lighting are prohibited:

- 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. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations. 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. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations.

185th Street Station Planned Action

- 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. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations:

- 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.

185th Street Station Planned Action



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

185th Street Station Planned Action

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 5.
Tree Conservation, Land Clearing and Site Grading
Standards

20.50.310 Exemptions from permit.

A. **Complete Exemptions.** The following activities are exempt from the provisions of this subchapter and do not require a permit:

1. Emergency situation on private property involving danger to life or property or substantial fire hazards.

a. Statement of Purpose. Retention of significant trees and vegetation is necessary in order to utilize natural systems to control surface water runoff, reduce erosion and associated water quality impacts, reduce the risk of floods and landslides, maintain fish and wildlife habitat and preserve the City's natural, wooded character. Nevertheless, when certain trees become unstable or damaged, they may constitute a hazard requiring cutting in whole or part. Therefore, it is the purpose of this section to provide a reasonable and effective mechanism to minimize the risk to human health and property while preventing needless loss of healthy, significant trees and vegetation, especially in critical areas and their buffers.

b. For purposes of this section, "Director" means the Director of the Department and his or her designee.

c. In addition to other exemptions of SMC [20.50.290](#) through [20.50.370](#), a request for the cutting of any tree that is an active and imminent hazard such as tree limbs or trunks that are demonstrably cracked, leaning toward overhead utility lines or structures, or are uprooted by flooding, heavy winds or storm events. After the tree removal, the City will need photographic proof or other documentation and the appropriate application approval, if any. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.

185th Street Station Planned Action

2. Removal of trees and/or ground cover by the City and/or utility provider in situations involving immediate danger to life or property, substantial fire hazards, or interruption of services provided by a utility. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.
3. Installation and regular maintenance of public utilities, under direction of the Director, except substation construction and installation or construction of utilities in parks or environmentally sensitive areas.
4. Cemetery graves involving less than 50 cubic yards of excavation, and related fill per each cemetery plot.
5. Removal of trees from property zoned NB, CB, MB and TC-1, 2 and 3, and MUR-85' unless within a critical area of critical area buffer.
6. Within City-owned property, removal of noxious weeds or invasive vegetation as identified by the King County Noxious Weed Control Board in a wetland buffer, stream buffer or the area within a three-foot radius of a tree on a steep slope is allowed when:
 - a. Undertaken with hand labor, including hand-held mechanical tools, unless the King County Noxious Weed Control Board otherwise prescribes the use of riding mowers, light mechanical cultivating equipment, herbicides or biological control methods; and
 - b. Performed in accordance with SMC [20.80.085](#), Pesticides, herbicides and fertilizers on City-owned property, and King County best management practices for noxious weed and invasive vegetation; and
 - c. The cleared area is revegetated with native vegetation and stabilized against erosion in accordance with the Department of Ecology 2005 Stormwater Management Manual for Western Washington; and
 - d. All work is performed above the ordinary high water mark and above the top of a stream bank; and
 - e. No more than 3,000 square feet of soil may be exposed at any one time.

B. Partial Exemptions. With the exception of the general requirements listed in SMC [20.50.300](#), the following are exempt from the provisions of this subchapter, provided the development activity does not occur in a critical area or critical area buffer. For those exemptions that refer to size or number, the thresholds are cumulative during a 36-month period for any given parcel:

1. The removal of up to a maximum of six significant trees (excluding trees greater than 30 inches DBH per tree) in accordance with Table 20.50.310(B)(1) (see Chapter [20.20](#) SMC, Definitions).

Table 20.50.310(B)(1) – Exempt Trees

Lot size in square feet	Number of trees
Up to 7,200	3
7,201 to 14,400	4
14,401 to 21,780	5
21,781 and above	6

2. The removal of any tree greater than 30 inches DBH, or exceeding the numbers of trees specified in the table above, shall require a clearing and grading permit (SMC [20.50.320](#) through [20.50.370](#)).

3. Landscape maintenance and alterations on any property that involves the clearing of less than 3,000 square feet, or less than 1,500 square feet if located in a special drainage area, provided the tree removal threshold listed above is not exceeded. (Ord. 695 § 1 (Exh. A), 2014; Ord. 640 § 1 (Exh. A), 2012; Ord. 581 § 1 (Exh. 1), 2010; Ord. 560 § 4 (Exh. A), 2009; Ord. 531 § 1 (Exh. 1), 2009; Ord. 434 § 1, 2006; Ord. 398 § 1, 2006; Ord. 238 Ch. V § 5(C), 2000).

**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. <u>1.0 per dwelling unit in the MUR Zones for single-family</u>

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
	<u>attached/townhouse dwellings.</u>
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

20.50.400 Reductions to minimum parking requirements.

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

1. On-street parking along the parcel’s street frontage.
2. Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demands.
3. High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking.

185th Street Station Planned Action

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 radius.
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).

E. A parking reduction of 25 percent will be approved by the Director for multi-family development within ¼ mile of the light rail station. These parking reductions may not be combined with parking reductions identified in Subsection D above.

F. Parking reductions for affordable housing may not be combined with parking reductions identified in Subsection A above.

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.

185th Street Station Planned Action

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 areas 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, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , 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	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.	
Illumination	Permitted	Permitted	
BUILDING-MOUNTED SIGNS:			

6a. Staff Report - Attachment A

185th Street Station Planned Action

	All Residential (R) Zones, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , NB, CB and TC-3 (1)	MB, TC-1 and TC-2
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, <u>MUR-35'</u> , Campus, PA3 and TC-4	<u>MUR-45'</u> , <u>MUR-85'</u> , 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.

185th Street Station Planned Action

H. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area in zones MUR-45', MUR-85', 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 MUR-45', MUR-85', 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, MUR-35' 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 MUR-45', MUR-85', NB, CB, MB and TC-1 and 3 zones.

185th Street Station Planned Action

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\(I\)](#).

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 is 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](#), 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.

185th Street Station Planned Action

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).