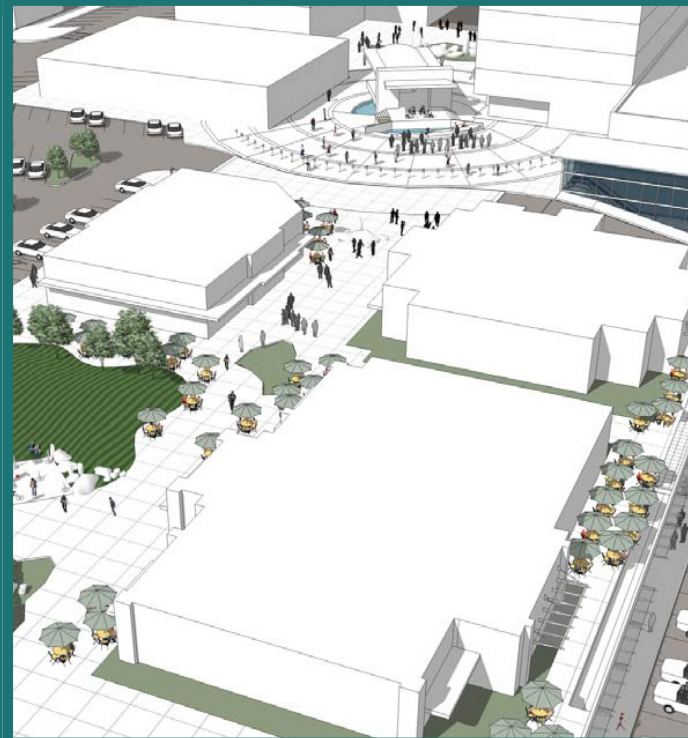


AURORA SQUARE PLANNED ACTION

Final Environmental Impact Statement

July 2015





July 24, 2015

Subject: Aurora Square Planned Action Final Environmental Impact Statement

Dear Reader,

In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this Final Environmental Impact Statement (Final EIS). A planned action provides more detailed environmental analysis during the early formulation stages of planning proposals rather than at the project permit review stage.

The City anticipates approval of a Planned Action Ordinance and identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:

- transportation facilities for transit, pedestrian, and bicycles to support redevelopment;
- identifying opportunities for better pedestrian access to and from the CRA;
- opportunities and incentives for low-impact and eco-district improvements;
- conceptual exploration of regional stormwater facilities and standard requirements;
- providing exceptional signage and way finding for the site (including sign code amendments); and
- creating “windows” to the site that will allow better interaction between pedestrians and businesses.

Sign code amendments specific to the Planned Action area are also proposed.

Three alternatives were reviewed in the Draft EIS; and a fourth Planning Commission Preferred Alternative is documented in the Final EIS:

- **No Action**, a State Environmental Policy Act (SEPA)-Required Alternative. This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site.
- **Phased Growth**, assuming a moderate level of development, which introduces 500 dwelling units and adds up to 250,000 square feet of retail and office space beyond present development space.
- **Planned Growth**, a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.
- **Planning Commission Preferred Alternative:** Following public testimony, the Planning Commission recommended: Alternative 3 as a Preferred Alternative, together with proposed changes to the sign code and adoption of planned action ordinance. No changes to the code on hours of operation regarding noise are included in the Preferred Alternative. For each alternative, the Draft EIS

evaluates the potential effects of future growth and improvements on land use, light and glare, transportation, stormwater, sewer and water, and schools and parks.

The Final EIS issued responds to public comments received during the written comment period and public hearing. The Final EIS also documents the Planning Commission Preferred Alternative which is similar to the Planned Growth alternative studied in the DEIS.

For questions you may contact Steven Szafran, AICP, Senior Planner at (206) 801-2512. Thank you for your interest in the Aurora Square Planned Action.

Sincerely,



Rachael Markle, AICP, SEPA Official
Planning & Community Development Director
City of Shoreline

FACT SHEET

Project Title

Aurora Square Planned Action

Proposed Action and Alternatives

In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this Environmental Impact Statement (EIS). A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. The City is anticipated to approve a Planned Action Ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:

- transportation facilities for transit, pedestrian, and bicycles to support redevelopment;
- identifying opportunities for better pedestrian access to and from the CRA;
- opportunities and incentives for low-impact and eco-district improvements;
- conceptual exploration of regional stormwater facilities and standard requirements;
- providing exceptional signage and way finding for the site (including sign code amendments); and
- creating “windows” to the site that will allow better interaction between pedestrians and businesses.

Four alternatives are under review in this EIS:

- **No Action**, a State Environmental Policy Act (SEPA)-Required Alternative. This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site.
- **Phased Growth**, assuming a moderate level of development, which introduces 500 dwelling units and adds up to 250,000 square feet of retail and office space beyond present development space.
- **Planned Growth**, a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.
- **Planning Commission Preferred Alternative:** Following public testimony, the Planning Commission recommended: Alternative 3 as a Preferred Alternative, together with proposed changes to the sign code and adoption of planned action ordinance. No changes to the code on hours of operation regarding noise are included in the Preferred Alternative.

Location

The study area is approximately 70 gross acres in size and located at the intersection of N 155th Street and Aurora Ave N. The site is bounded by N 160th Street to the north, Aurora Avenue N to the east, Westminster Way, Fremont Avenue N and N 155th Street to the South, and Dayton Avenue N to the west.

Proponent

City of Shoreline

Tentative Date of Implementation

Summer 2015

Lead Agency

City of Shoreline

Responsible Official

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Required Approvals

As legislative items, the Planning Commission has authority to make recommendations on comprehensive plan and development regulation amendments. The City Council has the authority to approve such amendments. Such amendments may include Capital Facility Element and Capital Improvement Program amendments to fold in transportation and stormwater improvements, such as with the adoption of the City's budget or with its annual amendment process. Development regulation amendments include sign code and noise regulations. A planned action ordinance has been considered by the Planning Commission and City Council.

In addition, the State of Washington Department of Commerce reviews proposed comprehensive plan and development regulation amendments during a 60-day review period prior to adoption; such notice was provided in August 2014.

Authors and Principal Contributors to the EIS

The EIS was prepared under the direction of the Economic Development Program Manager, Planning & Community Development Department, and Public Works Department.

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Draft EIS Date of Issuance

December 12, 2014

Final EIS Date of Issuance

July 24, 2015

Draft EIS Public Comment Period

Affected agencies, tribes, and members of the public were invited to comment on the Draft EIS from December 12 to 5:00 p.m., January 12, 2015.

Date of Final Action

Summer 2015

Prior Environmental Review Documents

The Planned Action EIS analysis was conducted in the context of previous SEPA documents, including:

- City of Shoreline Comprehensive Plan, Final EIS, November 1998
- Comprehensive Plan, Final EIS, November 1998
- North City Sub-Area Plan Planned Action Final Supplemental EIS, June 2001
- Town Center Subarea Planned Action Final Supplemental EIS, July 2011
- Updates to the City of Shoreline Comprehensive Plan, Determination of Non-Significance (DNS) and SEPA Checklist, September 2004
- City of Shoreline Transportation Master Plan (TMP), Development Code and Comprehensive Plan Amendments, DNS and SEPA Checklist, September 2011
- 2012 Update to the Shoreline Comprehensive Plan DNS, September 2012
- Commercial Zone Consolidation Analysis, September 2012.

This Planned Action EIS was also prepared in the context of adopted plans and regulations. The Shoreline Comprehensive Plan, functional plans (e.g. stormwater plans such as the Boeing Creek Basin Plan), Aurora Square Community Renewal Area Renewal Plan, and development regulations promote compact mixed use redevelopment where infrastructure is available, consistent with design standards, water quality and environmental protection regulations.

Location of Background Data

City of Shoreline Planning & Community Development Department
17500 Midvale Ave N
Shoreline, WA 98133

Final EIS Availability

The purchase price of a copy of the Final EIS is based on reproduction costs of printed documents or compact disks (CDs). Hard copies of the Final EIS are available for review at:

City of Shoreline Planning & Community Development Department
17500 Midvale Ave N
Shoreline, WA 98133

The document is posted on the City's Web site:

<http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>

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1.0 SUMMARY

1.1 Purpose of Proposed Action

In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this Environmental Impact Statement (EIS). A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage

The City is anticipated to approve a Planned Action Ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:

- transportation facilities for transit, pedestrian, and bicycles to support redevelopment;
- identifying opportunities for better pedestrian access to and from the CRA;
- opportunities and incentives for low-impact and eco-district¹ improvements;
- conceptual exploration of regional stormwater facilities and standard requirements;
- providing exceptional signage and way finding for the site (including sign code amendments); and
- creating “windows” to the site that will allow better interaction between pedestrians and businesses.

1.2 State Environmental Policy Act Process

Purpose

This EIS provides a qualitative and quantitative analysis of environmental impacts as appropriate to the nature of the Aurora Square planned action. The specific purpose of this EIS is to assist the public and local government decision makers in considering future growth at Aurora Square, proposed amendments to the City’s municipal code, planned infrastructure, and mitigation measures that would apply to future development actions.

Planned Action

The City proposes to designate the Aurora Square study area as a planned action, pursuant to the State Environmental Policy Act (SEPA) and implementing rules. According to WAC 197-11-164, a Planned Action is defined as a project that is characterized by the following:

- Designated by a Planned Action Ordinance;

¹ The CRA describes the eco-district as follows: “Exceptional environmental wins are achieved when clusters of buildings work together to achieve sustainability in a ‘eco-district.’ The Aurora Square CRA provides sufficient size to experience economies of scale with cost-effective facilities and infrastructure, whether they be treating storm or waste water, providing clean power, or achieving other environmental goals.

AURORA SQUARE PLANNED ACTION EIS SUMMARY

- Analyzed through an EIS that addresses any significant impacts;
- Prepared in conjunction with a comprehensive plan, a subarea plan, a master planned development, a phased project, or with subsequent or implementing projects of any of these categories;
- Located within an Urban Growth Area (UGA);
- Not an essential public facility unless they are accessory to or part of a project that otherwise qualifies as a Planned Action; and
- Consistent with an adopted comprehensive plan.

Projects meeting these requirements qualify as planned action projects and do not require a subsequent SEPA threshold determination, but still require a completed environmental checklist to be submitted. Future planned action projects must be reviewed for consistency with the City's zoning and development regulations, the proposed subarea plan, conceptual site plan, and development agreement where applicable. Planned actions must also acquire all necessary permits, and satisfy all necessary public notice requirements of said permits.

The proposed action studies a range of growth allowed within the Aurora Square property. Consistency with this range of growth and associated mitigation would be ensured through the Planned Action Ordinance and Shoreline Municipal Code (SMC).

Organization of this Document

This Final Planned Action EIS is organized into chapters with the following purpose:

- **Chapter 1 – Summary:** This chapter provides a brief discussion of the proposed action, the environmental review process, and the public involvement process, as well as a summary of the potential environmental impacts and recommended mitigations measures associated with each EIS alternative.
- **Chapter 2 – Alternatives:** This chapter describes proposal objectives, the proposed actions and alternatives for the Aurora Square property, and summarizes public review opportunities.
- **Chapter 3 – Clarifications and Responses to Comments:** This chapter describes comments received during the comment period and provides responses.
- **Chapter 4 – References:** This chapter contains a list of all documents and personal communications referenced in the Final EIS.
- **Chapter 5 – Distribution List:** This chapter contains a list of government agencies and community groups who will receive notices of availability or copies of the Final EIS.

1.3 Public Involvement

The City provided comment opportunities with a Determination of Significance and Scoping Notice issued August 14, 2014, for a 21-day comment period that closed on September 4, 2014 (see Draft EIS Appendix A). The Draft EIS was issued with a 30-day comment period during which time written comments were requested. A written comment period on the Draft EIS was established through January 12, 2015. The City held a Community Meeting to introduce the document and obtain early input on December 18, 2015. The City also advertised the availability of the Draft EIS and a Public Hearing of the Planning Commission for January 29, 2015. As the January 29, 2015 hearing was not recorded the hearing was readvertised and held on March 19, 2015. A copy of the notices is provided in Appendix A. This Final EIS responds to public comments received during the written comment period and public hearing.

1.4 Proposed Action, Alternatives, and Objectives

Proposal Objectives

SEPA requires a statement of proposal objectives to guide the formulation of alternatives and their evaluation. The Aurora Square Planned Action objectives are consistent with the Aurora Square CRA Vision:

Imagine an open, green plaza in the center of Shoreline, filled with sunbathing and studying students, young families watching their children run and play, an elderly couple enjoying a Central Market picnic, dogs wagging their tails, actors practicing their lines, and the sound of college-age buskers singing with an occasional clink as coins fall into a hat.

This is the backdrop to the busy comings and goings of shoppers and lunching workers who relish the time of their day that allows them to visit the renewed Aurora Square shopping center. It is a “one-stop” convenient shopping solution that provides dining, nightlife, and healthy-lifestyle options. It is a community gathering place, where a leg stretching walking easily turns into a serendipitous rendezvous with friends.

It is an environmentally sensitive district within walking distance of Metro’s Rapid- Ride bus service and the Interurban Trail: the intersection of life, study, entertainment, sustainability and retail.

Draft EIS Chapter 2 provides additional detail on concepts and implementation. Final EIS Chapter 2 provides an abbreviated description with a focus on the Planning Commission Preferred Alternative.

Proposed Action and Alternatives

Alternative 1: No Action

Under Alternative 1, the No Action Alternative, the property would continue with retail and office uses. Mixed residential and commercial uses, though allowed by the Shoreline Municipal Code (SMC), would not occur. Present suburban style development with low floor area ratios (FARs)² would continue at about 0.24. Businesses may change within the buildings but would continue to focus on retail and office uses similar to the current mix.

With Alternative 1 No Action, a Planned Action Ordinance would not be adopted, and sign code and noise regulation amendments would not be made.

The No Action Alternative is consistent with the transportation projects identified in the City’s 2014-2019 Transportation Improvement Plan and Transportation Master Plan, but only assumes completion of improvements funded by the 2015-2020 Capital Improvement Plan. The No Action Alternative includes the restriping N 160th Street from four to three lanes between Aurora Avenue N and Greenwood Avenue N in 2015.

The No Action Alternative is a benchmark from which the other action alternatives can be compared.

Alternative 2: Phased Growth

Under Alternative 2, residential development would be introduced at up to 500 dwelling units. Also, approximately 250,000 square feet of commercial retail or office development would be added to the site. Together the added space would result in a mixed use environment and increased shopping and professional space. The FAR would increase to 0.6, more than doubling the intensity on the site. To achieve this, more parking would be structured and the expanse of surface parking would be reduced in favor of building space.

² The gross floor area of all buildings or structures on a lot divided by the total lot area. (SMC 20.20.020)

AURORA SQUARE PLANNED ACTION EIS SUMMARY

To incentivize this additional growth at Aurora Square, a Planned Action Ordinance would be adopted which would mean additional SEPA review would not be required, and mitigation measures would be known in advance of the development application.

Sign code amendments would be made which could increase the area and height of signs to increase visibility and create a new brand for the center to help achieve the CRA strategy of: “Re-brand Aurora Square and construct iconic signage for Aurora Square and Shoreline Community College.” Amendments to limitations on noise after 10:30 pm would be made to the Shoreline Municipal Code.

In addition to TMP improvements, street improvements would be made to support multiple modes, improved access, and urban street characters that support a mixed use environment. Stormwater would be provided either onsite or, preferably, in a regional facility.

Alternative 3: Planned Growth

Alternative 3 would be similar to Alternative 2 except that 1,000 dwelling units and 500,000 square feet of commercial retail and office space would be added. This level of additional growth would increase the FAR to be more urban in character at 0.9.

As with Alternative 2, a Planned Action Ordinance and sign code amendments would be adopted as part of Alternative 3 to help stimulate growth. Further, multimodal transportation improvements and the option to consider onsite or offsite regional stormwater would be made similar to those described for Alternative 2.

Planning Commission Preferred Alternative

Following public testimony, the Planning Commission recommended:

- Alternative 3 as a Preferred Alternative
- Proposed Changes to the Sign Code
- Adoption of Planned Action Ordinance No. 705

Staff did not advance changes to the code on hours of operation regarding noise, and the Planning Commission did not include that potential code change in the Preferred Alternative.

1.5 Major Issues, Significant Areas of Controversy and Uncertainty, and Issues to be Resolved

The key issues facing decision makers include:

- Level of growth to be incentivized in a Planned Action;
- Type of changes to sign and noise regulations to create the mixed use entertainment district;
- Type and location of multimodal transportation improvements;
- Coordination of offsite regional stormwater improvements; and
- Access to offsite and onsite parks and open space.

1.6 Summary of Impacts and Mitigation Measures

Summary of Impacts Common to All Alternatives

This section provides a summary of impacts common to more than one alternative under study. Unique impacts of each alternative are addressed following this section.

Land Use

Under all alternatives, future development on the Aurora Square site would be predominantly commercial in character, though the precise mix of uses and the amount of residential development on the site would vary by alternative.

Overall, the indirect impact of new land uses toward the existing surrounding land uses would be relative to the placement and location of new uses within the CRA study area. Given the existing semicircle of single family residences to the west and the mix of multifamily and commercial space to the north and east, the potential for land use incompatibility decreases as new development is placed more centrally or easterly within the CRA site.

Light and Glare

Under all alternatives, ambient light and glare in the study area would increase as more development occurs on the Aurora Square site and as traffic volumes increase on Aurora Ave N. All alternatives would result in a predominantly commercial and retail character for the site, which typically produces higher levels of light and glare than residential development. The precise level and nature of the additional light and glare produced would vary by alternative. While Alternative 1 would continue existing development patterns and signage requirements, Alternatives 2 and 3 would introduce mixed use commercial and residential elements to the site, including the potential addition of an outdoor entertainment performance venue.

Light and glare impacts for Alternatives 2 and 3 and the Planning Commission Preferred Alternative are essentially the same in character and differ in amount on intensity and glare being produced. This difference in light and glare production corresponds to the respective levels of redevelopment proposed under each alternative.

Transportation

Under all alternatives, additional traffic generated by growth in the region would result in increased traffic delays on major transportation routes, including Aurora Avenue N. Other impacts common to all alternatives would include increased intersection delays during weekdays and weekends, as well as increased traffic related to seasonal and holiday shopping periods. Specific land uses may increase or decrease traffic impacts during peak periods. For example, a movie theater would generate higher evening and weekend traffic, where as an office use would result in higher levels of impact during morning and afternoon commute periods. All alternatives would have impacts to transit, pedestrian and bicycle travel, depending on the uses.

Stormwater

Under all alternatives, impervious surfaces on the Aurora Square site would contribute to stormwater runoff to receiving water bodies, which could carry pollutants, such as petroleum, metals, and chemical residue from fertilizers and pesticides. Future construction in the study area could also increase the input of sediment into water bodies through runoff.

All action alternatives would have similar impacts related to potential increases in impervious surfaces, since all alternatives would be subject to the dimensional requirements of the Mixed Business (MB) zone, as specified in Section 20.50.020 of the Shoreline Municipal Code (SMC). Although the allowable 95% hardscape coverage in this zone is higher than the existing approximate 80% hardscape coverage in the study area as a whole, the portions of the study area most likely to redevelop have higher existing impervious coverage in the 90-95% range. As a result, none of the action alternatives are anticipated to result in significant increases impervious surfaces.

Sewer and Water

Under each of the alternatives, the demand for sewer and water services will increase as development of the Aurora Square area will generate additional population and employment.

It is anticipated that the number of commercial accounts would increase under all alternatives, and the number of residential accounts would increase under Alternatives 2 and 3 and the Planning Commission

**AURORA SQUARE PLANNED ACTION EIS
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Preferred Alternative. Water system infrastructure surrounding the Aurora Square area meet the fire flow requirements needed for the proposed growth under all alternatives.

Upgrades to the sewer and water lines within the Aurora Square area will be needed as the additional potential commercial and residential development will cause a greater demand on the sewer and water system.

Schools and Parks

Under Alternatives 2 and 3 and the Planning Commission Preferred Alternative, the demand for Parks and Schools will increase due to the increased residential and commercial development planned under these alternatives.

Additional growth under Alternatives 2 and 3 would generate additional school children. For the school to maintain the current student to teacher ratio (17.3 students for every teacher), the Shoreline School District may need to hire additional teachers. It is important to note that multifamily developments, the likely housing unit type, tend to generate fewer children than single family developments.

Summary Matrix of Impacts and Mitigation Measures

Table 1-1 provides an analysis of each alternative’s environmental effects. For the complete context of the analysis, the reader is encouraged to read Chapter 3.

Table 1-1. Summary of Impacts Unique to Each Alternative

Element of Analysis	Alternative 1 No Action Alternative	Alternative 2 Phased Growth Alternative	Alternative 3 Planned Growth Alternative / Planning Commission Preferred
Land Use	<p>Alternative 1 is not expected to cause significant direct or indirect impacts.</p> <p>Conditions that led to the formation of the CRA Renewal Plan would continue.</p>	<p>A mixed use environment would be created with residential development introducing up to 500 dwelling units. Additionally, approximately 250,000 square feet of commercial, retail or office development would be added to the site.</p> <p>Potential indirect impacts to nearby land uses would include increased pedestrian and vehicle traffic, increased light and noise, and increased height and bulk of physical buildings to the overall area.</p>	<p>A mixed use environment would be created with residential development introducing up to 1,000 dwelling units. Additionally, approximately 500,000 square feet of commercial retail or office development would be added to the site.</p> <p>Potential indirect impacts to nearby land uses would be similar to Alternative 2 but possibly more intense including increased pedestrian and vehicle traffic, increased light and noise, and increased height and bulk of physical buildings to the overall area.</p> <p>With the Preferred Alternative no change would be made to the noise regulations to extend temporary noise hours.</p>
Light and Glare	<p>Alternative 1 is expected to have light and glare impacts similar to existing conditions.</p>	<p>Alternative 2 would introduce new, more urban development to the Aurora Square site including new residential development;</p>	<p>Alternative 3 would introduce similar urban development to the Aurora Square site as Alternative 2 but in greater intensity and kind. These new</p>

Element of Analysis	Alternative 1 No Action Alternative	Alternative 2 Phased Growth Alternative	Alternative 3 Planned Growth Alternative / Planning Commission Preferred
		entertainment oriented spaces; higher densities of commercial and office space; and new and larger types of signs. Light and glare produced from these sources would impact neighboring uses.	uses would include new residential development; entertainment oriented spaces; higher densities of commercial and office space; and new and larger types of signs. Light and glare produced from these sources would impact neighboring uses similar to Alternative 2 but in a greater degree.
Transportation			
<i>Intersection Operations</i>	During the 2030 PM peak hour, the N 155th Street/Aurora Avenue N intersection would operate at LOS F. Because Aurora Avenue N (SR 99) is a designated Highway of Statewide Significance, intersections on this facility are exempt from the City's LOS D standard. The intersection of N 145 th Street/Greenwood Avenue N would operate at LOS E, but is outside the City of Shoreline city limits and is not subject to the City's LOS standard. All other study intersections are forecasted to operate at LOS D or better.	During the 2030 PM peak hour, the N 155th Street/Aurora Avenue N intersection would operate at LOS F and the N 160th Street/Aurora Avenue N intersection would operate LOS E. As with Alternative 1, these intersections are exempt from the City's LOS D standard. The intersection of N 145 th Street/Greenwood Avenue N would operate at LOS E, but is outside the City of Shoreline city limits and is not subject to the City's LOS standard. All other study intersections are forecasted to operate at LOS D or better.	Similar to Alternative 2.
<i>Volume-to-Capacity Ratio</i>	Northbound Westminster Way between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.94); however, the segment meets the standard because the intersection at Westminster Way N/Dayton Avenue N is forecast to operate at LOS B.	Northbound Westminster Way between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.97); however, the segment meets the standard because the intersection at Westminster Way N/Dayton Avenue N is forecast to operate at LOS B.	Northbound Westminster Way between Greenwood Avenue N and Dayton Avenue N exceeds a 0.90 volume-to-capacity ratio (0.98); however, the segment meets the standard because the intersection at Westminster Way N/Dayton Avenue N is forecast to operate at LOS B.
<i>Transit Impacts</i>	Transit ridership is expected to increase in proportion to the area's population growth. However, lack of pedestrian improvements would likely impact these numbers. Development by the Shoreline Community College under its 2006 Master Development Plan would be a factor in the growth in transit ridership in the area.	Transit ridership would be increased under Alternative 2. The addition of residential and office land uses would result in increased demand for transit services particularly during commute hours. Access to transit would be improved by non-motorized internal connections within the CRA site and street frontage	Transit ridership would be increased under Alternative 3. The addition of residential and office land uses would result in increased demand for transit services particularly during commute hours. Access to transit would be improved by non-motorized internal connections within the CRA site and street frontage

**AURORA SQUARE PLANNED ACTION EIS
SUMMARY**

Element of Analysis	Alternative 1 No Action Alternative	Alternative 2 Phased Growth Alternative	Alternative 3 Planned Growth Alternative / Planning Commission Preferred
		improvements that would occur with redevelopment.	improvements that would occur with redevelopment.
<i>Pedestrian and Bicycle Impacts</i>	Alternative 1 includes new bicycle lanes on N 160th Street as a result of restriping this facility from 4 lanes to 3 lanes. No major pedestrian improvements would be constructed under this alternative. Growth in pedestrians and bicyclists would be proportionate to area population growth.	With redevelopment of the CRA, Alternative 2 would improve pedestrian and bicycle facilities within the CRA site and along the street frontages. The frontage improvements for N 160th Street will include a two-way cycle track on the south-side of the street.	With redevelopment of the CRA, Alternative 3 would improve pedestrian and bicycle facilities within the CRA site and along the street frontages. The frontage improvements for N 160th Street will include a two-way cycle track on the south-side of the street.
<i>Construction Impacts</i>	No construction impacts are assumed with the No Action Alternative.	Transportation impacts for the action alternatives due to construction activity would likely be moderate and would consist primarily of temporary lane closures or entire road closures during construction. Appropriate construction management, including development of detour routes, and appropriate phasing of development plans should be considered to mitigate vehicle, transit, and non-motorized impacts during construction.	Similar to Alternative 2.
Stormwater			
	With no significant changes in building areas and uses, it is anticipated the buildings and parking areas would mostly remain in their current configurations; therefore stormwater impacts related to added impervious surfaces or construction activities would be minimal.	Similar to the No Action Alternative, impacts related to added impervious surfaces would be minimal. The stormwater benefit of this alternative is expected to be greater than No Action due to stormwater management requirements for new and replaced impervious surfaces.	Alternative 3 would require development of a larger portion of the study area than Alternative 2. However, as with other alternatives, impacts related to added impervious surfaces are anticipated to be minimal. The stormwater benefits of Alternative 3 are anticipated to be the greatest of the three alternatives due to the application of stormwater management practices over the largest area.
Sewer and Water			
<i>Water</i>	Alternative 1, assuming full utilization of the commercial space, will support 1,528 employees.	Alternative 2 will generate an additional 1,220 residents and 833 net employees. This increase will generate an additional 63,500 gallons per	Alternative 3 will generate an additional 2,440 residents and 1,667 net employees. This will generate an additional 127,000 gpd regarding residential usage.

**AURORA SQUARE PLANNED ACTION EIS
SUMMARY**

Element of Analysis	Alternative 1 No Action Alternative	Alternative 2 Phased Growth Alternative	Alternative 3 Planned Growth Alternative / Planning Commission Preferred
	The current water system has the capacity to support this increase.	day (gpd) related to residential usage. SPU was provided with a description of the growth and has indicated that the water system has the capacity for this growth.	SPU was provided with a description of the growth and has indicated that the water system has the capacity for this growth.
<i>Sewer</i>	Alternative 1, which would fully utilize the commercial space, would have an average annual commercial demand of 6,601 gpd.	Alternative 2 would generate 500 residential units, creating an average annual residential demand to 42,500 gpd. Alternative 2, which would create an additional 833 employees beyond the No Action level, will increase the average annual commercial demand to 3,600 gallons per day (gpd). The overall average annual demand will increase to 46,100 gpd. The Ronald Wastewater District estimates sufficient capacity to serve the added growth.	Alternative 3 would generate 1,000 residential units creating an average annual residential demand of 85,000 gpd. Alternative 3 would create an additional 1,667 employees beyond the No Action Level, and increase the average annual commercial demand to 7,200 gpd. The overall average annual demand will increase to 92,200 gpd. The Ronald Wastewater District estimates sufficient capacity to serve the added growth.
Schools and Parks			
<i>Schools</i>	Alternative 1 would not generate any additional demand for educational services.	Based on the numbers of proposed residential units and the District's generation rates, Alternative 2 would result in 85 elementary school students, 25 middle school students, and 50 high school students. In order to maintain the current student to teacher ratio, the Shoreline School District would need to assure adequate teaching staff and classroom space.	Based on the number of proposed residential units and the District's student generation rate, Alternative 3 would result in 170 elementary school students, 50 middle school students, and 100 high school students. In order to maintain the current student to teacher ratio, the Shoreline School District may need to add teachers and classroom space.
<i>Parks</i>	Alternative 1 would not increase resident population in the study area, and therefore would not generate a substantial demand for parks and recreational facilities.	Alternative 2 will increase the resident population with the creation of 500 dwelling units. The new residential units would require 25,000 square feet of open space. Commercial development would provide 50,000 square feet of public space.	Alternative 3 will increase the resident population with the creation of 1,000 dwelling units. The new residential units would require 50,000 square feet of open space. Commercial development would provide up to 100,000 square feet of public places.

Source: BERK Consulting, 2014

Summary Matrix of Mitigation Measures

Table 1-2 provides a summary of mitigation measures proposed in Chapter 3 of the EIS.

Table 1-2. Summary Mitigation Measures

Element of Analysis	Summary of Mitigation Measures
Land Use	<p>Development in the analysis area would be subject to the City’s existing design review process and would be required to comply with all applicable urban design principles.</p> <p>In addition to design review and the application of design guidelines, development in the MB zone would be required to comply with all applicable development regulations contained in the Shoreline Zoning Code.</p> <p>Location and siting of new uses would consider their placement relative to existing surrounding land uses.</p>
Light and Glare	<p>Development in the analysis area would be subject to the City’s existing design review process and would be required to comply with all applicable urban design principles and development regulations contained in the Shoreline Zoning Code.</p> <p>The outdoor venue would be designed to orient light and glare away from sensitive receptors.</p>
Transportation	<p><i>Frontage Improvements</i></p> <p>When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. The City has developed specific cross sections for City streets describing the travel lanes, sidewalk widths, bicycle facilities, and on-street parking. As part of the Aurora Square Planned Action EIS, customized designs were developed for 160th Street, Westminster Way N, N 155th Street, and Aurora Avenue N (see Draft EIS Appendix B). The Aurora Square CRA frontage improvements are described in detail under Section 3.3. Other frontage improvements would follow the City’s standard designs (e.g. west and south borders with Dayton, Fremont, and 155th along WSDOT area). The City may determine an allocation of responsibility/cost for required improvements to future redevelopment proposals proportionate to the development size or impact.</p> <p><i>Access Improvements</i></p> <p>Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. The redeveloping CRA properties will need to analyze the traffic operations of the new intersection and may be required to construct a signal at the new intersection if signal warrants are met.</p> <p><i>Concurrency</i></p> <p>Future proposals would meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets.</p> <p><i>Impact Fees</i></p> <p>The City of Shoreline adopted Transportation Impact Fees effective January 1, 2015 per Shoreline Municipal Code (SMC) Chapter 12.40. As new development occurs within the CRA, each development would be assessed a per trip fee based on the number of new trips added to the street network.</p> <p><i>Commute Trip Reduction</i></p> <p>The City has adopted a Commute Trips Reduction Program (SMC 14.10) consistent with State Requirements under RCW 70.94.527. Any new employers within the Aurora Square CRA with 100 or more employees arriving between 6:00 AM and 9:00 AM would be required to prepare and submit a Commute Trip Reduction Program to the City. Actions could include provision of priority parking for carpools, transit pass</p>

Element of Analysis	Summary of Mitigation Measures
	<p>programs, and subsidies or other incentives for non-single-occupant, transit, or non-motorized commuters.</p> <p><i>Internal Pedestrian Access</i></p> <p>Chapter 20.60.150 of the SMC requires new development to provide pedestrian facilities that connect street right-of-way to building entrances, safe access to parking areas, and connections connecting commercial developments.</p> <p><i>Other Potential Mitigation Measures</i></p> <p>The Aurora Square CRA would benefit from additional left-turn capacity for northbound traffic on Aurora Avenue N. Potential options include adding a second northbound left-turn lane at the N 155th Street/Aurora Avenue N intersection or by adding a mid-block left-turn lane on northbound Aurora Avenue N.</p> <p>The option of adding a second left-turn lane at N 155th Street/Aurora Avenue N would benefit the Aurora Square CRA property owners and regional traffic flows by increasing intersection capacity and reducing delay.</p>
Stormwater	<p><i>Applicable Regulations and Commitments</i></p> <p>Future development under all alternatives will comply with local, State, and Federal clean water regulations, including the Clean Water Act, the Washington State Department of Ecology’s Stormwater Management Manual for Western Washington, and the Shoreline Municipal Code (SMC).</p> <p><i>Stormwater Retrofit</i></p> <p>Redevelopment of the Aurora Square site under any of the alternatives will be subject to requirements in the Stormwater Management Manual for incorporation of best management practices, including replacement of hard surfaces, which will result in a net benefit to the affected stormwater environment.</p> <p><i>Low Impact Development</i></p> <p>The Stormwater Management Manual for Western Washington requires the incorporation of LID improvements to treat runoff from applicable new and replaced impervious surfaces. The precise nature of LID improvements appropriate to the site would be determined during project design.</p> <p><i>Regional Flow Control</i></p> <p>The City of Shoreline is currently evaluating options for regional flow control facilities in the vicinity of the study area. Creating a downstream regional flow control facility to serve the study area, if pursued by the City, would require additional study and analysis to verify feasibility, preparation of regional facility basin plan for review by Ecology, environmental analysis and permitting, and final design and construction.</p>
Sewer and Water	<p><i>Sewer</i></p> <p>Currently, new development is required to pay a general facilities fee of \$2,506/ unit by the Ronald Wastewater District.</p> <p>Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate sewer disposal.</p> <p>The Aurora Square Community Renewal Area Plan promotes the use of an eco-district. This could result in private development taking advantage of heat recovery from wastewater systems.</p> <p>Sewer mains within Aurora Square are privately owned, and any upgrades will require coordination. However, as a practice, the Wastewater District takes control of sewer mains of a certain size. The Ronald Wastewater District would assume control of private sewer mains when the sewer main is larger than 8 inches. The City of Shoreline would assume control of private sewer mains when the sewer main is larger than 6 inches. If updates are made to the private sewer mains within Aurora Square, some of them would be larger than 8”.</p> <p><i>Water</i></p> <p>SPU has adopted a water system plan and considered City of Shoreline Zoning as of 2012 to help determine system needs; city zoning indicated a mixed use designation</p>

Element of Analysis	Summary of Mitigation Measures
Schools and Parks	<p>for the subject property (SPU Water System Plan 2013). SPU design standards indicate that fire flow is determined based on the City’s Fire Code and considered when issuing Water Availability Certificates. Until such time as the City implements its water utility, SPU will determine availability of services at the time of development (i.e. Certificates of Availability).</p> <p>Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate water supply and fire protection. Shoreline also implements Chapter 13.05 SMC, Water and Sewer Systems Code, and applies King County codes and standards. As the City of Shoreline continues in its efforts to create a water utility, there will be updates to City standards as appropriate.</p> <p>The current water system infrastructure and supply are able to meet the additional residential and employment need. The water mains inside the study area are owned privately, and there would need to be coordination if the privately owned water mains need to be extended.</p> <p><i>Parks</i></p> <p>The Planned Action includes a proposed bike path from Aurora Square westward to the Shoreline Community College and nearby Highland Terrace Elementary School, both of which have recreation facilities.</p> <p>In SMC 20.50.240 Site Design, Subsection G, the City requires multifamily open space at a rate of 50 square feet per dwelling unit and a minimum of 800 square feet.</p> <p>The City’s commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet.</p> <p>The City of Shoreline does not charge park impact fees. The City of Shoreline could use a fee in lieu approach to redirect a portion of the onsite open space towards a more centrally located public space within or adjacent to the Aurora Square property.</p> <p><i>Schools</i></p> <p>The City of Shoreline does not charge school impact fees. The District is preparing a Capital Facilities Plan, which may be the basis for charging impact fees in the future.</p>

Source: BERK Consulting, 2014

1.7 Significant Unavoidable Adverse Impacts

Considering the potential impacts and associated mitigation measures a summary of residual impacts is provided below.

Land Use

The Action Alternatives would result in a greater intensity of land use, greater employment, the addition of residences in the study area and/or the introduction of new entertainment oriented land uses. Land would be used more intensively for urban uses and currently underutilized land would be converted to active use with the development of buildings with greater height and bulk. Under the Action Alternatives the overall land use pattern of the study area would change especially with the introduction of multifamily or entertainment oriented uses.

Light and Glare

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

light and glare in the study area would change, especially with the introduction of multifamily or entertainment oriented uses.

Transportation

Implementation of Alternative 2 or Alternative 3 or the Planning Commission Preferred Alternative would result in increased traffic in the study area. Forecasts of future traffic operations on the proposed transportation network show that Aurora Square CRA would meet concurrency standards for intersection LOS and roadway volume-to-capacity ratios. The proposed transportation improvements on Westminster Way N, N 155th Street and N 160th Street associated with the two Action Alternatives would result in temporary impacts during the construction of these facilities.

Stormwater

Given the extensive development already in the study area and associated adverse impacts to surface waters from existing untreated runoff, it is expected that mitigation measures associated with redevelopment with either of the action alternatives would lead to an overall improvement of stormwater runoff quality from the study area. The No Action Alternative, with its minimal construction activity and no added impervious surface, would have no unavoidable adverse impacts from stormwater runoff. Under all alternatives, onsite flow control or downstream regional flow control facilities would be needed to meet City standards; offsite regional flow control would have cumulative benefits to the CRA study area, Shoreline Community College properties, and other development properties along Aurora Avenue N, which would have the ability to utilize LID practices.

Sewer and Water

While future development will increase demand for sewer and water services in the study area, the application of mitigation measures in the form of infrastructure improvements are sufficient to assure adequate facilities at the time of development. No significant unavoidable adverse impacts to sewer or water service are anticipated.

Schools and Parks

Future population and employment growth in the study area will continue to increase demand for parks and school public services on a local level. With application of mitigation measures no significant unavoidable adverse impacts are anticipated.

2.0 ALTERNATIVES

This Chapter provides a description of the proposal and alternatives compared and evaluated in this Environmental Impact Statement (EIS).

2.1 Introduction

In 2012, the City of Shoreline (City) designated the Aurora Square Community Renewal Area (Aurora Square CRA), and subsequently adopted the Aurora Square Community Area (CRA) Renewal Plan to guide the renewal of the Aurora Square CRA. The Aurora Square CRA is about 70 gross acres in size, and the intent is for it to redevelop as a revitalized shopping center with private mixed use commercial and residential development, entertainment, and gathering spaces.

One of the mechanisms the City proposes to use to spur private development includes a Planned Action Ordinance based on this EIS. A Planned Action provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. The basic steps in designating a Planned Action are to prepare an EIS, designate the Planned Action area and projects by ordinance, and review permit applications for consistency with the ordinance (see RCW 43.21C.440 and WAC 197-11-164 to 172).

The proposed Planned Action Ordinance will be based on the Aurora Square CRA Renewal Plan, which under SEPA Rules constitutes a phased conceptual master plan that implements current zoning. The City is anticipated to approve a Planned Action Ordinance identifying thresholds of development and mitigation measures. The CRA Planned Action will also consider:

- transportation facilities for transit, pedestrian, and bicycles to support redevelopment;
- identifying opportunities for better pedestrian access to and from the CRA;
- opportunities and incentives for low-impact and eco-district³ improvements;
- conceptual exploration of regional stormwater facilities and standard requirements;
- providing exceptional signage and way finding for the site (including sign code amendments); and
- creating “windows” to the site that will allow better interaction between pedestrians and businesses.

2.2 Background

Study Area

The study area is approximately 70 gross acres in size and located at the intersection of N 155th Street and Aurora Ave N. A study area map is provided below in Figure 2-1. The site is bounded by N 160th Street to the north, Aurora Avenue N to the east, Westminster Way, Fremont Avenue N and N 155th Street to the South, and Dayton Avenue N to the west.

³ The CRA describes the eco-district as follows: “Exceptional environmental wins are achieved when clusters of buildings work together to achieve sustainability in a ‘eco-district.’ The Aurora Square CRA provides sufficient size to experience economies of scale with cost-effective facilities and infrastructure, whether they be treating storm or waste water, providing clean power, or achieving other environmental goals.

Figure 2-1. Study Area: Aurora Square Community Renewal Area



Source: City of Shoreline 2013

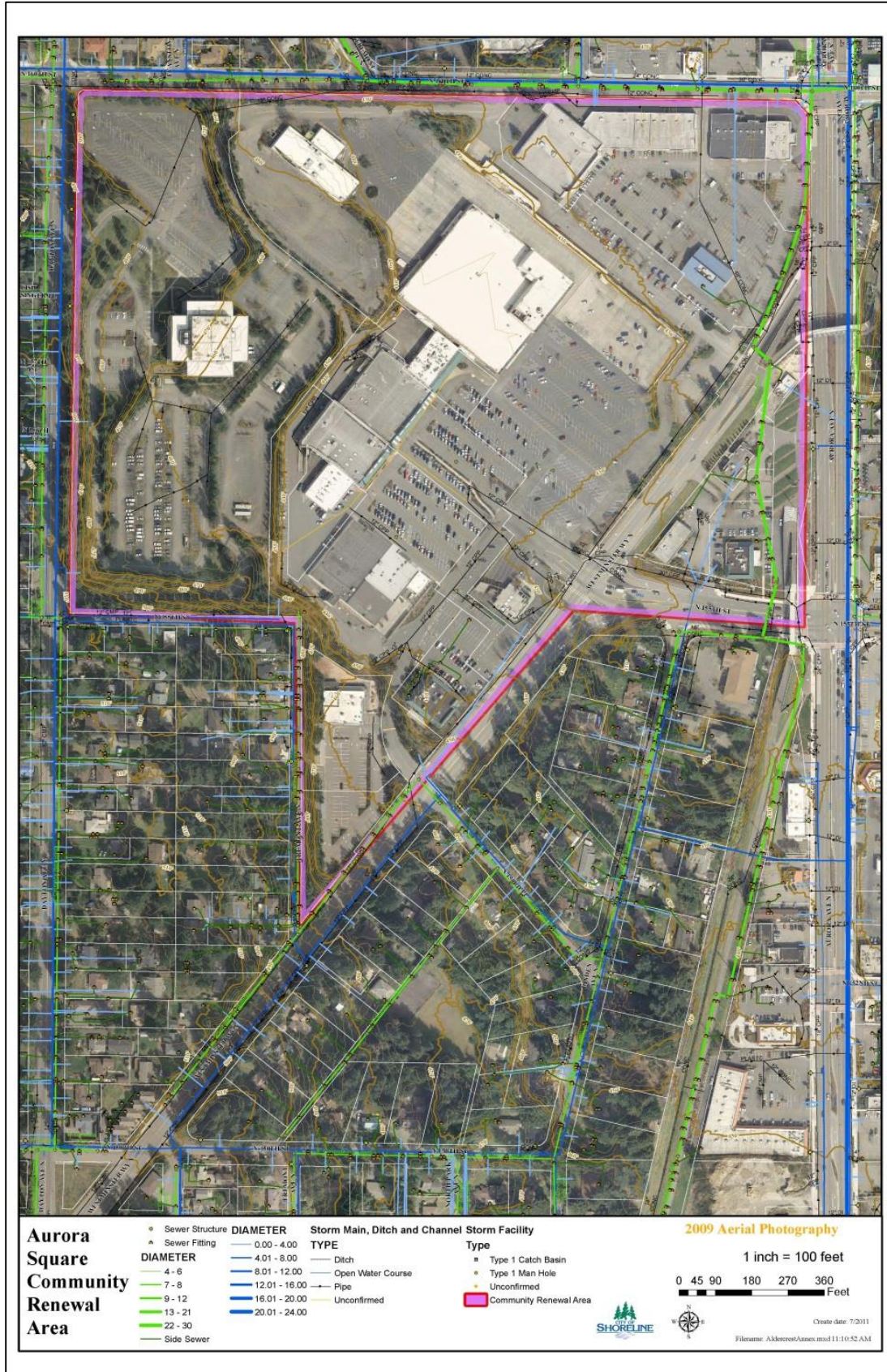
Current Conditions

Most of the study area is in commercial use with a shopping center and surface parking. The western portion of the site contains offices of the Washington State Department of Transportation (WSDOT). There are 16 parcels owned by a number of persons and corporations. See Figure 2-2 and Figure 2-3.

Surrounding uses include multifamily to the north, commercial to the north and east, and single family residential to the south and west.

The property is designated Mixed Use 1 in the Comprehensive Plan, and zoned Mixed Business (MB). The MB zone is intended “to encourage the development of vertical and/or horizontal mixed-use buildings or developments along the Aurora Avenue and Ballinger Way corridors” (SMC 20.40.040.C).

Figure 2-2. Study Area: Current Development and Topography



Source: City of Shoreline 2013

Figure 2-3. Current Site Photos: Commercial Areas Facing West (upper) and South (lower)



Source: BERK Consulting 2014

2.3 Public Comment Opportunities

The City provided comment opportunities with a Determination of Significance and Scoping Notice issued August 14, 2014, for a 21-day comment period that closed on September 4, 2014 (see Draft EIS Appendix A). The Draft EIS was issued with a 30-day comment period during which time written comments were requested. A written comment period on the Draft EIS was established through January 12, 2015. The City held a Community Meeting to introduce the document and obtain early input on December 18, 2015. The City also advertised the availability of the Draft EIS and a Public Hearing of the Planning Commission for January 29, 2015. As the January 29, 2015 hearing was not recorded the hearing was readvertised and held on March 19, 2015. A copy of the notices is provided in Appendix A.

AURORA SQUARE PLANNED ACTION EIS ALTERNATIVES

This Final EIS responds to public comments received during the written comment period and public hearing.

2.4 Proposal Objectives

SEPA requires a statement of proposal objectives to guide the formulation of alternatives and their evaluation. The Aurora Square Planned Action objectives are consistent with the Aurora Square CRA Vision:

Imagine an open, green plaza in the center of Shoreline, filled with sunbathing and studying students, young families watching their children run and play, an elderly couple enjoying a Central Market picnic, dogs wagging their tails, actors practicing their lines, and the sound of college-age buskers singing with an occasional clink as coins fall into a hat.

This is the backdrop to the busy comings and goings of shoppers and lunching workers who relish the time of their day that allows them to visit the renewed Aurora Square shopping center. It is a “one-stop” convenient shopping solution that provides dining, nightlife, and healthy-lifestyle options. It is a community gathering place, where a leg stretching walking easily turns into a serendipitous rendezvous with friends.

It is an environmentally sensitive district within walking distance of Metro’s Rapid- Ride bus service and the Interurban Trail: the intersection of life, study, entertainment, sustainability and retail.

The vision is illustrated in the conceptual diagram in Figure 2-4, showing where added retail, office, residential, and entertainment development could occur. There are a variety of ways the current Comprehensive Plan and Zoning could be implemented to achieve an urban, mixed use, entertainment district character.

Figure 2-4. Example Aurora Square Development Concept



Source: City of Shoreline 2013

The vision is to be implemented by public and private investments. Some of the City investments proposed in the CRA Plan include the following – comments about how each strategy is addressed in the Planned Action EIS follows each bullet:

AURORA SQUARE PLANNED ACTION EIS ALTERNATIVES

1. Analyze and account for environmental impacts of major redevelopment through a Planned Action or similar legislation which would allow future investors to eliminate the need for project-specific environmental review.

This action item is addressed through the preparation of this EIS.

2. Conduct a traffic analysis to determine how best to improve circulation on site.

This action item is addressed through the preparation of this EIS.

3. Establish a special overlay district that allows for special rules to encourage the creation of an entertainment district.

The likely code amendments would address onsite and offsite changeable message signs advertising businesses at the center, and noise allowances for concerts and other special events.

4. Explore how to encourage eco-district and low-impact development practices that can be cost-effectively implemented in the Aurora Square CRA.

The EIS reviews conceptual stormwater management approaches including a regional facilities and onsite standards. The City would encourage heat exchange from in-building sewer and water infrastructure in private development; a cost effective scale of development would be allowed through redevelopment under the present zoning code.

5. Re-brand Aurora Square and construct iconic signage for Aurora Square and Shoreline Community College.

The EIS reviews potential amendments to the Shoreline sign regulations to achieve this strategy.

6. Create developer agreements for public-private partnership projects in order to establish and promote the City's available resources.

This is a strategy that would be implemented over time with willing landowners. The City would follow the requirements for such agreements in its municipal code and state law which generally require development agreements to be consistent with City plans and development regulations.

7. Negotiate a contract for the construction of a world-class sound stage that brings jobs, offers employment opportunities, and generates positive activity.

This strategy supports the entertainment district and is a future capital investment addressed conceptually through the land uses studied in this EIS.

8. Place applicable Renewal Projects into the City's Capital Improvement Budget, Traffic Mitigation Plan, Budget, and Comprehensive Plan, and seek grants for infrastructure improvements in and around the CRA, especially for the improvement of N 160th Street.

The EIS analyzes potential transportation and stormwater improvements and mitigation measures that could be formulated into capital projects as part of the City's Comprehensive Plan and Budget.

Some activities would be invested in and incentivized by the City and implemented together with willing land owners and partners such as Shoreline Community College. These public and private activities include: adaptive reuse of buildings and redevelopment with commercial/residential uses, transportation improvements, eco-district and low impact development, and educational and entertainment venues.

2.5 Alternatives Description

Overview

Four alternatives are under review in the EIS:

- **No Action**, a SEPA Required Alternative. This alternative assumes Aurora Square continues with a similar commercial retail and office character and the same square footage of buildings and parking as presently located on site.
- **Phased Growth**, assuming a moderate level of development, which introduces 500 dwelling units and adds up to 250,000 square feet of retail and office space beyond present development space.
- **Planned Growth**, a maximum level of growth studied, adding 1,000 dwelling units and 500,000 square feet of retail and office space beyond present development space.
- **Planning Commission Preferred Alternative:** Following public testimony, the Planning Commission recommended: Alternative 3 as a Preferred Alternative, together with proposed changes to the sign code and adoption of planned action ordinance. No changes to the code on hours of operation regarding noise are included in the Preferred Alternative. Each alternative is addressed below.

Alternative 1: No Action

Under Alternative 1, the No Action Alternative, the property would continue with retail and office uses. Mixed residential and commercial uses, though allowed by the Shoreline Municipal Code, would not occur. Present suburban style development with low floor area ratios (FARs)⁴ would continue. Businesses may change within the buildings but would continue to focus on retail and office uses similar to the current mix. See Table 2-1 for a summary of the current building space and lot area at Aurora Square.

With Alternative 1 No Action, a Planned Action Ordinance would not be adopted, and sign code and noise regulation amendments would not be made. The No Action Alternative is consistent with the transportation projects identified in the City's *2014-2019 Transportation Improvement Plan* and *Transportation Master Plan*, but only assumes completion of improvements funded by the *2015-2020 Capital Improvement Plan*. The No Action Alternative includes the restriping N 160th Street from four to three lanes between Aurora Avenue N and Greenwood Avenue N in 2015.

Stormwater improvements would follow the City's design standards. Offsite regional facilities would not be provided.

Table 2-1. Current Aurora Square Development and Lot Area

Summary Use	Building Square Feet	Lot Area Square Feet	Floor Area Ratio
Office / Educational Space	143,386	777,484	0.18
Retail Space	439,339	1,605,541	0.27
Total	582,725	2,383,025	0.24

Source: King County Assessor 2014; BERK Consulting 2014

The No Action Alternative is a benchmark from which the other action alternatives can be compared.

⁴ The gross floor area of all buildings or structures on a lot divided by the total lot area. (SMC 20.20.020)

Alternative 2: Phased Growth

Under Alternative 2, residential development would be introduced at up to 500 dwelling units. Also, approximately 250,000 square feet of commercial retail or office development would be added to the site. Together the added space would result in a mixed use environment and increased shopping and professional space. The FAR would increase to 0.6, more than doubling the intensity on the site. To achieve this, more parking would be structured and the expanse of surface parking would be reduced in favor of building space.

To incentivize this additional growth at Aurora Square a Planned Action Ordinance would be adopted which would mean additional SEPA review would not be required, and mitigation measures would be known in advance of the development application.

Sign code amendments would be made which could increase the area and height of signs to increase visibility and create a new brand for the center to help achieve the CRA strategy of: “Re-brand Aurora Square and construct iconic signage for Aurora Square and Shoreline Community College.”

Noise regulations would be amended to allow for concerts or events after 10:30 pm.

Proposed sign code amendments would reinforce Aurora Square as a destination retail and entertainment center and would:

- Allow signage offsite such as in or adjacent to the SR 99 right of way subject to City standards and applicable state requirements
- Allow changeable message signs including animation (e.g. University Village or Everett Mall examples) to advertise businesses and to attract movie goers
- Increase signage area, e.g. allowable area for freestanding and building signs would be increased
- Allow sign structures to be no higher than the height of buildings allowed by the zoning code
- Allow neon lighting
- Apply design guidelines for signs to reinforce the entertainment district as well as the City’s desired street character for Aurora Avenue N

Street improvements would be made to support multiple modes, improved access, and urban street characters that support a mixed use environment. Stormwater would be provided either onsite or preferably in a regional facility. Amendments to Shoreline’s Capital Facility Element and Capital Improvement Program to fold in transportation and stormwater improvements would also be considered.

This alternative is considered “phased” since it would not fully realize the development potential of the site, but would create a catalytic mixed use redevelopment that sets the stage for full transformation in Alternative 3. Alternative 2 allows the City to test potential redevelopment impacts and mitigation needs (e.g. transportation and stormwater) at a moderate level of growth.

Alternative 3: Planned Growth

Alternative 3 would be similar to Alternative 2 except that 1,000 dwelling units and 500,000 square feet of commercial retail and office space would be added. This level of additional growth would increase the FAR to be more urban in character at 0.9.

As with Alternative 2, a Planned Action Ordinance and sign code and noise regulation amendments would be adopted as part of Alternative 3 to help stimulate growth. Further, multimodal transportation improvements and the option to consider onsite or offsite regional stormwater would be made as per Alternative 2.

Planning Commission Preferred Alternative

Following public testimony, the Planning Commission recommended:

- Alternative 3 as a Preferred Alternative
- Proposed Changes to the Sign Code
- Adoption of Planned Action Ordinance No. 705

Staff did not advance changes to the code on hours of operation regarding noise, and the Planning Commission did not include that potential code change in the Preferred Alternative.

Comparison of Alternative Growth Levels

Adding the proposed commercial space to the present space and assuming 800-1,000 square feet per dwelling unit on average, the range of total building space and FAR is presented in Table 2-2.

Table 2-2. Comparison of Alternative Building Space and Floor Area Ratio

Alternative	Projected Building Square Feet	Lot Area Square Feet	FAR
Alternative 1	582,725	2,383,025	0.2
Alternative 2	1,332,725	2,383,025	0.6
Alternative 3 / Planning Commission Preferred	2,082,725	2,383,025	0.9

Source: King County Assessor 2014; BERK Consulting 2014

Transportation Improvements

Each alternative includes improvements to sidewalks and pedestrian facilities that will promote use of non-motorized travel and provide better connections to transit.

The No Action Alternative is consistent with the transportation projects identified in the City's *2014-2019 Transportation Improvement Plan* and *Transportation Master Plan*, but only assumes completion of improvements funded by the *2015-2020 Capital Improvement Plan*. The No Action Alternative includes the restriping N 160th Street from four to three lanes between Aurora Avenue N and Greenwood Avenue N in 2015.

Transportation improvements are needed to serve the Aurora Square study area and to encourage the economic renewal of the Aurora Square CRA. Alternatives 2 and 3 and the Planning Commission Preferred Alternative include additional improvements to Westminster Way N and the N 155th Street/Westminster Way N intersection. Based on the mix of land uses in the study area and the area's 2030 traffic volumes, preliminary designs were developed for each corridor showing proposed changes to lane channelization and the location of sidewalks and bicycle facilities. The improvements are the same for Alternatives 2 and 3 and the Planning Commission Preferred Alternative. The specific projects include:

- **N 160th Street between Dayton Avenue N and Aurora Avenue N.** The planned improvements include three travel lanes, sidewalks, and a two-way cycle track facility on the south side of the street.
- **Westminster Way N between N 155th Street and Aurora Avenue N.** The planned improvements would reconfigure this segment of Westminster Way N to a 2-lane roadway with sidewalks and on-street parking for adjacent land uses. The south segment of Westminster Way N would be parallel parking and the north segment would be angled parking.
- **Westminster Way N between Fremont Avenue N and N 155th Street.** This segment of Westminster Way N would remain a 4-5 lane facility. Frontage improvements would include improved sidewalks and revised intersection and roadway channelization.
- **N 155th Street between Westminster Way N and Aurora Avenue N.** Frontage improvements would include improved sidewalks and revised intersection and roadway channelization.

- **Aurora Avenue N between N 160th Street and Westminster Way N.** Add a two-way bicycle facility behind the existing sidewalk along Aurora Avenue N to connect the Interurban Trail to the planned cycle track on N 160th Street.
- **Improvements to Aurora Square study area access.** This would include:
 - Close the southbound Aurora Avenue N right-turn “slip lane” to Westminster Way N and construct a new roadway connection at N 156th Street/Aurora Avenue N that would connect Westminster Way N and Aurora Avenue N. This access would be limited to southbound right turns inbound and eastbound right turns outbound.
 - Construct a new intersection along N 160th Street to provide access to the CRA. Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. The design of this north/south internal street would determine the location of the new intersection and its relationship to the intersections at Fremont Avenue N and Linden Avenue N. The redeveloping CRA properties may be required to construct a signal at the new intersection if signal warrants are met per the Manual for Uniform Traffic Control Devices.

Preliminary transportation improvement concepts have been preliminarily developed and are included in Draft EIS Appendix B.

Regional Stormwater

Each development proposal will be required by City of Shoreline code to comply with the current version of the Department of Ecology’s Stormwater Management Manual for Western Washington. The current version of this manual was published in 2012 and includes requirements to incorporate LID techniques, facilities to treat runoff from pollution-generating impervious surfaces, and flow control facilities.

Of these three stormwater management components, it is anticipated that flow control will be the most costly to implement, because current standards require retrofitting both new and replaced impervious surfaces on development sites so that rates of runoff mimic those of a pre-development, forested condition. In areas such as the study area that, due to underlying soil conditions, are not expected to have significant capacity to infiltrate stormwater, this level of flow control is typically accomplished using detention facilities such as open ponds or underground tanks or vaults. With the high intensity of land use that would accompany the Action Alternatives, underground concrete vaults would be the most likely method used for flow control.

With flow control being a significant cost that could have the effect of discouraging the type of redevelopment described in the action alternatives, the City has begun to explore regional flow control options that could be achieved at a lower cost while providing an equivalent or greater flow control benefit. Two regional flow control options are currently being explored, both of which are located on Shoreline Community College (SCC) property in the vicinity of the College’s Greenwood parking lot and the City’s M1 Dam regional detention facility (see Draft EIS Section 3.4 for locations and analysis). See also Draft EIS Appendix C for a Stormwater Concept Report.

Future Alternatives

Following the Draft EIS publication and review of comments, the Planning Commission defined a preferred alternative in the range of the Draft EIS analysis (Alternative 3 excluding noise regulations). The City Council may select any of the Draft EIS Alternatives, the Planning Commission Preferred Alternative or may combine elements of one or more alternatives or identify a particular amount or mix of growth.

2.6 Planned Action Ordinance

A planned action provides more detailed environmental analysis during the early formulation stages of planning proposals rather than at the project permit review stage. Future development proposals consistent with the planned action ordinance do not have to undergo an environmental threshold determination, and are not subject to SEPA appeals when consistent with the planned action ordinance including specified mitigation measures. Planned actions still need to meet the City's development regulations and to obtain necessary permits.

Draft EIS Appendix D contained a draft of the PAO applicable to Alternatives 2 and 3 including the information on the draft process and the parameters used to determine consistency with EIS assumptions. A similar but more complete PAO has been prepared for the Planning Commission Preferred Alternative and is included in Final EIS Appendix B.

2.7 Municipal Code Amendments

Sign Code

Shoreline proposes to amend its sign code to attract residents and visitors to the mixed use entertainment district. See Appendix C.

A concept for a changeable message sign is also provided in Appendix C.

Noise Standards – Entertainment District Overlay

Under Alternatives 2 and 3, the City would amend its noise regulations in SMC Chapter 9.05 to allow concerts and other entertainment to occur after 10:30 pm, extending to 11 pm Sunday through Thursday and midnight on Friday and Saturday. These amendments are not part of the Planning Commission Preferred Alternative.

2.8 Benefits and Disadvantages of Delaying Proposed Action

As described in the Community Renewal Plan, the Aurora Square is considered economically blighted.

“On September 4, 2012, the Shoreline City Council designated Aurora Square as a Community Renewal Area after finding that it qualified as economically blighted according to most of the qualifying conditions defined in RCW 35.81: old, obsolete buildings, defective or inadequate street layout, faulty lot layout, excessive land coverage, diversity of ownership, and connectivity problems.”

Delay of the proposed action would continue present built environment conditions, delay transition to a mixed use character, delay multimodal transportation and circulation improvements onsite and offsite, and delay improvement to stormwater quality through redevelopment. Delay of the proposed action would mean less potential for light and glare emanating from new signage and more intensive buildings. Special events and concerts would not occur and the present noise standards would not change.

3.0 CLARIFICATIONS AND RESPONSES TO COMMENTS

3.1 Introduction

The City of Shoreline issued a Draft Environmental Impact Statement (Draft EIS) on December 12, 2014 addressing the Aurora Square Planned Action. A written comment period on the Draft EIS was established through January 12, 2015. The City held a Community Meeting to introduce the document and obtain early input on December 18, 2015. The City also advertised the availability of the Draft EIS and a Public Hearing of the Planning Commission for January 29, 2015. As the January 29, 2015 hearing was not recorded the hearing was readvertised and held on March 19, 2015. A copy of the notices is provided in Appendix A.

The purpose of this chapter is to provide the collected comments and responses. A list of commenters providing written and verbal comments is provided in Table 3-1 below. Written comments are listed by date then alphabetically; hearing comments are in order of speaker. A copy of the comments received between December 12, 2014 and March 19, 2015, including hearing minutes from March 19, 2015 follow this chapter.

Table 3-1. List of Commenters – Aurora Square Planned Action

Letter Number / Speaker Number	Author	Date
Written Letters: Agencies		
1.	Seattle Public Utilities, Martha Neuman	January 8, 2015
2.	Dawn M. Anderson, Washington State Dept. of Transportation (WSDOT)	January 12, 2015
Written Letters: Public and Property Owners		
3.	John Ramsdell	December 29, 2014
4.	Brianne Zorn	December 31, 2014
5.	John Ramsdell	January 5, 2015
6.	Greg and Ruth Hilborn	January 6, 2015
7.	Dargey Development, Dan Ramusson, Development Manager <i>Two similar letters with same date</i>	January 27, 2015
8.	Ruoxi Zhang	January 28, 2015
9.	Dave LaClergue	January 29, 2015
10.	Rosie O'Brien-Ochs, Westminster Triangle Neighborhood Meeting Summary Notes	February 4, 2015, also submitted March 19, 2015
11.	Paula Anderson	March 19, 2015
12.	Greg and Ruth Hilborn	March 19, 2015
13.	Debbie Kellogg <i>Two emails with same date</i>	March 19, 2015
14.	Dave LaClergue	March 19, 2015
15.	Jeff Mann	March 19, 2015
16.	Ginny Scantlebury	March 19, 2015

Letter Number / Speaker Number	Author	Date
Verbal Comments, Planning Commission Public Hearing March 19, 2015		
17.	Bill Davies	March 19, 2015
18.	Debbie Kellogg	March 19, 2015
19.	David Lange	March 19, 2015
20.	Janet Way	March 19, 2015
21.	Dave LaClergue	March 19, 2015
22.	Dan Jacoby	March 19, 2015
23.	Bergith Kayyali	March 19, 2015
24.	Ginny Scantlebury	March 19, 2015
25.	Krista Tenney	March 19, 2015
26.	Michelle Moyes	March 19, 2015
27.	John Ramsdell	March 19, 2015
28.	John Behrens	March 19, 2015
29.	Kay Norton	March 19, 2015
30.	Tom Poitras	March 19, 2015
31.	Harry Keinath	March 19, 2015
32.	Tom McCormick	March 19, 2015
33.	Paula Anderson	March 19, 2015
34.	Warren Richie	March 19, 2015
35.	Shari Dutton	March 19, 2015

3.2 Responses to Comments

This section provides responses to comments listed in Table 3-2 and as marked at the end of this Chapter.

Comments that state an opinion or preferences are acknowledged with a statement that the comment is noted. Comments that ask questions or request revisions to the Draft EIS are provided with a response that either explains the approach of the EIS analysis or offers clarifications.

While the City has developed the Planned Action for the entire study area, two private development applications have been made for residential development within the Aurora Square CRA. The applications are undergoing independent SEPA review. The City is conducting SEPA review and addressing specific comments regarding the applications through that separate process. As some topics are related (e.g. overall center approach to parking, transportation, etc.) the comments are included below, and responses to general themes related to the Aurora Square Community Renewal Area are addressed in this document. Comments specific to the applications will be addressed through the separate permitting process and are noted as such.

Table 3-2. Responses to Comments Matrix

Comment Number	Response
Written Letters: Agencies	
Seattle Public Utilities, Martha Neuman	
1-1	The indication Seattle Public Utilities does not have comment on the document is noted.
Dawn M. Anderson, Washington State Dept. of Transportation (WSDOT)	
2-1	<p>WSDOT’s comments were focused on traffic operations and potential mitigation measures at intersections along Aurora Avenue N (SR 99). The City of Shoreline shares the WSDOT’s concern about maintaining traffic operations within the City limits and will continue to partner with the State regarding traffic issues along Aurora Avenue N (SR 99).</p> <p>Aurora Avenue N (SR 99) is a designated Highways of Statewide Significance (HSS) as established by HB 1487 (“The Level of Service Bill”), which exempts the Aurora Avenue N (SR 99) corridor intersections from the City’s concurrency standards. The City of Shoreline and WSDOT recently made substantial investments along this segment of Aurora Avenue N (SR 99). The improvements widened the roadway seven lanes, added business access/transit lanes to improve transit operations, constructed new turn lanes, widened sidewalks, and added center medians to improve safety and traffic flow. King County Metro has added RapidRide E Line service to Aurora Avenue N (SR 99). The E Line provides service between Shoreline and downtown Seattle.</p> <p>The City has also made significant investment in improving the Interurban Trail. The trail travels north-south along this segment of Aurora Avenue N providing a regional trail for commuter and recreational bikers and pedestrians in the area. These improvements are consistent with City policies and Shoreline’s Comprehensive Plan.</p> <p>WSDOT’s level of service policies, which emphasize reducing congestion for vehicles are not consistent with the City’s emphasis for multimodal solutions along this segment of the Aurora Avenue N (SR 99) corridor. At this time, the City understands that WSDOT has no plans for adding capacity to Aurora Avenue N (SR 99), nor a process to determine feasible projects and proportional costs at a particular location given the nature of regional traffic and the statewide system. The City will continue to monitor traffic conditions along designated state highways, and coordinate with WSDOT through future planning efforts regarding appropriate multimodal transportation strategies.</p> <p>The City considered the following Growth Management Act (GMA) provisions in its analysis of Aurora Square Draft EIS alternatives:</p> <ul style="list-style-type: none"> ● RCW 36.70A.070 (6)(c); The transportation element is to include an evaluation of facilities and service needs, including for state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. As noted in GMA, the purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county’s or city’s six-year street, road, or transit program and the office of financial management’s ten-year investment program. (emphasis added) ● RCW 36.70A.103 indicates that State agencies are required to comply with comprehensive plans. “State agencies shall comply with the local comprehensive plans and development regulations and amendments thereto adopted pursuant to this chapter.” ● RCW 36.70A.108 indicates transportation elements may include multimodal transportation improvements or strategies that are made concurrent with the development to satisfy concurrency requirements.
2-2	The WSDOT letter also included specific concerns regarding the 2030 traffic operations at the Aurora Avenue N (SR 99) intersections. The Draft EIS analysis included an in-depth

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	<p>evaluation of existing (2014) and future (2030) operations. The 2030 analysis was based on the City’s traffic model that assumed a high level of regional growth. Review of the forecasted PM peak hour volumes shows that the overall traffic growth between 2014 and 2030 is approximately 30 percent along the segment of Aurora Avenue N adjacent to Aurora Square. Of this traffic growth, 6 percent is related to the Aurora Square development and 24 percent is other local or regional growth. Assuming 17-years of background growth provided a conservative analysis of the development’s impacts.</p> <p>These traffic operations issues at the Aurora Avenue N (SR 99) intersections are addressed below:</p> <p>N 155th Street/Aurora Avenue N – Further analysis of this intersection shows that the addition of a southbound right-turn overlap phase would reduce intersection operations to 96 seconds of delay, mitigating the entire impact of the Full Alternative 3 development back to No Action conditions. This would be low-cost improvement and may lessen the need for the construction of a second northbound left-turn lane. The improvement could also benefit the operations of the southbound BAT lane and transit travel times in the corridor.</p> <p>N 155th Street/Westminster Way N – Traffic simulation analysis of the 2030 PM peak hour with the Full Alternative 3 development found no issues from westbound queues at N 155th Street/Westminster Way N intersection backing up on 155th Street N to Aurora Avenue N (SR 99).</p> <p>N 157th Street/Westminster Way N – This entrance would provide right-in/right-out access only to the Aurora Square development. This location would have fairly light volumes, allow turns from the BAT lane, and would operate at a high level of service. The access would reduce volumes at other site driveways.</p> <p>N 160th Street/Aurora Avenue N – The preliminary design has two receiving lanes on westbound N 160th Street, which transitions from two lanes to one lane approximately 310 feet west of the intersection. This design meets the City of Shoreline standards and WSDOT Design Manual Chapter 1210.07(b) for lane transitions which require a minimum length of 225 feet. Traffic is expected to primarily access the site from N 155th Street/Westminster Way N. The project’s trip distribution took into account the 2030 traffic operations and forecasted conditions along N 155th Street.</p> <p>See also Draft EIS page 3-64 regarding additional analysis of new site access locations:</p> <p>Access Improvements</p> <p>Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. The redeveloping CRA properties will need to analyze the traffic operations of the new intersection and may be required to construct a signal at the new intersection if signal warrants are met per the Manual for Uniform Traffic Control Devices. The design of the internal street would determine the location of the new intersection and its relationship to the intersections at Fremont Avenue N and Linden Avenue N.</p>
Written Letters: Public and Property Owners	
John Ramsdell	
3-1	The comment is noted.
3-2	<p>The community meeting regarding the Aurora Square Planned Action held on December 18, 2014 was related to the Community Renewal Area as a whole and in conformance with the City and State SEPA rules. A public hearing was advertised for January 29 and readvertised for March 19, 2015 at 7 pm.</p> <p>The private developer for the Potala application held a neighborhood meeting on December 2, 2014 consistent with the Shoreline Municipal Code prior to submittal of an application. Another neighborhood meeting was held February 3, 2015 by the City.</p>
3-3	The City’s parking requirements in Chapter 20.50, Subchapter 6. Parking, Access and Circulation, apply to private applications. The application of the City’s code is assumed for future planned actions in the Community Renewal Area.


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	However, in light of concerns regarding parking and the need for coordination among many property owners in the Community Renewal Area, the proposed Planned Action Ordinance includes parking management mitigation measures that would apply to applications proposing to be considered planned actions.
3-4	Notices regarding private applications are available at the City's website (http://www.shorelinewa.gov/government/departments/planning-community-development/land-use-action-and-planning-notices); files may be reviewed at City Hall.
3-5	The applicant's SEPA Checklist addresses transportation and other infrastructure and services. See Response to 3-4 regarding notices and application information.
Brianna Zorn	
4-1	<p>The Aurora Square Community Renewal Area is zoned MB.</p> <p>The City requires that ground level space be built to dimensions that could house retail or office in the future, even if applicants choose to use them for residential. In this project's case, frontage space would be used for offices and amenities.</p> <p>20.50.240 Site design.</p> <p>C. Site Frontage.</p> <p>1. Development abutting NB, CB, MB, TC-1, 2 and 3 shall meet the following standards:</p> <p>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;</p>
John Ramsdell	
5-1	See Response to 3-2.
5-2	See Response 3-3.
5-3	See Response to 3-2.
Greg and Ruth Hilborn	
6-1	See Response to 3-2.
6-2	See Response 3-3.
6-3	See Response to 3-2.
Dargey Development, Dan Ramusson, Development Manager	
7-1	Comment noted. Where streets are characterized by wide rights-of-way, elimination of the Transition Area standards would not result in shading impacts based on preliminary modeling of maximum height and bulk by the Draft EIS consultants. Complete elimination of the Transition Area standards, however, could allow for only limited building façade modulation and could affect the pedestrian environment. Therefore, the City may wish to consider intermediate proposals between full standards and no standards. The potential for modifying Transition Area standards is appropriate to review at a cumulative citywide level for areas zoned MB and with different widths of streets and parcel orientations.
Ruoxi Zhang	
8-1	Comment noted.
8-2	See Response to 7-1.
Dave LaClergue	
9-1	Comment noted.

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9-2	Comment noted.
9-3	Comment noted. The Preferred Alternative recommended by staff and authorized by the Planning Commission does not include changes to the noise limits due to public comments.
9-4	<p>The Planned Action includes prioritized frontage improvements that connect bicyclists and pedestrians. See Proposed Ordinance 705. The City’s development standards require onsite connections to streets.</p> <p>20.50.240 Site design. E. Site Walkways.</p> <ol style="list-style-type: none"> 1. Developments shall include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail where adjacent. <ol style="list-style-type: none"> a. All buildings shall provide clear, illuminated, and six-inch raised and at least an eight-foot wide walkways between the main building entrance and a public sidewalk; b. Continuous pedestrian walkways shall be provided along the front of all businesses and the entries of multiple commercial buildings; <div data-bbox="617 766 1282 1375" data-label="Diagram"> </div> <p style="text-align: center;">Well-connected Walkways</p> <ol style="list-style-type: none"> 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);

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	<div style="text-align: center;">  <p data-bbox="841 569 1065 596">Parking Lot Walkway</p> <p data-bbox="532 625 1370 779">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.</p> </div>
9-5	<p>Frontage improvements are required for the Aurora Square Community Renewal Area in the Municipal Code and Proposed Planned Action Ordinance 705.</p> <p>The City's Transportation Master Plan (TMP Appendix H) proposes that Westminster Avenue between N 145th and N 153rd be modified to construct sidewalks on both sides of the street.</p>
9-6	<p>Comment noted. The proposed amendments to the sign code would be specific to the Aurora Square Community Renewal Area. There would be larger sizes allowed of building mounted signs, additional projecting and pylon signs, and electronic messaging and other forms of illumination allowed consistent with an entertainment district atmosphere. See Draft EIS Figure 2.5. Example Conceptual Changeable Message Sign and Draft EIS Section 3.2 Light and Glare. Future applicants would apply for a master sign plan to meet proposed standards. See Appendix C for Sign Code Ordinance language and an excerpt of the proposal in Draft EIS Chapter 2.</p>
9-7	<p>The City advertised a public hearing regarding the Planned Action for January 29, 2015 and readvertised it for March 19, 2015.</p>
<p>Rosie O'Brien-Ochs, Westminster Triangle Neighborhood Meeting Summary Notes</p>	
10-1	<p>The Aurora Square Planned Action Draft EIS addresses traffic cumulatively assuming development at different levels across the whole study area and in the context of the City's 2030 traffic projections in the Transportation Master Plan. See Draft EIS page 3-51.</p>
10-2	<p>See Response 3-3.</p>
10-3	<p>The topics listed cover a range of topics including landscaping, stormwater, fire and police protection, transit and pedestrian modes, and air quality. The Aurora Square Planned Action Draft EIS addresses transportation and stormwater topics. Fire and police protection and air quality are addressed in the SEPA Checklist in Appendix A of the Draft EIS.</p>
10-4	<p>Recreation and open space are addressed in Aurora Square Planned Action Draft EIS Section 3.6.</p>
10-5	<p>Schools are addressed in Aurora Square Planned Action Draft EIS Section 3.6.</p>
10-6	<p>See Responses 3-2 and 3-4.</p>
10-7	<p>The City's passage of multifamily tax exemptions applies to a number of commercial mixed use areas in the City. Regulations can be reviewed at Shoreline Municipal Code</p>


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	<p>Chapter 3.27 Property Tax Exemption. The purposes of the regulations were described at the meeting per the notes, and are also stated in the code:</p> <p>3.27.010 Purpose. The purpose of this chapter providing for an exemption from ad valorem property taxation for multifamily housing in the residential targeted areas is to:</p> <p>A. Encourage increased residential opportunities within the residential targeted area;</p> <p>B. Stimulate new construction or rehabilitation of existing vacant and underutilized buildings for revitalization of the designated targeted areas;</p> <p>C. Assist in directing future population growth to the residential targeted area, thereby reducing development pressure on single-family residential neighborhoods; and</p> <p>D. Achieve development densities that stimulate a healthy economic base and are more conducive to transit use in the designated residential targeted area.</p>
10-8	<p>The City's vision for the future land use pattern in the City is established in the Comprehensive Plan. To maintain the character of single family areas and to provide for the City's share of expected growth in the region, much of the City's future growth is anticipated to take place in mixed use areas such as the MB zone applicable to the Aurora Square Community Renewal Area. The Aurora Square Planned Action proposals do not change the allowed building height or allowed retail and residential uses.</p> <p>Notices of development would follow the City's regulations found at Shoreline Municipal Code Chapter 20.30 Procedures and Administration. Also see Response 3-4.</p>
10-9	See Response 3-2.
Paula Anderson	
11-1	<p>The comment is noted. The Planning Commission recommended Alternative 3, the higher growth levels. The mitigation measures are the same between Alternative 2 and 3. The City Council will consider public comments and the Planning Commission recommendations.</p>
11-2	<p>As described in the Draft EIS, page 3-51: <i>The City of Shoreline uses the analysis of the afternoon commute hour (PM peak hour) to plan for and assess impacts related to future development. The peak hour for traffic in the area typically occurs between 5:00 PM and 6:00 PM; however, other roadways, such as N 160th Street, are affected by heavy traffic flows during the AM and mid-day hours due to traffic associated with the Shoreline Community College.</i></p> <p>Therefore the Draft EIS considered AM and PM peak hours.</p>
11-3	<p>The Aurora Square Planned Action compares the No Action (no further development beyond existing as of 2014) to the added number of dwellings and square footages in Alternatives 2 and 3. The added dwellings are inclusive of the planned development on the two private application sites.</p> <p>It should be noted that the Planned Action is intended to facilitate development, but that the MB zone allows for more growth than studied in the Planned Action. Future applicants could propose development consistent with MB zone and once the Planned Action levels of growth are achieved could accomplish their own applications consistent with City zoning and land use requirements.</p>
11-4	<p>Detour routes are not known at this time, and would involve arterial streets fronting the study area, not cut through on residential streets. City codes discourage street closures. Significant notice is required if residential streets are part of the detour. The City's code includes the following requirements:</p> <p>12.15.130 Temporary street closures.</p> <p>The convenience of an open roadway is consistent with the idea of good customer service. The city will discourage street closures and strongly discourage arterial street closures. In the event of street closure, the following standards apply:</p>

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	<p>A. Signs shall be posted in a conspicuous place at each end of the roadway to be closed and at all intersections associated and/or adjacent to the closed segment of the street.</p> <p>B. The signs shall be posted no later than three calendar days prior to the proposed closure.</p> <p>C. Any residential street closures greater than 12 hours will require a detour route plan, signage, and a public notice published in the newspaper of record three days prior to closure.</p> <p>D. For all nonemergency arterial street closures, the publication of the closure is required in addition to posting signs a minimum of three days in advance, regardless of the length of the closure.</p> <p>E. For all street closures described above, the permittee is required to notify in writing the following agencies a minimum of three calendar days prior to the closure:</p> <ol style="list-style-type: none"> 1. The Shoreline police department; 2. The Shoreline fire district; 3. The Shoreline school district; and 4. King County transportation division. <p>F. These standards shall be considered a minimum; other notifications may be required as appropriate. [Ord. 339 § 1, 2003]</p>
11-5	<p>The Transition Area standards quoted limit height across from single family zones within 10 feet of a property line but beyond 10 feet the height can increase up to 65 feet with additional upper story setbacks.</p>
11-6	<p>Comment noted. The Preferred Alternative recommended by staff and the Planning Commission does not include changes to noise regulations based on public comments. Also see Planned Action Ordinance mitigation measures addressing site design and noise: <i>As part of land use permit review, the City shall evaluate site development permits to consider the siting, design, and orientation of new uses relative to existing surrounding land uses in R-4, R-6 or R-8 zones, and may condition proposals to direct uses with the potential for producing noise away from sensitive receptors in those zones. The Planning and Community Development Director or designee may consider the maximum environment noise levels found in WAC 173-60-040 and application of the City’s General Development Standards in Chapter 20.50 to condition proposals.</i></p>
11-7	<p>The proposed sign standards would include alternative standards for a number of signs. Pylon signs would be allowed to contain up to 300 square feet of signage area and could include illumination as well as changeable digital messages. The draft code indicates that electronic message center lights would automatically dim and “not exceed 0.3 footcandles over ambient lighting conditions when measured at the International Sign Association’s recommended distance.” The new standards offer more visible and coordinated signage for the center and promote replacement of current signs. The City Council will consider the proposed sign code amendments and these comments– see Appendix C.</p>
11-8	<p>Currently, Westminster Way is used by trucks, and the City’s Transportation Master Plan does identify it as a truck route (Figure G). Please also note that the City’s arterial system shows the primary traffic circulation route is from SR 99 to 155th to Westminster Way (Principal Arterial). The segment of Westminster Way between SR 99 and 155th Street is considered a Minor Arterial. Further, the City of Shoreline has obtained federal agreement to change the designation the segment of Westminster Way proposed for redesign and closure to be excluded from the National Highway System. See Appendix D. Westminster Way frontage improvements to close the slip lane are developed at an early conceptual stage (10% design in Draft EIS Appendix B), and the road is still open. The City intends to continue the design process. Until such time as a design is approved and construction is scheduled, the road will remain open and used by trucks; following the redesign, the road can be used by cars through a right in/right out movement at 156th</p>

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Comment Number	Response
	<p>and thus will still be in vehicular use. A second design option is under review by the City that will allow the slip-lane to remain open in conjunction with a traffic circle/roundabout and a one-way connector to Aurora. Additional design efforts and City Council review are anticipated.</p> <p>The Planned Action Ordinance Exhibit A, Section 3.0 notes that integration of the Planned Action transportation and stormwater improvements into the City’s capital facilities plans would with the City’s budget or next annual amendment process.</p>
11-9	<p>The potential for a second turn lane is not required to accommodate the future redevelopment of the study area, but is noted as a potential measure for future consideration to facilitate traffic circulation. If the improvement is carried forward per Exhibit A of the Planned Action Ordinance additional analysis would be carried out.</p>
11-10	<p>The Draft EIS indicates the improvement would be to: <i>Close the southbound Aurora Avenue N right-turn “slip lane” to Westminster Way N and construct a new roadway connection at N 156th Street/Aurora Avenue N that would connect Westminster Way N and Aurora Avenue N. This access would be limited to southbound right turns inbound and eastbound right turns outbound.</i></p> <p>A traffic light was not proposed at 156th and SR 99– just limitations on right turns in and out. Draft EIS Appendix B shows the location and improvement (see image below). However, another design option would keep the slip lane open and have the connector to Aurora be eastbound/right-out; see Appendix E. There would be a traffic circle where the T intersection is now. Additional design efforts and City Council review are anticipated.</p> 
Greg and Ruth Hilborn	
12-1	See Response 3-3.
12-2	<p>The Draft EIS illustrates that cumulative growth would meet City level of service standards along and nearby the study area. The frontage improvements along the Community Renewal Area would facilitate multiple mode movements consistent with City standards, and focus traffic movements on City arterials. See Draft EIS Section 3.3.</p>
12-3	<p>See Responses 3-3 and 12-2. A traffic study will be required for any significant change in land use at or near the intersection of N 153rd and Westminster Way. Currently, a traffic light isn’t warranted according to federal standards, however the intersection would be reevaluated with any proposed increase in traffic volumes.</p> <p>Regarding the intersection of Linden Ave and N 155th Street, the City Traffic Engineer recommends restricting the access to right-in, right-out only for improved safety and</p>

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	traffic operations. A safer option for left turns is available only 850 feet away at Westminster and N 153rd.
12-4	See Responses 2-2, 11-10, and 12-2.
12-5	See Responses 2-2 and 10-1 regarding the use of 2030 future traffic volumes as context for the present analysis.
12-6	See Draft EIS Section 3.6. The City requires onsite open space with new development.
12-7	All development would be subject to the City’s drainage manual. If a regional facility were constructed, the Planned Action Ordinance indicates an applicant would request or the City may require use of the regional facility. The regional facility would be designed to serve more than Aurora Square and other properties may benefit from it.
12-8	See Responses to 9-3 and 11-6.
12-9	Comment noted. See response to 11-1 and 11-3.
Debbie Kellogg	
13-1	RCW 43.21C and WAC 197-11 require that the City of Shoreline consult with public agencies, which includes tribes, by providing tribes notice of environmental documents such as the notice of scoping/Determination of Significance, Draft EIS, etc. The City notified tribes at the time of scoping (see Notice of SEPA Threshold Determination and Scoping Notice and Checklist in Draft EIS Appendix A) and at the time the Draft EIS was issued (see Draft EIS Chapter 5). Further the City provided notice of the Planned Action community meeting and Draft EIS/Planned Action hearing to the tribes, and invited comment. The tribe[s] did not respond with written comments, therefore, as provided in WAC 197-11-545, the City of Shoreline may assume that the consulted agency has no information relating to the potential impact of the proposal as it relates to the consulted agency’s jurisdiction or special expertise.
13-2	<p>The City is proposing frontage improvements to Westminster Way and 160th Street. The City is not proposing changes to SR 99. Please note that Westminster Way is not part of the national highway system (see Response 11-8).</p> <p>A piped stream along the northern boundary of the property at 160th was noted in the SEPA Checklist (See Draft EIS Appendix A). Piped streams are required to have a 10 foot buffer; voluntary proposals to open piped watercourses are encouraged. See SMC 20.80.480. Future development will comply with the 10 foot buffer. The code notes the voluntary nature of opening piped watercourses.</p> <p>Also, see Section 3.4 of the Draft EIS regarding a comprehensive stormwater analysis addressing the Boeing Creek basin.</p>
13-3	See specific responses to comments below.
13-4	<p>The City is not changing the land use designation or zoning of the site. The City has addressed a mixed use land use pattern along SR 99 including at the Aurora Square over many years in the following SEPA documents:</p> <ul style="list-style-type: none"> • City of Shoreline Comprehensive Plan, Final Environmental Impact Statement, November 1998 • Comprehensive Plan, Final EIS, November 1998 • Updates to the City of Shoreline Comprehensive Plan, DNS and SEPA Checklist, September 2004 • City of Shoreline Transportation Master Plan (TMP), Development Code and Comprehensive Plan Amendments, Determination of Non-Significance (DNS) and SEPA Checklist, September 2011 • Town Center Subarea Planned Action Final SEIS, July 2011

**AURORA SQUARE PLANNED ACTION EIS
CLARIFICATIONS AND RESPONSES TO COMMENTS**

Comment Number	Response
	<ul style="list-style-type: none"> 2012 Update to the Shoreline Comprehensive Plan DNS, fall 2012 <p>Further, to offer an incentive for redevelopment consistent with the approved Community Renewal Area adopted in 2012 by the City Council, the Aurora Square Planned Action EIS addresses cumulative development in the study area including the areas where site specific applications have been made. As mixed use zoning has been in place for some time, and a planned action is not required, property owners within the study area have proposed redevelopment and submitted their own SEPA analysis. There is no piecemeal analysis given the long history of cumulative analysis, plus the cumulative analysis voluntarily conducted for the Aurora Square Planned Action.</p>
13-5	<p>The City's Transportation Master Plan has consistently identified SR 99 as a Principal Arterial since adopted in 2011. The State identifies SR 99 as Urban Other Principal Arterial.</p> <p>See Response to 11-8 regarding truck routes.</p>
13-6	<p>The frontage improvements proposed for Aurora Square are intended to facilitate multiple mode travel, and the safe movement of persons, vehicles, and trucks. The improvements route traffic along the City's minor and principle arterials and not through the site as a bypass.</p> <p>The City has required that additional analysis be provided of additional access at N 160th Street:</p> <p><i>Access Improvements (Draft EIS page 3-64)</i></p> <p><i>Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. Planned Action applicants shall analyze the traffic operations of the new intersection and may be required by the City to construct a signal at the new intersection if signal warrants are met. The methods and approach to the analysis shall be consistent with SMC 20.60.140 Adequate Streets.</i></p> <p>See also Response 9-4 regarding pedestrian connections.</p>
13-7	<p>See Response to 13-2.</p>
13-8	<p>Redevelopment concepts have been shown conceptually in the study area, but the City does not require property owners to redevelop. Instead incentives are provided for redevelopment. Regarding the vision and intent behind the Community Renewal Area see the following resolutions adopted by the City Council:</p> <ul style="list-style-type: none"> Designation as a Community Renewal Area, Resolution No. 333, September 4, 2012. Adoption of a Community Renewal Plan complying with the GMA (RCW 36.70A), dated July 8, 2013, Res. No. 345.
13-9	<p>Draft EIS page 3-21 notes the following about the estimate of jobs: <i>Under Countywide Planning Policies (2012), the City is to provide capacity for 5,000 dwelling units and 5,000 jobs and its zoned capacity is more than sufficient to provide for the growth. The City's assumptions for the spread of the 5,000 dwellings and 5,000 jobs assumed about 373 dwelling units and 2,078 jobs at Aurora Square.</i></p> <p>Based on existing square feet of building space at the study area (if fully occupied), the jobs would equal 1,528. Total jobs under the planned action alternatives are estimated at 2,361 to 3,195. See Draft EIS section 3.1 and 3.5 (especially Table 3-21. Projected Increase in Population and Employment by Alternative).</p> <p>The jobs are based on assumptions of 300 square feet per employee used in the 2014 King County Buildable Lands Report as cited in association with Table 3-21.</p>
13-10	<p>The site is characterized by urban growth and City maps of hazards do not show extensive geologic hazards are present.</p> <p>The SEPA checklist notes the following regarding earth mitigation measures at B.1.h: <i>Future development will be subject to SMC Title 20 Subchapter 5. Tree Conservation, Land Clearing and Site Grading Standards, found in Chapter 20.50 General Development</i></p>

**AURORA SQUARE PLANNED ACTION EIS
CLARIFICATIONS AND RESPONSES TO COMMENTS**

Comment Number	Response
	<p><i>Standards and will be subject to erosion control standards in SMC 13.10.200 Adoption of Stormwater Management Manual.</i></p> <p>Further, the SEPA Checklist indicates in B.1.c: <i>At the time of building permit requests, the International Building Code includes conditions under which preparation of a geotechnical report would be required.</i></p> <p>Given the strength of the City code requirements and the greater specificity of site design with particular applications, the City will have adequate information regarding soils and foundations at the time of permit applications.</p>
13-11	<p>The Draft EIS analysis included an in-depth evaluation of existing (2014) and future (2030) operations. See Responses 2-2 and 10-1.</p> <p>The Draft EIS did address the intersection of 145th Street/Greenwood Avenue, but note that it is outside the City of Shoreline and is not subject to the City's level of service standard.</p>
Dave LaClergue	
14-1	The comment is noted.
14-2	The comment is noted.
14-3	The comment is noted.
14-4	The comment is noted. Please see Response to 9-4.
14-5	The comment is noted. The City's site and building design standards will apply to future development. See SMC 20.50.220 to 250 in Subchapter 4. Commercial Zone Design.
Jeff Mann	
15-1	<p>See Response 3-3 regarding parking. See Sections 3.3, 3.4, and 3.5 of the Draft EIS regarding Transportation, Stormwater, Water and Sewer Infrastructure.</p> <p>See Draft EIS Appendix A where security topics are addressed. Future site-specific activities will comply with City building, fire, and land use codes (e.g. site design standards). Development will also be subject to City standards, including Chapter 20.60 Adequacy of Public Facilities addressing fire protection and the International Fire Code. As development occurs, revenues would likely increase allowing the City annually to determine the appropriate distribution of operational and capital funds towards municipal services such as police.</p>
15-2	See Response 3-3 regarding parking.
15-3	See Response 15-1.
15-4	See Response 15-1.
15-5	<p>The Planning Commission has recommended Alternative 3 as the future growth level for the Planned Action. The City Council would make the final determination of the growth levels in the Planned Action Ordinance between Alternative 2 and 3.</p> <p>It should be noted that the Planned Action is intended to facilitate development, but that the MB zone allows for more growth than studied in the Planned Action. Future applicants could propose development consistent with MB zone and once the Planned Action levels of growth are achieved could accomplish their own applications consistent with City zoning and land use requirements.</p>
Ginny Scantlebury	
16-1	The commenter's individual research is noted. Please note that the City of Kirkland City Council required the Parkplace developer to pay the City's expenses regarding the additional SEPA analysis to support a revised Planned Action, and that the development proposal resulted in a new mix of development that had similar or lesser impacts than

**AURORA SQUARE PLANNED ACTION EIS
CLARIFICATIONS AND RESPONSES TO COMMENTS**

Comment Number	Response
	<p>the original proposal. The Kirkland City Council recently approved the amended ordinance.</p> <p>Please also see other summaries of integrated planning and SEPA processes conducted by the Washington State Department of Commerce in 2010: http://www.commerce.wa.gov/Services/localgovernment/GrowthManagement/Growth-Management-Planning-Topics/Pages/State-Environmental-Policy-Act.aspx</p> <p>Also, see the Municipal Research and Services Center website at: http://mrsc.org/Home/Explore-Topics/Planning/Land-Use-Administration/Planned-Action.aspx</p>
16-2	Please see Response 11-8.
16-3	The comment is noted.
Public Hearing March 19, 2015	
17.	Bill Davies. See Response 12-2.
18.	Debbie Kellogg. See Responses to Letter 13.
19.	David Lange. Comment noted regarding vacant homes. Regarding parking see Response 3-3. Regarding construction noise, no change is proposed to noise standards.
20.	Janet Way. See Response 10-1 regarding transportation, and Responses 12-7 and 13-2 regarding stormwater and streams. Regarding future review of planned actions, the Planned Action Ordinance requires applicants to submit a checklist to confirm the planned action criteria are met. Also, the standard land use and building permit review process will be followed. Where notice is required for the building or land use permit it would indicate a planned action is proposed. Schools are addressed in Draft EIS Section 3.6, and utilities are addressed in Section 3.5. Fire and police protection are addressed in Draft EIS Appendix A, SEPA Checklist. See also Response 15-1.
21.	Dave LaClergue. Please see Responses to Letter 14.
22.	Dan Jacoby. See Response 3-3 regarding parking. Also, please note the City is not changing the zoning allowances that presently allow for entertainment uses. See Response 11-6 regarding noise. The commenter's experience in entertainment is noted.
23.	Bergith Kayyali. Please see Responses 10-1, 11-2, 12-2, 12-6, 13-2, and 13-10 regarding technical topics. The commenter's preferences for Alternative 2 are noted.
24.	Ginny Scantlebury. Please see responses to Letter 16.
25.	Krista Tenney. The comments are noted. See also Responses to 12-2.
26.	<p>Michelle Moyes. See Response to 13-10 regarding the request for a geotechnical report. As described in the SEPA Checklist in Draft EIS Appendix A: <i>New development of specific parcels will be subject to City zoning for allowable uses and activities, and City codes for handling hazardous materials as well as State and Federal hazardous materials regulations.</i></p> <p>For information on the State's clean up process, please see: http://www.ecy.wa.gov/programs/tcp/cu_support/cu_process_steps_defns.htm.</p> <p>Applicants for development are required to conduct a site assessment to determine if contamination is present from past use, whether they are planned actions or not. For example, the Potala project will need to verify that the former owner of the property conducted geotechnical assessments, found contamination, and performed mitigation measures according to state or federal regulations.</p> <p>See also Section 2.7 of draft Planned Action Ordinance Exhibit A in Appendix B of this Final EIS.</p>

**AURORA SQUARE PLANNED ACTION EIS
CLARIFICATIONS AND RESPONSES TO COMMENTS**

Comment Number	Response
27.	John Ramsdell. See response to Letter 3 and Response to 15-5.
28.	<p>John Behrens. As described in Section 2.6 of the Draft EIS:</p> <p><i>A planned action provides more detailed environmental analysis during the early formulation stages of planning proposals rather than at the project permit review stage. Future development proposals consistent with the planned action ordinance do not have to undergo an environmental threshold determination, and are not subject to SEPA appeals when consistent with the planned action ordinance including specified mitigation measures. Planned actions still need to meet the City's development regulations and to obtain necessary permits.</i></p> <p>Planned Actions have been a tool allowed in the State Environmental Policy Act since the mid-1990s. The City has previously adopted Planned Actions in North City and the Town Center. Please also see Response 16-1.</p> <p>Regarding parking please see Response 3-3. Regarding cumulative traffic analysis, please see Response 10-1. The issue of prior SEPA review for the zoning and planned land use pattern is addressed in Response 13-4. Stream daylighting is addressed in Response 13-2.</p>
29.	<p>Kay Norton. Please see the following Figures that show the broader adjacent neighborhoods:</p> <ul style="list-style-type: none"> ● Figure 2-1. Study Area: Aurora Square Community Renewal Area ● Figure 3-4. Comprehensive Plan Map ● Figure 3-5. Current Zoning Map <p>Electronic messaging signage would be required to be designed in a manner to avoid impacts to safety. The draft code indicates that lights would automatically dim and “not exceed 0.3 footcandles over ambient lighting conditions when measured at the International Sign Association’s recommended distance.” Also the lights would not blink: “EMC message hold time shall be 3 seconds with dissolve transitions.” See Appendix C. Please see Response to Hearing Comment 26 above regarding clean up. The State Department of Ecology indicates “The Voluntary Cleanup Program (VCP) is one of several options for cleaning up a hazardous waste site under the state’s cleanup law. Under this option, you may perform a cleanup independently and request services from the Department of Ecology (Ecology) for a fee.”</p> <p>http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm</p>
30.	Tom Poitras. See Response 11-6 regarding noise. Nuisance regulations are part of SMC Title 9 Public Peace, Morals and Welfare.
31.	Harry Keinath. Comments regarding the Community Renewal Area and use of an experienced shopping center developer to coordinate the entire plan are noted.
32.	Tom McCormick. See Responses 2-2, 3-3, 10-1, 10-8, 11-3, and 12-2.
33.	Paula Anderson. See Response to Letter 11.
34.	Warren Richie. The comments are noted. Please see Responses Hearing comments 20, 22, and 28.
35.	Shari Dutton. The preferences for growth are noted. Please see Responses 10-1 and 11-3.

From: Neuman, Martha [<mailto:Martha.Neuman@seattle.gov>]
Sent: Thursday, January 08, 2015 11:02 AM
To: Steve Szafran
Cc: Mark Relph; Mantchev, Eugene
Subject: RE: Aurora Square EIS comment

Resending as I goofed the spelling.

From: Neuman, Martha
Sent: Thursday, January 08, 2015 10:51 AM
To: 'sszafrasan@shoreline.wa.gov'
Cc: Mark Relph (mrelph@shorelinewa.gov); Mantchev, Eugene
Subject: Aurora Square EIS comment

Hello Steven,

Thank you for the opportunity to review the Draft EIS for the Aurora Square Community Renewal Area. Seattle Public Utilities does not have comment on the document. If you have questions for SPU, we are available to discuss at your convenience.

1-1

Best regards,

Martha Neuman
Martha Neuman
Cross Utility Advisor
Seattle Public Utilities, Corporate Policy
Office: 206-733-9036 | Mobile: 206-496-4917
martha.neuman@seattle.gov

From: Anderson, Dawn [<mailto:AnderDM@wsdot.wa.gov>]
Sent: Monday, January 12, 2015 4:24 PM
To: Steve Szafran
Cc: Pazooki, Ramin; Bolotin, Leah
Subject: FW: SR 99 Aurora Square CRA DEIS Comments

Good Afternoon Steven,

I have attached comments regarding the Aurora Square CRA from the WA State Dept. of Transportation. Please let me know if you have any questions.

Thank you,
Dawn M. Anderson
Washington State Dept. of Transportation
Development Services Engineer
Sno/King Counties
15700 Dayton Ave N
PO Box 330310 MS 240
Seattle, WA 98133
206-440-4712 Office
206-440-4808 Fax
anderdm@wsdot.wa.gov

January 12, 2015

TO: Ramin Pazooki/Dawn Anderson, MS 240

FROM: Rob Brown/Frank Gunderson, MS 120

SUBJECT: SR 99, MP 41.23 Vic.
Aurora Square Planned Action
Draft EIS

We have reviewed the Draft EIS for Aurora Square Planned Action. The development site is about 70 gross acres to the west of SR 99 (Aurora Avenue N) between Fremont Avenue N and NE 160th Street. The Draft EIS analyzes three (3) alternatives for review, each alternative is summarized below:

Alternative 1: No Action Alternative for comparing other alternatives. Existing building area is 582,725 SF and generates 1,289 PM peak-hour trips.

Alternative 2: Proposes 500 housing units and 250,000 SF of commercial retail/office development. Projected building area of 1,332,725 SF generates 803 net or 2,092 gross PM peak-hour trips.

Alternative 3: Proposes 1,000 housing units and approximately 500,000 SF of commercial retail or office development. Projected building area of 2,383,025 SF generates 1,605 net or 2,894 gross PM peak-hour trips.

In chapter 3.3 Transportation, Level of Service subsection, it is stated that Aurora Avenue N. (SR99) is exempt from the City's LOS D standard but the LOS D standard. The LOS D standard does apply to Aurora Avenue N because SR 99 is a Highway of Statewide Significance in an urban area. Aurora Avenue N. intersections should meet the LOS D standard.

2-1

We are concerned that all alternatives show SR 99 and N 155th Street intersection is LOS F during PM peak-hour by 2030. We cannot support any development that increases delay above existing levels or 97 seconds as noted by Table 3-14 for Alternative 1 in 2030. We support adding a second NB left-turn and note additional measures are necessary since delay will still exceeds existing levels.

2-2

We are concerned about the intersection spacing between show SR 99 and N 155th Street intersection and Westminster Way N and N 155th Street intersection. With the increased trips on 155th as the gateway to the area we believe that queuing from Westminster east to Aurora may exceed the distance between the two intersections. We request a traffic analysis that analyzes the potential for queue blocking between these intersections.

We question the determination of the LOS E during PM peak-hour in 2030 at SR 99 and N 160th Street for Alternative 2 and Alternative 3. This intersection currently has two NB

Aurora Square Planned Action
Draft EIS

left-turn lanes. The future configurations still have two NB turn-lanes but the short distance WB on 160th between the intersection and the lane reduction will heavily distribute the left-turns into the eastern of the two left-turn lanes. This will reduce the efficiency of the double left-turn and reduce the overall efficiency of the intersections. Was this considered during the traffic modeling?

We also have concerns about the trip distribution in Alternatives 2 and 3. We suspect vehicles will avoid N 155th Street intersections and divert to N 160th Street to make the EB left turn onto Aurora. This diversion may require an additional EB left turn lane to keep the intersection from failing. Revising the site plan to encourage such a diversion may provide a needed relief for the over saturated condition SR 99 and N 155th Street intersection.

Why were the two new site access locations not modeled for the 2030 build alternatives (Figure 3-20)? These access locations would change traffic patterns, especially the 450 projected trips southbound on Westminster that would be redistributed to 155th and 156th. Volumes this high could impact SB transit service using the BAT lane.

If you have any questions, please contact Rob Brown at (206) 440-4413.

From: John Ramsdell [<mailto:johnmramsdell@gmail.com>]
Sent: Monday, December 29, 2014 8:02 PM
To: Dan Eernisse
Cc: Rosie O'Brien-Ochs; Paul Cohen; Nora Smith; Steve Szafran; Brianne Zorn; Jennifer Rothwell; cookhousecat@aol.com; Shari Winstead
Subject: Re: two building permits in Westminster

Hello Dan,

Thank you for your thoughtful reply (colored in blue) to the email that I originally sent to the Westminster Leadership group expressing my initial concerns (colored black) regarding the apartment building proposal at the site of 155th and Aurora. For those who are jumping late into the conversation I am responding (in italicized green) to your reply . Hopefully that will make it easier to follow the conversation for others. I am including to the list of recipients several Westminster Triangle residents and Mayor Winstead who may share my interest on the matter.

I want to reiterate that I am an enthusiastic supporter of developing the neglected lots on 155th and Aurora and applaud you for your efforts in facilitating the process. The overall direction that this project is taking looks very promising.

3-1

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

I am sorry to hear that there are no public meetings planned regarding Potala. I think the City is missing a opportunity to garner valuable feedback from Westminster Triangle residents. The announcement of the December 18, 2014 Aurora Square meeting scheduled for 5 PM made no mention of the Potala proposal. I do not feel that there was a legitimate effort to convey information regarding the proposed development or elicit input from Westminster residents. I would strongly urge yourself and City planners to reconsider the decision not to have a community meeting to address this specific proposal. I would also urge you to hold a meeting during a time of the day that most working people are able to attend. 5 PM is too early a start for most folks in my neighborhood. If I recall, there was a large turnout at the first meeting, which started at 7 PM.

3-2

However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

Based on your earlier comment it does not appear that the DEIS is an appropriate conduit to express my specific parking concerns regarding the Potala proposal. Please correct me if I am wrong.

An immediate concern for me is that the development proposes 324 units with 297 parking spaces. Based on my cursory investigation, one parking spot per unit seems to be a minimum standard in most densely populated cities. If this is the case, without sufficient on site and off-street parking, the logical option for residents in this proposed development will be to park on Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

The Potala application seems to be meeting Shoreline's parking regulations without requesting any reductions.

Based on the "King County Metro: Right Size Parking Project Analysis Summary (6/6/13)", Shoreline's current parking standards are 1.2 spaces per studio unit, 1.5 for a 1 BR, 1.8 spaces for a 2 BR unit. Unless parking standards have recently changed, the Potala proposal falls far short of Shoreline's current parking regulations.

It is a worthy science and art to determine the "right" amount of parking to require, since expensive structured parking weighs down development, not enough parking impacts neighbors, and there are so many environmental concerns with encouraging unnecessary auto use (you can Google "high cost of free parking" to read more).

Yes, I am aware that parking requirements place a burden on the developer. However, the proposal seems to place an unfair burden on Westminster residents living on Linden Ave. if the parking spaces proposed in the Potala permit application are approved.

You might find it interesting to look at King County's [new web tool for calculating parking](#). It is a cutting-edge tool that takes into account parcel-specific factors such as area density, jobs, transit, etc. The tool shows the base unbundled (i.e. parking not included in rent) ratio at 0.95 for the Denny's triangle parcels (very close to your 1.0/unit estimate), but when the unit mix of Potala's 325 units is entered (lots of small units, FYI) it shows an unbundled ratio of 0.84 (273 stalls). This tool, at least, indicates that the project's parking demand is within the acceptable range. Interestingly, the website recognizes that less stalls are required if the project charges for parking on top of the rent (unbundles the parking), which I am confident Potala plans to do.

3-3

Denny Triangle parcels in the heart of downtown Seattle to suburban Shoreline is not an adequate comparison based on average motor vehicle ownership, population density, zoning, travel to amenities, entertainment, shopping and parking requirements. I was a real estate appraiser years ago and I know a little about comps.

Thanks for the recommendation on King County's parking calculation tool. I used it and derived a different value than what you quoted. I attached a screenshot of the model's result of 1.22/unit for bundled and 1.01 for unbundled. This only confirms my concern regarding the inadequacy of the 273 parking stalls proposed. Based on the King County parking calculator, again Potala falls short in providing adequate parking by 122 spaces (395 vs. 273) for bundled and 54 spaces for unbundled.

Of note, I examined the King County parking model closely and discovered that it does not take into account a critical variable present at the Potala location. The model assumes that parking options are uniform surrounding a plot being evaluated in the model. The area surrounding Potala is quite the opposite of "uniform" with commercial activity dominating the surrounding area, except the small Westminster Triangle neighborhood.

*Unfortunately there is no ability in the model to adjust for on-street parking availability in the "location variables". In the case of the Potala proposal, **the most likely parking option for the inevitable overflow of cars would be to the South on Linden Avenue. There appears to be no other practical options to the North, East or West. For these reasons I would argue that this lack of parking options indicate that there will be an even greater impact on the Westminster Triangle than what the King County parking model seems to indicate.***

Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

Many other questions arise. Will there be retail on the first floor as previously mentioned? If so, what are the plans to accommodate parking for customers?

No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept](#) design). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

Shoot! I was hoping for a cool little Italian restaurant to open within walking distance.

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

Since the application is compliant with our zoning, I don't believe the residents can influence the scale or parking. However, as I've noted above, perhaps WT residents can collaborate with the City to come up with ways to better manage right-of-way in the WT, especially if it proves to be a problem in the future.

That's unfortunate that we have no influence on a project that will negatively impact the neighborhood if approved as written.

What is preventing the City from enforcing it's own parking requirements?

How are businesses at Aurora Square reacting to the proposed development?

They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

3-3
Cont.

Since the businesses at Aurora Square will be the ones to benefit the most, perhaps they can take responsibility for overflow parking. The parking lot at Aurora Square, especially in front of Sears, is underutilized and could provide a practical solution for overflow parking from Potala. Seems fair that those who would benefit most share most of the burden. Thoughts?

What percentage of the units are designated for low income residents; seniors or other special populations?

None are required, but I anticipate that Potala will take advantage of the 12-year Multifamily Property Tax Exemption program that the City offers that requires that 20% of the units be "affordable," which is defined in our code as what many would characterize as "workforce" levels.

What will this building look like?

3-4

We have received initial renderings as part of the application, and they are available for review at City Hall. Briefly, five stories of wood construction over two stories of parking/amenities (the latter is partially below grade). I would characterize the architectural style as modern with lots of straight lines, rectangles, and splashes of bold color. Caron Architect is the designer, and they have [examples online](#); from what I can see, Potala appears similar to their other work.

What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

3-5

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

Thanks Dan. I very much appreciate your willingness to engage in conversation and I hope it continues. I know there is an amicable solution out there that has yet to be identified.

3-5
Cont.

*Take Care,
-John Ramsdell
Westminster Triangle Resident*

On Mon, Dec 29, 2014 at 12:12 PM, Dan Eernisse <deernisse@shorelinewa.gov> wrote:

Mr. Ramsdell --- Rosie passed along your thoughtful letter (below), and since I'm one of the few that is working this week and Aurora Square so near and dear to me, I thought I'd take a minute to respond to your letter. However, please note that I'm not a planner (I'm the Economic Development Manager). The Planners may have more formal comments to add. I did copy Steve Szafran, who is a planner working on the Planned Action Ordinance referenced below, as I believe that your comments on this project also have relevance for the Planned Action.

Rosie -- Thanks for forwarding this letter to me, and please feel free to pass along this email as you think appropriate.

Paul -- When you return from vacation I'd appreciate you filling in any pertinent information for Mr. Ramsdell.

Cheers,

Dan Eernisse

Economic Development Manager

[206-801-2218](tel:206-801-2218) (o) [206-391-8473](tel:206-391-8473) (m)

From: Rosie O'Brien-Ochs
Sent: Monday, December 29, 2014 10:19 AM
To: Paul Cohen
Cc: Dan Eernisse
Subject: FW: two building permits in Westminster

From: John Ramsdell [mailto:johnmramsdell@gmail.com]
Sent: Wednesday, December 24, 2014 12:16 PM
To: Rosie O'Brien-Ochs
Cc: Brianne Zorn; Jennifer Rothwell; richardsherry1@comcast.net; Michele Moyes
cookhousecat@aol.com; Krista Tenney (HTNA) (tenney@earthlink.net); Scott Shiebler
Subject: Re: two building permits in Westminster

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

An immediate concern for me is that the development proposes 324 units with 297 parking spaces. Based on my cursory investigation, one parking spot per unit seems to be a minimum standard in most densely populated cities. If this is the case, without sufficient on site and off-street parking, the logical option for residents in this proposed development will be to park on Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

The Potala application seems to be meeting Shoreline's parking regulations without requesting any reductions. It is a worthy science and art to determine the "right" amount of parking to require, since expensive structured parking weighs down development, not enough parking impacts neighbors, and there are so many environmental concerns with encouraging unnecessary auto use (you can Google "high cost of free parking" to read more).

You might find it interesting to look at King County's [new web tool for calculating parking](#). It is a cutting-edge tool that takes into account parcel-specific factors such as area density, jobs, transit, etc. The tool shows the base unbundled (i.e. parking not included in rent) ratio at 0.95 for the Denny's triangle parcels (very close to your 1.0/unit estimate), but when the unit mix of Potala's 325 units is entered (lots of small units, FYI) it shows an unbundled ratio of 0.84 (273 stalls). This tool, at least, indicates that the project's parking demand is within the acceptable range. Interestingly, the website recognizes that less stalls are required if the project charges for parking on top of the rent (unbundles the parking), which I am confident Potala plans to do.

Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

Many other questions arise. Will there be retail on the first floor as previously mentioned? If so, what are the plans to accommodate parking for customers?

No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept](#) design). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

Since the application is compliant with our zoning, I don't believe the residents can influence the scale or parking. However, as I've noted above, perhaps WT residents can collaborate with the City to come up with ways to better manage right-of-way in the WT, especially if it proves to be a problem in the future.

How are businesses at Aurora Square reacting to the proposed development?

They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

What percentage of the units are designated for low income residents; seniors or other special populations?

None are required, but I anticipate that Potala will take advantage of the 12-year Multifamily Property Tax Exemption program that the City offers that requires that 20% of the units be "affordable," which is defined in our code as what many would characterize as "workforce" levels.

What will this building look like?

We have received initial renderings as part of the application, and they are available for review at City Hall. Briefly, five stories of wood construction over two stories of parking/amenities (the latter is partially below grade). I would characterize the architectural style as modern with lots of straight lines, rectangles, and splashes of bold color. Caron Architect is the designer, and they have [examples online](#); from what I can see, Potala appears similar to their other work.

What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

Happy Holidays Everyone!

- John Ramsdell

On Tue, Dec 23, 2014 at 4:01 PM, Rosie O'Brien-Ochs <robrien-ochs@shorelinewa.gov> wrote:

Hi Brianne and All,

I wondered if you would post this information on Westminster's Nextdoor site and share with neighbors so that as many residents as possible can be aware of this meeting. I know 56 residents will receive a mailing notification to their homes, so between your nextdoor and the mailings, I am hoping those who care will be able to attend and get all of their questions answered. I am also sharing with Highland Terrace, as the apartment complex will probably feed some traffic into their neighborhood. Krista and Scott, please share information in every way you can think of. Thanks!

Rosie O'Brien-Ochs

City of Shoreline Neighborhood Coordinator

17500 Midvale Avenue North

Shoreline, WA 98133-4905

[\(206\) 801-2256](tel:(206)801-2256)

Total Control Panel

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To: lisa@berkconsulting.com [Remove](#) this sender from my allow list

From: deernissee@shorelinewa.gov

You received this message because the sender is on your allow list.

Right Size Parking King County Multi-Family Residential Parking Calculator

Enter a location...

Parking/Unit Ratio (Number of Stalls) < 5 Stalls >= 1.5 Stalls

5 Parcels Selected Parking/Unit Ratio 1.22

PRICE OF PARKING PER STALL	ADJUSTED AVERAGE RENT	AVG. MONTHLY COST TO RESIDENT (rent+parking)	RESULTING PARKING RATIO
Bundled Parking = \$0	\$1,275	\$1,275	1.22
Unbundled Parking = \$242	\$980	\$1,224	1.01

How do affordable units with unbundled (priced) parking influence parking/unit ratios?

PRICE OF PARKING PER STALL	LEVEL OF AFFORDABILITY	RESULTING PARKING RATIO
Unbundled Parking = \$242	100% of units designated affordable	0.79

Map data ©2014 Google

From: Brianne Zorn [<mailto:brianne@kruckeberg.org>]
Sent: Wednesday, December 31, 2014 1:16 PM
To: Dan Eernisse
Subject: Re: two building permits in Westminster

That is an acceptable answer. :) I won't cause any problems at the next meeting, then.
Happy new year!
Brianne

On Wednesday, December 31, 2014, Dan Eernisse <deernisse@shorelinewa.gov> wrote:

Good question -- and you're going to get my own opinion as a former real estate developer here:

1) Mixed use buildings are expensive and complicated, and my own opinion is that they only work really well in much more dense settings on a much larger scale (i.e. think 10+ stories and concrete/steel construction). Therefore, what I advocate for is "horizontal mixed-use" in single-use buildings with good connectivity between them. That's why I'm very happy to see a multifamily being proposed to the Aurora Square development, b/c it makes the center more mixed, even though the building itself is single-use.

2) Most developers are either residential builders or retail builders, so "making" them do both in the same building is swimming upstream. Most municipalities -- even Seattle -- has moved away from that model. That said, we do require that they build the street level to construction standards that can house retail or office, even if they choose to use them for residential. In this project's case, they will not use that space for residential, but it will be used for their own offices and amenities.

3) I'm VERY confident that you will see more retail and services brought to Aurora Square. Retailers literally count "rooftops" surrounding potential properties, and then they look at the demographics (which rock around Aurora Square). Adding 324 rooftops on site and 128 across the street at Malmo is the best thing to encourage retail. But retail needs to be clustered around strong anchors (Central Market for example) and the further away and more obstacles (i.e. Westminster) makes their performance drop off. Therefore, I anticipate you'll eventually see retail on the west side of Westminster, but it will probably be minimal along Westminster and more on the second story facing Central Market and whatever Sears does (I'm talking to Sears about a MAJOR remodel of its property, BTW).

Hope that's helpful information.

Happy New Year,

Dan Eernisse

206-801-2218 (o) 206-391-8473 (m)

From: Brianne Zorn [mailto:brianne@kruckeberg.org]
Sent: Wednesday, December 31, 2014 12:53 PM
To: Dan Eernisse
Subject: Re: two building permits in Westminster

Hi Dan,

Thank you for being so responsive to my neighbors' concerns. I wasn't able to attend the most recent meeting about this development. So, I had one question. Based on my review of the permit documents, this appears to be completely residential with no added retail spaces. Is this correct? I was hoping that as the aurora square area was developed there would be more mixed use spaces. Is this something that 1. You can require of the applicant or 2. Something the City is interested in requiring of the applicant?

4-1

Thanks and hope you have a wonderful New Years.

Brianne

On Tuesday, December 30, 2014, Dan Eernisse <deernisse@shorelinewa.gov> wrote:

John,

Again, I appreciate your thoughtful response. Let me address the main issues from your email that I believe will be most accurate:

1) As you stated in a subsequent email to me, you understand that I did mean the triangle property that the Shoreline Denny's restaurant was on rather than the downtown Denny's Triangle parcel. Sorry for the confusion.

2) I believe that the parking requirements you quoted are out of date. Our current parking standards are 1.5 stalls for a 2+ bedroom unit, 0.75 stalls for a studio or 1-bedroom unit, and 1 stall for every 400sf of office/retail. That equates to 297.33 stalls for this project given their unit mix of predominantly small units. Our code also allows for a reduction in parking of up to 25% with proven proximity to transit and other factors such as sustainable parking practices; however, the applicant doesn't appear to be asking for a reduction even though they have excellent transit, are providing a million bike stalls (hyperbole), etc. Therefore, by providing 297 stalls the applicant is satisfying our base requirements without exception made.

3) The Right-sized parking calculator is helpful, but of course not something that our City requires of the developer. For the results I got I selected only the three western parcels (the long eastern one is SCL right-of-way, and the northern small property is being dedicated to the City), and then I entered the following unit mix from the Potala application: 55 studios, 205 1-bedrooms, 64 2-bedrooms, and 0 3-bedrooms. In the affordable cell I put 65 units (20%). It appears that I incorrectly had 325 units yesterday; now I'm getting an overall parking ratio of 0.96 (311 stalls), a bundled ratio of 1.04 (337), and an unbundled ratio of 0.84 (272). I do believe that it is likely that the project will have unbundled parking, and I also anticipate that they will charge more than \$50 (which further reduces the parking demand/use). One more thing: because of the proximity of Potala to Shoreline Community College, I anticipate that it will be particularly attractive to students, many of whom do not drive. Likewise, demographers are finding that the overall demand for parking in multifamily buildings is dropping rather than growing, and they anticipate that this trend will continue.

4) As I stated in my first response, the City is looking for ways to collaborate with neighborhoods and developments to manage the City-owned off-site parking in the right-of-way in front of single-family homes. In North City, for example, we are implementing a variety of measures around a recently completed project that has much more convenient off-site parking than Linden is to Potala. I anticipate that by the time Potala is occupied -- probably no sooner than 2017 -- Westminster Triangle residents will be able to choose from new policies and practices to manage parking on Linden. Therefore, even though the DEIS doesn't call out this or other projects specifically, it does study the impacts of up to 1,000 new residential units generally, so I would recommend that you definitely voice your concerns both in the DEIS process as well as in the SEPA process for Potala.

Thank you again for your responses.

Sincerely,

Dan Eernisse

206-801-2218 (o) 206-391-8473 (m)

From: John Ramsdell [<mailto:johnmramsdell@gmail.com>]

Sent: Monday, December 29, 2014 8:02 PM

To: Dan Eernisse

Cc: Rosie O'Brien-Ochs; Paul Cohen; Nora Smith; Steve Szafran; Brianne Zorn; Jennifer Rothwell; cookhousecat@aol.com; Shari Winstead

Subject: Re: two building permits in Westminster

Hello Dan,

Thank you for your thoughtful reply (colored in blue) to the email that I originally sent to the Westminster Leadership group expressing my initial concerns (colored black) regarding the apartment building proposal at the site of 155th and Aurora. For those who are jumping late into the conversation I am responding (in italicized green) to your reply . Hopefully that will make it easier to follow the conversation for others. I am including to the list of recipients several Westminster Triangle residents and Mayor Winstead who may share my interest on the matter.

I want to reiterate that I am an enthusiastic supporter of developing the neglected lots on 155th and Aurora and applaud you for your efforts in facilitating the process. The overall direction that this project is taking looks very promising.

Thanks for the notice, Rosie and Krista. Of the two attachments included in your email, I expect that the permit application for the 48 million dollar development of the neglected triangle lots at 155th and Westminster will be of particular interest to Westminster Triangle residents. It is my impression that most of the residents in the neighborhood would like to see this property developed in a responsible and thoughtful manner. The area has been an eyesore for quite some time. I expect that many of us will look forward to attending future meetings and express our views on how this area will be developed and reaction to the proposal.

Thank you for your positive take on the development; I have been working full time for the past 4.5 years to stimulate development at Aurora Square, so I'm very excited about the potential for additional investment in our City here. Please note, though, that this particular development (called Potala, BTW) won't have additional public meetings.

I am sorry to hear that there are no public meetings planned regarding Potala. I think the City is missing a opportunity to garner valuable feedback from Westminster Triangle residents. The announcement of the December 18, 2014 Aurora Square meeting scheduled for 5 PM made no

mention of the Potala proposal. I do not feel that there was a legitimate effort to convey information regarding the proposed development or elicit input from Westminster residents. I would strongly urge yourself and City planners to reconsider the decision not to have a community meeting to address this specific proposal. I would also urge you to hold a meeting during a time of the day that most working people are able to attend. 5 PM is too early a start for most folks in my neighborhood. If I recall, there was a large turnout at the first meeting, which started at 7 PM.

However, we are actively working on a Planned Action Ordinance for the entire Aurora Square Community Renewal Area, and the Draft of the Environmental Impact Statement (DEIS) is in public comment period right now. I encourage you to look at it and make whatever comments you think appropriate. Please find it on the [Aurora Square Community Renewal Area page](#).

Based on your earlier comment it does not appear that the DEIS is an appropriate conduit to express my specific parking concerns regarding the Potala proposal. Please correct me if I am wrong.

An immediate concern for me is that the development proposes 324 units with 297 parking spaces. Based on my cursory investigation, one parking spot per unit seems to be a minimum standard in most densely populated cities. If this is the case, without sufficient on site and off-street parking, the logical option for residents in this proposed development will be to park on Linden Avenue, south of 155th as there are few other options. I expect that the impact on that street and WT residents will be significant.

The Potala application seems to be meeting Shoreline's parking regulations without requesting any reductions.

Based on the "King County Metro: Right Size Parking Project Analysis Summary (6/6/13)", Shoreline's current parking standards are 1.2 spaces per studio unit, 1.5 for a 1 BR, 1.8 spaces for a 2 BR unit. Unless parking standards have recently changed, the Potala proposal falls far short of Shoreline's current parking regulations.

It is a worthy science and art to determine the "right" amount of parking to require, since expensive structured parking weighs down development, not enough parking impacts neighbors, and there are so many environmental concerns with encouraging unnecessary auto use (you can Google "high cost of free parking" to read more).

Yes, I am aware that parking requirements place a burden on the developer. However, the proposal seems to place an unfair burden on Westminster residents living on Linden Ave. if the parking spaces proposed in the Potala permit application are approved.

You might find it interesting to look at King County's [new web tool for calculating parking](#). It is a cutting-edge tool that takes into account parcel-specific factors such as area density, jobs, transit, etc. The tool shows the base unbundled (i.e. parking not included in rent) ratio at 0.95 for the Denny's triangle parcels (very close to your 1.0/unit estimate), but when the unit mix of Potala's 325 units is entered (lots of small units, FYI) it shows an unbundled ratio of 0.84 (273 stalls). This tool, at least, indicates that the project's parking demand is within the acceptable range. Interestingly, the website recognizes that less stalls are required if the project charges for parking on top of the rent (unbundles the parking), which I am confident Potala plans to do.

Denny Triangle parcels in the heart of downtown Seattle to suburban Shoreline is not an adequate comparison based on average motor vehicle ownership, population density, zoning, travel to amenities, entertainment, shopping and parking requirements. I was a real estate appraiser years ago and I know a little about comps.

Thanks for the recommendation on King County's parking calculation tool. I used it and derived a different value than what you quoted. I attached a screenshot of the model's result of 1.22/unit for bundled and 1.01 for unbundled. This only confirms my concern regarding the inadequacy of the 273 parking stalls proposed. Based on the King County parking calculator, again Potala falls short in providing adequate parking by 122 spaces (395 vs. 273) for bundled and 54 spaces for unbundled.

Of note, I examined the King County parking model closely and discovered that it does not take into account a critical variable present at the Potala location. The model assumes that parking options are uniform surrounding a plot being evaluated in the model. The area surrounding Potala is quite the opposite of "uniform" with commercial activity dominating the surrounding area, except the small Westminster Triangle neighborhood.

*Unfortunately there is no ability in the model to adjust for on-street parking availability in the "location variables". In the case of the Potala proposal, **the most likely parking option for the inevitable overflow of cars would be to the South on Linden Avenue. There appears to be no other practical options to the North, East or West. For these reasons I would argue that this lack of parking options indicate that there will be an even greater impact on the Westminster Triangle than what the King County parking model seems to indicate.***

Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

Many other questions arise. Will there be retail on the first floor as previously mentioned? If so, what are the plans to accommodate parking for customers?

No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept](#) design). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

Shoot! I was hoping for a cool little Italian restaurant to open within walking distance.

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

Since the application is compliant with our zoning, I don't believe the residents can influence the scale or parking. However, as I've noted above, perhaps WT residents can collaborate with the City to come up with ways to better manage right-of-way in the WT, especially if it proves to be a problem in the future.

That's unfortunate that we have no influence on a project that will negatively impact the neighborhood if approved as written.

What is preventing the City from enforcing it's own parking requirements?

How are businesses at Aurora Square reacting to the proposed development?

They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

Since the businesses at Aurora Square will be the ones to benefit the most, perhaps they can take responsibility for overflow parking. The parking lot at Aurora Square, especially in front of Sears, is underutilized and could provide a practical solution for overflow parking from Potala. Seems fair that those who would benefit most share most of the burden. Thoughts?

What percentage of the units are designated for low income residents; seniors or other special populations?

None are required, but I anticipate that Potala will take advantage of the 12-year Multifamily Property Tax Exemption program that the City offers that requires that 20% of the units be "affordable," which is defined in our code as what many would characterize as "workforce" levels.

What will this building look like?

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What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

Thanks Dan. I very much appreciate your willingness to engage in conversation and I hope it continues. I know there is an amicable solution out there that has yet to be identified.

Take Care,

-John Ramsdell

Westminster Triangle Resident

On Mon, Dec 29, 2014 at 12:12 PM, Dan Eernisse <deernisse@shorelinewa.gov> wrote:

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Paul -- When you return from vacation I'd appreciate you filling in any pertinent information for Mr. Ramsdell.

Cheers,

Dan Eernisse

Economic Development Manager

[206-801-2218](tel:206-801-2218) (o) [206-391-8473](tel:206-391-8473) (m)

From: Rosie O'Brien-Ochs
Sent: Monday, December 29, 2014 10:19 AM
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Cc: Dan Eernisse
Subject: FW: two building permits in Westminster

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To: Rosie O'Brien-Ochs
Cc: Brianne Zorn; Jennifer Rothwell; richardsherry1@comcast.net; Michele Moyes cookhousecat@aol.com; Krista Tenney (HTNA) (tenney@earthlink.net); Scott Shiebler
Subject: Re: two building permits in Westminster

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Note that the City does recognize that in the future it may need to take more proactive measures to manage right-of-way parking in single-family neighborhoods around multifamily residences, and we are currently logging comments and responses in hopes of coming up with standard operating procedures. If you have suggestions, please do pass them along. I'm personally a "fan" -- if you can call it that -- of Restricted Parking Zones such as we have near Shoreline Community College and that Seattle has in many neighborhoods. However, RPZs are a management and costly solution that likely require SF residents to help support them with annual fees. So far the City hasn't concluded that RPZs are ready to be introduced more broadly, so I'd appreciate if you have an opinion that you make it known.

Many other questions arise. Will there be retail on the first floor as previously mentioned? If so, what are the plans to accommodate parking for customers?

No retail is planned at Potala, but do plan storefronts on Westminster Way for amenities (exercise room, etc.) and their leasing office. As part of the Aurora Square Renewal Plan, the City is planning to add street parking on Westminster Way that will help support development on both sides of Westminster (see attached [draft concept design](#)). Please note that street parking is not allowed in our code to be a substitute for a project's required parking, so if retail comes in on the west side, it will be required to provide onsite parking in addition to the street parking, and none of the street parking stalls are used for Potala's requirements.

What influence can WT residents have on adjusting the scale of this development and to assure adequate parking?

Since the application is compliant with our zoning, I don't believe the residents can influence the scale or parking. However, as I've noted above, perhaps WT residents can collaborate with the City to come up with ways to better manage right-of-way in the WT, especially if it proves to be a problem in the future.

How are businesses at Aurora Square reacting to the proposed development?

They are very positive and excited; they anticipate that Potala residents will be good (and somewhat captive) customers.

What percentage of the units are designated for low income residents; seniors or other special populations?

None are required, but I anticipate that Potala will take advantage of the 12-year Multifamily Property Tax Exemption program that the City offers that requires that 20% of the units be "affordable," which is defined in our code as what many would characterize as "workforce" levels.

What will this building look like?

We have received initial renderings as part of the application, and they are available for review at City Hall. Briefly, five stories of wood construction over two stories of parking/amenities (the latter is partially below grade). I would characterize the architectural style as modern with lots of straight lines, rectangles, and splashes of bold color. Caron Architect is the designer, and they have [examples online](#); from what I can see, Potala appears similar to their other work.

What steps is the city and county planning to do to accommodate the increased demands on the infrastructure such as transportation services, social services, sanitation and law enforcement?

Good question, and they are addressed formally in the applicant's SEPA checklist and the City's response to that. Briefly, most of these increased demands were anticipated in the Aurora Corridor project, which explains why the City encourages development along Aurora. As for law enforcement, I don't anticipate that this project will trigger any additional personnel, but as population grows in the City as a whole I would anticipate that the City will need to add additional officers.

I look forward to hearing the responses from the developer and the City at future meetings. In the meantime I will spread the news to others in the neighborhood. Again, thanks for bringing this to our attention.

Unfortunately, as I stated above, I don't believe that there will be future meetings for this project, so I encourage you to respond formally with any comments during the project's SEPA comment period (not sure when that is, but I believe it will be for at least the next few weeks as the application is just coming in now).

Comment too to the DEIS on the Aurora Square Planned Action I linked above, and I know that the DEIS comment period goes until 1/12/2015.

I hope that is helpful to you, and thank you for your thoughtful response.

Happy Holidays Everyone!

- John Ramsdell

On Tue, Dec 23, 2014 at 4:01 PM, Rosie O'Brien-Ochs <robrien-ochs@shorelinewa.gov> wrote:

Hi Brianne and All,

I wondered if you would post this information on Westminster's Nextdoor site and share with neighbors so that as many residents as possible can be aware of this meeting. I know 56 residents will receive a mailing notification to their homes, so between your nextdoor and the mailings, I am hoping those who care will be able to attend and get all of their questions answered. I am also sharing with Highland Terrace, as the apartment complex will probably feed some traffic into their neighborhood. Krista and Scott, please share information in every way you can think of. Thanks!

Rosie O'Brien-Ochs

City of Shoreline Neighborhood Coordinator

17500 Midvale Avenue North

Shoreline, WA 98133-4905

[\(206\) 801-2256](tel:(206)801-2256)

--

Brianne Zorn

Kruckeberg Botanic Garden Foundation

www.kruckeberg.org

206-546-1281 x20

KBG and MsK Nursery

Hours: Friday, Saturday, Sunday | 10 am - 5 pm

20312 15th Ave NW, Shoreline, WA 98177

--

Brianne Zorn
Kruckeberg Botanic Garden Foundation
www.kruckeberg.org
206-546-1281 x20

KBG and MsK Nursery
Hours: Friday, Saturday, Sunday | 10 am - 5 pm
20312 15th Ave NW, Shoreline, WA 98177

Total Control Panel

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To: lisa@berkconsulting.com [Remove](#) this sender from my allow list
From: deernissee@shorelinewa.gov

You received this message because the sender is on your allow list.

From: PCD
Sent: Monday, January 05, 2015 12:57 PM
To: Dan Eernisse; Rachael Markle; Paul Cohen
Subject: FW: Potala

Rachael,
Not sure if your email address was correct in the original email.

Dan,
They mentioned Economic Development in the email below.

Thanks!

-Jarrod

From: John Ramsdell [<mailto:johnmramsdell@gmail.com>]
Sent: Monday, January 05, 2015 12:28 PM
To: Kimberly Lehmborg; PCD; rmarklet@shorelinewa.gov; Steve Szafran; Juniper Nammi; Rosie O'Brien-Ochs
Subject: Potala

Hi Kim,
Thank you for your earlier reply to my email from last week. I want to provide you with a quick update of the neighborhood's sentiment on the Potala development. I am including Rachael Markle, Juniper Nammi, Steve Szafran and Rosie O'Brien-Ochs in this email.

I canvassed part of the Westminster Triangle neighborhood near Potala over the weekend collecting signatures for a petition requesting a community meeting on the Potala proposal. Of the thirty three signatures collected, only three residents reported receiving notification of the December 2, 2014 meeting. Apparently I was not the only person who did not receive notification, despite contrary claims.

5-1

In addition to the thirty-three signatures collected over the weekend while going door- to-door, Twenty-Five residents signed an electronic petition distributed on Facebook and Next Door requesting a meeting on the Potala development. There is growing concern and support for a meeting among Highland Terrace residents as well.

Most of us, including me, are supportive of the Denny's lot being developed and the overall mission of the Aurora Square CRA. However, many residents are concerned with overflow parking on Linden Avenue and increased traffic in the neighborhood as a result of inadequate parking designated for Potala.

5-2

It would be a wonderful opportunity for all concerned to have a community meeting to hear what Planning and Community Development Services, Dargey Enterprises Inc. and the Economic Development department plan to do to mitigate the likely impact on the neighborhood as a result of the Potala development.

5-3

I would appreciate any advice or assistance you or your colleagues may be able to lend to facilitate such a meeting.

Sincerely,

John Ramsdell

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From: deernissee@shorelinewa.gov

You received this message because the sender is on your allow list.

From: grhilborn@comcast.net [<mailto:grhilborn@comcast.net>]

Sent: Tuesday, January 06, 2015 7:54 AM

To: Paul Cohen; swintead@shorelinewa.gov; Chris Eggen; Keith McGlashan; Will Hall; dmconell@shorelinewa.gov; Jesse Salomon; Chris Roberts; Rachael Markle; Steve Szafran; Dan Eernisse

Subject: Potala neighborhood meeting notice

Dear Mr. Cohen, Mayor, City Council Members, Mr. Eernisse, Ms. Markle and Mr. Szafran,

We live at 840 N 153rd Pl (corner of N 153rd Pl and Linden) in Westminster Triangle neighborhood and did not receive any notice of a neighborhood meeting for the Potala apartment development. We definitely would have attended, just as we attended the neighborhood meeting for the project proposed for the China Buffet property along Westminster Way and for the short plat going on up the street from us.

6-1

These meetings are critical for community input and concerns.

We are mainly concerned about lack of sufficient parking at both of these projects and that it will overflow into our residential neighborhoods and also the traffic impacts from the increase in residents.

6-2

Please have the developer conduct a neighborhood meeting and it should include a much wider mailing range than just 500 feet (the minimum required in the code) as this development will affect the entire surrounding areas of Westminster Triangle and Highland Terrace Neighborhoods and really all of the Aurora area from 145th to 175th.

6-3

We look forward to hearing from you regarding this concern.

Sincerely,

Greg and Ruth Hilborn
840 N 153rd Pl
Shoreline, WA 98133
206-362-5263

Total Control Panel

[Login](#)

To: lisa@berkconsulting.com [Remove](#) this sender from my allow list

From: deernisse@shorelinewa.gov

You received this message because the sender is on your allow list.



1/27/15

Planning Commission Shoreline City Hall
17500 Midvale Avenue N
Shoreline, WA 98133

Re: **Comment on Draft Environmental Impact Statement for the Aurora Square CRA -
Zoning Code required step back requirements**

Dear Planning Commissioners,

I'm a development manager working to purchase and entitle a piece of land located in the Aurora Square Community Renewal Area, for the purpose of constructing market rate apartment homes. Our triangular shaped parcel(s) is locally known as the Westminster Triangle, and borders on Aurora Ave, Westminster Way N and 155th street. Due to the odd shape of the parcel we have various spatial inefficiencies we are striving to overcome. I wish to provide comment on the DEIS for the Aurora Square CRA in an effort to remedy some our difficulties with this parcel.

We are asking for your consideration to eliminate a Transition Area requirement (SMC 20.50.021) burdening our project with a 30' step back requirement along the 155th street frontage. Our property is zoned Mixed Business, the properties across the street are zoned R4. The 155th street right of way width varies between 115'-195'. This step back requirement is most appropriately applied to commercial projects across from residential areas with much narrower (i.e. 60') right-of-way widths, where the impact of scale is more significant. We seek to have the step back requirement deleted for properties in the Aurora Square CRA, when abutting major arterials such as 155th street.

Our recommendation is a change to the code, implemented through adoption of the Aurora Square CRA Planned Action Ordinance, which would eliminate the transition area. This change would only apply to the Aurora Square CRA. Such a change allows for more efficient use of our property and achieves the goals of the Aurora Square CRA Renewal Plan. We hope to start construction this summer on this exciting new project.

Thank you for the work you do.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Rasmuson". The signature is fluid and cursive, written over the printed name.

Dan Rasmuson
Development Manager
Dargey Development

7-1

Billing Office:
2804 Grand Ave, Suite 308
Pc Box 13261
Everett, WA 98201

Bellevue Office:
500 108th Ave NE, Suite 2020
Bellevue, WA 98008
425.304.1000

Ruoxi Zhang
2354 NE 94th Street
Seattle, WA 98115
Ruoxi3@gmail.com

January 28, 2015

Planning Commission, City of Shoreline
17500 Midvale Avenue North
Shoreline, WA 981333

Re: Comments on Draft Environmental Impact Statement for the Aurora Square CRA – Request for
Departure from Setback Requirement or Code Modification

Dear Planning Commissioners,

I am the owner of the property located at 15323 Westminster Way N within the Aurora Square CRA. I am working on a multifamily mixed-use development for this property. The purpose of this letter is to provide comments on the DEIS for the Aurora Square CRA and to request the Commission to allow a departure from the existing code's transition requirement or, in the alternative, a limited code modification, to achieve a successful and sustainable development of this project.

During the neighborhood meeting when we shared our proposed plan to the community, the main comments we received included praise for our proposed site plan and requested to not develop this site as an exclusive low-income development. According to the City of Shoreline CRA vision, the City expects Aurora Square's economic renewal to deliver multifaceted public benefits. The adopted CRA plan states, "the City is empowered to partner with private enterprise to encourage 21st century renewal." As a socially and professionally responsible developer, my team and I seek to complete a sustainable development for this site that is in line with this vision and can meet today's urban development goals: economic viability, social equity and ecological sustainability.

8-1

The existing City Code imposes a transition area requirement (SMC 20.50.021) that burdens our project with a total 40' setback and step back for 180' along Westminster Way for this 150' wide lot because it is across the street from R4 zoning. We understand the purpose and benefit of setback and step back requirements when a proposed commercial building abuts or is close to a residential area with a regular pattern of residential streets. However, because the residents on the other side of Westminster Way N are separated by a very wide (110 - 125') and busy arterial and are protected by well-planted trees and slopes, the burdensome transition requirements will not add value. Instead, these requirements will restrict the design of the building and will reduce our flexibility to develop a property that meets the needs of a variety of incomes and ages. This transition requirement conflicts with the CRA and sustainable development goals of land use efficiency and community benefits in Aurora Square.

8-2

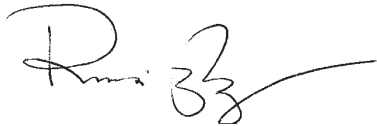
Aurora Square is an old commercial district with an inadequate layout that the City has acknowledged needs to be renewed. The "Planning and Zoning" paragraph of the adopted CRA plan states, "With a CRA, a city can use its resources to master plan private property or create a special district with unique rules." We request that the development in the Aurora Square CRA be allowed to depart from the existing transition requirements as a "unique rule" pursuant to the CRA, the council approved special district. This departure is necessary for the development of my property to fulfill the goals of the CRA master plan. Further, similar special rules are frequently practiced in the development of downtown and other special districts in City of Seattle. In the alternative, we request a code modification to eliminate the transition area to apply to the Aurora Square CRA only.

8-2
Cont.

We believe that departures from the transition requirements in this case would result in an Aurora Square CRA development that better meets the intent of adopted design guidelines.

Thank you for your attention and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ruoxi Zhang', with a long, sweeping horizontal stroke extending to the right.

Ruoxi Zhang
Property Owner,
15323 Westminster Way N
Shoreline WA 98133

From: [Plancom](#)
To: [Donna M. Moss](#); [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Keith Scully](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#)
Subject: FW: Aurora square PAO
Date: Thursday, January 29, 2015 4:16:28 PM

From: Dave LaClergue[SMTP:D_LACLERGUE@YAHOO.COM]
Sent: Thursday, January 29, 2015 4:16:18 PM
To: Rosie O'Brien-Ochs; Plancom; Steve Szafran; Dan Eernisse
Cc: johnmramsdell@gmail.com; Brianne Zorn; Jennifer Rothwell (jennifer_rothwell@comcast.net); Michele Moyes cookhousecat@aol.com; Richard Sherry (richardsherry1@comcast.net); norton; Krista Tenney; Scott Shiebler; Keirdwyn Cataldo; cindirob@uw.edu; Paula Rogers; slaclerg@gmail.com; Gillian
Subject: Aurora square PAO
Auto forwarded by a Rule

Dear City of Shoreline Planning Commissioners and staff:

I'm a resident at [15038 Dayton Avenue North](#), one block west of Aurora Square, a regular shopper at Aurora Square businesses, and a participant in the Highland Terrace Neighborhood Association. Thank you for considering the Aurora Square Planned Action Ordinance. The potential for good, thoughtful redevelopment on this underutilized property is exciting, and neighbors appreciate the City's hard work to date on developing a vision and adopting the CRA.

I'm unable to attend your meeting [tonight](#), but as an interested neighbor and a professional planner, I'd like to share some comments. After reviewing the EIS and the draft legislation, here are my impressions:

Positive aspects of the proposal

Increasing commercial and residential density on the site would be a win for the neighborhood and for Shoreline. Aurora Square is a great location to accommodate new homes, jobs, and amenities for Shoreline and north Seattle. It's easy to get to and well connected, and can be developed at a higher intensity with relatively few impacts to surrounding areas. Neighbors love the idea of this as a livelier place with other draws to complement our treasured Central Market!

· The proposed environmental strategies are generally good – low impact development stormwater management, a cycle track on 160th, new public open spaces, and increased permeability for pedestrians (“windows to the site”) are all great ideas. A few don’t seem to go far enough – see below.

9-2

· I like the idea of amending noise regulations to allow concerts and events after [10:30](#).

9-3

Areas of concern

· I see a lot of improvements for pedestrians and cyclists on the east and north sides of Aurora Square, but nothing about to the west and not enough about the south. Pedestrian circulation is bad in Highland Terrace because of very long blocks and few sidewalks. Aurora Square already compounds this by creating a very long barrier to east/west movement for Dayton pedestrians. As it densifies, there will be spillover trips on Dayton and Westminster, as noted by peak hour trip projections in the EIS. To help mitigate, provide more and better pedestrian connections to/from Dayton – stairs and/or paths that connect directly down to the commercial area would allow safer and more direct routes for people on foot.

9-4

· Similarly, the improvements on Westminster don’t appear to do enough to improve pedestrian safety. The stretch from Aurora Square up to Fremont and Dayton is very unsafe for walkers – no sidewalks, no street trees, and insufficient lighting. The planned action mitigation measures should fix this to mitigate the increase car load using Westminster in the future. (As far as I could tell, the recommended improvements on Westminster only extend from Aurora to 155th at the Central Market main entrance?) It also seems like Westminster would work better as a 3-lane arterial rather than a 4-5 lane arterial.

9-5

· Changing the sign code to allow moving text signs is probably fine, but please be careful to draft in a way that clearly does not allow digital image signs (“flat screen TVs”). The latter are distracting to drivers and aesthetically obnoxious. It is very difficult for municipalities to regulate what owners show on them – it’s leading to a lot of frustration in Seattle neighborhoods. I don’t think that’s what you’re proposing, but please be careful not to inadvertently allow them.

9-6

· The EIS identifies a wide range of possible mitigations. By necessity, the project planners will narrow this down into the required mitigations adopted as part of the Planned Action Ordinance. Please provide neighbors with an opportunity to review the draft proposal before transmitting recommendations to Council.

9-7

Thanks for your thoughtful approach to this project, and for considering the concerns I raise.

-Dave LaClergue

From: Rosie O'Brien-Ochs
Sent: Wednesday, February 04, 2015 9:54 AM
To: Paul Cohen; Dan Eernisse; Kendra Dedinsky
Cc: Rob Beem; Nora Smith; Debbie Tarry
Subject: RE: Meeting

Good Morning, to all. I thought last night's meeting rendered solid, detailed questions and a reasonable discussion that was informing, for the most part. Paul and Kendra, thank you for coming and for your attentive responses. Many aspects of concerns were expressed by residents, primarily from Westminster Triangle. Here are my draft notes; I am sure some points were missed when getting more chairs or engaged in side conversations out of room, but these were my gleanings.

Paul, I will get the original sign in sheets from the meeting to you today. The bullet points in my notes are the issues that were documented on the flip chart at the beginning of the meeting.

Kendra, attached is John Ramsdell's contact information.

Rosie

-----Original Message-----

From: Dan Eernisse
Sent: Wednesday, February 04, 2015 9:26 AM
To: Paul Cohen; Rosie O'Brien-Ochs
Subject: Meeting

Sorry I just couldn't make it last night. Did it go well?

Dan Eernisse
206.801.2218 w 206.391.8473 m

February 3 Westminster Triangle Meeting Summary Notes

Attendees: 56 residents signed in; estimated additional 6 residents arrived late & may not have signed.

Bullet points represent issues/concerns that attendees identified as the reason they came to meeting

Red text represents comments made by residents regarding specific category

Black text following red text represents general response by City staff

- **Traffic concerns**

Concerns regarding foot traffic from SCC on 160th, and Dayton to Greenwood; also general concerns for safety of kids walking to school, SCC students walking to & from college. Response: Paul informed group that recently approved SCC master plan requires sidewalk improvements with any building additions.

Additional stated concerns about traffic improvements between proposed development at China Buffet and School for the Deaf, as well as height of apt. building (6 stories) and its impact on the school

Will traffic impacts be analyzed separately or together for these developments? Answer: Kendra informed group that the answer was both; each project will be considered on its individual application, but also the joint impact will be considered because of their proximity

- **Parking (lack of, and overflow into neighborhood)**

Potala: if 324 units and 303 parking spots, **where will visitors park?** With 324 units, not all studio or 1 bedroom, there could be as many as 500 occupants—where will they all park? Developers asked if they will charge for parking—“not planning to charge”

How did .75 parking code per occupant come to be accepted; questions raised about sample size of study, validity of the interpretation of the King County Metro study, upon which this ratio was based; Data from that report might suggest that Shoreline may have set its parking requirements too low in comparison to other nearby areas (Tukwila, Alkali, UW, Seatac, Kenmore....) Developer was questioned about his statement regarding the adequacy of parking in Dargy developments in other cities where less than one parking spot per tenant proved adequate for the tenant parking needs —“**Does this comparison or the King County Metro Study equate an apples to apples comparison?**”

- **Visibility (of Aurora Square from Aurora with a large Apt complex at the Denny lot?)**

- **Vegetation removal**

Concern state here was potential loss of trees

- **Storm water management**

- **Utilities**

- **Access to Linden Avenue**

- **Fire truck access to 6th story?**

- **Pedestrian and Wheel chair safety**

- **Air Pollution**

- **Public Transportation**

- **Impacts to property owners (real estate value loss?)**

- **Crime Up with high density multi-family structures?**

10-1

10-2

10-3

Cited 143rd & Greenwood “Tressa” units in Seattle as example where “crime has gone up” traffic accidents have increased, and pedestrians are in more danger

- Recreation and open space
- Schools (impact)

Dayton is boundry line for district-any students would go to Parkwood, not Highland Terrace

- Notification issues about these developments
- Property Tax exemption for developers (12 year)—why was this approved

Suggestion from resident that this deferral transfers costs of development from developer to residents. Feelings expressed that when economy was bad, it made sense, but now that economy is turning around, **why keep this provision operant?** Answer: Paul explained that this measure had been passed to stimulate growth and now that was beginning to happen; since we are not far enough in to economic recovery yet, exemption remains available. If/when it is determined that the recent recovery signs are not just a blip, the need for this exemption will be re-evaluated

- Reasoning behind high density push?

What is the Management Plan for density push? Who is responsible for oversight of that plan?

One resident stated they had read the DEIS for CRA and it proposes 2, 200 residential units within that small area. Multiple concerns were stated about the current arterials (Aurora, Westminster, Dayton, Greenwood) being unable to support such growth safely)

Who made the decision to build these two developments here? Answer: Property Owners filed permit application and City is reviewing those permits. All aspects of concerns (environmental, traffic, pedestrian safety, etc.) will be reviewed, public comments considered and factored into discussions with developers.

- Low income housing stats
- Building height
- Retail space (lack of)
- Effect of high density on current City of Shoreline culture
- Long term vision for Shoreline—what is it?
- Information about all proposed developments from 145th to 155th
- Are these developments a “done deal”?
- Exemptions, if any?
- What control/input options do we (residents) have?

Paul & Kendra encouraged group to submit public comment in person, by mail or by email; he also let them know that that the January 29th meeting before Planning Commission was not recorded due to technical issues and thus has been rescheduled for March 5th; and that there will be a hearing on CRA on March 30. He also offered to meet with individuals and/or small groups by appointment at City Hall and encouraged residents to inform city staff about the specific details of their concerns because they know their neighborhoods the best and can inform the planning process of impact factors that might not come out in other formal planning processes.

10-3
Cont.

10-4

10-5

10-6

10-7

10-8

10-9

Steven Szafran, AICP, Senior Planner
City of Shoreline Planning & Community Development Department
17500 Midvale Ave N
Shoreline, WA 98133
sszafran@shorelinewa.gov

RE: DEIS for the Aurora Square Community Renewal Area

After reviewing the Aurora Square Planned Action Draft Environmental Impact Statement posted on the City of Shoreline website, I would urge the Planning Commission adopt the *Phased Growth* (moderate level of development which includes up to 500 dwelling units and up to 250,000 square feet of retail and office space beyond present development space) alternative.

11-1

I have several concerns / questions with statements in the DEIS that I ask become part of the Public Hearing Record :

- **Transportation :**

Page 1-7 (and 3-56/65) reference "2030 PM Peak Hour" traffic volumes. This needs to be clarified. Are the Levels of Service (LOS) actually based on traffic volumes at 8:30PM? If so, this would seem to be a totally inaccurate traffic study. I would hope that a traffic study that incorporates current and projected peak volumes, Monday through Friday as well as current and projected volumes on weekends would be submitted to the Commission and incorporated into the overall CRA design.

11-2

Two building permit applications (122979, 123038) were submitted for apartments in the CRA totaling 530 units. Will the existing traffic study for the CRA be revised to include these developments?

11-3

Construction impacts noted on Page 1-8 include "detour" routes. Will any of these detours be routed through existing residential neighborhoods?

11-4

- **Zoning :**

Page 3-21 shows "Maximum building height for any use in the MB zone is 65 feet. *MB regulations limit heights directly across street rights-of-way from R-4, R-6, or R-8 zones to 35 feet for 10 feet horizontally from the required building setback and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height allowed (SMC 20.50.021). There are additional density bonuses available for multifamily residential buildings up to a maximum of 50 % above the underlying base density when affordable housing units are provided as part of the development (SMC 20.40.230)". With the existing R4 classification for the Westminster Triangle Neighborhood, how can the proposed Potala development be 65 feet tall?*

11-5

- **Noise Standards :**

I DO NOT agree with the proposed change to the City noise regulations. Any outdoor entertainment / concerts should be limited to 10P Sunday through Thursday, and 10:30P Friday and Saturday.

11-6

I would also like to see wording within the noise regulations regarding decibel levels. An acoustic performance is drastically different than an electronic or orchestral performance and appropriate levels should be set for each type of outdoor / open air performance.

11-6
Cont.

- **Signage :**

Can the proposed pylon signage requirements (LED, neon, digital, etc) have time of day limitations so that the signs are dimmed or turned off in the late evening hours to help with the light pollution that will affect the surrounding residential areas?

11-7

Will the existing signs in various areas of the CRA be grandfathered or will they be removed?

- **Access To/From the CRA:**

The DEIS mentions the possibility of removing the "slip" lane from Northbound SR 99 to Westminster. Isn't that spur designated a Truck Route by the State of Washington? If it is closed, what is the impact of trucks having to turn at 155th and again at Westminster? Is the turning radius adequate?

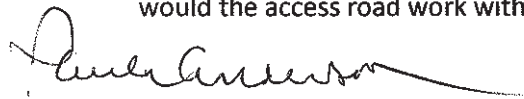
11-8

If a second left turn lane from SR 99 at 155th is added, how will the traffic lights be monitored so that cars will not be blocking the intersection if there is a bottleneck going into the Aurora Square property?

11-9

The DEIS mentions the possibility of a turn at "156th". Currently there is no through street from SR 99 to 156th. What would be the benefit of a third traffic light between 155th and 160th? How would the access road work with the proposed Potala development?

11-10



Paula Anderson
722 N 148th
Shoreline, WA 98133
206-363-2627

Lisa Basher

From: Plancom [plancom@shorelinewa.gov]
Sent: Thursday, March 19, 2015 8:02 AM
To: Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com
Subject: FW: Public Comment letter DEIS CRA
Attachments: CRA DEIS letter.docx

From: grhilborn@comcast.net[SMTP:GRHILBORN@COMCAST.NET]
Sent: Thursday, March 19, 2015 8:02:15 AM
To: Steve Szafran; Plancom
Cc: Hilborn, Greg
Subject: Public Comment letter DEIS CRA
Auto forwarded by a Rule

Please include our letter (here in the e-mail and as an attachment word document) as part of the public comments for the DEIS for the CRA.

Thank you,

Greg and Ruth Hilborn

840 N. 153rd Pl.

Shoreline, WA 98133

March 18, 2015

City of Shoreline Planning Commission

Steve Szafran, City of Shoreline

Re: DEIS for the CRA

Dear Planning Commission Members and Mr. Szafran,

We have lived in the Westminster Triangle Neighborhood for 28 years and are very concerned about the Draft Impact Statement for the CRA.

Our main concerns are:

1. **Lack of required parking for residents of the apartments.** We are concerned that they will park along the streets of Linden Ave. N. and N. 153rd Pl. instead of on their property. These streets are too narrow for parking on both sides and would create a danger to all residents and limit access to our homes and off street parking us. If parking is not increased to provide sufficient parking for the new buildings then there will need to be restrictions on parking in our neighborhood - such as no overnight parking, resident parking permits, etc. and parking enforcement officers will need to be hired by the city. This will be the same problem as in North City and other projects.

12-1

2. **Traffic** - increase in "cut through" in our neighborhood, due to back up on Westminster Way and 155th streets, increase in cars searching for parking.

12-2

3. **Access to our neighborhood** - possible need for traffic light at N. 153rd Pl/Westminster Way and also at Linden Ave N/N 155th so we can get in and out during high volume traffic times.

12-3

4. **Closing or minimizing Westminster Way exit** southbound off of Aurora Ave N. This roadway performs as a "relief valve" for southbound during morning rush hour and other times and is truck route to Greenwood and Ballard communities. It will cause a "bottle neck" starting at 155th which will cause major back ups on Aurora from cars trying to turn right. This back up will then cause commuters to use side streets, such as Fremont, Greenwood, Dayton, Carlyle Hall Rd. and NW Innis Arden Way. We don't need higher volumes of traffic especially around the new Shorewood High School and the expanding Shoreline Community College.

12-4

5. **Connection, communication, consideration** needs to be taken for all west side Shoreline projects and how they will affect each other, not just within 500 feet of project.

12-5

A. Shoreline CC upgrade/expansion

- B. Point Wells
- C. Sears/CRA
- D. Apartment Developments along Westminster.
- E. Aurora Corridor completion
- F. New Shorewood High School

12-5
Cont.

6. Protection of our Westover Community Club private parks. As a board member of the Westover Community Club we are greatly concerned that the influx of residents from these developments will attempt to use these private parks as public spaces and they are not. They are paid for and maintained by the approximately 55 homeowners surrounding the parks as deeded by William Boeing in the early 1950's. We are now being forced to fortify our security by adding fencing and locked gates.

12-6

7. Possibly drainage variance is grossly unfair to those other projects that have had to follow code and pay for and provide on site retention systems, such as the ones required by the city to be installed at Shorewood and Shorecrest High Schools.

12-7

8. Keep noise ordinance as it is – there are residential neighborhoods surrounding Aurora Square and we can hear the small bands playing at Central Market let alone larger events.

12-8

9. We urge you to recommend limiting the CRA to 500 units – which will be about at that limit with the two apartment developments that have already been applied for permits. Do not allow up to 1000 as it will create a huge area of apartments, not the retail, business, movie theater type area that the CRA is supposed to be aiming for.

12-9

Please seriously consider our concerns. They are echoed by many of our neighbors and other Shoreline residents, many as far north as Richmond Beach and even Edmonds and Mountlake Terrace.

We also request a copy of the decision once it has been made.

Sincerely,

Greg and Ruth Hilborn

206-362-5263

grhilborn@comcast.net

Lisa Basher

From: Plancom [plancom@shorelinewa.gov]
Sent: Thursday, March 19, 2015 11:53 AM
To: Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com
Subject: FW: Aurora Square CRA Public Comment - Addendum
Attachments: download.pdf

From: Debbie Kellogg[SMTP:KELLOGG.DEBBIE@GMAIL.COM]
Sent: Thursday, March 19, 2015 11:52:38 AM
To: Plancom
Subject: Aurora Square CRA Public Comment - Addendum Auto forwarded by a Rule

In addition to the comments I submitted last night, I would like to point out that the City has been remiss in CONSULTING with the tribes and WSDOT (rather than simply noticing them on the SEPA EIS) concerning the Martinez case regarding NW Indian Tribes and the culvert case.

13-1

Aurora is a State Highway of Significance and Westminster Way as a truck route is part of Highway 99. The City has maps showing that Boeing Creek has been a system of culverts under Highway 99 (Aurora) as shown in the maps they have attached in the DEIS and in the map I included in my previous comment. In this case:

<http://futurewise.org/action/CLE-presentations-green-meets-blue/Stay%20Treaty%20Rights%20Presentation%20handout.pdf/>

13-2

it is clear that Futurewise strongly advises that these culverts be removed. Futurewise has been a partner with the City in the 145th and 185th light rail station community councils and the PSRC, so clearly the City values their input. Therefore, it is incumbent upon the City to take the recommendations of Futurewise to consider the proposed stormwater mitigation I proposed in daylighting the relevant sections of Boeing Creek along Westminster Way and 160th Street.

Lisa Basher

From: Plancom [plancom@shorelinewa.gov]
Sent: Thursday, March 19, 2015 5:16 AM
To: Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; donna.moss.thomas@gmail.com
Subject: FW: Public Comment for the record - Aurora Square CRA
Attachments: aurora square cra public comment.docx

From: Debbie Kellogg[SMTP:KELLOGG.DEBBIE@GMAIL.COM]
Sent: Thursday, March 19, 2015 5:15:50 AM
To: Plancom
Subject: Fwd: Public Comment for the record - Aurora Square CRA
Auto forwarded by a Rule

----- Forwarded Message -----
Subject:Public Comment for the record - Aurora Square CRA
Date:Thu, 19 Mar 2015 05:02:57 -0700
From:Debbie Kellogg <kellogg.debbie@gmail.com>
To:plancom@shorelinewa.gov

Attached are my comments for the public hearing on 3/19/2015

I would like to a summary:

There should a traffic modification to the site plan to protect the students of the NW School for the Deaf
Final decision on the Aurora Square CRA DEIS should be held until the completion of the 145th St. Traffic Study
SEPA was not done correctly, it was piecemealed by separating two project actions from the main project action
Daylighting/Swale creation of Boeing Creek should be done to create a gathering space to address sedimentation, open space/park impacts, and surface water management
Soils concerns have not been addressed and their impact on proposed development
Traffic on 155th and its relationship to the 145th light rail station has not been addressed
Westminster Way is a truck route as classified in the TMP/Comprehensive Plan, and as such, the DEIS is inconsistent with existing plans

13-3

Documents have not been attached as the email is too large to send, hyperlinks have been included my comments

**DEBBIE KELLOGG
AURORA SQUARE CRA
PUBLIC COMMENT**

SEPA IS NOT TO BE CONSIDERED IN A PIECEMEAL FASHION

It concerns me that the DEIS was issued separately from the RLD development at the Super China Buffet for a 160 unit multi-family apartment building on 12/31/2014 after the DEIS was posted on 12/3/2014. The staff asserted to the council that no SEPA was required when it was adopted in July 2013 and no public hearing or comment was solicited at that time. Without any notice a land use action notice was posted and written comments were requested just before the Christmas holidays. Then a second SEPA application is being processed separately for a 330 unit apartment building at the former Joshua Green site. Both of these projects are within the Aurora Square CRA and total 490 dwelling units, which is nearly 50% of the 1,000 dwelling units the staff has described for the Aurora Square CRA.

Several cases in Richard Settle's Treatise on SEPA discuss where EIS must not piecemeal projects in isolation from complete environmental review, which is exactly what is happening here, largely due to the incompetence due to the staff intransigence in 2013 in denying the need to do SEPA. The community should not be subject to staff mistakes and negligence in refusing to perform their due diligence and serve the public as they are employed to do. Specifically, the case cited by Settle and the 2003 Department of Ecology Handbook is this one:

Cathcart - Maltby - Clearview Community Council v. Snohomish County, 96 Wn.2d 201, 634 P.2d 853 (1981)

Approved phased or "piecemeal" EIS. A "bare bones" EIS on a rezone for a large residential development is okay so long as more complete compliance is done for the later, more detailed approval stages

The non-project action should precede the project actions, they have been reversed in this process. As stated in the SEPA Handbook, "SEPA Rules do allow phased review under certain circumstances, as defined in WAC 197-11-060(5)." As usually stated in by the Washington State Department of Ecology in referring to SEPA, review should begin as soon as possible in order to evaluate alternatives and all environmental impacts.

WESTMINSTER WAY TRUCK ROUTE

The Transportation Master Plan (TMP) with all its amendments shows Westminster Way classified as a designated truck route where it exits Aurora (Hwy 99) at 160th until it reaches Greenwood. Aurora/Hwy 99 is a State Highway of Significance, which is the reason why the City was able to obtain the federal and state funding for the 3 mile Corridor. The DEIS has incorrectly classified it as principle arterial. The TMP has not been amended to remove its designation as a truck route, therefore, the Aurora Square CRA is inconsistent with the Comprehensive Plan as the TMP is incorporated by reference into the Comprehensive Plan.

13-4

13-5

Additionally, the Aurora Corridor EIS as approved by the Federal Highway Administration required a public process before the truck route was removed. As this plan is proposed, the DEIS pretends that the truck route removal has already undergone a formal public process for removal and the TMP was amended to indicate such action - BUT IT HAS NOT. The original Aurora Corridor EIS and highlighted the specific item in the 27 points required by FHWA.

13-5

The curbs at 155th and Aurora have not been designed to accommodate buses and tractor-trailer combinations, the public works department has discussed how to redesign the curbs and right hand lanes for southbound Aurora to safely allow trucks turning right but the staff has not included this as part of the mitigation for the Aurora Square CRA or any alternative. This should be considered as part of the removal of Westminster Way as a truck route.

NORTHWEST SCHOOL FOR DEAF

No provision has been made as required by federal law to include accommodation for the special needs of the deaf children in the site plan. At the present time there is cut through traffic from 160th to the west of Westminster Way to avoid the light, exiting near the NW School for the Deaf to the south of the light. Bollard or some other kind of closure of this driveway should be installed to prevent this cut-through traffic. In the 1960s this may have been adequate but it is not considered adequate to protect a federally protected class under the American with Disabilities Act or the Federal Rehabilitation Act in the present day.

13-6

The City of Shoreline Ethics Policy states that all citizens should be treated with respect and that Shoreline should be a safe and healthy place for people to live, work and play. The lack of attention in designing a site plan that would protect vulnerable students at one of the few schools in the state that serve deaf children demonstrate a blatant disregard for the disabled on the part of the staff and council; they should be ashamed for the inattention due to their focus on the almighty dollar.

BOEING CREEK

The headwaters of Boeing Creek are located in Darnell Park at 165th and Midvale as well as the Aurora Square CRA. As found in this report by WRIA 8 (of which the City of Shoreline has representation by an elected) found at this link:

http://www.pugetsoundnearshore.org/supporting_documents/WRIA_8_LFR_FINAL.pdf It clearly states at the beginning of the description of Boeing Creek on page 84 that:

13-7

The headwaters of Boeing Creek (08.0017) are in the Aurora Square commercial development, and the mainstem is tightlined through the developed area to the stormwater facility at Shoreline Community College...Urbanization within the Boeing Creek basin has resulted in the substantial increase of impervious surfaces (approximately 40 percent of the entire basin) and a corresponding increase in peak stormwater discharges (Boehm 1994). Boeing Creek is representative of many of the problems typically associated with urbanized stream systems: "flashy" storm flows, downcutting and erosion, sedimentation, embeddedness, loss of large woody debris, and decrease in size and number of large pools. Sedimentation is exacerbated due to the natural features of the subarea such as steep, unstable slopes and soils, and source bed deposits of sediments.

Urban development on the surrounding plateau of the Boeing Creek basin has removed the historic forest and most of the wetlands. These habitats historically stored water and released it over a longer period of time. Under historic forested land cover conditions there was almost no run-off produced except during very large storm events or rain-on-snow events (Booth 1991). The urbanization of Boeing Creek has resulted in impervious surfaces covering approximately 40 percent of the total land area (Boehm 1994).

The City of Shoreline Boeing Creek Basin Report

(<http://www.shorelinewa.gov/home/showdocument?id=5470>) indicates these species are present:

- Chinook (King) Salmon
- Coho (Red) Salmon
- Cut Throat Trout

The creek that is found at Darnell Park has a tributary that runs north along Midvale all the way north to 185th under the strip mall at Gateway Plaza. Originally this mall was intended to be a multi-family residential project, however, after soil borings and geologic studies were done, it was discovered that soil conditions would not support such a structure due to the high water table and the sandy, loose soil. As a result, after a street vacation was granted by the City, only a strip mall could be construction. Does this sound familiar? It is exactly what has been built on the northern edge of Aurora Square where Boeing Creek is a piped stream.

Furthermore, the Comprehensive Plan allows the development code to include surface water impact fees yet the DEIS fails to address this as a possible mitigation factor.

On the map included in the DEIS for the Aurora Square CRA, this stream can be seen in this map, it clearly shows the culverts along Westminster Way and 160th.

13-7
Cont.

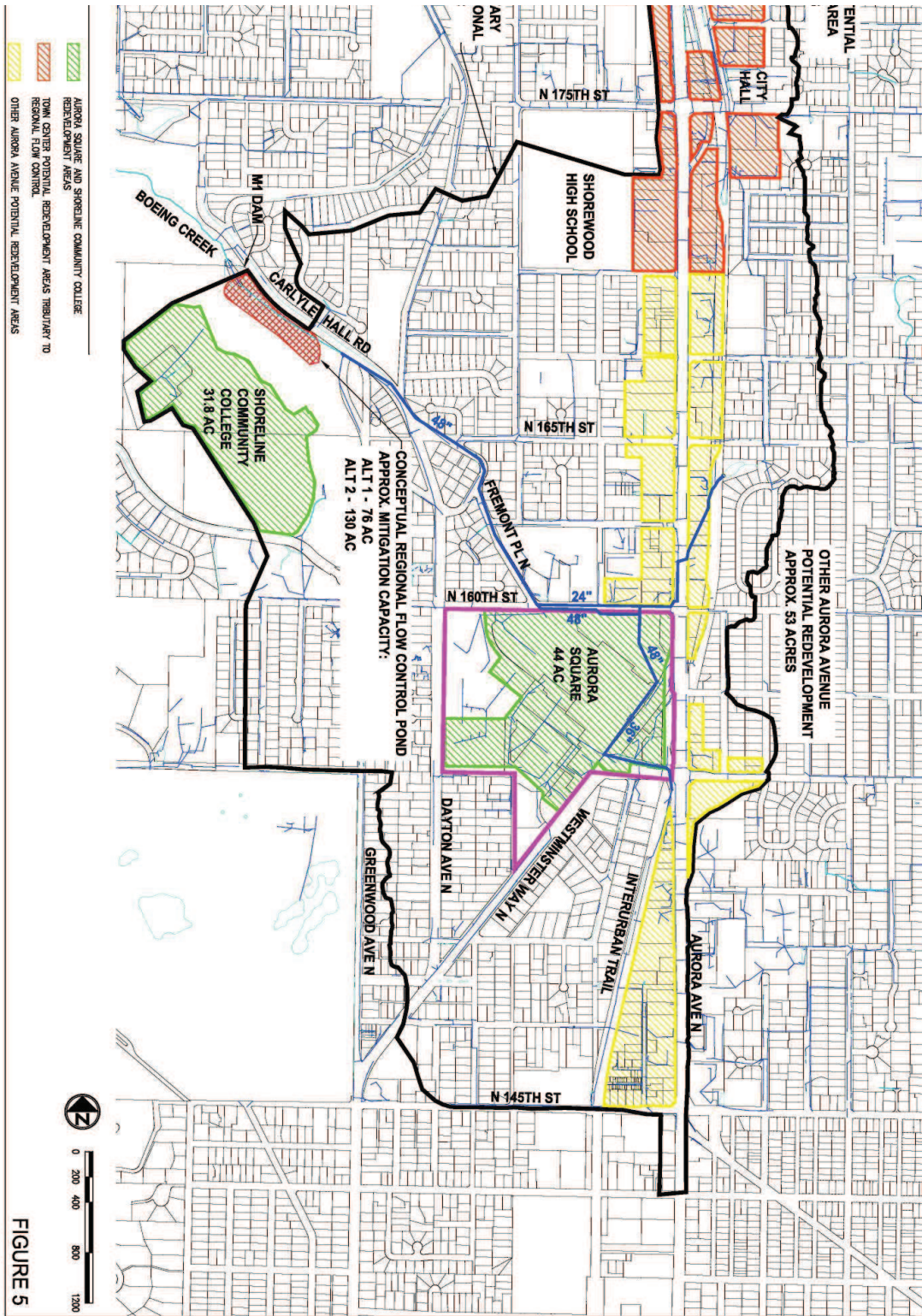


FIGURE 5

- AURORA SQUARE AND SHORELINE COMMUNITY COLLEGE REDEVELOPMENT AREAS
- TOWN CENTER POTENTIAL REDEVELOPMENT AREAS TRIBUTARY TO REGIONAL FLOW CONTROL
- OTHER AURORA AVENUE POTENTIAL REDEVELOPMENT AREAS

REGIONAL FLOW CONTROL CONCEPT AND TRIBUTARY AREAS
 AURORA SQUARE CRA STORMWATER CONCEPT DEVELOPMENT STUDY

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 3330 East 120th Avenue
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 Aurora, IL 60504
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 (708) 237-4270
 www.kpg.com

13-7
 Cont.

Table ES.1 List of Viable Alternatives

Alternative	Why?	Estimated Costs		
		One-time	Annual	Total (over 10-year timeframe)
Status Quo (keep dredging)	No-action alternative	\$0	\$54,000 (based on current annual average cost)	\$540,000
Cease Dredging	No-cost alternative	\$0	\$2,500 (outlet maintenance)	\$25,000
Remove Dam	Closest to "restoration"	\$600,000	\$8,000 (for 5 years of vegetation monitoring and maintenance)	\$640,000
Lower Outlet with Cessation of Dredging	Intermediate solution though likely not that effective	\$160,000	\$2,500 (outlet maintenance)	\$185,000
Upstream Flow Control*	Basin-wide benefits, possible very high cost	>\$10,000,000	Varies	>\$10,000,000

* As redevelopment occurs, upstream flow control should be pursued to begin reversing stream channel degradation, which is the result of decades of urban development without stormwater flow control. The cost estimate shown is based on implementation of flow control across the basin at the level needed to reduce degradation. Incremental steps to control flow are worthwhile.

13-7
Cont.

The upstream flow control referred to are located in the Boeing Creek segments in this table as piped stream segments BC10, BC11, and BC12:

TABLE 1.
PHASE I DATA.

Reach ^d	Channel Type	Slope (%)	Fish Used for Ranking	Phase I Ranking	Impervious Area ^a	Modifications to Channel or Flow ^b	Riparian Breaks ^b	Section 303(d) listings ^b	Overall Level of Alteration ^a	Phase I Adjusted Ranking ^a
BC1	MGC	5.2	coho	Secondary	15	M	L	—	Moderate	Secondary
BC1A	E	2.0	coho	Secondary	15	M	L	—	Moderate	Secondary
BC2	HGC	7.1	coho	Negligible	23	H	L	—	High	Negligible
BC3	HGC	12.8	coho	Negligible	23	M	L	—	Moderate	Negligible
BC4	HGC	24.2	coho	Negligible	23	H	H	—	High	Negligible
BC5	HGC	11.4	coho	Negligible	23	H	H	—	High	Negligible
BC6	MGC	4.4	coho	Secondary	51	H	H	—	High	Secondary
BC7	MGC	4.3	coho	Secondary	51	H	M	—	High	Secondary
BC8	MGC	5.3	coho	Secondary	51	H	M	—	High	Secondary
BC9	HGC	2.7	coho	Negligible	51	H	L	—	High	Negligible
BC10	Piped									
BC11	Piped									
BC12	Piped									

13-7
Cont.

The source can be found here:

http://www.cityofmlt.com/cityServices/publicWorks/stormWaterDivision/pdf/54-stream_wetland_inventory_shoreline_2007.pdf -- strangely enough, this report is found on the City of Mountlake Terrace more easily than on the City of Shoreline website.

Segment BC10 could be daylighted, Segment BC12 essentially is Darnell Park and the City of Shoreline has already invested surface water bond management project funds in addressing flooding issues at its location at N. 165th and Midvale. Daylighting or creating a large swale would implement the recommendation in the Hidden Lake report.

The City of Shoreline, three (3) months before the completion of the DEIS for the Aurora Square CRA had available the recommendation for the best possible alternative for the Hidden Lake Management Plan, which would be to daylight or create a large swale like the one at Thornton Creek development at the present Northgate Park & Ride and soon to be completed Sound Transit Light Rail Station.

What I propose is that a large swale as the centerpiece of a pocket park be developed in the NE corner of the Aurora Square CRA on the west side of Westminster Way, there are few public parks for recreation in the immediate area. A gazebo like structure like the one at Cromwell Park could possibly be used as a model and would serve as the proposed venue for outdoor concerts, holiday events, weddings, evening for the multi-family residents to relax and recreate at without using a motor vehicle or require taking a bus as described in **xxxx**.

There are grants available to facilitate this development from WRIA8 (of which the City of Shoreline is a member) and can be found here: <http://www.govlink.org/watersheds/8/funding/default.aspx>

Another funding opportunity is here, the NOAA Pacific Salmon Recovery Fund:

http://www.westcoast.fisheries.noaa.gov/protected_species/salmon_steelhead/recovery_planning_and_implementation/pacific_coastal_salmon_recovery_fund.html

There are non-profits that can be partnered with in order to facilitate this project, the City staff needs to work collaboratively together between the economic development coordinator and the surface water management utility in the public work department to make it happen. A sample list of some of the non-profits the City could work together on daylighting the headwaters of Boeing Creek are:

- Wildfish Conservancy
- Save Our Wild Salmon Coalition
- Puget Sound Restoration Fund
- Marine Conservation Institute
- ForTerra

What I have proposed is consistent with the phased action plan that Council adopted for addressing the phased action plan on September 8, 2014 to address the Hidden Lake Sedimentation problem on a long-term basis given a rare opportunity to:

- restore salmon habitat,
- locate at the lowest point at the site where flooding occurs
- address the Hidden Lake sedimentation problem
- provide a recreational opportunity in a high density developed area while requiring no use of a car,
- allow Shoreline to adhere to its green principles, and
- create a gathering space consistent with the comprehensive plan goals

The DEIS identifies the need for additional open space and parks but provides no guidance on how to achieve this impact, I have proposed a way to mitigate both surface water and parks/open space impacts to the environment.

WSDOT LOCATION

Staff have proposed a parking garage at the present site where WSDOT presently has a parking lot. Over the protests of WSDOT, they have persisted in retaining this plan. WSDOT has plans to build a seismically safe building that will serve as a regional multi-county emergency service center for the Washington State Patrol (WSP) and WSDOT. In spite of the powers the City has invoked in the CRA for eminent domain, they cannot use them against the State of Washington when they have plans for an essential public service facility.

Furthermore, the staff has not presented a persuasive argument for the economic feasibility for a movie studio, sound stage, and attendant facility for the construction of sets at Aurora Square. With no experience and no consultation with experts in the field, they have estimated the cost to be \$1 million when in fact the cost is actually in the range of tens of millions of dollars. They also have not considered the truck traffic, the need to park these trucks, the trailers required, and the hotel/restaurant

13-7
Cont.

13-8

accommodations required for talent to stay in while filming (these are not nearby, suitable accommodations are to be found in Downton Seattle).

About 30 years ago these facilities were constructed in Fremont and the venture failed. The University of Washington about that time closed their communications department and their film department because of the high cost of maintaining these programs, the technology quickly becomes obsolete and must be regularly replaced. With all due respect to the Shoreline Community College film and video program, it is not competitive with the Vancouver Film School in Canada, which has a very active commercial film and television industry based on companies out of Los Angeles.

13-8

My sister was a financial analyst at Warner Film, and the reason they used Vancouver, BC is due to the tax credits and other incentives they receive from the Province and Canada. Other states in the US provide generous tax credits and other incentives while Washington State provides none, making Washington very unattractive for major productions. The major news stations in the Seattle market have largely closed their shops to outside productions due to the large cost of maintaining the facility for anything other than news production. I have seen little evidence from the staff that they have thoroughly researched the highly competitive market in the development of a full service movie production facility, and suggest the planning commission and city council consider other economic development alternatives that would provide permanent, year-round employment at Aurora Square.

JOBS CREATED

No methodology or documentation for the number and type of jobs created is provided in the SEPA checklist. Detail as to whether or not these jobs are permanent, full-time jobs, temporary, project related jobs, the expected wages for these jobs is provided in the SEPA checklist. They appear to be pie in the sky number just pulled out of a hat numbers and completely unreliable.

13-9

SOILS

On the north border of Aurora Square, the piped stream is a clear indicator of the underground streams that are present. Additionally, Westminster Way regularly floods in any period of heavy rain and the Shoreline CRT staff has to respond to put hazard barriers out on the street to warn drivers of standing pools of water. The former Dairy Queen on the Joshua Green site where the 330 unit apartment complex is proposed used to regularly have plumbing problems because of the high water table.

13-10

During Phase I of the Aurora Corridor Project, the staff discovered as they designed the Interurban Bridge over 155th that the soils on the north side of 155th were inadequate on the west side of the corner of NW 155th & Aurora, they had to design the footings of the bridge in a North-South orientation as a result. I doubt that the developer of the property of the former Joshua Green property has done any soil borings or geologic studies at the site or they would have discovered this by now.

And why is that? My brother used to work for a geotech driller, they did a job at Aurora Square and it has wet, sandy soil at a great depth with a high water table due to the influence of the headwaters of Boeing Creek. A fairly prominent business member of Shoreline who grew up in Shoreline used to play in the pond, that eventually turned into a bog and then became the Joshua Green property also knows about the high water table. A retired Seattle Public Utilities engineer is familiar with the boggy, high water table along the low lying properties (i.e., Joshua Green and parts of the Sears parking lot) in the same area. Yet the staff persists in the belief that these same properties can support 4-7 story multi-

family residential structures with underground parking. No geotechnical studies have performed, which is why I proposed that at least some of these areas be repurposed as a gathering area to serve a triple purpose:

- address the sedimentation problems at Boeing Creek,
- manage surface water, and
- provide recreation

145TH STREET CORRIDOR STUDY

The light rail station at 145th is only 2.1 miles away via 145th yet no consideration has been given to how much traffic will be added to this route. Any decision on the Aurora Square CRA should be postponed until this study is complete. Additionally, the intersection at Greenwood and 145th has been identified by the public works department as a problem.

Another problem intersection identified by the public works department are along 160th and Greenwood, any reduction in traffic that was expected from construction of a dormitory at Shoreline Community College is gone as a potential as the Chinese investors who were going to build it have backed out. The proposed movie studio would have added traffic to 160th entering the site either via 145th and Greenwood and turning on 160th or transiting Aurora and entering via 160th and Dayton, yet no traffic study exists to reflect this traffic. The DEIS is incomplete and should be rejected as such at this time.

Another problem is that 155th is part of the 145th light rail network of arterials, SEPA requires all interrelated pieces to be integrated and traffic concurrency to be met. Yet the staff has decided that the light rail study end at Meridian and 155th, leaving out the blocks long stretch between Meridian and Aurora. This seems to be arbitrary and capricious. It is only 1.8 miles to northbound I-5 from Aurora Square to avoid the problematic intersection at I-5 and 145th, yet the staff has not analyzed this alternative route to both I-5 and the light rail station. If they are trying to foster light rail use, they should consider this traffic in their studies.

Finally, at the last team-building city council retreat, the public works department presented right-angle collision data for intersection on Aurora in support for red-light cameras and proposed locations on Aurora. The intersection with the highest frequency of right angle collisions on Aurora was at 155th and Aurora, yet this information was NOT included in the Aurora Square CRA. The staff has not presented a complete traffic study for the DEIS and needs to go back and present a better traffic analysis.

13-10

13-11

Preliminary review of collision data shows that there may not be a good location on Aurora for implementation of a Red Light Camera. From 2012 through 2014, there are few reported right-angle collisions along the Aurora corridor:

Location	Number of Right Angle Collisions (2012-2014)
AURORA AVE N & N 200TH ST - CITY SIGNAL (Currently under construction – recommend waiting to evaluate after signal is rebuilt)	8
AURORA AVE N & N 155TH ST - CITY SIGNAL	7
AURORA AVE N & N 175TH ST - CITY SIGNAL	4
AURORA AVE N & FIRLANDS WAY N & N 185TH ST - CITY SIGNAL	3
AURORA AVE N & N 160TH ST - CITY SIGNAL	3
AURORA AVE N & N 165TH ST - CITY SIGNAL	1

13-11

Alan Stay

Indian Treaty Rights & Protection of Natural Resources

•The comments of Alan Stay are his alone and are not necessarily the views of the Muckleshoot Indian Tribe

Scope of treaty right asserted by Tribes in federal litigation

- The right to an allocation ultimately held to be fair share: 50% or a moderate living - Decided
- Access to usual and accustomed fishing grounds and stations - Decided
- Protection of the fish habitat - to assure there are fish to be caught and the needs of the Tribes met - Phase II/Culvert case
- Right of Tribes to manage their fisheries and to co-manage with the State generally and limits on State regulation of treaty fishing - Decided

Habitat Protection – Prior Litigation

- In 1980, the district court for the Western District of Washington recognized a treaty right and protection of fish habitat. It held that the state must not degrade or authorize degradation of salmon habitat that interferes with "moderate living."
- The Ninth Circuit at first limited this ruling to require "reasonable steps . . . to preserve and enhance the fishery," but then vacated the ruling and declined to explore this right until a concrete dispute was presented.
- Tribes added to complaint in 1970 - knew without a vibrant habitat no fish and thus no right.

Habitat Protection – Culvert Litigation

- In January 2001, tribes with treaty rights in Puget Sound and along the Washington coast filed an action claiming that culverts designed and maintained by the State violated their treaty rights by harming salmon habitat.
- The State study estimated that between 50 and 300 culverts significantly impair fish passage, the repair of which would result in a return of an additional 200,000 salmon.
- Easiest and perhaps most important thing can do - connect habitat, allow fish to spawn and develop

Time Frame

- Treaties negotiated 1854-55
- US v. Washington filed 1970
- US v Washington decided 1974, 1979 (S.Ct.)
- Phase II began late 1970's
- Phase II decided 1980, 1995
- Culverts case filed January 2001
- Summery Judgment 2007
- Injunction 2013

Why Culverts?

- In 1997 State says 200,000 additional salmon would return to Western Washington with state culverts fixed.
- In 2001 State says would take up to 100 years to fix state owned barrier culverts
- Between 1991 and 2008 State fixed 9% of its barrier culvert - 218
- 2011 State report: 850 blocking culverts with significant habitat, 183 corrected to date - planned to correct 8 in 2011

Culvert Case

- Summary Judgment
- Judge Martinez grants Summary Judgment to Tribes “find[ing] that the Treaties do impose a duty upon the State to refrain from building or maintaining culverts . . .” that block fish passage.
- SJ Order at pg. 12.

SJ Ruling - Causation

“The Tribes’ showing that fish harvests have been substantially diminished, together with the logical inference that a significant portion of this diminishment is due to the blocked culverts which cut off access to spawning grounds and rearing areas, is sufficient to support a declaration regarding the culverts’ impairment of treaty rights.”
SJ Slip Op. at 8.

8

Intent of the Parties (1)

- “. . . the Governor’s promises that the treaties would protect that source of food and commerce were crucial in obtaining the Indians’ assent.” Treaty canons of construction look to what tribes/Indians understood and intended
- SJ Order at pg. 9, citing *State of Washington, et al., v. Washington State Commercial Passenger Fishing Vessel Association, et al.*, 443 U.S. 658 (1979) (emphasis added by Judge Martinez).

Intent of the Parties (2)

- “It was thus the government’s intent, and the Tribes’ understanding, that they would be able to meet their own subsistence needs forever . . .”
- SJ Order at pg. 10.
- “I want that you shall not have simply food and drink now but that you may have them forever.”
- SJ Order at pg. 10, citing Decl. of Richard White, DKT. #296, ¶¶ 13, 14 which quotes Governor Stevens (emphasis added by Judge Martinez).

Environmental Protection (1)

- “. . . and the related right not to have the fishery habitat degraded to the extent that the minimum standard cannot be met. I also agree that the State has a correlative duty to refrain from degrading or authorizing others to degrade the fish habitat in such a manner.”
- SJ Order at pg. 7, citing *United States v. Washington*, 694 F.2d 1353, 1367 (9th Cir. 1982) (emphasis added by Judge Martinez).

Environmental Protection (2)

- “It was thus the right to take fish, not just the right to fish, that was secured by the treaties.”
- SJ Order at pg. 10.
- A right to fish without fish was no right at all – no consideration for land ceded

Environmental Protection (3)

- “These assurances would only be meaningful if they carried the implied promise that neither the negotiators nor their successors would take actions that would significantly degrade the resource.”
- SJ Order at pg. 11.
- The law: *US v. Winans* and *Winters v. US* key. Canons where no direct statement needed to infer from purpose of treaties and duty to carry out that purpose.

Remedy

- Create a list of all blocking culverts as of date of injunction (3/29/13) – DOT, WDFW, Parks and DNR – done
- DOT – within 17 years fix DOT culverts on list with blocked habitat of 200 meters or more; fix rest at end of useful life or part of highway project
- WDFW, DNR and Parks fix these culverts of list by 2016
- Continue to assess culverts to assure do not become barriers
- Newly identified barrier culverts fixed in a reasonable time after discovery
- Generally use stream simulation (or best science) if fixing culverts. – design culverts to pass fish at all life stages and all flows
- State to monitor culverts to see not blocking and take reasonable steps to keep culverts from becoming blockages
- State consult with tribes

Impacts of decision

- Fact specific – culverts owned by state in case area, but could be guidance where:
- Discrete action causes a particularized impact to fish habitat where loss of fish would affect tribes right to make a moderate living and impact is more than *de minimis* (absent cumulative effect) and equitable factors do not mitigate against corrective action.
- Remedy will change right will not – remedy will be defined by future cases. This is key to protection in future

SJ Ruling:

Do the Treaties contain an environmental servitude?

Treaty-based duty:

“[T]his Court finds that the Treaties do impose a duty upon the State to refrain from building or maintaining culverts in such a manner as to block the passage of fish upstream or down, to or from the Tribes’ usual and accustomed fishing places. **This is not a broad “environmental servitude” or the imposition of an affirmative duty to take all possible steps to protect fish runs as the State protests, but rather a narrow directive to refrain from impeding fish runs in one specific manner.**” SJ Slip Op. at 12 (emphasis added).

Do Culverts cost too much to fix?

- For example – two of the longest and deepest culverts (not typical) cost an average of \$1.6 million
- Key State witness at trial within a highway project the correction of a blocking culvert was about as expensive as the guard rails.
- Not free, but not bank breaking – cost of correcting mistakes and treaty violation

Interplay of Treaty rights

- The moderate living standard defines the share Tribes can take and defines how the habitat right will be implemented - note today courts have held that Tribes are not making a moderate living.
- No duty to provide habitat correction beyond needs of tribes to make a moderate living.
- Right of access to places will affect what development if any can take place at a Tribal U and A. (*Muckleshoot v. Hall*) related right that will impact habitat protection.

What this all means

- Tribes are governments
- Tribes have a right to co manage the resource
- Tribes have sophisticated management capabilities
- The tribal Treaty right will affect what actions impact fish habitat and development at fishing spots
- Fail to consult with Tribes at ones peril

Aurora Square Draft EIS Public Hearing Speaking Notes - March 19, 2015

My name is Dave LaClergue. My family has lived on Dayton Avenue near 150th St for the past 5 years. We are regular shoppers at Central Market and several other businesses at Aurora Square, and we have a kid at Highland Terrace Elementary. I'd like to make the following comments about the proposal.

- We support the vision that the City is putting forward. Central Market shows the potential for Aurora Square to serve as a hub of community activity in Shoreline, but there is so much wasted space around it. The ocean of unused parking and underutilized buildings do not provide any benefit to the neighborhood. The site's location along a major transportation corridor, and its separation from lower density areas by steep slopes and major arterials suggest that this is an reasonable place for growth with few impacts. 14-1

- To me, either action alternative or somewhere in between seem appropriate. In the 500 unit scenario, the density is similar to Seattle's Wallingford neighborhood, and in the 1,000 unit scenario the density is similar to the Greenwood urban village. Either way could be positive for the neighborhood if it comes with a great mix of businesses and well-designed residential buildings. 14-2

- A planned action ordinance seems like the right tool for this site. As outlined, it would provide a more cohesive approach to redevelopment than piecemeal projects would otherwise do. The biggest advantage is that a planned action would require a more coordinated mitigation strategy for environmental impacts. The conditions in the EIS for stormwater, views, etc. generally seem good. 14-3

- One area of improvement should be better pedestrian connectivity to the west. Aurora Square already create a major north/south barrier to people walking from Fremont, Dayton, and Greenwood. The giant block size in this area already makes walking less pleasant and convenient than it should be, and the huge footprint of Aurora Square makes matters worse. This will be a problem for more people as Aurora Square grows – new residents who want to get kids to Highland Terrace or get themselves to Shoreline Community College will have to take awkward and/or unsafe routes from many parts of the site. Two specific improvements would help: 14-4
 - Pedestrian stairs connecting Aurora Square to 155th St and Fremont. This would create an access point roughly in the middle of the site and make it easier for existing residents to shop by foot, and future residents to walk west. For safety, these stairs would ideally be lit at night, provide some landscaping and/or other signs that they are cared for.

- Fix the sidewalk “missing link” on the southwest-bound side of Westminster – a dark and unsafe 400’ stretch from Fremont almost all the way to 150th St. This path needs a sidewalk, a streetlight, and ideally a few street trees to separate pedestrians from the fast traffic on Westminster.

- Finally, use the planned action ordinance as an opportunity to “lock in” key aspects of how future buildings will be oriented. Property owners may change their minds over time about what development they want to do and how it should be configured – the planned action can help by providing flexibility for reasonable design changes while making sure that the main entrances, building facades, etc. contribute to the whole redevelopment in a positive way.

14-4
Cont.

14-5

Thank you for your work on the CRA, the Environmental Impact Statement, and the planned action ordinance. Aurora Square really has the potential to become much more than it is today, and a great asset for the entire Shoreline community.

Dave LaClergue
d_laclergue@yahoo.com
15038 Dayton Ave. N

Lisa Basher

From: Dan Eernisse
Sent: Thursday, March 19, 2015 9:18 AM
To: Jeff Mann
Cc: Dan Eernisse; Steve Szafran; Lisa Basher
Subject: Re: Aurora Square Community Renewal Area (CRA)

Thank you Jeff. Your comment will be entered into the public record.

I can briefly address one of the issues in the content of your letter: parking overflow. While the SEPA process of the two apartment projects are running separately from the Planned Action, city staff, planning commission, and Council all recognize the need to consider actions to protect surrounding neighborhoods from spillover parking related to multifamily buildings, and we are initiating a process to come up with 'best practices.' That process should be completed long before any of the projects in Aurora Square are completed.

Thank you for your comment.

Sincerely,

Dan Eernisse
Economic Development Manager, City of Shoreline
206.801.2218 (O) 206.391.8473 (M)

On Mar 18, 2015, at 8:35 PM, Jeff Mann <jeffmann01@gmail.com> wrote:

Shoreline Land use /Planning Dept.

RE Aurora Square Community Renewal Area (CRA)

I am an Owner /Resident in the Westminster Triangle Neighborhood, and have some concerns/questions as follows:

1) My concerns/questions are: How will the city mitigate increased density will have on the infrastructure, security, and parking of the surrounding neighborhoods including Westminster Triangle.

15-1

1) Spillover parking from new residents of the proposed new 500-1000 units that may have developer incentives for reduced on site parking?

15-2

2) Will there be extra police patrols or other security prevention in our low density, and poorly lighted neighborhoods?

15-3

3) How will the infrastructure issues be addressed and mitigated, including, traffic, fire, police, utilities, etc.

15-4

Is there a way to limit the number of units that will receive final development approval to 500 rather than 1000?

15-5

Thank You.

Jeff Mann

845 N 153rd PL Shoreline (No Mail received here)

Mail: PO Box 77622

Seattle, 98177

March 19, 2015

Aurora Square CRA
Public Comment

1. Planned Action Ordinance – In order to understand this ordinance, I contacted 5 other cities in the area to see how they have used it (or not) in their development decisions. My findings certainly helped me understand why Shoreline would want to adopt this ordinance. They want to make it as easy as possible for developers to build in Shoreline with as few impediments as possible.
 - **Bellevue** – They do not have this ordinance in place for the following reasons:
 - (1) They think this ordinance is primarily a marketing tool to convince developers the city has done their SEPA in advance
 - (2) They have a design review process that precludes SEPA. Also, they say the GMA Regulations supersede SEPA now and that they only use SEPA as a backup measure
 - (3) Also, they do extensive EIS on transportation related to all projects because it is so important. (It is certainly important as related to Aurora Square.)
 - **Seattle** – They do have this ordinance in place and have only used it once – right now in Yesler Terrace. The only reason they have used it was to get federal funds for the mixed income housing. They feel that any city using the planned action ordinance should understand exactly what the end projects are going to look like, so that if there are multiple developers in an area, it wouldn't work. (I know there are at least 7 owners in Aurora Square so this issue could come into play.)
 - **Lynnwood** – they only used the ordinance for a few projects in the city center area.
 - **Edmonds** – they don't have any large subarea plans so no need for ordinance
 - **Kirkland** – has the ordinance, but recently had a problem recently at Park Place, where the first developer went into bankruptcy; then the 2nd developer forced the city to revise the original plan for them, so this added to the city's expenses.
2. My other main concern is the Westminster Way Truck Route. The TMP (Transportation Master Plan) classified Westminster Way as a designated truck route from the corner of Aurora (hwy99) and 160th to Greenwood. Aurora/Hwy 99 is a State Highway of Significance, which is why the City was able to obtain federal and state funding for the 3-mile Corridor. The TMP has not been amended to remove Westminster Way's designation as a truck route; therefore, the Aurora Square CRA is inconsistent with the Comprehensive Plan. Also, the Aurora Corridor EIS, approved by the FHA (Federal Highway Administration) required a public process before the truck route was removed. The Aurora Square DEIS pretends that the truck route removal has had a public process for removal, but it has not. This is one more time where the public was not informed properly.
3. I hope you listen to everyone tonight and read comments submitted to you and decide you don't have enough information to make your recommendations to the City Council.

16-1

16-2

16-3

Ginny Scantlebury
19625 – 27th Ave NW
Shoreline, WA 98177

DRAFT

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

March 19, 2015
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
Vice Chair Craft
Commissioner Malek
Commissioner Maul
Commissioner Montero
Commissioner Moss

Staff Present

Rachael Markle, Director, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Dan Eernisse, Economic Development Director
Julie Ainsworth Taylor, Assistant City Attorney
Mark Relph, Public Works Director
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Commissioner Mork

Others Present

Lisa Grueter, Berk Associates

CALL TO ORDER

Planning Commission Clerk, Lisa Basher, called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

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

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of February 19, 2015 were adopted as presented.

GENERAL PUBLIC COMMENT

Bergith Kayyali, Shoreline voiced concern that the people living in the southwest corner of Shoreline were not notified properly regarding the Community Renewal Area proposal. She asked staff to explain

the City's process for providing adequate and informative notification to the citizens and suggested that the consultant hired to do the study should have been responsible for contacting the people who live nearby. Director Markle said notification requirements are based on the type of action proposed. Residents within 500 feet of the action must be notified by mail if a permit requires notice as per the State Environmental Policy Act (SEPA). For projects that might have a citywide impact, the City publishes articles in *CURRENTS* and provides information on its website. In addition, the City shares information via twitter feed, Facebook and the Council of Neighborhoods. Press releases are also published in the Shoreline area news.

John Ramsdell, Shoreline, voiced concern that the 500-foot notification requirement is the same regardless of a project's size. He observed that larger projects can impact a greater geographic area, and it would be prudent for the City to involve a greater number of people.

Debbie Kellogg, Shoreline, commented that although the Community Renewal Area process started 2.5 years ago, there has never been an official public hearing where citizens were allowed to provide significant input. The Planning Commission had a general discussion, but no public hearing. There was no adequate public hearing before the City Council, either; although effected property owners were invited to submit comments. Because what little public process there was took place just before Christmas, it seems as though staff is not adhering to the spirit of collecting public input that can be incorporated into the document.

Harry Keinath, Shoreline, said he is a resident of the Westminster Triangle area, and he supports the previous comments relative to the lack of notification. He specifically expressed concern about the Property Tax Exemption (PTE) concept that has been proposed for the Community Renewal Area. Although the concept is supported by merchants within the City, it would add a tax burden to the residents and could have unintended impacts on traffic and schools. The mitigation fees for residential units do not come close to mitigating the marginal costs of growth, and encouraging additional subsidies seems ludicrous. He was informed by the City's Economic Development Director that the primary motivation for the proposed PTE is to enable the City of Shoreline to compete with the City of Seattle for multi-family development. He said he finds that ludicrous.

PUBLIC HEARING: AURORA SQUARE COMMUNITY RENEWAL AREA (CRA) PLANNED ACTION ORDINANCE (PAO)

Chair Scully reviewed that the Commission previously conducted a public hearing on the proposed POA for the Aurora Square CRA. However, the recording system failed, and the hearing must be redone. He briefly reviewed the rules and procedures for the public hearing and opened the hearing.

Staff Presentation

Mr. Eernisse explained that over the past four years, it has been established via City Council discussions and decisions that renewal of Aurora Square is not only desired, but it is very strategic for the economic health of the City. The large number of property owners in the area make cohesive planning for growth very difficult, and the City has stepped up to create a Community Renewal Area (CRA) for Aurora Square and institute a plan to shepherd growth in a way that makes sense for the

entire area. It is hoped that this effort will result in a better shopping center, a better residential neighborhood, and a better place for jobs and economic growth. He explained that Aurora Square is an important strategic node along the Aurora Corridor that attracts those who live nearby, as well as those who live throughout the City. He advised that a valuable and useful part of the CRA project is the proposed Planned Action Ordinance (PAO), and the Draft Environmental Impact Statement (DEIS) for the PAO studied the following growth alternatives.

- **Alternative 1.** No Growth
- **Alternative 2.** Growth of 500 units of multi-family development and 250,000 square feet of commercial space.
- **Alternative 3.** Growth of 1,000 units of multi-family development and 500,000 square feet of commercial space.

Mr. Eernisse noted that the alternatives are consistent with the amount of growth that is studied and anticipated in the Comprehensive Plan for Aurora Square. He emphasized that no changes in zoning would be necessary, as the current zoning for the 40-acre area would allow much more growth than what was studied in any of the three alternatives. The purpose of the PAO is to study the impacts and potential mitigation for different levels of build-out based on the current zoning.

Mr. Eernisse reported that the primary areas studied in the PAO include transportation projects and priorities; light, glare and noise; and stormwater management. He reviewed the Draft Environmental Impact Statement (DEIS) process to date, noting that the DEIS was published on December 12th. The Planning Commission held a community meeting on December 18th, and conducted a public hearing on January 29th. Because the recording system failed, a new public hearing was scheduled for March 19th. The public comment period was extended to March 19th, as well. Following the public hearing on the DEIS, staff will invite the Commission to forward a recommendation to the City Council. At this time, staff is recommending Alternative 3 as the preferred alternative. They are also recommending adoption of the PAO (Ordinance No. 705), as well as the proposed changes to the sign code. He advised that the City Council is scheduled to discuss the Final Environmental Impact Statement (FEIS), as well as the PAO and sign code amendments, on April 13th. It is anticipated the Council will take final action on April 29th.

Mr. Eernisse explained that the DEIS indicates that the level of impact would be same for Alternatives 2 and 3. Although Alternative 3 identifies more units and greater commercial activity, the concurrency models identified the same results for all the intersections studied. Because the CRA was established for economic renewal, staff is recommending Alternative 3 as the preferred alternative. He reviewed the public comments received to date and staff's response to each one as follows:

- Most people were generally supportive of the idea of Aurora Square redevelopment. While many indicated support for either Alternative 2 or Alternative 3, some supported Alternative 2 over Alternative 3 primarily based on the number of new multi-family residential units. Selecting Alternative 2 as the preferred alternative would not mean the number of multi-family units at Aurora Square would be limited to a maximum of 500, but SEPA review would be required for more than 500 units. However, if no commercial space has been developed, it might be possible to trade the

commercial space for residential units without requiring additional SEPA review, as long as the trips generated would be similar.

- Some people were concerned that the existing road network would be broken by growth. While the DEIS recognizes that redevelopment would likely result in more traffic, traffic modeling confirms that neither Alternative 2 nor Alternative 3 would exceed the City's concurrency levels. The frontage improvement requirements were prioritized and customized to encourage renewal, increase safety, and connect bicycle and pedestrian access throughout the entire CRA. In particular, Westminster Way, between 155th Street and Aurora Avenue North, received a lot of attention, as it currently serves to separate the triangular property that has been vacant for a long time from the rest of the Aurora Center.
- There were many comments relative to transportation. The City received a fairly technical letter from the Washington State Department of Transportation (WSDOT) regarding the way the City classifies the different concurrency models, and the City's consultant provided a response.
- In response to applications the City received in late 2014 for two multi-family residential projects (approximately 500 units) close to the Westminster Triangle, a number of citizens voiced concern that parking for the new multi-family residential units would spill over into the adjacent neighborhoods. Based on these comments, a requirement for a parking management plan was added to the mitigation outlined in the DEIS. However, the two current projects would not be subject to the requirements outlined in the PAO, and a separate SEPA review would be required for each one. The staff, City Council, and Planning Commission have all expressed concern about the long-term impacts of very-dense, multi-family residential development next to single-family residential neighborhoods, and a process has been started to identify the best practices for the City to address these concerns. Staff is confident this process will be completed long before any residents move into any of the Aurora Square projects.
- Some people suggested that, rather than studying just the impacts associated with the CRA, the City should study the impacts of all of the development projects taking place in Shoreline. It is important to note that the traffic consultant used the long-term growth estimates identified in the City's current Traffic Management Plan, which considers all the various development throughout the City comprehensively.
- Some people voiced concern about in, out and through traffic at the Westminster Triangle. This is a long-standing issue, and the City recognizes the need for mitigation. Staff can work to address these concerns immediately, rather than waiting for them to be addressed via the PAO.
- Some concern was also expressed about the potential closure of a section of Westminster Way. The option of closing the southbound leg of Westminster Way (adjacent to the Aurora Pedestrian Bridge) was studied, and it was determined that the concept would have some very positive effects on the overall renewal factor for Aurora Square. In turn, a new right in/right out entrance to Aurora Square and Westminster would be created to provide a connection. However, it was recognized that this section of Westminster Way currently serves as a truck route and provides an escape valve. Closing

a section of the street could impact the 155th Street intersection, and staff has been working with WSDOT to address these two concerns.

- Citizens also presented very valid concerns about pedestrian access to Aurora Square from the west and east. People have requested a stairway into the site from the west and better pedestrian and bicycle access from the east. The issue was studied in depth by the traffic consultant, and the solution will likely be to rebuild the intersection. Closing Westminster Way will likely help by shortening the length of the crossing in some locations.
- To address issues related to light and glare, staff is proposing a master sign program that results in a more cohesive sign package for Aurora Square. In addition, electronic entry signs are proposed for Aurora Avenue, Westminster Way and North 160th Street. Rather than having a sign that advertises each of the businesses, the intent is to use one name for Aurora Square so that those who visit feel they are in a special place. Staff also studied the possibility of expanding on the noise ordinance, but no changes are being proposed at this time.
- Many people voiced concern about potential stormwater impacts. The DEIS studied stormwater and determined that an on-site detention requirement would be a detriment to renewal and redevelopment from a cost standpoint. Instead, staff is proposing a regional detention system, collaborating with Shoreline Community College to expand the college's existing stormwater facility to handle the future needs of both the college and Aurora Square at a fraction of the cost of developing a new facility. A map of the Boeing Creek Drainage Basin was used to illustrate how stormwater flows from the site and the location of the current detention facility on the college property. Once completed, the expanded regional detention system would benefit all future development, and the stormwater utility would be reimbursed for the cost as development occurs.
- One commenter suggested it would be unfair to provide a regional facility. It is important to keep in mind that one purpose of a CRA is to justify why public resources are being spent. In this case, the economic renewal of Aurora Square was seen as being a public good that would benefit the entire City.
- Another commenter suggested that better stormwater solutions exist. At this point, the City has not decided that a regional facility is the right approach. More study will be needed, and the regional facility will have to stand up against other solutions in time.
- A comment was also received voicing concern that no geotechnical studies were completed. In the initial scoping, it was stated that geotechnical studies that would normally be part of an Environmental Impact Statement (EIS) would be pushed to the property owners as a building permit requirement.
- Some people suggested that the triangle property is unsuitable for development. The current property owner believes the property is developable. While enhanced footings were required in some areas, they were considered a reasonable cost.

- Questions were raised about how redevelopment of Aurora Square would impact the current police, fire and utility infrastructure. There is not any one answer to this question beyond the fact that the International Fire Code would still apply and police service would be based on a city-wide level of service standard. Staff has also consulted all of the utility providers to ensure there would be sufficient capacity.
- Another commenter suggested that the City could use the PAO to lock in building orientation. While this may have been a good idea, it is too late in the process to take advantage of it. The City resisted taking the role of site planner; as it believes the private sector and retailers are the experts in that area. Some studies were done to guide the planning effort, but they did not go so far as to lock in building orientation.
- There is at least one public park in the area, and there was concern that growth would have a detrimental impact.
- Some expressed concern about the WSDOT property development that was envisioned in the CRA. This development would have to stand on its own, and the PAO does not do anything beyond studying the impact of commercial and multi-family development.
- A commenter pointed out the need for a sidewalk on Westminster Way south of the CRA. While this is outside of the CRA, the study was extended beyond the CRA to include Westminster Way all the way to North 144th Street and North 160th Street all the way to the Shoreline Community College. It is well understood that pedestrian and bicycle access on these corridors is important and improvements are needed. Staff just learned that King County Metro recently secured funding to do improvements on North 160th Street all the way to Greenwood Avenue. The improvements will be largely a striping project where four lanes will become three lanes, with bike lanes on one side. The City knows that improvements are needed and it is a matter of finding the dollars to move forward.
- The two property owners who applied for the multi-family residential projects called into question the transition area requirements, which include setbacks and stepbacks. Because the properties are located on wide arterials, they did not believe the transition area would provide a benefit other than changing the shading on the street. Staff studied the transition area requirements and found the comments have merit, but they do not believe the PAO would be the appropriate place to propose changes to the code. It was also determined that the changes should be applied more comprehensively throughout the City. The issue may come back to the Commission at some point in the future.

Chair Scully recalled that at a previous presentation, staff provided maps showing the roadway improvements that would be made as part of the process. Mr. Eernisse indicated that the maps were part of the Commission's packet, but he does not have them for visual display.

Commissioner Moss asked if development agreements would be an option for development within the CRA. Mr. Eernisse said development agreements are an option via State code. In addition, the City Council codified a development agreement provision last week.

Commissioner Moss asked what measures were used to identify the 500 square foot maximum sign area that would be allowed on the side of a building. She commented that allowing each building to have maximum signage of 500 square feet could result in a significant amount of signage. Mr. Eernisse said the Central Market signage was used as a model of what would be appropriate for a large tenant. However, he recognized that this large area would not be appropriate for smaller tenants. He emphasized that the proposed sign code amendment is predicated on property owners coming in together for a master sign package, and the goal is to have a cohesive sign package that matches both internally and externally. Commissioner Moss expressed concern that the intent is not clear in the proposed language. Staff agreed to review the language and clarify the intent.

Commissioner Moss said the PAO specifically states that the siting of new buildings, signs and entertainment spaces should consider their placement relative to existing and surrounding land uses. However, using the term “should” does not mandate that property owners will consider existing and surrounding land uses when siting their facilities and signs. Therefore, it is likely the facilities will be sited more to benefit the businesses than to benefit existing land uses. Mr. Eernisse explained that the intent is to provide guidelines by which property owners propose a master sign permit. If it turns out that property owners are not adhering to a number of the “shoulds,” it would be considered a good indication that the master sign package should not be approved.

Commissioner Moss expressed concern about the intersection at North 155th Street and Aurora Avenue North. She specifically asked where the traffic would go if the southbound lane off of Westminster Way is vacated before improvements are made at the intersection of North 155th Street. Mr. Eernisse said they would use North 155th Street, and traffic modeling indicates this would not create concurrency problems. Commissioner Moss commented that, even without the extra traffic that would be coming southbound and turning right, it is already nearly impossible to make a right turn out of or a left turn onto Linden Avenue at rush hour.

Commissioner Malek recalled that the information provided by the City when the CRA concept was first introduced was impressive and helped him connect business tax dollars with PTEs. For example, staff provided a comparison of business sales tax revenue from Aurora Square and Aurora Village and explained how additional sales tax revenue would offset the PTEs. Mr. Eernisse explained that much of the benefit of economic renewal of Aurora Square will come from revenue generation. Currently, Aurora Village generates about 9 times more sales tax per acre than Aurora Square. If Aurora Square could generate just half the revenue generated by Aurora Village, the City would receive about \$500,000 more sales tax revenue every year. As compelling as having the tax revenue to support needed services are the different public benefits that would result from having more of a lifestyle shopping center/gathering place. He said the State instituted the PTE program partly to address growth management and the need to encourage more multi-family residential housing. Some years later, the program was expanded to encourage more affordable housing. He expressed his belief that the PTE program is a good deal for the City of Shoreline because it does not require individual taxpayers to pay more and it leverages the money the City defers with state and county money. He noted that the City has had a PTE program in place since 2007.

Chair Scully asked if the original detention facility on the Shoreline Community College’s property would be SEPA exempt if the PAO is adopted. Mr. Eernisse answered no.

Chair Scully asked what exactly the Commission is being asked to recommend related to PTEs with this particular ordinance. Mr. Eernisse said the proposed ordinance would not impact the City's current PTE program that is offered for development along Aurora Avenue. Chair Scully summarized that the Commission is not being asked to take action relative to the PTE program at this time.

Chair Scully asked if any up zones are attached to the current proposal. Mr. Eernisse answered no.

Chair Scully recalled that, at the previous hearing, developers of the two current projects provided testimony regarding the transition area requirements. He asked if these property owners have submitted written confirmation in support of the City's decision to study the issue later. Mr. Eernisse said written comments relative to setbacks and stepbacks were submitted prior to the last meeting. He pointed out that because these property owners are doing their own SEPA, they will not be able to take advantage of the PAO findings, including changes to the transition zone requirements.

Public Testimony

Bill Davies, Shoreline, said he lives in the Westminster Triangle area. He pointed out that the new apartment complex will make it difficult for residents to get in and out of the Westminster area, particularly on North 155th and North 153rd Streets.

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Debbie Kellogg, Shoreline, commented that the City's work with the WSDOT to remove the truck route is of no consequence because the current Transportation Master Plan, which is adopted into the Comprehensive Plan by reference, identifies Westminster Way as a designated truck route. She clarified that she originally proposed that the City use daylighting of the culverts as a possible way to create open space, but she never recommended that 17 acres be daylighted. She recommended that small areas could be used to create open space for the highly-dense proposal of 500 to 1,000 residential units, consistent with what staff said was needed to provide sufficient open space, recreation areas, venues for musical performances, etc. She also recommended the City eliminate the sedimentation in Hidden Lake, address flooding, and create open space, parks, and gathering spaces. She recalled that as of September 8, 2014, a dam that was creating problems at Hidden Lake was being removed, yet she has not seen any coordination between the City and Shoreline Community College, as suggested earlier by Mr. Eernisse. Lastly, Ms. Kellogg clarified that she did not say, in her previous comments relative to the CRA, that the triangular property (formerly Joshua Green Property) was unsuitable for development. She simply asked if it was suitable for development.

18

David Lange, Shoreline, commented that construction noise is a general issue regardless of where or when it occurs, and parking is not just an issue with subareas. Instead of taxing businesses that wish to locate in Shoreline, he suggested they accelerate the removal of abandoned houses in the neighborhoods. For example, the City could require a fee-based, board-up permit that is good for six months. Any structure that is boarded up without a permit could be fined weekly for up to three months. Structures that fail to follow these easy steps and fail to pay fines could be forfeited to the City and auctioned twice a year. At least a percentage of the lots for sale could be sold to individuals and not large developers. While he recognized his timeline needed adjustment, he asked that the Commission get the process started.

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Mr. Lange observed that a large number of four to six-story apartments buildings have been constructed in Shoreline, and the City has not adequately managed parking around the increased densities. He suggested that a parking management section be added to the general code that includes written goals for how parking should work in Shoreline and set points that indicate when parking has become an exception to the standard. This way, the neighborhoods could help watch and manage parking for the City. The parking management section should list remediation from beginning to resolution of what the City will do when there is a problem. He commented that parking should not involve the City Council every time it breaks, just like building permits should not need Council involvement. If the City builds a faster process for getting building permits, it should fix the parking problems just as quickly.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society, which is a volunteer group that works for protecting what is valuable in Shoreline. The Society would like to be a party of record with legal standing, and they incorporate by reference all of the previous comments pertaining to the DEIS. Ms. Way said the Society believes the DEIS does not properly incorporate impacts from other areas, especially relative to traffic. Projects at Point Wells, the two light rail stations, Shoreline Community College and other projects should all be connected in the DEIS.

Ms. Way said that, for many years, she has thought that Aurora Square could be better for economic development and also for the community. However, the plan should include a better stormwater system that includes partial daylighting of Boeing Creek, natural drainage systems, etc., which would make an enormous difference to the runoff. She recalled that development of Aurora Square was the beginning of the downfall for Boeing Creek. She referred to the 2004 City of Shoreline Stream and Wetland Inventory Assessment, which identifies Boeing Creek as a salmon bearing stream and provides a map to illustrate how the creek is impacted by stormwater runoff from Aurora Square. She voiced opposition to providing off-site detention and not requiring developers to be responsible for stormwater runoff. She expressed her belief that developers should pay for the impacts of development. The drainage in this location needs to be improved, and the City has the responsibility to protect Boeing Creek. She also voiced concern that no geotechnical report was done for the DEIS. She asked the Commission to recommend denial of the DEIS unless and until additional technical information has been provided.

Ms. Way commented that property owners in the Westminster Triangle were not given notice of the proposed DEIS and other actions related to the CRA. Traffic and freight mobility are very important for the City and must be addressed. No information has been provided about where the buildings, detention, open space, landscaping, etc. would be located, and approval of the PAO would eliminate the public's ability to impact future decisions related to redevelopment of the site.

Ms. Way expressed concern that the DEIS does not adequately address how redevelopment of Aurora Square could impact fire, police, schools and utilities. She asked if design review would be required for redevelopment of this large site. Open space, tree planting and landscaping are all crucial to the success of the project. An exciting design, including daylighting Boeing Creek, is essential for the site to become an economic engine for the City. She urged the Commission to reject the current plan and direct staff to go back to the drawing board to come up with a better plan.

Dave LaClergue, Shoreline, said he and his family live on Dayton Avenue near North 150th Street and support the vision the City is putting forward. He expressed his belief that the Central Market can serve as a hub of community activity and community life in Shoreline, but there is currently a lot of wasted space with oceans of unused parking and buildings that sit vacant and do not provide any benefit to the neighborhood. He commented that either of the alternatives that are under consideration in the DEIS represent an appropriate level of density for the site. The 500-unit alternative would be roughly comparable to Seattle's Wallingford Business District and surrounding area, and the 1,000-unit scenario would be roughly comparable to Seattle's Greenwood Shopping Center and surrounding area. Either alternative could be positive for the neighborhood, as long as it is designed well and has a good mix of businesses. He expressed his belief that a PAO is an appropriate tool for the site. As outlined, it would provide a more coordinated approach to redevelopment and mitigation than if the site were redeveloped piecemeal. The PAO offers an opportunity to clearly outline design principles and concepts for the area that will provide a basis to coordinate the alignment of buildings and open space.

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Mr. LaClergue expressed his belief that the conditions outlined in the DEIS for stormwater generally seem appropriate. He recalled that he previously recommended that stairs be provided from North 155th Street and Fremont Avenue down to the shopping center. At this time, there is a long, north/south barrier for people coming from the West, and people living at the site in the future need safe and direct routes to Highland Terrace Elementary and Shoreline Community College. He also recommended that the missing link of sidewalk on Westminster Way (between Fremont Avenue and North 155th Street) should be completed. If stairs are provided for connectivity, he suggested some basic standards relative to lighting, landscaping and other features would be appropriate to give the feeling that the stairs are cared for and safe. He concluded that Aurora Square has potential to become much more than it is today and a great asset for the entire Shoreline community.

Dan Jacoby, Shoreline, recalled that, last month, the Commission took the bold and thoughtful step of rejecting the 145th Street DEIS because they did not have enough transportation information to make a wise decision. He said it doesn't take long to notice that the Aurora Square DEIS should also be rejected because it either fails to address much needed items, such as a parking garage, or it completely misses the mark. He specifically referred to the concept of an outdoor performance venue. He advised that over the past 47 years he has acted, directed, designed, written, produced, and managed large shows. During this time he has learned that the economic performance of indoor venues is greater than the economic performance of outdoor venues because they can operate year round regardless of the weather. He shared his thoughts for an indoor performance space with flexible seating that could house a resident theater company and also be rented out to other performance groups. He suggested that if the CRA is handled right, the City could have high-caliber restaurant in the heart of Shoreline to serve the patrons of the performance venue. In addition, the company managing the space will want to find ways to cross promote with other businesses in the shopping center as a means of gaining inexpensive publicity for their own performances, and this would spread the economic benefit wider. Furthermore, people would come not just from close by, but from the surrounding communities. These people would spend their money in Shoreline, not only at the performance and restaurant, but maybe come back once they see the great stores. This would be a tremendous boon to both the local economy and the City's budget.

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Lastly, Mr. Jacoby said an indoor performance venue would not create problems relative to noise and lights, as would be the case for an outdoor venue because it would not be possible to orient the noise

away from surrounding properties. He summarized that the performance space is just one small aspect of the DEIS that desperately needs fixed. He urged the Commission to put the DEIS on hold and listen to the voice of people who have specialized expertise. Together they can create a CRA they can be proud of.

Bergith Kayyali, Shoreline, said she lives in the triangle on Evanston Avenue North. She expressed her belief that planned growth requires serious consideration of more than economic development. While she is not against redevelopment, she asked the Commission to consider the quality of life for residents who live in the area including open space, public parks and playgrounds for children; trees to keep the noise down; and protection and restoration of natural water sources. She said she understands that development will occur, and she would like it to be done as outlined in Alternative 2. She asked the Commission to look at doing the CRA one step at a time, without rushing forward. Development should pay for development, including the excess cost for utility service. Although redevelopment would provide revenue for the City, she questioned if it would provide a better life for the residents. She requested that the City conduct a geotechnical report and also come up with a plan to deal with the traffic impacts, particularly on Evanston Avenue North where there is already significant congestion during rush-hour as a result of cut-through traffic.

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Ginny Scantlebury, Shoreline, said she contacted five other cities in the area to see how they use PAOs for development decisions. Her findings helped her understand that the City wants to use the PAO approach to make it easy for developers to build in Shoreline with as few impediments and as little expense as possible. For example, the City of Bellevue does not have a PAO in place because it is believed to be a marketing tool to convince developers that the City has taken care of the SEPA requirement in advance. Bellevue has a design process that precludes SEPA and believes that the Growth Management Act (GMA) regulations supersede SEPA. Bellevue also does extensive EIS work on transportation related to all projects because it is so important. The City of Seattle has a PAO ordinance in place, but it has only been used once at Yesler Terrace in order to get federal funding for mixed-income housing. Seattle feels that any city using the ordinance should understand exactly what the end projects are going to look like. The City of Lynnwood uses the PAO concept for a few projects in the City Center area, but the City of Edmonds does not have any large subareas where the concept could be applied. The City of Kirkland has a PAO ordinance. However, when a new developer took over the Park Place Project, the City of Kirkland incurred significant cost redoing plans that probably would not have been necessary if the PAO had not existed.

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Ms. Scantlebury pointed out that the Transportation Master Plan classifies the Westminster Way as a designated truck route from Aurora Avenue North to Greenwood Avenue. Because the Transportation Master Plan has not been amended to remove this designation, the Aurora Square CRA is inconsistent with the Comprehensive Plan. While the City staff pretends that the truck route removal has had a public process, there was not one and the public was never properly informed about the proposal. She invited the Commissioners to listen to and read all of the public comments and postpone their recommendation to the City Council until they can study the issues more in depth.

Krista Tenney, Shoreline, said she lives on Greenwood Avenue. While her home is located outside of the CRA, she was present to voice her concerns about how redevelopment of the Aurora Square site could impact the larger area. For example, the traffic has increased in recent years and is quite busy

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now. While she appreciates the efforts of City staff and the Commission to transform the area, she wants to make sure the surrounding neighborhoods are protected and remain strong. She particularly asked the Commission to pay careful attention to the traffic impacts that will result on surrounding streets. She also cautioned that significant increases in traffic could make it difficult for people to access the Central Market.

Michelle Moyes, Shoreline, said she also lives in the Westminster Triangle. She asked that the City require a geotechnical study on the site of the proposed new apartment building (Potala). She has some knowledge and has been told that the site is contaminated, but she has not heard anyone speak to that. She also asked that the City study the traffic more and consider all of the development that will happen in the City (145th and 185th Street Stations, Point Wells, etc.)

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John Ramsdell, Shoreline, said he lives in the Westminster Triangle. He expressed support for redevelopment of Aurora Square, which has potential to become a tremendous asset to the area. Establishing the square as a destination for retail, restaurant and entertainment options is something he hopes will happen. He said he was also pleased that Mr. Eernessee has rescinded the request to change the noise ordinance. However, the DEIS raises some concerns for him, particularly related to parking and public safety. He noted that the City recently reduced the parking requirement for multi-family development from 2 spaces per unit to .75 spaces per unit. This is significantly less than other similar jurisdictions in the region. For example, Bothell's requirement is 2.2 spaces per unit, Kenmore's is 1.4, and Lake Forest Park's is 1.5. He expressed his belief that the DEIS grossly underestimates the level of overflow parking into adjacent neighborhoods. He and many of his neighbors are concerned about overflow parking onto Linden Avenue and that streets within the Westminster Triangle (Linden Avenue, North 150th Street and North 148th Street) will be used as arterials to access Ballard and Greenwood.

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Mr. Ramsdell said he expects that redevelopment of Aurora Square, as per Alternatives 2 or 3, would result in increased traffic, and he questioned Mr. Eernessee's earlier comment that there would be no difference between Alternatives 2 and 3. He urged the Commission to support Alternative 2 over Alternative 3. While he does not want the proposal to be denied, it would be prudent for the City to approach redevelopment with moderation rather than the more aggressive plan.

John Behrens, Shoreline, commented that the "planned action" concept is a different approach to development and is not well understood. It would serve the purposes of the community and the City Council if the Commission were to thoroughly vet what the concept is. In addition to the public hearing where citizens are invited to comment, there needs to be a public forum where those living in the community who have knowledge and experience can exchange information with the staff, Planning Commission and City Council.

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Mr. Behrens said he supports a parking plan that utilizes the reduction of unnecessary parking spaces, but the plan should also deal with potential impacts to the headwaters of Boeing Creek. There is a long-standing history of flooding around Aurora Avenue North, and a 1955 picture actually shows cars floating down the middle of the street. He also commented that whatever happens in the future must address the needs of the current businesses. They should be encouraged to stay; and if necessary, be reimbursed for losses while the construction moves forward.

Mr. Behrens noted that Westminster Way serves as a traffic corridor and is an important transportation hub that moves a lot of freight. It would be irresponsible to disregard this street and assume that people will find another way to get products to their places of business. He observed that the existing Environmental Impact Statement (EIS) for the entire City of Shoreline was created in 1998. Since that time, the City has used a piecemeal process to address changes neighborhood-by-neighborhood. This approach does not consider the overall affect that all of the changes will have to the City of Shoreline as a whole.

Mr. Behrens recalled earlier comments about the potential of daylighting waterways in the Westminster Triangle. He referred to the improvements that were made to open the waterway at Cromwell Park, near his neighborhood. He said he would trade the traffic he hears during the day for the frogs he gets to listen to at night. Daylighting adds an element to a neighborhood and community that cannot be created any other way. Opening the creeks in the Westminster Triangle would benefit the community for 100 years, and he urged the City not to pass up the opportunity.

Kay Norton, Shoreline, said she also lives in the Westminster Triangle. She observed that, although the Westminster Triangle is shown on all of the maps of the Aurora Square CRA, it was left out of the DEIS. However, she is glad to see that the City has taken their comments to heart. She expressed concern about the traffic that backs up along Westminster Way, which is a very important throughway for the residents. She referred to signage, which was an important emphasis in the DEIS. If a 500-square-foot sign is going to be allowed near a complicated traffic intersection, she asked that the City not allow the sign to be of a distracting nature. She was particularly concerned about the Westminster Way entrance to Aurora Square, where there is a convergence of bicycles, pedestrians and vehicles. Lastly, Ms. Norton commented that the Department of Ecology's (DOE) website indicates that some type of voluntary toxic cleanup was started in 2013 on the Potala site, which is the site of the former dry cleaning store, but it has not been completed. She asked the City to make sure this situation is handled appropriately.

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Tom Poitras, Shoreline, said he lives in the Ridgecrest Neighborhood and supports the Aurora Square CRA. He referenced Mr. Jacoby's comments regarding outdoor and indoor performance venues and pointed out that an apartment building is being constructed on the Tsang property, and a performance venue is proposed to be located between the apartment building and Sears. This illustrates an indifference to the effect that noise from the performance venue could have on the people who will live in the apartment building.

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Mr. Poitras noted that the former Dairy Queen and Pizza Hut buildings have been derelict for a number of years, and it is ironic that the City is spending money to develop two nice bridges to connect to the Interurban Trail in this location. He often walks across the bridge and feels these properties are a type of "slum" with garbage all around. This creates a dangerous situation for the children who walk unsupervised on the Interurban Trail. He noted that a plate glass window was recently broken out of the former Pizza Hut building. While the windows were boarded up, the glass remains on the ground. He questioned if the City has ever asked Mr. Tsang to clean up the mess. He suggested that perhaps the City needs a "nuisance posse."

Harry Keinath, Shoreline, said he is a resident of the Westminster Triangle and has worked for 35 years as a commercial real estate broker. He has consulted on the development of a number of properties, and he is also a commercial appraiser. He said he supports redevelopment of Aurora Square. If done correctly, it can become an incredible urban village concept; but it will require quite a lot more than what has been put into the DEIS. It will require an experienced shopping center developer to coordinate the entire plan. For example, an experienced developer converted the Crossroads Shopping Center, which had multiple owners similar to Aurora Square, into a community center that has been active for about 20 years. Someone with that caliber needs to be involved in the Aurora Square CRA, as well. Without a central ownership entity to control the entire development, the project will fail. He voiced concern that constructing a 65-foot tall apartment building at the gateway to the shopping center could kill the project by blocking exposure to the central market and other businesses located inward of the apartment complex. The center already has weak exposure, and the City needs someone with experience to bring it all together or it will fail from the start. He urged the Commission to back the project up.

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Tom McCormick, Shoreline, explained that the Commission is the citizens' first line of defense against growth that is too fast and too much. Shoreline is currently the 5th most densely populated city in the State based on 2010 census data; and the 20-year projection shows Shoreline as the 2nd most densely populated City, second only to Seattle. These figures take into account future development in the subareas (145th Street, 185th Street, Point Wells, Aurora Square, and Town Center), but the areas outside of the subareas that will also continue to grow. The Growth Management Act (GMA) requires the City to comply with a certain level of growth. However, with the plans currently on the table, the City's growth is projected to grow by over 20,000 just in the subareas, and the GMA only requires growth of 9,600.

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Mr. McCormick suggested the Commission has three alternatives to consider: no growth, slow growth, or fast growth. He acknowledged that the City must grow, and he supports slow growth. But the Commission must be the watchdogs to make sure the City does not grow too fast. Growth should be kept to the minimum necessary to comply with the Growth Management Act. He recommended they consider Alternative 2 (500 residential units) over Alternative 3 (1,000 residential units). He disagreed with staff's conclusion that the road network would not be broken by growth. Even with slow growth, there would be some failures and mitigation would be needed. If the City continues in the path of fast growth, as recommended by staff, multiple failures would occur. He asked the Commission to consider the cumulative effects of all the growth currently on the table when making decisions about any one area.

Paula Anderson, Shoreline, said she also lives in the Westminster Triangle. She advised that she reviewed the DEIS and presented written comments to the City staff prior to the meeting. She noted that while some of her questions were answered in the staff presentation, others have come up. She agreed with the concerns raised previously about the notification process and supports the notification requirement being expanded based on the location and size of a project. She referred to Alternative 2 (500 residential units) and Alternative 3 (1,000 units) and asked if the new units would be located specifically inside the Aurora Square CRA, or if the number would include the apartment and restaurant projects that are currently underway. She expressed her belief that the people living in the new residential units and those who patronize new commercial spaces would have an impact on traffic.

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Ms. Anderson said the DEIS talks about detour routes during construction, and neighbors have expressed concern about cut-through traffic in the Westminster Triangle. This is already a problem that will get worse if construction detours are routed through the neighborhood, as well. Ms. Anderson referred to Page 321 of the DEIS, and requested clarification of the provision that limits the maximum building height for any use in the MB zone to 65 feet. She also requested clarification of the provision that limits the height in MB zones directly across the street and/or right-of-way from R-4, R-6 and R-8 zones to 35 feet. Her interpretation of the provision is that the Potala development would be limited to 35 feet in height.

Ms. Anderson asked how the two left turn lanes onto North 155th Street, as outlined in the DEIS, would be managed. There is already more than enough traffic at this intersection now, and bringing in another lane of traffic from Aurora Avenue North would make the problem worse. The DEIS also identifies the potential of adding another access street on North 156th Street, where there is presently no street. She summarized that more design work needs to be done before the DEIS and PAO are adopted.

Warren Richie, Shoreline, agreed that more work needs to be done before the DEIS and PAO for the Aurora Square CRA moves forward. Specifically, the suggestions from Janet Way, Dan Jacoby, and John Behrens should be seriously considered. These are the types of things that will separate this development and Shoreline from other similar developments taking place throughout the region. He said he foresees incredible pressure for more and more development over the next 20 years, and there is strong evidence that Shoreline will become an even more desirable place to live. Given climate change, he foresees even more pressure on the City as more people continue to move to the Northwest. The City should do all it can now to protect the environment. People want development that is more integrated organically with the environment. While the Commission is under pressure to move plans forward, their efforts will be in vain if they do not have community-based economic development. While they must plan for future generations, as many people as possible should also benefit from the development now.

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Shari Dutton, Shoreline, said she has lived in the Westminster Triangle for 50 years and has seen a lot of change. She was very excited at the thought of Aurora Square being redeveloped with business in mind. However, she was not anticipating a large number of residential units. She voiced concern about the impacts associated with a significant increase in density. She disagreed with the DEIS finding that the traffic impacts associated with Alternatives 2 and 3 would be nearly the same.

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Chair Scully closed the public comment period.

Planning Commission Deliberation and Action

COMMISSIONER MAUL MOVED THAT THE COMMISSION FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL IN SUPPORT OF ALTERNATIVE 3 AS THE PREFERRED ALTERNATIVE. HE FURTHER MOVED THAT THE COMMISSION RECOMMEND APPROVAL OF THE PLANNED ACTION ORDINANCE (ORDINANCE NO. 705) AND CHANGES TO THE SIGN CODE AS PRESENTED BY STAFF. COMMISSIONER MONTERO SECONDED THE MOTION.

Commissioner Maul observed that staff did a good job of taking into account the information provided at the last hearing, which was not recorded, and made some progress. He said he lives a few blocks from the Aurora Square CRA and he would like to see redevelopment move forward, and the proposed DEIS and PAO is a mode to get something started. He noted that the current zoning allows a lot more development than the 1,000 units proposed in Alternative 3, so he does not view the proposal as an up zone. He sees it as a lateral move, but also a tool to promote redevelopment. The City must do something to promote change on the property, which has remained the same for a number of years. If the City offers an incentive by dealing with stormwater as a whole, the outcome will likely be better than piecemeal development of individual property. A piecemeal approach would also result in a less effective improvement to the overall site.

Commissioner Maul asked if staff has considered the potential impacts of daylighting Boeing Creek. Mr. Eernisse answered that staff briefly considered a number of different options for daylighting Boeing Creek, but the main focus was to mitigate the cost of detention. The Boeing Creek Basin Study is much more thorough and was used by the consultant as part of his analysis.

Chair Scully suggested that perhaps the proposal was messaged poorly to the citizens. While he agrees with many of the concerns raised by citizens during the hearing, it is important to understand that most cannot be addressed or fixed via the CRA. The 500 and 1,000 residential units identified in Alternatives 2 and 3 do not represent a limit on growth. The numbers are simply a threshold for when environmental review would be required again. Concerns related to traffic and parking are very real, but they would be concerns of future development regardless of whether the CRA is adopted or not. The point of the CRA is to identify the improvements needed to mitigate the impacts so that funding can be allocated over time. His biggest concern with the proposal has to do with the proposed regional detention facility, and he was dismayed to see the conceptual proposal is a bunch of pipes, a pond and dam. However, the CRA does not address the question of how stormwater is handled; it just requires that it be done. He cannot believe that any of the Commissioners or citizens would be opposed to considering a regional stormwater facility rather than piecemeal for each project.

Chair Scully acknowledged Mr. Jacoby's comments about the performance venue, but noted that the properties are owned privately. The City has made it clear it would not take the properties via eminent domain. Instead, the City would leave it up to the developers to decide whether or not develop a theater. The CRA is not intended to dictate what is developed; it simply looks at the possible impacts if something is developed.

Vice Chair Craft voiced support for citizen comments about the opportunities that exist with Boeing Creek and the need to study the issue in a more thorough and thoughtful way. Ms. Way pointed to what happened at Thornton Creek as an example of the kind of study that would enhance and create a positive impact on the types of potential development that could happen. This additional study is also important for the future of Shoreline. As the process moves forward, he encouraged the City to consider these opportunities as a high priority, not only for Aurora Square but for the entire Town Center area.

Commissioner Montero agreed there are many issues that need to be addressed. However, in the long run, the City must encourage private development of the area. It is in the public interest to make redevelopment happen, and the CRA is a good start.

THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARING: COMPREHENSIVE PLAN AMENDMENT DOCKET

Mr. Szafran explained that the Growth Management Act (GMA) limits review of proposed Comprehensive Plan amendments to no more than once per year. To ensure the public can view the proposals in a citywide context, the GMA directs cities to create a docket or list of the amendments that may be considered each year. Seven proposed amendments are included in the 2015 Comprehensive Plan Amendment Docket, one private and six City-initiated amendments. The staff presented the amendments, and the public was invited to comment prior to the Commission's discussion of each one.

Proposed Amendment 1

Mr. Szafran explained that Amendment 1 asks to consider changes to the Transportation Element of the Comprehensive Plan that would set citywide average daily trip (ADT) limits for non-arterial and collector-arterial streets. The proposed ADT limits would apply even if the capacity of the subject street may be higher and/or if level of service (LOS) failures would not result if ADTs were higher than the proposed ADT limit.

Mr. Szafran further explained that, generally, the amendment would place a default limit of 1,500 ADTs for non-arterial streets and a default limit of 3,000 for collector-arterial streets. The proposal would allow the City Council to raise the ADT limit to 3,000 on a non-arterial street and 7,000 on a collector-arterial street on a case-by-case basis to address extraordinary circumstances.

Mr. Szafran said staff recommends that the proposed amendment be excluded from the 2015 Comprehensive Plan Docket for the following reasons.

- The policy direction would be in conflict with the City's adopted concurrency program, which does not evaluate LOS impacts based on ADT.
- Adoption of the proposed amendment would require a modification to the City's current practices for review of a transportation impact analysis and the requirements for their submittal. Basically, it would require a transportation impact analysis for every type of development proposal.
- It is unclear how the policy would be enforced. If a certain street trips the threshold based on natural traffic increases, what would the City's responsibility be to fix it?
- The proposed volumes for ADT caps seem to be chosen somewhat arbitrarily, and the capacity of most collector-arterial streets is more than three times greater than the proposed 3,000 ADT cap.
- The street classification is intended to provide a general, qualitative description of how a roadway functions, not to assign a quantitative cap.

Tom McCormick, Shoreline, explained that the City has adopted LOS standards that include the A through F classifications. Classification D primarily measures delay time at intersections and has a volume capacity ratio of .9. The City's Traffic Engineer identifies the capacity for a road, and traffic is okay as long as it does not exceed 90% of that capacity. He expressed his belief that the current standards do not provide adequate traffic protection for the non-arterial and collector-arterial streets.

Even the planning community is mixed as to the best way to handle traffic impacts in residential communities.

Mr. McCormick said many people have 200 to 300 cars passing by their homes on a daily basis. Having 5,000 additional cars drive by homes as a result of new development would be considered a very significant adverse affect. His proposed amendment would set hard ADT limits of 1,500 as a default limit for residential streets, and the City Council could allow up to 3,000 on a case-by-case basis. In his view, the proposed limit would be reasonable. He recalled a recent situation where the City approved a new 200-unit residential development that increased the ADTs on Ashworth Avenue from 750 to 950. This project would have been approved based on the proposed amendment, as well.

Although staff has indicated that the proposed amendment would not work with the City's current concurrency program, Mr. McCormick explained that the concurrency program could continue to apply to developments other than those that would be denied on the grounds that they would cause the specified ADT limit to fail.

Mr. McCormick agreed that the proposed amendment may require the City to modify its current practice for review of Transportation Impact Analysis. He did not feel this should be an impediment to approving the proposed amendment if it is in the best interest of the residents. Developers should be asked to review the impacts their developments would have on residential streets.

While staff says it is unclear how the proposal could be enforced, Mr. McCormick said he provided written details about how enforcement could be done. He disagreed with staff's comment that ADT drives a street's classification and not the other way around. He agreed that a street does get classified under the City's Transportation Master Plan according to the ADT and regardless of its characteristics. However, he felt it would be possible for the City to set an ADT limit for roadways without affecting the maximum. In fact, he noted the City did just that at Point Wells when it set a 4,000 ADT limit for Richmond Beach Drive. He suggested this approach be used on a universal basis throughout the City, but allow flexibility for the City Council to approve a higher limit. He summarized that the proposed amendment can be implemented and he shared examples of how it was done in other cities. Mr. McCormick asked that the Commission include the proposed amendment on the 2015 Comprehensive Plan Docket for further study.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society. She said the Society would be happy to support the proposed amendment, which seems imminently reasonable and something that the City could do considering all of the other impacts that are running willy-nilly around the City right now with different proposals. The least the City could do is have some control over the ADTs.

Commissioner Moss said her understanding is that street classification has to do with the quality of the streets, how much traffic they will bear and what improvements the City may need to make if the traffic volumes increase. Mr. Relph agreed that street classifications are used to help the City understand how to treat streets long-term. The classification becomes important from the perspective of trying to establish policies for addressing pedestrian movements, traffic calming, etc.

Commissioner Maul asked how the proposed amendment would work with the City's current process. Mr. Relph answered that the proposed amendment would not meet the City's concurrency standard in any way. The concurrency standard allows an opportunity for development to mitigate problems. While the proposed amendment may allow the City an opportunity to look at LOS, no mitigation would be allowed once the ADT limit has been reached. Commissioner Maul noted that the City recently amended its concurrency program and has not had an opportunity to see if the new program works. Mr. Relph agreed that substantial changes were made to the City's process in order to implement an impact fee approach.

Although he is not necessarily in support of the proposed amendment, Chair Scully said he supports including it on the docket. He explained that the current system is intersection dependent. For long roads that do not have a lot of intersections, such as Richmond Beach Drive, looking at one intersection would not necessarily measure the traffic impacts for the entire roadway. Mr. Relph said that in his almost 30 years of experience, the typical problems actually occur at the intersections; and that is why the City's program focuses on intersections rather than segments. Chair Scully acknowledged there are missing pieces to the proposed amendment, but it is important to acknowledge that ADT can still have an impact on the quality of life on residential streets that have no intersection problems. Mr. Relph agreed that ADT can influence the quality of life on a particular block, but the bigger question is what is the best methodology or approach for trying to decide how that plays out. He said he does not believe the proposed amendment would accomplish this goal.

Commissioner Montero asked when the City's Transportation Master Plan Model was created. Mr. Relph answered that it was perfected in 2011.

Commissioner Malek asked how LOS would relate to traffic-calming devices or roundabouts. Mr. Relph explained that there is a distinction between roundabouts and traffic circles. Traffic circles are small and used at numerous intersections for traffic calming purposes. Roundabouts are larger and can actually increase capacity. The street classification, and not LOS, has more to do with traffic calming. The City's policies for street classification allow traffic calming on residential streets but not on arterial streets. Commissioner Malek agreed with Chair Scully that setting ADT limits would address public sentiment, as well as quality of life, better than LOS would.

CHAIR SCULLY MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENT 1 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MALEK SECONDED THE MOTION.

Chair Scully reminded the Commission that the Comprehensive Plan Docket is a study item. Once the docket has been approved by the City Council, the items on the docket will come before the Commission for further consideration.

Director Markle explained that if the Commission recommends and the City Council agrees that the proposed amendment should be included on the docket, a tremendous amount of study would have to be done. Because there would be a cost associated with moving the amendment forward, staff is not recommending it be included on the docket at this time.

THE VOTE ON THE MOTION WAS A 3-3 TIE, WITH CHAIR SCULLY, VICE CHAIR CRAFT, AND COMMISSIONER MALEK VOTING IN FAVOR, AND COMMISSIONERS MONTERO, MAUL AND MOSS VOTING IN OPPOSITION.

Proposed Amendment 2

Mr. Szafran advised that Amendment 2 seeks to add language to the introduction section of the Comprehensive Plan that outlines a public participation process. An audit by the Washington Cities Insurance Authority revealed that the City’s Comprehensive Plan should develop a more specific citizen participation plan. This amendment would not be added until the Comprehensive Plan is updated again in 2023.

Proposed Amendment 3

Mr. Szafran explained that this amendment would copy the policy language for the three land-use designations proposed in the 185th Street Station Area Plan to the Land Use Element of the Comprehensive Plan. Director Markle added that, as proposed, the Land Use Element of the Comprehensive Plan would be updated to identify equivalent zones for each of the three new land-use designations.

Commissioner Moss asked if the reference to the 185th Street Station Area is correct in LU-11, LU-12 and LU-13. Mr. Szafran pointed out that the designations proposed for the Land-Use Element of the Comprehensive Plan are described in the 185th Street Light Rail Station Subarea Plan that was adopted by the City Council on March 16, 2015. It would be premature to include a reference to the 145th Street Light Rail Station Subarea Plan at this time.

Proposed Amendment 4

Mr. Szafran said Amendment 4 would add language to the Comprehensive Plan identifying the Landscape Conservation and Local Infrastructure Program (LCLIP) as a potential funding source for public improvements.

Proposed Amendment 5

Mr. Szafran said Amendment 5 would amend Policy LU47, which considers “annexation of 145th Street adjacent to the existing southern border of the City.” He explained that the City is currently engaged in the 145th Street Route Development Plan and is actively pursuing annexation of 145th Street.

Commissioner Malek asked if there would be a cost associated with annexation of 145th Street. Ms. Ainsworth Taylor reported that annexation is already identified on the City’s work plan, and the City is currently in negotiations. However, she is unclear about what the economic costs will be.

Proposed Amendment 6

Mr. Szafran explained the City anticipates the Transportation Corridor Study on mitigating adverse impacts from proposed development at Point Wells will be completed in 2015. Therefore, staff is recommending that the same Comprehensive Plan amendment that was docketed in 2014 be included on the 2015 docket to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan.

Proposed Amendment 7

Mr. Szafran advised that Amendment 7 would add goals and policies to the Parks, Recreation and Open Space Element based on policies identified in the 185th Street Light Rail Station Subarea Plan relative to the need for more parks, recreation and open space. In particular, the policies include working with the Parks Board to explore options for funding new park space, including a park impact fee program; identify a process for locating new park space within the subareas, and determine the appropriate ratio of park space to residents.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society. She said it seems appropriate to add a park impact fee to the Parks, Recreation and Open Space Plan because she believes development should pay for development.

Ms. Way said she is somewhat confused about Amendment 6, since development at Point Wells will depend on whether or not the State allows annexation. She asked for an explanation of LCLIP, which is offered as a potential source of funding for public improvements. She also referred to Amendment 5, which relates to annexation of 145th Street. She said that, on one hand, she supports annexation of 145th Street so the City has the ability to address the anticipated impacts associated with the future 145th Street Station. On the other hand, she believes that Seattle, King County and the Washington State Department of Transportation should be held accountable for the current problems.

Kristen Tenney, Shoreline, invited the Commissioners to attend a celebration of Dr. Kruckeberg's 95th Birthday on March 20th from 3:00 to 5:00 p.m. She also invited them to visit the Kruckeberg Botanic Garden, which was preserved because it is such a national treasure. She expressed concern that, with the demand for more growth, the City must also maintain space for residents to enjoy the outdoors. She recalled that in 2009 she worked with a group of citizens who desired to have the City become a wildlife habitat, and it is the 51st City in the United States to become a Wildlife Community. She urged the Commission to take into consideration that pavement should not win out over wildlife.

COMMISSIONER MONTERO MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENTS 2 THROUGH 7 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

DIRECTOR'S REPORT

Director Markle announced that the 185th Street Station Subarea Plan Development Regulations, Zoning and Planned Action Ordinance (PAO) was approved by the City Council on March 16th. The Commission's recommendation was largely accepted, but there were a few changes. For example, some

of the MUR-35 zoning was removed along the 185th Street Corridor, and the corridor connection over to North City was added to the 1st phase. In addition, the City Council added minimum densities for MUR-45 and MUR-70 zones, and single-family detached residential homes would be allowed outright in the MUR-35 zone and a nonconforming use in MUR-45 and MUR-70 zones. They also increased the flexibility of the non-conforming regulations. Instead of only allowing a 10% addition, the code would allow a 50% addition or 1,000 square feet, whichever is less. She noted that the adopted version of the PAO would be valid for 20 years and would cover Phases 1 and 2. Several thresholds were added to the PAO, as well. If any of the thresholds are met before the 20 years is up, additional State Environmental Policy Act (SEPA) review would be required.

Director Markle reported that the Commission's recommendation relative to the preferred alternative for the 145th Street Station Subarea Plan DEIS will be considered by the City Council on March 23rd. She also announced that Nytasha Sowers, from Sound Transit, has been hired as the City's new Transportation Manager. She will be a great help to planning staff as they work through the Final Environmental Impact Statement (FEIS) for Sound Transit's development agreements and permitting.

UNFINISHED BUSINESS

There was no unfinished business on the agenda.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Commissioner Moss said the Commission received a link relative to a light rail project in Marin County. She commented that rather than being fact, the link provides a projection of what might happen. There are no plans for light rail in Marin County at this time.

AGENDA FOR NEXT MEETING

The April 2nd meeting was cancelled. It was noted that election of officers would be postponed until the April 16th meeting. Director Markle announced that the Council of Neighborhoods has invited the Chair and Vice Chair to attend their May meeting.

ADJOURNMENT

The meeting was adjourned at 9:47 p.m.

Keith Scully
Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

4.0 REFERENCES

City of Shoreline. 2013. Aurora Square Community Renewal Area (CRA) Plan. Shoreline, WA.

City of Shoreline. 2012. City of Shoreline Comprehensive Plan. Shoreline, WA.

City of Shoreline. 2014. City of Shoreline Zoning Map. Shoreline, WA.

City of Shoreline. 2011. 2011 Transportation Master Plan. Shoreline, WA.

5.0 DISTRIBUTION LIST

The following agencies were sent a notice of availability of the Final EIS, or a copy or compact disk.

5.1 Federal Agencies

National Marine Fisheries Service

United States Army Corps of Engineers

5.2 Tribes

Muckleshoot Indian Tribe Fisheries Division

Tulalip Tribe Department of Natural Resources

Tulalip Tribal Council

5.3 State and Regional Agencies

King County Department of Development and Environmental Services

King County Department of Natural Resources and Parks

Puget Sound Clean Air Agency

Puget Sound Regional Council

Snohomish County Planning and Development Services

Washington State Department of Commerce

Washington State Department of Ecology

Washington State Energy Facility Site Evaluation Council (EFSEC)

Washington State Department of Fish and Wildlife

Washington State Department of Health

Washington State Department of Natural Resources

Washington State Parks and Recreation Commission

Washington State Department of Transportation

5.4 Services, Utilities, and Transit

CleanScapes, Inc.

Comcast Cable

King County Transit Division

King County Wastewater Treatment Division

North City Water District

Ronald Wastewater District

Seattle City Light

Seattle/King County Health Department

AURORA SQUARE PLANNED ACTION EIS DISTRIBUTION LIST

Seattle Public Utilities

Shoreline Fire Department

Shoreline School District

Sound Transit

5.5 Community Organizations

Parkwood Neighborhood Group

Thornton Creek Alliance

Thornton Creek Legal Defense Fund

5.6 Newspapers

The Seattle Times

5.7 Adjacent Jurisdictions

City of Bothell

City of Edmonds

City of Kenmore

City of Lake Forest Park

City of Lynnwood

City of Mountlake Terrace

City of Seattle

Town of Woodway

5.8 Individuals

Individuals were sent a notice of availability, including:

- Shoreline residents and businesses in the Aurora Square vicinity.
- See also list of commenters in Chapter 3.

APPENDIX A: DRAFT EIS AND HEARING NOTICES

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

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

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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

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

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

<http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

PUBLIC HEARING

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

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

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

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

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

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



Notice of Community Meeting, Draft Environmental Impact Statement, and Public Hearing of the Planning Commission

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

COMMUNITY MEETING

The City will hold a meeting to introduce the Aurora Square Community Renewal Area Plan and Planned Action Environmental Impact Statement to the community. The meeting is scheduled for **Thursday, December 18, 2014 at 5:30 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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

Interested persons are encouraged to provide written comments regarding DEIS. **This may be your only opportunity to submit written comments.** Written comments must be received at the address listed below before **5:00 p.m. January 12, 2014**. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Steven Szafran, AICP 17500 Midvale Avenue N, Shoreline, WA

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

PUBLIC HEARING

The Planning Commission is required to hold a public hearing on the CRA Planned Action EIS. The Planning Commission is responsible for evaluating the impacts of the proposal, soliciting community input, and forwarding a recommendation to the City Council. The Planning Commission will take public comment on the three alternatives and make a recommendation to City Council on the preferred alternative at the public hearing. The preferred alternative will be identified as the Planned Action in the Final Environmental Impact Statement.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for **Thursday, January 29, 2015 at 7:00 p.m.** in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

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

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

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.

APPENDIX B: PROPOSED PLANNED ACTION ORDINANCE

ORDINANCE NO. 705

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

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 (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC) Title 20, to implement the Comprehensive Plan; and

WHEREAS, pursuant to RCW 35.81, on September 4, 2012, the City enacted Resolution No. 333 designating the Aurora Square area as a Community Renewal Area and, on July 13, 2013, the City enacted Resolution No. 345 adopting the Aurora Square Community Renewal Area Plan; and

WHEREAS, under the State Environmental Policy Act (SEPA), RCW 43.21C and its implementing regulations, WAC 197-11, the City may provide for the integration of environmental review with land use planning and project review so as to streamline the development process through the designation of a Planned Action in conjunction with the adoption of a subarea plan; and

WHEREAS, designation of a Planned Action may be for a geographic area that is less extensive than the City's jurisdictional boundaries and serves to expedite the permitting process for subsequent, implementing projects whose impacts have been previously addressed in an Environmental Impact Statement (EIS), and thereby encourages desired growth and economic development; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City conducted a thorough environmental review of the development anticipated within the Aurora Square Community Renewal Area (Aurora Square CRA), and on December 12, 2014, issued a Draft Environmental Impact Statement (DEIS), that considered the impacts of the anticipated development within the Aurora Square CRA, provided for mitigations measures and other conditions to ensure that future development will not create adverse environmental impacts associated with the Planned Action; and

WHEREAS, after allowing for public comment on the DEIS, on _____, 2015, the City issued the Aurora Square Planned Action Final Environmental Impact Statement (FEIS) which responded to public comment and identifies the impacts and mitigation measures associated with the Aurora Square CRA Planned Action; and

WHEREAS, the Planning Commission, after required public notice, on January 29, 2015 and on March 19, 2015, held a public hearing on the Aurora Square CRA Planned Action, 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 designation of a Planned Action area and modifications to the City's development regulations, including changes to the City's Sign Code, SMC 20.50, and considered the Planning Commission's recommendations on June 8, 2015; and

WHEREAS, the City Council has determined that the Aurora Square CRA is appropriate for designation as a Planned Action and designating the Aurora Square CRA as a Planned Action will achieve efficiency in the permitting process thereby encouraging economic growth and development while promoting environmental quality;

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

Section 1. Findings. The Aurora Square Community Renewal Area Planned Action meets the criteria for a planned action as set forth in WAC 197-11-164 for the following reasons:

- A. The City of Shoreline is planning under the Growth Management Act (GMA), RCW 36.70A, and has adopted a Comprehensive Plan and development regulations to implement its Comprehensive Plan.
- B. The City has adopted the Aurora Square Community Renewal Plan consistent with RCW 35.81. The Aurora Square CRA is located within the City of Shoreline's Urban Growth Area but is limited to a specific geographical area that is less extensive than the City's boundaries.
- C. Concurrent with this Ordinance, with the adoption of Ordinance 712, the City is amending the Unified Development Code, SMC Chapter 20.50 Subchapter 8 Signs, to implement development regulations.
- D. The designation of the Aurora Square CRA Planned Action is consistent with the goals and policies of the City's Comprehensive Plan and the Aurora Square Community Renewal Plan.
- E. The City of Shoreline has prepared the Aurora Square Planned Action Draft Environmental Impact Statement (DEIS) and the Aurora Square Final Environmental Impact Statement (FEIS), collectively the Planned Action EIS, which identifies and adequately addresses the environmental impacts of development in the Planned Action area.

- F. The mitigation measures identified in the Planned Action EIS, attached hereto as Exhibit A, together with the City's existing development regulations and concurrently enacted development regulations set forth in Ordinance No. 712, specifically those regulations set forth in SMC 20.50 Signs, attached hereto as Exhibit B, will adequately mitigate significant impacts from development within the Planned Action area.
- G. The Aurora Square CRA Plan and the Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action and emphasize a mix of residential, retail/commercial, office, and public uses.
- H. Future development projects that are determined to be consistent with the Planned Action will protect the environment while benefiting the public and enhancing economic development within the City.
- I. The City has provided for meaningful opportunities for public involvement and review during the Aurora Square CRA Plan and the Planned Action EIS process, has considered all comments received, and, as appropriate, has modified the proposed action or mitigation measures in response to comments.
- J. The Planned Action does not include Essential Public Facilities, as defined in RCW 36.70A.200. These types of facilities are excluded from the Planned Action as designated herein and are not eligible for review or permitting as a Planned Action.
- K. The City, with adoption of this Planned Action, intends to update the Capital Facilities Element of its Comprehensive Plan.

Section 2. Planned Action Area Designation. The Planned Action Area is hereby defined as that area set forth in the Aurora Square Community Renewal Area Plan, as shown on Exhibit C attached hereto.

Section 3. Procedures and Criteria for Evaluating and Determining Projects as Planned Actions.

- A. **Environmental Document.** A Planned Action project determination for a site-specific project application shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in Exhibit A of this Ordinance are based upon the findings of the Planned Action EIS and shall, along with the City's Unified Development Code, SMC Title 20, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action projects within the Planned Action Area.

B. Planned Action Project Designation. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Section 3(C) of this Ordinance and the mitigation measures contained in Exhibit A of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Section 3(C) of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

C. Planned Action Qualifications. The Aurora Square Planned Action EIS analyzed the impacts associated with development in the Planned Action Area designated in Section 2 of this Ordinance. The EIS contains mitigation measures to adequately address impacts associated with this development up to the thresholds identified below. An individual development proposals or combination of Planned Action Projects that would exceed any of these thresholds and/or would alter the assumptions and analysis in the Planned Action EIS would not qualify as a Planned Action and may be subject to additional environmental review as provided in WAC 197-11-172. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

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

- i. it is within the Planned Action Area as shown in Exhibit C of this Ordinance;
- ii. it is within one or more of the land use categories studied in the EIS: residential (multi-family), retail, office, entertainment, and open space; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

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

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

(2) Development Thresholds:

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

Feature	Alternative 2	Alternative 3
Residential Units	500	1,000
Retail – Square Feet	125,000	250,000
Office – Square Feet	125,000	250,000

NOTE – This table will need to be updated based on the Alternative/level of development ultimately adopted

(b) Shifting development amounts between land uses in identified in Subsection 3(C)(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit A of this Ordinance.

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

(3) Transportation Thresholds:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour and daily trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

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

NOTE – This table will need to be updated based on the Alternative/level of development ultimately adopted

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

20.60.140 Adequate Streets and 20.60.150 Adequate Access. Applicants shall be required to provide documentation that the project meets concurrency standards.

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

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

(e) Discretion.

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

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

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

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

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

D. Planned Action Project Review Criteria.

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

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

(b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 3(C) of this Ordinance;

(c) the project is within the Planned Action thresholds and other criteria of Subsection 3(C) of this Ordinance;

(d) the project is consistent with the Shoreline Comprehensive Plan, the Aurora Square CRA Plan, and the Shoreline Municipal Code;

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

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

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

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

(2) The City shall base its decision to qualify a project as a Planned Action Project on review of a standard SEPA Environmental Checklist form, unless the City later elects to develop a specialized form for this Planned Action, and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

E. Effect of Planned Action Designation.

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

(2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3(C) and 3(D) and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action Projects shall still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project

designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

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

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

(2) Applications for Planned Action Projects shall:

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

(b) include a SEPA Environmental Checklist;

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

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

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

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

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

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

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If

notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

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

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

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

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

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

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

Section 4. Mitigation Measures for the Aurora Square CRA Planned Action. Any proposed project within the Planned Action Area must be consistent with the City's Unified Development Code, Title 20 and the mitigation measures set forth in Exhibit A, attached hereto.

Section 5. Monitoring and Review of Planned Action.

A. The City shall monitor the progress of development in the Aurora Square CRA Planned Action area to ensure that it is consistent with the assumptions of this Ordinance, the Aurora Square CRA Plan, and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Aurora Square CRA.

B. The Planned Action shall be reviewed by the SEPA Responsible Official no later than six (6) years from the effective date of this ordinance and every six (6) years thereafter. The reviews shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and the effectiveness of required mitigation measures. Based upon this review, the City may propose amendments to this Planned Action or may supplement of review the Planned Action EIS.

Section 6. Conflict. In the event of a conflict between this Ordinance and any mitigation measures imposed thereto, any ordinance or regulation of the City, the provisions of this Ordinance shall control.

Section 7. 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 8. Effective Date of Publication. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five (5) days after publication.

Section 9. Expiration Date. This Ordinance shall expire twenty (20) years from the date of adoption unless otherwise repealed or readopted by the City Council following a report from the Director of Planning and Community Development and a public hearing.

PASSED BY THE CITY COUNCIL ON JUNE 22, 2015.

Shari Winstead
Mayor

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____

Effective Date: _____

EXHIBIT A

Planned Action Ordinance Mitigation Document Mitigation Required for Development Applications

1.0 MITIGATION MEASURES

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

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

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

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

1.1 Land Use/Light and Glare

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

1.2 Transportation

Frontage Improvements

When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. The City has developed specific cross sections for City streets describing the travel lanes, sidewalk widths, bicycle facilities, and on-street parking. As part of the Aurora Square Planned Action EIS, customized designs were developed for 160th Street, Westminster Way N, N 155th Street, and Aurora Avenue N (see Draft EIS Appendix B and staff reports to City Council regarding Westminster Way). The Aurora Square CRA frontage improvements are described in detail under Draft EIS Section 3.3. Other frontage improvements would follow the City’s standard designs (e.g. west and south borders with Dayton, Fremont, and 155th along WSDOT area). The projects are identified in Table A-1 and Figure A-1.

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

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

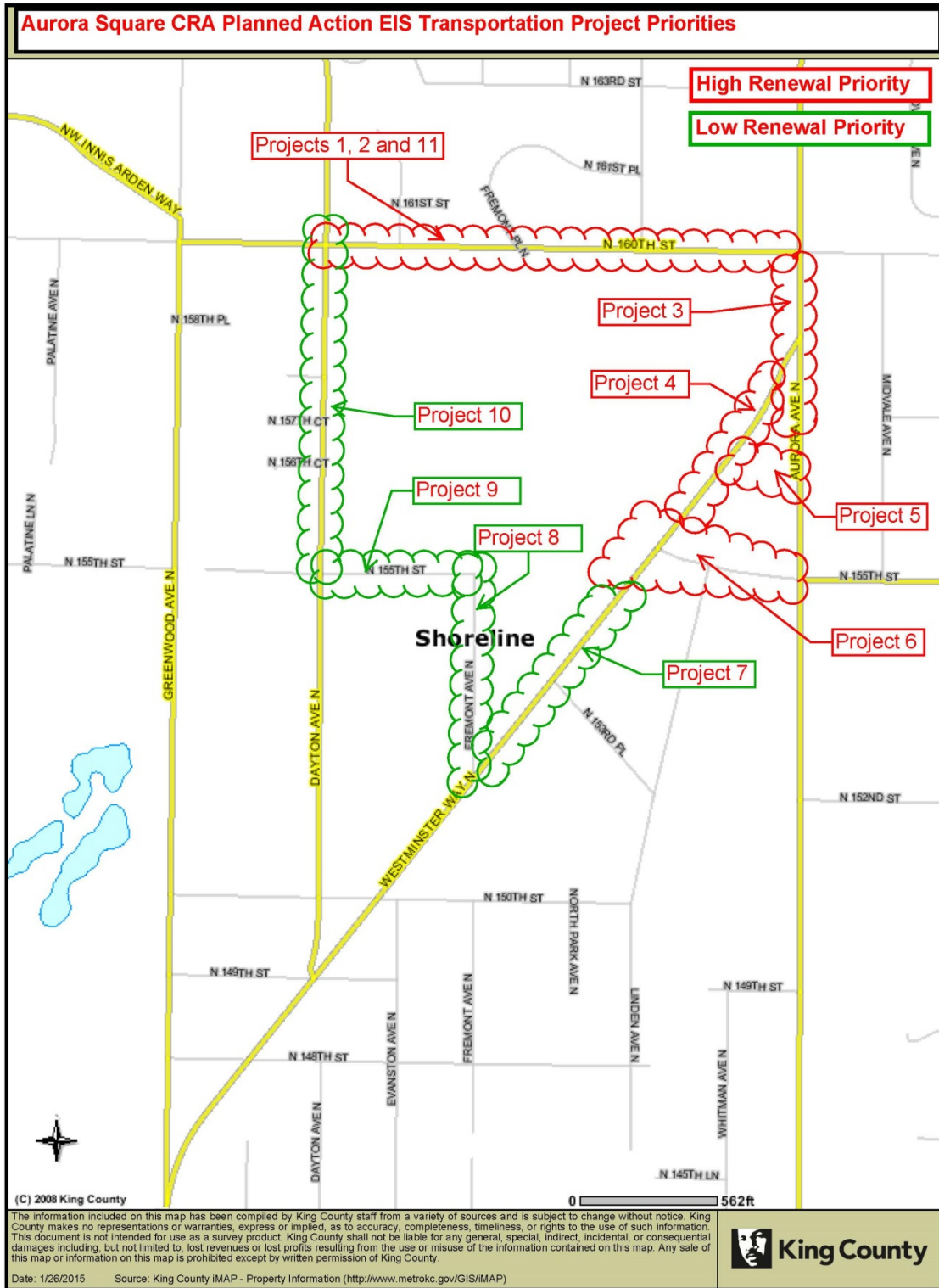
Table A-1. Renewal Priority of Aurora Square CRA Transportation Improvements

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

No.	Project	Limits	Renewal Priority	Description
1	Rechannelization of N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	High	Planned restriping to a 3-lane section with bicycle lanes in 2015 is high priority and will create better access to Aurora Square by vehicles, pedestrians, and cyclists.
2	N 160th St Intersection	Midblock on N 160th St	High	Improvements would provide a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most effectively done when the Sears property redevelops and only if traffic volumes warrant. Note requirement for traffic study.

No.	Project	Limits	Renewal Priority	Description
3	Aurora Avenue N	Aurora Interurban Bridge to N 160th St	High	Provide a cycle connection from the Interurban Trail to the new N 160th St bike lane along the section of Westminster Way N vacated after the N 157th St road connection is constructed.
4	Westminster Way N (North)	N 155th St to N 160th St	High	Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property.
5	Construct N 157th St	Westminster Way N to Aurora Ave N	High	New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and provides on street parking for future retail. Most effectively completed with the redevelopment of the triangle property.
6	Intersection at N 155th St and Westminster Way N	Westminster Way N to Aurora Ave N	High	Improves the main vehicle intersection and increases safety for pedestrians. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.
7	Westminster Way N (South)	N 155th St to Fremont Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
8	Fremont Ave N	Westminster Way N to N 155th St	Low	Frontage improvements provide little support of renewal efforts in this location.
9	N 155th St (West)	Fremont Ave N to Dayton Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
10	Dayton Ave N	N 155th St to N 160th St	Low	Frontage improvements provide little support of renewal efforts in this location.
11	Cycle Track along N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	Low	The cycle track proposed for improved connectivity between the Interurban Trail and Shoreline Community College ideally will be completed in conjunction with improvements to the West N 160th St project. The cycle track will likely require the City to secure matching grants and the property owners to dedicate ROW.

Figure A-1. CRA Transportation Project Priorities Map



N 160th St Intersection Access Improvements

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

Parking Management

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

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

The plan shall:

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

- C. Validating parking
 - D. Providing a segmented parking garage or facility so that some parking is reserved for certain uses at certain times of day
 - E. Reserve areas for short-term parking by customers and visitors
 - F. Allow non-peak shared parking (e.g. office parking used for retail parking on nights and weekends)
5. Identify wayfinding measures, such as signage directing visitors and customers to parking facilities, electronic signage with parking availability information, mobile phone applications, or other measures.
 6. Provide contingency measures such as monitoring, enforcement, and other adaptive management techniques to promote access to parking onsite and avoid parking encroachment into adjacent neighborhoods.

1.3 Stormwater

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

1.4 Sewer and Water

Sewer

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

Water

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

1.5 Schools and Parks

Parks

The City's commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development. Applicants may propose or the City may require

consolidation or reconfiguration of required public space to advance the adopted Aurora Square CRA Renewal Plan or in order to optimize the provisions of SMC 20.50.240 Site design where mixed commercial and residential uses are proposed.

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

Schools

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

2.0 CODE REQUIREMENTS – ADVISORY NOTES

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

2.1 Land Use

- All new development of specific parcels will be subject to SMC Chapter 20.40 which sets forth the permitted uses and activities for the zoning district in which the CRA is located.
- SMC 20.50.020: Contains design guidelines, development dimensions, standards, and conditions for development within areas covered by the MB zoning designation. These design guidelines and development standards include site coverage and height as well as setback requirements.
- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.
- SMC 20.50.205: Addresses light standards including avoiding light trespass.
- SMC 20.50.240: Contains commercial site design guidelines including site frontage, rights-of-way lighting, corner sites, site walkways, public places, multifamily open space, outdoor lighting, service areas, and mechanical equipment.

2.2 Light and Glare

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

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

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

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

2.3 Transportation

Frontage Improvements

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

Concurrency

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

Impact Fees

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

Commute Trip Reduction

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

Internal Pedestrian Access

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

2.4 Stormwater

- Stormwater management is regulated by federal, state, and local laws and ordinances. This section provides an overview of the key regulations and policies that relate to stormwater management and stormwater impacts.
- The Federal Clean Water Act governs the discharge of pollutants into the waters of the United States and regulates water quality standards for surface water. The discharge of any pollutant from a point source into navigable waters without a proper permit is unlawful, under the act; therefore, the NPDES permit program controls these discharges. Ecology, under RCW 90.48 is the permitting agency for NPDES permits in the state of Washington.
- Under Federal Law, Section 401, any activity requiring a Section 404 permit (placement of fill or dredging within waters of the United States) or a Section 10 permit (placing a structure within the waters of the United States) which may result in any discharge into the navigable waters of the United States must obtain a certification from the state certifying that such discharge will comply with the applicable provisions of the Clean Water Act. Ecology, under chapter RCW 90.48, is the certifying agency for Section 401 permits.
- Ecology is responsible for implementing and enforcing surface water quality regulations in Washington State. The current water quality standards are established in state regulations (WAC 173-201A). General requirements for stormwater management are contained in the *NPDES Phase II Western Washington Municipal Stormwater Permit*. Specific guidance for achieving stormwater management standards for development and redevelopment projects is provided by Ecology in the *Stormwater Management Manual for Western Washington (SMMWW)*. The SMMWW identifies minimum requirements for development and redevelopment projects of all sizes and provides guidance on implementation of BMPs to achieve these requirements. As part of compliance with the *NPDES Phase II Western Washington Municipal Stormwater Permit*, Ecology's regulations require local agencies to adopt stormwater treatment regulations. Many local agencies, including the City of Shoreline, have chosen to adopt the SMMWW rather than develop a similar but unique set of regulations.
- The SMMWW includes requirements and recommended BMPs for managing stormwater runoff during the construction phase. However, if project construction would disturb more than 1 acre of ground and would discharge stormwater to surface waters, redevelopment projects within the study area would require coverage under the *NPDES Construction Stormwater General Permit*. Coverage under this general permit requires submitting an application to Ecology. The permit requires implementing BMPs and performing monitoring activities to minimize construction-related impacts to water quality.
- Local laws require stormwater discharges to meet water quality and flow control standards. Through Shoreline Municipal Code (SMC) 13.10, the City has adopted the most recent version of the

SMMWW published by the Washington State Department of Ecology. The most recent version of the SMMWW was published in August 2012.

2.5 Water and Sewer

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

2.6 Parks

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

2.7 Hazardous Materials

- New development will be subject to City codes for handling hazardous materials, including but not limited to applicable provisions of SMC 13.14 and SMC 15.05. New development will also be subject to State and Federal hazardous materials regulations. Based on applicable laws, applicants shall provide the City with an Environmental Assessment in regards to hazardous soils, substances, and materials on site.

3.0 PUBLIC AGENCY ACTIONS AND COMMITMENTS

Under some elements of the Planned Action EIS, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for implementing regulations and infrastructure investments in order to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below in Table A-2.

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

Table A-2 will be used in the monitoring process established in Section 5 of this Ordinance.

**Table A-2
Public Agency Mitigation Measures**

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

Exhibit B

Sign Code Development Regulations – Aurora Square CRA

SMC 20.50.532 Permit required.

E. Applications for property located within the Aurora Square Community Renewal Area, as defined by Resolution 333, shall be subject to SMC 20.50.620.

.....

SMC 20.50.620 Aurora Square Community Renewal Area Sign Standards.

A. Purpose. The purposes of this subsection are:

1. To provide standards for the effective use of signs as a means of business identification that enhances the aesthetics of business properties and economic viability.

2. To provide a cohesive and attractive public image of the Aurora Square Community Renewal Area lifestyle center.

3. To protect the public interest and safety by minimizing the possible adverse effects of signs.

4. To establish regulations for the type, number, location, size, and lighting of signs that are complementary with the building use and compatible with their surroundings.

B. Location Where Applicable. Map 20.50.620.B illustrates the Aurora Square CRA where the Sign Standards defined in this subsection apply.

C. Definitions. The following definitions apply to this subsection:

<u>CRA</u>	<u>Aurora Square Community Renewal Area, as defined by Resolution 333, the Aurora Square Community Renewal Area Plan, and SMC 20.50.620.B Map.</u>
<u>CRA Building-Mounted Sign</u>	<u>A sign permanently attached to a building, including flush-mounted, projecting, awning, canopy, or marquee signs.</u>

	<u>Under-awning or blade signs are regulated separately.</u>
<u>CRA Monument Sign</u>	<u>A freestanding sign with a solid-appearing base 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. Monument signs may also consist of cabinet or channel letters mounted on a fence, freestanding wall, or retaining wall where the total height of the structure meets the limitations of this code.</u>
<u>CRA Pylon Sign</u>	<u>A freestanding sign with a visible support structure or with the support structure enclosed with a pole cover.</u>
<u>CRA Lifestyle Center</u>	<u>That portion of the Aurora Square CRA envisioned in the CRA Renewal Plan as inter-related retail, service, and residential use.</u>
<u>CRA Lifestyle Frontage</u>	<u>That sections of the streets that directly serves and abuts the CRA Lifestyle Center. The three CRA Lifestyle Frontages are on portions of N 160th St, Westminster Way N, and Aurora Ave N.</u>
<u>CRA Signage Design Guidelines</u>	<u>The set of design standards adopted by the City that specifies the common name, logo, taglines, fonts, colors, and sign standards used throughout the CRA Lifestyle Center.</u>
<u>CRA Under-Awning Sign</u>	<u>A sign suspended below a canopy, awning or other overhanging feature of a building.</u>
<u>CRA Way-finding Sign Post</u>	<u>A sign with multiple individual panels acting as directional pointers that are suspended from a freestanding post.</u>
<u>Electronic Message Center (EMC)</u>	<u>A sign with a programmable, changeable digital message.</u>
<u>Portable Sign</u>	<u>A sign that is readily capable of being moved or removed, whether attached or affixed to the ground or any structure that is typically intended for temporary display.</u>

<u>Temporary Sign</u>	<u>A sign that is only permitted to be displayed for a limited period of time, after which it must be removed.</u>
<u>Window Sign</u>	<u>A sign applied to a window or mounted or suspended directly behind a window.</u>

D. Permit Required.

1. Except as provided in this subsection, no permanent sign may be constructed, installed, posted, displayed or modified without first obtaining a sign permit approving the proposed sign's size, design, location, display, and, where applicable, adherence to the CRA Signage Design Guidelines.

2. No permit is required for normal and ordinary maintenance and repair, and changes to the graphics, symbols, or copy of a sign, without affecting the size, structural design or height. Exempt changes to the graphics, symbols or copy of a sign must meet the standards defined herein.

3. All CRA pylon, CRA monument, and CRA wayfinding signs shall conform to the CRA Signage Design Guidelines. For all other types of signs, if an applicant seeks to depart from the standards of this subsection, the applicant must receive an administrative design review approval under SMC 20.30.297.

4. The City reserves the right to withhold sign permits and to assess the property owner up to one hundred dollars per day for failure to install the signs indicated herein by September 1, 2017.

E. Sign Design.

1. 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.

2. 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.

3. 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 non-illuminated background. Sign area for signs that project out from a building or are perpendicular to street frontage are measured on one side even though both sides can have copy.

4. 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.

5. 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.

6. CRA Signage Design Guidelines. Design and content of the CRA Pylon, CRA Monument, and CRA Wayfinding Sign Posts shall conform to the CRA Signage Design Guidelines. In addition, all other permanent or temporary signage or advertising displaying the common name, logo, colors, taglines, or fonts of the CRA Lifestyle Center shall comply with the CRA Signage Design Guidelines.

7. Illumination. Where illumination is permitted per Table 20.50.620.E7 the following standards must be met:

a. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.

b. Opaque cabinet signs where light only shines through copy openings.

c. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.

d. Neon signs.

e. 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.

f. EMC messages shall be monochromatic. EMCs shall be equipped with technology that automatically dims the EMC according to light conditions, ensuring that EMCs do not exceed 0.3 foot-candles over ambient lighting conditions when measured at the International Sign Association's recommended distance, based on the EMC size. EMC message hold time shall be ten (10) seconds with dissolve transitions. 10% of each hour shall advertise civic, community, educational, or cultural events.

g. Building perimeter/outline lighting is allowed for theaters only.



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

8. Sign Specifications.

<u>Table 20.50.620.E.8 Sign Dimensions</u>	
<u>CRA MONUMENT SIGNS</u>	
<u>Maximum Sign Copy Area</u>	<u>100 square feet. The Monument Sign must be double-sided if the back of the sign is visible from the street.</u>
<u>Maximum Structure Height</u>	<u>Eight (8) feet.</u>
<u>Maximum Number Permitted</u>	<u>Two (2) per driveway.</u>
<u>Sign Content</u>	<u>At least 50% of the Sign Copy Area shall be used to identify the CRA Lifestyle Center. Individual business names, if shown, shall not include logos and shall be a single common color conforming to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>At any driveway to a CRA Lifestyle Frontage.</u>
<u>Illumination</u>	<u>Permitted.</u>
<u>Mandatory Installation</u>	<u>At least one (1) monument sign shall be installed at each of three (3) vehicle entries to the CRA Lifestyle Center by September 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction at or near the vehicle</u>

	<u>entrance.</u>
<u>CRA WAY-FINDING SIGN POSTS</u>	
<u>Maximum Sign Copy Area</u>	<u>Two (2) square feet per business name; no limit on number of businesses displayed.</u>
<u>Maximum Structure Height</u>	<u>Ten (10) feet.</u>
<u>Maximum Number Permitted</u>	<u>No limit.</u>
<u>Sign Content</u>	<u>Individual business names shall not include logos and shall be in a single common color conforming to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>Anywhere in the CRA Lifestyle Center.</u>
<u>Illumination</u>	<u>Not permitted.</u>
<u>Mandatory Installation</u>	<u>At least twelve (12) CRA Way-finding Sign Posts shall be installed in the CRA Lifestyle Center by September 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction within the center.</u>
<u>CRA PYLON SIGN</u>	
<u>Maximum Sign Copy Area</u>	<u>300 square feet.</u>
<u>Maximum Structure Height</u>	<u>25 feet.</u>
<u>Maximum Number Permitted</u>	<u>Three (3) pylon signs are allowed.</u>
<u>Sign Content</u>	<u>At least 25% of the Sign Copy Area shall be used for identification of the CRA Lifestyle Center. Up to 50% of the Sign Copy Area may be used for a monochromatic Electronic Message Center (EMC). Individual business names, if shown, shall not include logos but may include any color.</u>
<u>Location</u>	<u>One sign can be located on each of the CRA Lifestyle Frontages.</u>

<u>Illumination</u>	<u>Permitted.</u>
<u>Mandatory Installation</u>	<u>Three (3) CRA Pylon Signs shall be installed by July 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction at or near the pylon locations.</u>
<u>CRA BUILDING-MOUNTED SIGN</u>	
<u>Maximum Sign Copy Area</u>	<u>Maximum sign area shall not exceed 15% of the tenant fascia or a maximum of 500 square feet, whichever is less.</u>
<u>Maximum Structure Height</u>	<u>Not limited. 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.</u>
<u>Number Permitted</u>	<u>The sign area per business may be distributed into multiple signs provided that the aggregate sign area is equal to or less than the maximum allowed sign area.</u> <u>Maximum of one projecting sign per tenant, per fascia. Maximum sign area of projecting shall not exceed 10 percent of tenant's allotted wall sign area.</u>
<u>Illumination</u>	<u>Permitted.</u>
<u>CRA UNDER-AWNING SIGNS</u>	
<u>Maximum Sign Copy Area</u>	<u>12 square feet.</u>
<u>Minimum Clearance from Grade</u>	<u>Eight (8) feet.</u>
<u>Maximum Structure Height</u>	<u>Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended. Signs may project into the public right-of-way subject to City approval.</u>
<u>Number Permitted</u>	<u>One (1) per business entrance.</u>
<u>Illumination</u>	<u>External only.</u>

9. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

10. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but subject to the following standards:

a. Maximum two signs per business;

b. Must contain the business' name and may be located on the City right-of-way in any of the CRA Lifestyle Frontages;

c. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;

d. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;

e. Maximum two feet wide and three feet tall, not to exceed six square feet in area;

f. No lighting of signs is permitted;

g. All signs shall be removed from display when the business closes each day; and

h. A-frame/sandwich board signs are not considered structures.

F. Prohibited Signs.

1. Spinning devices; flashing lights; searchlights, or reader board signs. Traditional barber pole signs allowed.

2. Portable signs, except A-frame signs as allowed by SMC 20.50.660(l).

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

4. Signs mounted on the roof.

5. Inflatables.

6. Signs mounted on vehicles.

G. Nonconforming Signs.

1. All pylon signs in the CRA Lifestyle Center existing at the time of adoption of this subsection are considered nonconforming and shall be removed by September 1, 2017. The City reserves the right to assess the property owner up to one hundred dollars per day for failure to remove nonconforming signs as indicated.

2. 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.

3. Electronic changing message (EMC) or reader boards may not be installed in existing, nonconforming signs without bringing the sign into compliance with the requirements of this code.

H. Temporary Signs.

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

2. Temporary On-Premises Business Signs. Temporary banners are permitted to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

a. Be limited to one sign for businesses under 10,000sf, two signs for businesses larger than 10,000sf but smaller than 40,000sf, and three signs for businesses larger than 40,000sf;

b. Be limited to 100 square feet in area;

c. 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

d. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

3. 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.

4. Feather flags and pennants when used to advertise city-sponsored or CRA Lifestyle Center community events.

5. Pole banner signs that identify the CRA Lifestyle Center.

6. Temporary signs 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.

I. Exempt Signs. The following are exempt from the provisions of this chapter, except that all exempt signs must comply with SMC 20.50.540(A), Sight Distance, and SMC 20.50.540(B), Private Signs on City Right-of-Way:

1. Historic site markers or plaques and gravestones.

2. Signs required by law, including but not limited to:

a. Official or legal notices issued and posted by any public agency or court; or

b. Traffic directional or warning signs.

3. Plaques, tablets or inscriptions indicating the name of a building, date of erection, or other commemorative information, which are an integral part of the building structure or are attached flat to the face of the building, not illuminated, and do not exceed four square feet in surface area.

4. Incidental signs, which shall not exceed two square feet in surface area; provided, that said size limitation shall not apply to signs providing directions, warnings or information when established and maintained by a public agency.

5. State or Federal flags.

6. Religious symbols.

7. The flag of a commercial institution, provided no more than one flag is permitted per business; and further provided, the flag does not exceed 20 square feet in surface area.

8. Neighborhood identification signs with approved placement and design by the City.

9. Neighborhood and business block watch signs with approved placement of standardized signs acquired through the City of Shoreline Police Department.

10. Plaques, signs or markers for landmark tree designation with approved placement and design by the City.

11. Real estate signs not exceeding 24 square feet and seven feet in height, not on City right-of-way. A single fixed sign may be located on the property to be sold, rented or leased, and shall be removed within seven days from the completion of the sale, lease or rental transaction.

12. City-sponsored or community-wide event signs.

13. Parks signs constructed in compliance with the Parks Sign Design Guidelines and Installation Details as approved by the Parks Board and the Director. Departures from these approved guidelines may be reviewed as departures through the administrative design review process and may require a sign permit for installation.

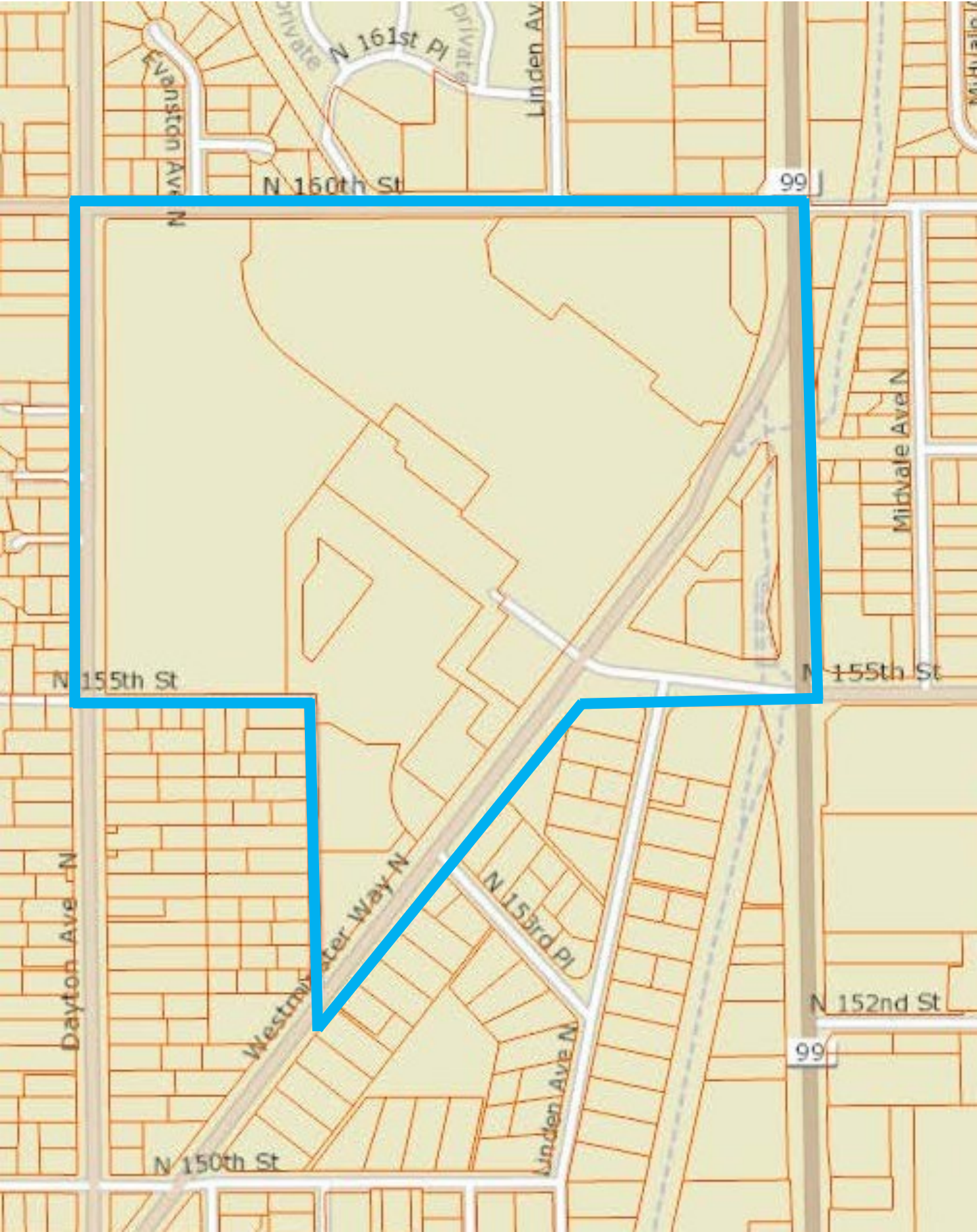
14. Garage sale signs not exceeding four square feet per sign face and not advertising for a period longer than 48 hours.

15. City land-use public notification signs.

16. Menu signs used only in conjunction with drive-through windows, and which contains a price list of items for sale at that drive-through establishment. Menu signs cannot be used to advertise the business to passersby: text and logos must be of a size that can only be read by drive-through customers. A building permit may be required for menu signs based on the size of the structure proposed.

17. Campaign signs that comply with size, location and duration limits provided in Shoreline Administrative Rules.

The Aurora Square Community Renewal Area



APPENDIX C: PROPOSED SIGN CODE

Chapter 2 of Draft EIS – Presentation of Standards, pp. 2-11 to 2-14

Sign Code

Shoreline proposes to amend its sign code to attract residents and visitors to the mixed use entertainment district. Tables 2-3 and 2-4 below shows the existing and proposed sign changes. A property may use a combination of the types of signs listed below.

A concept for a changeable message sign is also provided in Figure 2-5.

Table 2-3. Current and Proposed Sign Code Criteria for Aurora Square CRA

	Current Code (MB Zone)	Proposed Code (Aurora Square CRA)
Monument Signs		
Maximum Area per Sign Face	100 square feet	100 square feet
Maximum Height	12 feet	12 feet
Maximum Number Permitted	<ul style="list-style-type: none"> ▪ 1 per street frontage - or - ▪ Two per street frontage if the frontage is greater than 250 feet. and each sign is minimally 150 feet. apart from other signs on same property. 	Monument signs are for way-finding only. No individual business or tenant to be allowed on monument signage except as placement on tenant panels within the way-finding system.
Illumination	Permitted	Permitted
Building Mounted Signs		
Maximum Sign Area	<ul style="list-style-type: none"> ▪ 50 square feet (Each tenant) ▪ 10 square feet (Building Directory) ▪ 25 square feet (Building Name Sign) 	15% of building fascia with a maximum of 500 square feet
Maximum Height	Not to extend above the building parapet, soffit, or eave line of the roof. If perpendicular to building then 9-foot clearance above walkway.	Not to project above the roof line
Number Permitted	1 per business per facade facing street frontage or parking lot.	Allowed Sign Area may be broken down into multiple signs, provided the aggregate area remains equal or less than 15%.
Illumination	Permitted	Permitted
Under-Awning Signs		
Maximum Sign Area	12 square feet	12 square feet
Maximum Clearance from Grade	9 feet	9 feet
Maximum Height (feet)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended
Number Permitted	1 per business per facade facing street frontage or parking lot.	1 per business entrance or frontage
Illumination	Permitted	Permitted
Driveway Entrance/Exit		
Maximum Sign Area	8 square feet	Not Applicable to Aurora Square CRA.
Maximum Height	48 inches	
Number Permitted	1 per driveway	
Illumination	Permitted	

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

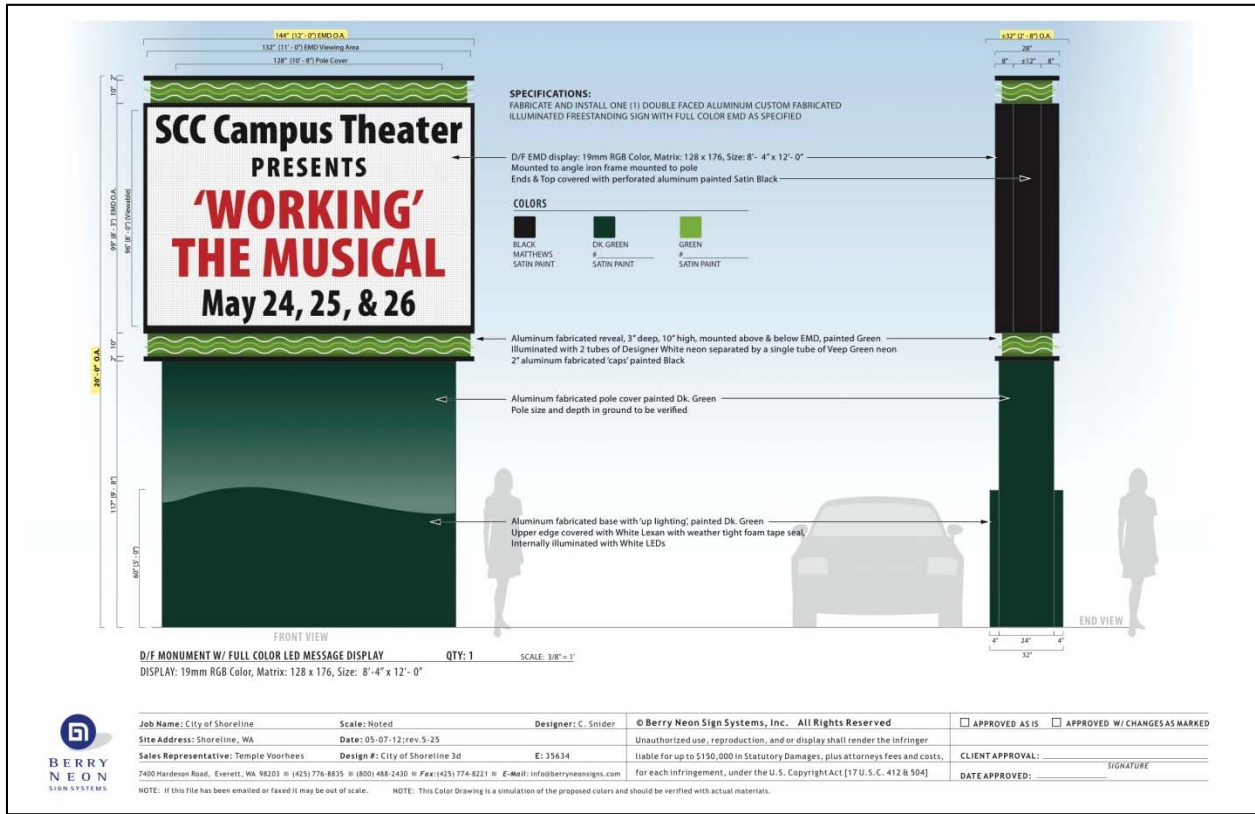
Table 2-4. Additional Sign Code Criteria for Aurora Square

Overlay Source: City of Shoreline, 2014

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

The proposed amendments to the sign code would be specific to the Aurora Square CRA and function as an overlay. There would be larger sizes allowed of building mounted signs, additional projecting and pylon signs, and electronic messaging and other forms of illumination allowed consistent with an entertainment district atmosphere.

Figure 2-5. Example Conceptual Changeable Message Sign



Source: Berry Neon 2014

ORDINANCE NO. 712

Sign Code Development Regulations – Aurora Square CRA

SMC 20.50.532 Permit required.

E. Applications for property located within the Aurora Square Community Renewal Area, as defined by Resolution 333, shall be subject to SMC 20.50.620.

.....

SMC 20.50.620 Aurora Square Community Renewal Area Sign Standards.

A. Purpose. The purposes of this subsection are:

1. To provide standards for the effective use of signs as a means of business identification that enhances the aesthetics of business properties and economic viability.

2. To provide a cohesive and attractive public image of the Aurora Square Community Renewal Area lifestyle center.

3. To protect the public interest and safety by minimizing the possible adverse effects of signs.

4. To establish regulations for the type, number, location, size, and lighting of signs that are complementary with the building use and compatible with their surroundings.

B. Location Where Applicable. Map 20.50.620.B illustrates the Aurora Square CRA where the Sign Standards defined in this subsection apply.

C. Definitions. The following definitions apply to this subsection:

<u>CRA</u>	<u>Aurora Square Community Renewal Area, as defined by Resolution 333, the Aurora Square Community Renewal Area Plan, and SMC 20.50.620.B Map.</u>
<u>CRA Building-Mounted Sign</u>	<u>A sign permanently attached to a building, including flush-mounted, projecting, awning, canopy, or marquee signs.</u>

	<u>Under-awning or blade signs are regulated separately.</u>
<u>CRA Monument Sign</u>	<u>A freestanding sign with a solid-appearing base 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. Monument signs may also consist of cabinet or channel letters mounted on a fence, freestanding wall, or retaining wall where the total height of the structure meets the limitations of this code.</u>
<u>CRA Pylon Sign</u>	<u>A freestanding sign with a visible support structure or with the support structure enclosed with a pole cover.</u>
<u>CRA Lifestyle Center</u>	<u>That portion of the Aurora Square CRA envisioned in the CRA Renewal Plan as inter-related retail, service, and residential use.</u>
<u>CRA Lifestyle Frontage</u>	<u>That sections of the streets that directly serves and abuts the CRA Lifestyle Center. The three CRA Lifestyle Frontages are on portions of N 160th St, Westminster Way N, and Aurora Ave N.</u>
<u>CRA Signage Design Guidelines</u>	<u>The set of design standards adopted by the City that specifies the common name, logo, taglines, fonts, colors, and sign standards used throughout the CRA Lifestyle Center.</u>
<u>CRA Under-Awning Sign</u>	<u>A sign suspended below a canopy, awning or other overhanging feature of a building.</u>
<u>CRA Way-finding Sign Post</u>	<u>A sign with multiple individual panels acting as directional pointers that are suspended from a freestanding post.</u>
<u>Electronic Message Center (EMC)</u>	<u>A sign with a programmable, changeable digital message.</u>
<u>Portable Sign</u>	<u>A sign that is readily capable of being moved or removed, whether attached or affixed to the ground or any structure that is typically intended for temporary display.</u>

<u>Temporary Sign</u>	<u>A sign that is only permitted to be displayed for a limited period of time, after which it must be removed.</u>
<u>Window Sign</u>	<u>A sign applied to a window or mounted or suspended directly behind a window.</u>

D. Permit Required.

1. Except as provided in this subsection, no permanent sign may be constructed, installed, posted, displayed or modified without first obtaining a sign permit approving the proposed sign's size, design, location, display, and, where applicable, adherence to the CRA Signage Design Guidelines.

2. No permit is required for normal and ordinary maintenance and repair, and changes to the graphics, symbols, or copy of a sign, without affecting the size, structural design or height. Exempt changes to the graphics, symbols or copy of a sign must meet the standards defined herein.

3. All CRA pylon, CRA monument, and CRA wayfinding signs shall conform to the CRA Signage Design Guidelines. For all other types of signs, if an applicant seeks to depart from the standards of this subsection, the applicant must receive an administrative design review approval under SMC 20.30.297.

4. The City reserves the right to withhold sign permits and to assess the property owner up to one hundred dollars per day for failure to install the signs indicated herein by September 1, 2017.

E. Sign Design.

1. 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.

2. 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.

3. 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 non-illuminated background. Sign area for signs that project out from a building or are perpendicular to street frontage are measured on one side even though both sides can have copy.

4. 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.

5. 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.

6. CRA Signage Design Guidelines. Design and content of the CRA Pylon, CRA Monument, and CRA Wayfinding Sign Posts shall conform to the CRA Signage Design Guidelines. In addition, all other permanent or temporary signage or advertising displaying the common name, logo, colors, taglines, or fonts of the CRA Lifestyle Center shall comply with the CRA Signage Design Guidelines.

7. Illumination. Where illumination is permitted per Table 20.50.620.E7 the following standards must be met:

a. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.

b. Opaque cabinet signs where light only shines through copy openings.

c. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.

d. Neon signs.

e. 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.

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<u>CRA MONUMENT SIGNS</u>	
<u>Maximum Sign Copy Area</u>	<u>100 square feet. The Monument Sign must be double-sided if the back of the sign is visible from the street.</u>
<u>Maximum Structure Height</u>	<u>Eight (8) feet.</u>
<u>Maximum Number Permitted</u>	<u>Two (2) per driveway.</u>
<u>Sign Content</u>	<u>At least 50% of the Sign Copy Area shall be used to identify the CRA Lifestyle Center. Individual business names, if shown, shall not include logos and shall be a single common color conforming to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>At any driveway to a CRA Lifestyle Frontage.</u>
<u>Illumination</u>	<u>Permitted.</u>
<u>Mandatory Installation</u>	<u>At least one (1) monument sign shall be installed at each of three (3) vehicle entries to the CRA Lifestyle Center by September 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction at or near the vehicle</u>

	<u>entrance.</u>
<u>CRA WAY-FINDING SIGN POSTS</u>	
<u>Maximum Sign Copy Area</u>	<u>Two (2) square feet per business name; no limit on number of businesses displayed.</u>
<u>Maximum Structure Height</u>	<u>Ten (10) feet.</u>
<u>Maximum Number Permitted</u>	<u>No limit.</u>
<u>Sign Content</u>	<u>Individual business names shall not include logos and shall be in a single common color conforming to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>Anywhere in the CRA Lifestyle Center.</u>
<u>Illumination</u>	<u>Not permitted.</u>
<u>Mandatory Installation</u>	<u>At least twelve (12) CRA Way-finding Sign Posts shall be installed in the CRA Lifestyle Center by September 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction within the center.</u>
<u>CRA PYLON SIGN</u>	
<u>Maximum Sign Copy Area</u>	<u>300 square feet.</u>
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<u>Location</u>	<u>One sign can be located on each of the CRA Lifestyle Frontages.</u>

<u>Illumination</u>	<u>Permitted.</u>
<u>Mandatory Installation</u>	<u>Three (3) CRA Pylon Signs shall be installed by July 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction at or near the pylon locations.</u>
<u>CRA BUILDING-MOUNTED SIGN</u>	
<u>Maximum Sign Copy Area</u>	<u>Maximum sign area shall not exceed 15% of the tenant fascia or a maximum of 500 square feet, whichever is less.</u>
<u>Maximum Structure Height</u>	<u>Not limited. 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.</u>
<u>Number Permitted</u>	<u>The sign area per business may be distributed into multiple signs provided that the aggregate sign area is equal to or less than the maximum allowed sign area.</u> <u>Maximum of one projecting sign per tenant, per fascia. Maximum sign area of projecting shall not exceed 10 percent of tenant's allotted wall sign area.</u>
<u>Illumination</u>	<u>Permitted.</u>
<u>CRA UNDER-AWNING SIGNS</u>	
<u>Maximum Sign Copy Area</u>	<u>12 square feet.</u>
<u>Minimum Clearance from Grade</u>	<u>Eight (8) feet.</u>
<u>Maximum Structure Height</u>	<u>Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended. Signs may project into the public right-of-way subject to City approval.</u>
<u>Number Permitted</u>	<u>One (1) per business entrance.</u>
<u>Illumination</u>	<u>External only.</u>

9. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

10. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but subject to the following standards:

a. Maximum two signs per business;

b. Must contain the business' name and may be located on the City right-of-way in any of the CRA Lifestyle Frontages;

c. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;

d. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;

e. Maximum two feet wide and three feet tall, not to exceed six square feet in area;

f. No lighting of signs is permitted;

g. All signs shall be removed from display when the business closes each day; and

h. A-frame/sandwich board signs are not considered structures.

F. Prohibited Signs.

1. Spinning devices; flashing lights; searchlights, or reader board signs. Traditional barber pole signs allowed.

2. Portable signs, except A-frame signs as allowed by SMC 20.50.660(l).

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

4. Signs mounted on the roof.

5. Inflatables.

6. Signs mounted on vehicles.

G. Nonconforming Signs.

1. All pylon signs in the CRA Lifestyle Center existing at the time of adoption of this subsection are considered nonconforming and shall be removed by September 1, 2017. The City reserves the right to assess the property owner up to one hundred dollars per day for failure to remove nonconforming signs as indicated.

2. 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.

3. Electronic changing message (EMC) or reader boards may not be installed in existing, nonconforming signs without bringing the sign into compliance with the requirements of this code.

H. Temporary Signs.

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

2. Temporary On-Premises Business Signs. Temporary banners are permitted to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

a. Be limited to one sign for businesses under 10,000sf, two signs for businesses larger than 10,000sf but smaller than 40,000sf, and three signs for businesses larger than 40,000sf;

b. Be limited to 100 square feet in area;

c. 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

d. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

3. 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.

4. Feather flags and pennants when used to advertise city-sponsored or CRA Lifestyle Center community events.

5. Pole banner signs that identify the CRA Lifestyle Center.

6. Temporary signs 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.

I. Exempt Signs. The following are exempt from the provisions of this chapter, except that all exempt signs must comply with SMC 20.50.540(A), Sight Distance, and SMC 20.50.540(B), Private Signs on City Right-of-Way:

1. Historic site markers or plaques and gravestones.

2. Signs required by law, including but not limited to:

a. Official or legal notices issued and posted by any public agency or court; or

b. Traffic directional or warning signs.

3. Plaques, tablets or inscriptions indicating the name of a building, date of erection, or other commemorative information, which are an integral part of the building structure or are attached flat to the face of the building, not illuminated, and do not exceed four square feet in surface area.

4. Incidental signs, which shall not exceed two square feet in surface area; provided, that said size limitation shall not apply to signs providing directions, warnings or information when established and maintained by a public agency.

5. State or Federal flags.

6. Religious symbols.

7. The flag of a commercial institution, provided no more than one flag is permitted per business; and further provided, the flag does not exceed 20 square feet in surface area.

8. Neighborhood identification signs with approved placement and design by the City.

9. Neighborhood and business block watch signs with approved placement of standardized signs acquired through the City of Shoreline Police Department.

10. Plaques, signs or markers for landmark tree designation with approved placement and design by the City.

11. Real estate signs not exceeding 24 square feet and seven feet in height, not on City right-of-way. A single fixed sign may be located on the property to be sold, rented or leased, and shall be removed within seven days from the completion of the sale, lease or rental transaction.

12. City-sponsored or community-wide event signs.

13. Parks signs constructed in compliance with the Parks Sign Design Guidelines and Installation Details as approved by the Parks Board and the Director. Departures from these approved guidelines may be reviewed as departures through the administrative design review process and may require a sign permit for installation.

14. Garage sale signs not exceeding four square feet per sign face and not advertising for a period longer than 48 hours.

15. City land-use public notification signs.

16. Menu signs used only in conjunction with drive-through windows, and which contains a price list of items for sale at that drive-through establishment. Menu signs cannot be used to advertise the business to passersby: text and logos must be of a size that can only be read by drive-through customers. A building permit may be required for menu signs based on the size of the structure proposed.

17. Campaign signs that comply with size, location and duration limits provided in Shoreline Administrative Rules.

APPENDIX D: FHWA LETTER



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 2, 2015

Alicia McIntire
Senior Transportation Planner
City of Shoreline
17500 Midvale Avenue N
Shoreline, Washington 99133

Subject: **National Highway System Modification Request (201390) –
Westminster Way N.**

Ms. McIntire:

The Federal Highway Administration (FHWA) has approved the request that was submitted by the City of Shoreline removing a segment of Westminster Way N from the NHS. Attached is a copy of the approved cover letter that has been signed by FHWA.

If you have any questions, please contact Pat Whittaker, at (360) 570-2370.

Sincerely,

Pat Whittaker, HPMS/Functional Class Manager
Transportation Data & GIS Office (TDGO)
Multi-Modal Planning Division

PMW: mav
Attachment

cc: Ed Conyers / Jade Mott	NW Region H&LP
Ramin Pazooki	NW Region Planning
Mark Bozanich	GIS Services
Stephanie Tax	Statewide Local Programs
Faris Al-Memar	Multi-Modal Planning
Charlie Howard / Stephanie Rossi	PSRC



**Washington State
Department of Transportation**

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310 Maple Park Avenue S.E.
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www.wsdot.wa.gov

August 7, 2014

Ms. Sharleen Bakeman, Statewide Planning Specialist
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, Washington 98501-0943

Subject: National Highway System Route Revision
Request No. 201390/HPM-WA

Dear Ms. Bakeman:

We are forwarding for your review, approval, and signature a National Highway System Route **modification** on behalf of the City of Shoreline with concurrence of the Puget Sound Regional Council. We have coordinated these revisions with the appropriate local officials as required by the Federal-Aid Policy Guide-Subchapter E-Part 470A.

Route Description:

Route Name	From	To	Length	Functional Classification	Agency
Westminster Way N (One-Way Southbound Connector planned for future removal)	SR 99	N 155 th St	0.21mi	Urban Minor Arterial (Was a Principal Arterial when E- NHS adopted)	City of Shoreline

The City of Shoreline and WSDOT are requesting the removal of an existing NHS route segment.

This section of Westminster Way N is currently the one-way southbound "Y" connector from SR 99 to the main NHS route of Westminster Way continuing to Seattle.

The City of Shoreline initiated a Functional Classification revision in January of 2013 that included re-classifying this segment of Westminster Way N as a Minor Arterial. This was approved by FHWA on 6/20/2013 as Supplement 2012-36. We have included a copy of that approval. Also included is the City's original request to remove this segment from the NHS (which was a reconfiguring of an existing route) and the FHWA approval email text.

Ms. Sharleen Bakeman

8/7/2014

Page 2

This request is in accordance with FHWA guidelines for modifying NHS route descriptions.

Maps of the requested route description correction are included.

WSDOT supports this NHS correction request and awaits your response.

If you have any questions, please contact Pat Whittaker, HPMS Functional Class Manager at (360) 570-2370.

Sincerely,



Mark Finch, General Manager
Transportation Data and GIS Office (TDGO)
Multi-Modal Planning Division


MF: mav
Enclosures

cc: Mark Bozanich
Pat Whittaker

MS 47384
MS 47380

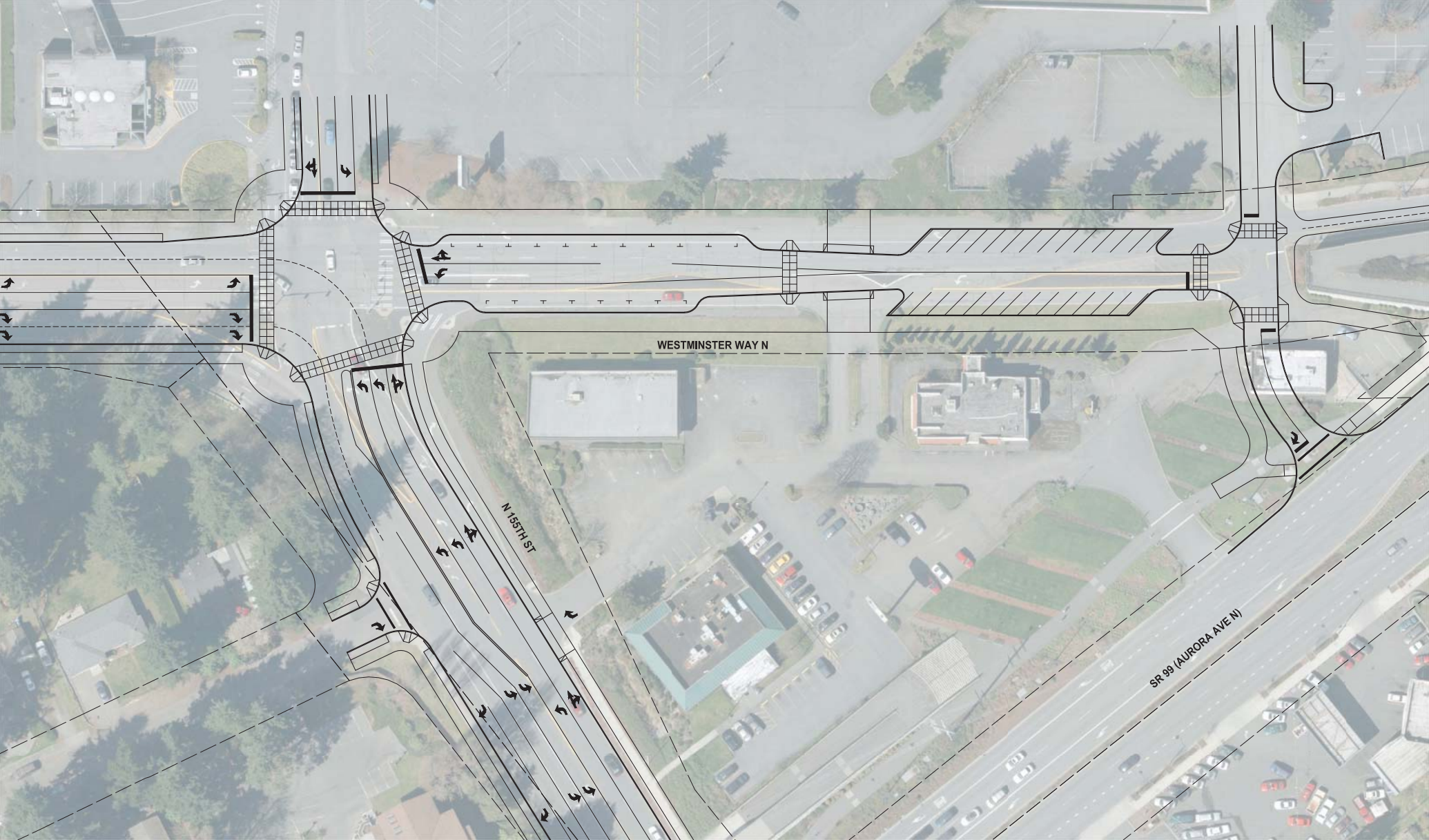
APPROVAL:

Dan Mathis, FHWA Division Administrator

By: 
Sharleen Bakeman, Transportation Specialist

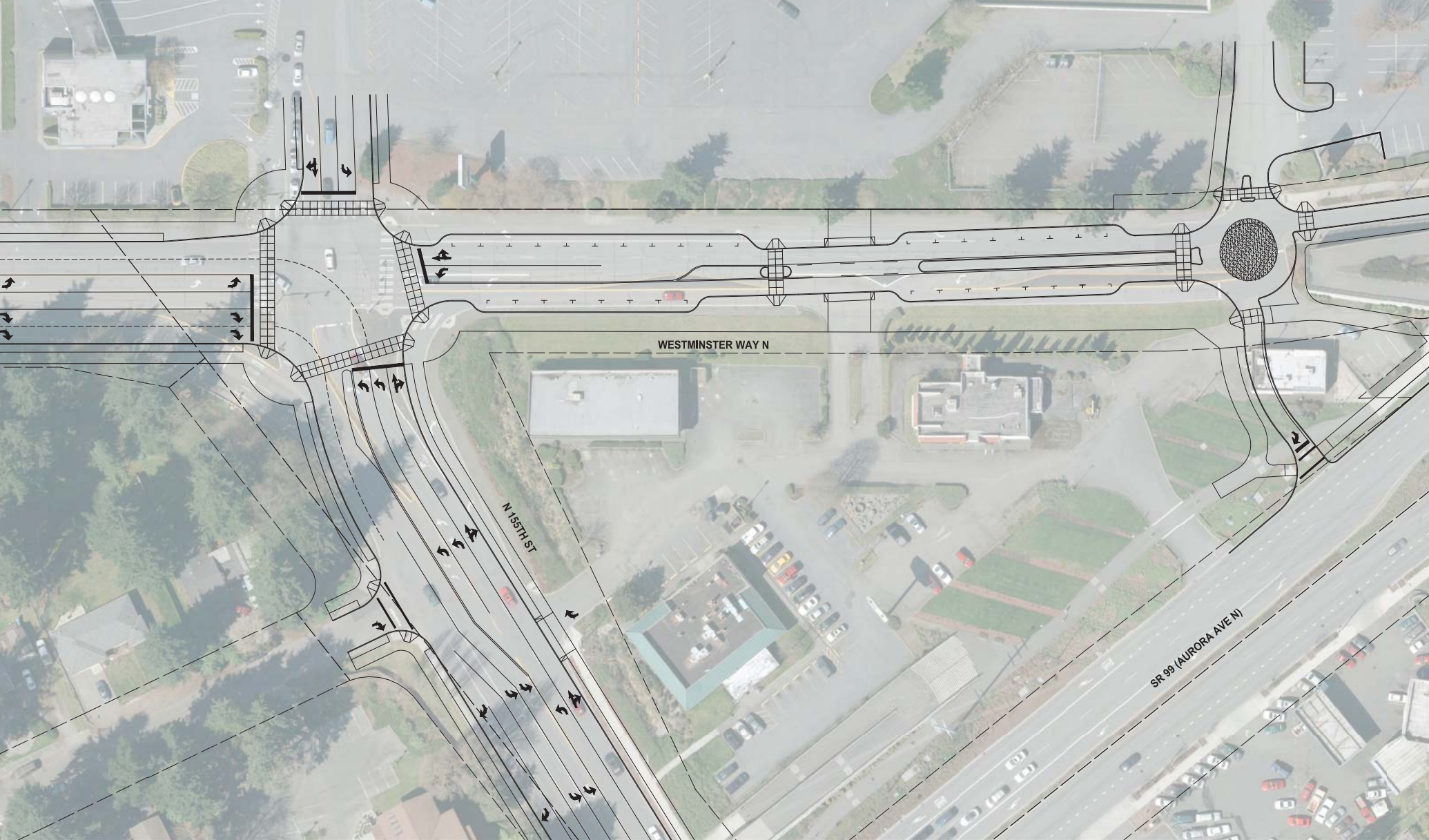
Date: August 11, 2014

APPENDIX E: ROAD DESIGN – WESTMINSTER WAY



TRANSPORTATION PLAN FOR THE AURORA SQUARE CRA
 PRELIMINARY LAYOUT
 APRIL, 2015





TRANSPORTATION PLAN FOR THE AURORA SQUARE CRA
 PRELIMINARY LAYOUT
 APRIL, 2015
 8a-488

