



PLANNING COMMISSION

REGULAR MEETING

AGENDA

Thursday, May 19, 2016
7:00 p.m.

Council Chamber • Shoreline City Hall
17500 Midvale Ave North

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00
2. ROLL CALL	7:05
3. APPROVAL OF AGENDA	7:07
4. APPROVAL OF MINUTES	7:08
a. May 5, 2016 Meeting Minutes - Draft	
Public Comment and Testimony at Planning Commission	
<i>During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes. Questions for staff will be directed to staff through the Commission.</i>	
5. GENERAL PUBLIC COMMENT	7:10
6. STUDY ITEM	7:15
a. Discussion of Potential Policies for the 145th Street Station Subarea Plan	
• Staff Presentation	
• Public Comment	
7. DIRECTOR'S REPORT	8:15
8. UNFINISHED BUSINESS	8:25
9. NEW BUSINESS	8:26
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:27
11. AGENDA FOR JUNE 2, 2016	8:28
a. Development Code Regulations for the Station Subareas	
12. ADJOURNMENT	8:30

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DRAFT

CITY OF SHORELINE

**SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING**

May 5, 2016
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Craft
Vice Chair Montero
Commissioner Chang
Commissioner Maul
Commissioner Malek
Commissioner Mork
Commissioner Moss-Thomas

Staff Present

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

Others Present

John Evans, Light Rail Project Manager, Sound Transit

CALL TO ORDER

Chair Craft 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 Craft, Vice Chair Montero, and Commissioners Chang, Maul, Malek and Mork and Moss-Thomas.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of April 21, 2016 were adopted as corrected.

GENERAL PUBLIC COMMENT

Dia Dryer, Shoreline, noted that the agenda does not make it clear that the topic of the public hearing and study item will be Development Code amendments related to the 145th Street Subarea Planning. She voiced concern that the agenda was vague, and the public may not have been truly informed about what the discussion would entail.

PUBLIC HEARING: DRAFT ORDINANCE 741 – DEVELOPMENT CODE AMENDMENTS RELATED TO LIGHT RAIL SYSTEM AND FACILITIES PERMITTING PROCESS

Staff Presentation

Director Markle explained that the purpose of the public hearing is to receive public comment on proposed Development Code amendments related to light rail systems and facilities and for the Commission to develop its recommendation to the City Council. She briefly introduced the amendments as follows:

- **SMC 20.20 – Definitions.** The definitions for “Light Rail Transit Facility” and “Light Rail Transit System” were amended to make it clear that, by state law, they are “Essential Public Facilities.” Also, a definition for “Regional Transit Authority” was added to be consistent with State law. Sound Transit is a Regional Transit Authority.
- **SMC 20.30.100 – Applications.** This amendment will allow Sound Transit to apply for permits related to property that it does not yet own or control and allow permitting to move forward while final property negotiations are being completed. Permits would be conditioned to stipulate that work is only allowed on the parcels for which Sound Transit has control, ownership, or is authorized to do so by the property owner.
- **SMC 20.30.330 – Special Use Permit.** This amendment adds “Essential Public Facilities” to the purpose of a Special Use Permit.
- **SMC 20.30.330(C) – Decision Criteria for Special Use Permits.** The City Council recently adopted the Special Use Permit (SUP) process as the means to approve light rail system/facilities as an allowed use. An SUP can be conditioned by the Hearing Examiner at the recommendation of staff or as part of the public process to meet the decision criteria, with the goal of making the use more compatible with existing uses. The amendment adds new criteria specific to light rail transit system facilities. The intent of the three proposed new criteria is to: 1) ensure that the proposed light rail stations, garages and other associated facilities use energy efficient and environmentally sustainable site design, 2) ensure that the system or facility is serviced by sufficient motorized and non-motorized capacity and infrastructure, and 3) ensure the design of the light rail facilities reflect the City’s adopted Guiding Principles for Light Rail Facility Design. Ultimately, the purpose of the SUP criteria is to find a way to allow Essential Public Facilities (light rail system/facilities) to be located in a way that is compatible with other uses in the zone.
- **SMC 20.40.438 – Supplemental Application Submittal Requirements.** The proposed amendment will require additional permit submittal items as part of the review process for all light rail system/facilities. The submittal items are typical for larger development projects, and the intent is to streamline the requirements by listing them all in one place. The supplemental requirements include:

- A **Construction Management Plan** to address staging areas, haul routes, hours of construction, noise reduction practices, daily clean up, parking during construction, etc.
 - A **Parking Management Plan** to examine such issues as overflow parking, signage, and parking enforcement post construction.
 - A **Multi Modal Access Plan** will be folded into Sound Transit's Access Assessment Report. Staff envisions that a Multi-Modal Access Plan will address on and off-site needs for sidewalks, bicycle facilities, buses, traffic calming and parking impacts attributed to development of the proposed light rail stations. These considerations will likely be requested by the City for inclusion in the Access Assessment Report.
 - A **Neighborhood Traffic Plan** to look at traffic speeds and volumes in a public forum in an effort to anticipate issues and solutions that will be needed after the station opens. Typical outcomes include traffic-calming measures. Sound Transit requested that this work be negotiated through a joint scoping effort and possibly included in the Access Assessment Report.
 - A **Transportation Impact Analysis** is already required for any large project in the City as a way to ensure concurrency. The shift away from the Transportation Impact Analysis that was in previous drafts was in response to a concern that the City may inadvertently violate State law, which states that Essential Public Facilities are not subject to local jurisdictions' concurrency regulations. The Transportation Impact Analysis is the tool the City uses to determine concurrency, and the traffic analysis required may be lost in the shift to the Access Assessment Report. Staff will likely request that any traffic analysis that is deemed necessary by the City's Transportation, Planning, Traffic, and Engineering Divisions, that is not in violation of State law, must be included in the Access Assessment Report.
- **SMC 20.50.240(F)(6)(g) – Utilities for Public Places.** This amendment is intended to bring utilities to public places located outside of the light rail facilities in support of uses such as outdoor vendors in the future.
 - **SMC 20.50.360 – Compliance with Tree code and Related Provisions.** A largely unavoidable impact related to the construction of the light rail stations/facilities is the removal of hundreds of trees. The City's existing regulations are a great starting place for determining tree replacement ratios and sizes, but they are a little weak in regard to potential impact on off-site trees. The proposed amendment will improve the off-site tree regulations citywide by broadening the scope of an arborist's evaluation and site design to include trees and their critical root zones when located within five feet of development. It also adds specific requirements for tree replacement when a tree that is being replaced is located off site. As proposed, the replacement trees would need to be larger (8 feet instead of 6 feet in height). The Commission received public testimony in April about an idea of requiring that replacement trees be native conifers, and draft amendment language was provided in the Staff Report if the Commission would like to pursue the concept.

Director Markle reported that, following the Commission's April 21st Study Session, the Light Rail Subcommittee (Commissioners Maul, Moss-Thomas, and Mork) met with John Evans of Sound Transit, who is the project manager for the portion of the Lynnwood link extension that will be constructed in Shoreline. The meeting provided the subcommittee the opportunity to ask questions and learn more about why Sound Transit has proposed amendments to the City's original draft code language. The

subcommittee seemed most concerned about making sure that the City has the authority to require information and a means to work with Sound Transit to address impacts during construction and post construction. Following the discussion, the subcommittee expressed interest in:

1. Clarifying that the Parking Management Plan refers to parking after the light rail service opens and that construction parking is covered in the Construction Management Plan.
2. Expanding the post-construction parking plan to include other post-operational issues such as noise.
3. Adding a general description of what will be addressed in the Access Assessment Report. Specifically, the study will address facilities near stations for pedestrians, buses, bicycles, paratransit riders and kiss-and-ride users, and also address traffic. As originally drafted, the City's amendments included requirements for a Neighborhood Traffic Plan, Multimodal Access Plan and Transportation Impact Analysis. By adding this general list of what is included in an Access Assessment Report, the intent of the previous plans will be carried forward through Sound Transit's preferred tool.
4. Establishing a way for the public to comment on various issues to be addressed in the supplemental plans. It was discussed that the three Sound Transit open houses will be held in Shoreline and will provide a good forum to share this information and collect feedback on the issues that could be filtered into the plans. Further, the City Council will have the opportunity to weigh in following each of the open houses and can provide direction on the supplemental plans.

Director Markle reported that Sound Transit provided feedback on the subcommittee's initial recommendations. Concern was raised regarding expanding the required plans to address post-operational issues such as noise. Also, there was concern about adding buses, paratransit, kiss-and-ride and traffic as specific items that would be included in an Access Assessment Report. She noted that John Evans from Sound Transit was present to provide oral testimony and answer Commissioners questions. In addition, he submitted a comment letter on Sound Transit's behalf.

Director Markle explained that the next step is for the Commission to receive public testimony and formulate a recommendation to the City Council. The proposed amendments are scheduled for City Council discussion on June 6th, with final approval on July 11th.

Vice Chair Montero asked if the subcommittee's recommended changes were incorporated into the draft Development Code amendments (Attachment A). Commissioner Moss-Thomas answered that the desk packet provides a written summary of the subcommittee's discussion. The recommended changes were prepared after meeting with John Evans from Sound Transit. Subsequently, Mr. Evans reviewed the recommendations and provided a written response. Director Markle clarified that the Commission would need to amend the draft ordinance to incorporate the subcommittee's recommendations. Commissioner Moss-Thomas said the letter from Sound Transit actually includes the language the subcommittee recommended with edits.

Commissioner Mork referred to the proposed SMC for the Special Use Permit, 20.30.330(C)(2), and asked who would decide whether or not the City's standards have been met with regards to mitigation for any adverse impacts on City infrastructure. Director Markle answered that staff prepares a recommendation that is forwarded to the Hearing Examiner, and the Hearing Examiner makes the final decision.

Public Testimony

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

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society. She voiced support for the added details related to trees. She referred to SMC 20.30.330(C)(2), and asked if the code includes a definition for “environmentally sustainable architecture.” While the concept is good, she questioned how the City would make this determination. She referred to the Thornton Creek Basin Characterization Report and noted there are several wetlands along the light rail route, as well as one identified as WLJ. She said she would like the City to work with Sound Transit to get their help for mitigation of any wetland or creek corridor that is impacted by the station area and light rail line. This mitigation should be provided nearby, such as in Twin Ponds and/or Paramount Park, where a lot of help is needed with acquisition, trail building, culvert replacement, wetland restoration, etc.

Ms. Way asked where traffic will be routed during the actual construction. She said she supports the requirement of a certified arborist review of any tree replacement plan. For those trees that do need to be cut, she would like the logs, root wads and chips to be re-used in some of the natural areas in parks. This large, woody-debris is a valuable component that is lacking in the City’s parks. It would honor trees to use these products nearby.

Ms. Way voiced concern that, although some of the trees might not be very large in diameter, they still might be valuable. She likes the idea of replacing the trees with native conifers. There are currently 80 trees in the existing park-and-ride lot, and Mr. Poitras suggested that Sound Transit consider using this area as a plaza adjacent to the light rail station. It is already a beautiful place. The single-family properties to the north could be acquired and used for the park-and-ride, instead.

John Evans, Project Manager, Sound Transit, said he appreciated the opportunity to work with staff, and felt that the collaborative effort has gone a long way to make the process more efficient and effective. They want to move the project forward in a way that works best for the City, and he is personally committed to making sure that happens. In that light, there are certain interests that Sound Transit sees as necessary in order for the project to proceed efficiently. He briefly reviewed the minor, but important, changes Sound Transit has requested to Ordinance 741.

- Concern has been expressed that if there is not adequate parking, people may choose to park their cars in the neighborhoods outside of the designated parking areas. Sound Transit wants to work with the City to avoid that, and that is the intent of the Parking Management Plan. However, Sound Transit is concerned about adding items that are unrelated to parking. For example, studying noise as part of a parking plan would unnecessarily broaden the scope of the plan. He explained that throughout the design process, as well as during the pre-operational phase, Sound Transit will monitor, study and test to make sure they are meeting the strict Federal Transit Authority (FTA) thresholds for noise affecting nearby residents. Mitigation for noise will be determined during the project’s final design, and staff will be involved via an over-the-shoulder design process. To study noise as part of a parking analysis seems an unnecessary additional effort that might slow down the process.

- Sound Transit would be interested in the Access Assessment Report focusing on the critical nature of access reports, which are based on bicycle and pedestrian requirements around the station. If the report is expanded to include all traffic improvements, it would duplicate effort that has already been completed and that Sound Transit is committed to work with the City to address through the final design process. They would like to limit the scope of the Access Assessment Report around bicycle and pedestrian improvements.

Yoshiko Saheki, Shoreline, thanked staff for including her suggestion about using conifers for replacement trees in the station area. She said most people are very sad to see all of the trees removed, but trees do grow. Even though she might not be around to see the replacement trees grow as large as the existing trees, it will be a wonderful legacy to leave to the future generations. If noise is not addressed as part of the Parking Management Plan, she asked that the Commission seriously consider issues related to noise. She has corresponded with Mr. Evans, and has mentioned at Commission Meetings, that the west side of Interstate 5 does not have a sound wall. When the sound wall on the east side was constructed, she believes the freeway noise increased on the west side. This is an opportune time, when replacement walls might be constructed on the east side, to also put in sound walls on the west side.

Tom Poitras, Shoreline, suggested that work needs to be done for a better traffic flow plan around the station. He said he visited the area on the south end of the proposed parking garage where a plaza has been proposed. He commented that the noise from the freeway in this location is overwhelming. People may want to walk through the plaza, but they wouldn't want to stay long. Assuming it is feasible, he suggested the plaza could be moved to the existing park-and-ride location, and the park-and-ride could be moved to the single-family residential lots just north of the parking garage where there is already a sound barrier in place. This will allow the conifers in the north end of the existing park-and-ride to be saved, and that will enhance the potential plaza being north of the parking garage. It will also allow enough space to improve the traffic flow. As currently proposed, there will only be one entrance to the station for buses and cars, and they will have to cross southbound 5th Avenue traffic approaching the intersection to get on the freeway. He cannot see how that will work. Work needs to be done to improve the situation, perhaps by adding an extra entrance.

Continued Commission Discussion and Recommendation

COMMISSIONER MOSS THOMAS MOVED TO ACCEPT THE LANGUAGE AS RECOMMENDED BY STAFF FOR THE AMENDMENTS OUTLINED IN DRAFT ORDINANCE 741. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Moss-Thomas referred to the Sound Transit's letter of response to the subcommittee's recommendations. While she recognizes that paratransit and buses are not within the purview of Sound Transit, she felt that the Access Assessment Report should include kiss-and-ride users and traffic. The kiss-and-ride location would be an on-site station feature. Also, traffic is a significant concern. If it is not specifically called out, it may not get as much attention as needed. Commissioner Maul indicated he is comfortable with the changes proposed by Sound Transit.

COMMISSIONER MAUL MOVED TO AMEND THE MOTION TO INCLUDE THE LIGHT RAIL SUBCOMMITTEE'S AMENDMENTS THAT WERE INCLUDED IN THE DESK PACKET, ALONG WITH SOUND TRANSIT'S SUGGESTED AMENDMENTS TO THE LANGUAGE THAT WERE SUBMITTED IN THEIR PUBLIC COMMENT LETTER RECEIVED MAY 5, 2016, AND ALSO INCLUDED IN THE DESK PACKET. COMMISSIONER MORK SECONDED THE MOTION TO AMEND.

Commissioner Maul suggested that the differences are “splitting hairs.” The additional Access Assessment Report language proposed by the subcommittee, minus the recommended changes put forth by Sound Transit, will provide adequate coverage. They are not really looking for Sound Transit to study bus routes; and just want to make sure that that buses can get in and out of the station, which they will do. The kiss-and-ride is a matter of getting traffic in and out the station efficiently, which will be Sound Transit's goal in order to make the station work. He can see both sides of the argument; but ultimately, Sound Transit and the City want the station to work. Sound Transit will study how traffic flows in and out of the station, whether it is pedestrians, buses, bicycles, etc.

Commissioner Chang said she doesn't understand how all of the different modes of transportation will be studied as part of the Access Assessment Study. Commissioner Maul answered that Sound Transit will hire a team of consultants to complete the study, and the team will review all of the information contained in traffic reports, traffic counts, corridor studies, etc. The information will be collated into a report that helps guide the design of access to the station. He believes that City staff will have the opportunity to review the study and amend and/or talk about other issues until a design is well thought out and works properly.

Director Markle said staff will work with Sound Transit to come up with a scope for the report in the very near future. Mr. Evans acknowledged the accuracy of Commissioner Maul's statements. Sound Transit will work with the City to produce a report. He reminded them that, as per the proposed ordinance, if the City is not satisfied with the content of the report, it can require a third-party review at Sound Transit's expense and under the direction of City staff.

Vice Chair Montero said he is also concerned that noise could exceed codified standards. Sound Transit's clarification was that Shoreline's noise code requirements will be needlessly redundant and excessive. He asked staff to describe the City's requirements for noise during construction projects. Assistant City Attorney Ainsworth Taylor answered that all noise would be allowed during the regular weekday business hours between 7 a.m. and 7 p.m., and the times are adjusted for weekends. There are no set decibel ratings, and construction noise is permitted as a reasonable use to get the building done. She emphasized that Sound Transit would be subject to these same regulations. Commissioner Maul added that the Federal requirements are much more stringent than the City requirements.

Commissioner Mork asked why Sound Transit does not want to include kiss-and-ride and traffic as part of the Access Assessment Report. Director Markle said one reason for asking that traffic not be included is that Sound Transit has already studied traffic to a great level in the Final Environmental Impact Statement (FEIS). However, she acknowledged that not all of the designs were as complete as they are now or will be. In staff's opinion, there could be a gap between what was analyzed in the FEIS and what the impacts will be based on more finalized designs. Concurrency is another reason why

Sound Transit does not want to include traffic as a specific element in the plan. The Transportation Impact Analysis is used to determine whether or not a project is running up against the City's concurrency levels. The station is an Essential Public Facility, and State law precludes the City from using Level of Service (LOS) to preclude their siting. She invited Mr. Evans to explain why Sound Transit does not want to include kiss-and-ride in the report. Mr. Evans said Sound Transit fully intends to address kiss-and-ride as part of the analysis and final design. It merely seems unnecessary to put it in the standard for the code because it is already part of Sound Transit's everyday business and their design manuals require them to look at pick-up and drop-off sites. Including it as part of the report will not have a significant impact.

Commissioner Moss-Thomas recalled that the subcommittee did not feel particularly comfortable changing the Traffic Impact Analysis to an Access Assessment Report. However, the issue was fully vetted and their questions were answered when meeting with Mr. Evans. While excluding kiss-and-ride will not be a deal breaker, she is more concerned about traffic. She recalled that citizens have expressed significant concern that traffic will not be adequately addressed. Other than redundancy, she asked if there is a specific reason why Sound Transit does not want to include traffic as part of the report. Mr. Evans explained that Sound Transit has committed to traffic mitigation, and the Final Environmental Impact Statement (FEIS) that was completed for the project includes a component called "the Record of Decision." Sound Transit will not get money from the Federal Government to do the project unless they meet the mitigation committed to. One very important mitigation is that Sound Transit will partner with the City to determine adequate improvements within ¼ mile of the station. The improvements are well defined and include vehicular, pedestrian and bicycle improvements. Sound Transit's belief is that the most efficient approach is to work with staff, based on the luminous analysis that has already been completed, rather than spending time and money to remodel the potential impacts of the station area when it has already been completed. There is already a great deal of information, and Sound Transit has also done an Interchange Justification Management (IJM) Plan for the change to the 145th Street Interchange. This plan looked at all the area intersections and the potential impacts for traffic, and recommended mitigation. Sound Transit wants to negotiate with the City about what can be done to improve the impacts the station will bring, but they do not want to be responsible for mitigating more impacts than the project will result in.

Commissioner Moss-Thomas voiced concern that people will use cut-through streets to avoid the entire subarea during construction. The ¼ mile radius will address some, but not all, of the situations. Mr. Evans said the ¼ mile radius identifies the area in which Sound Transit is committed to pay for or actually do the improvements themselves. However, the studies that have been done looked at a much larger area. Generally speaking, Sound Transit is already committed to mitigation within ¼ mile of the Station.

Vice Chair Montero asked why Sound Transit is opposed to including paratransit riders in the Access Assessment Report. Commissioner Moss-Thomas pointed out that paratransit riders will access the station via King County Metro, and Mr. Evans indicated that buses are not part of Sound Transit's purview. Mr. Evans explained that Sound Transit's design criteria requires that all forms of transit coming into the station must be addressed. One required element of funding is that Sound Transit work with the other transit providers (King County Metro and Community Transit) to facilitate their long-term plans in the area through the design of the station and station areas. It is already part of the program and

does not need to be included in the study. However, he would not be opposed to including the specific language, either.

Commissioner Moss-Thomas said it is important that citizens feel assurance that all forms of transit will be addressed, even if it will not change Sound Transit's process. Chair Craft said it is good to hear that Sound Transit is considering all of the various avenues and potential mitigation factors. Perhaps the City staff might consider a communication in that regard if there are questions. Commissioner Moss-Thomas recommended that the subcommittee's changes be incorporated into the draft ordinance as presented, without the adjustments provided by Sound Transit.

Commissioner Mork asked if, based on the main motion, the requirement pertaining to the type of size of replacement trees will be included as part of Ordinance 741. Director Markle stated that the draft ordinance includes the larger tree size, but it does not include a preference for conifers. A separate motion will be needed to address the issue of tree preference.

THE MOTION TO AMEND THE MAIN MOTION WAS UNANIMOUSLY APPROVED.

COMMISSIONER MOSS-THOMAS MOVED TO FURTHER AMEND THE MAIN MOTION TO CHANGE THE SECOND SENTENCE OF SMC 20.40.438(E)(3) TO READ, "IN GENERAL, THE ACCESS ASSESSMENT REPORT WILL ADDRESS: IMPROVEMENTS NEAR THE STATIONS FOR PEDESTRIANS AND BICYCLES, PARATRANSIT RIDERS, AND "KISS AND RIDE" USERS." COMMISSIONER MORK SECONDED THE MOTION TO AMEND.

Commissioner Moss-Thomas reiterated that it is important that people looking at the plan understand that all of these aspects will be addressed. Chair Craft said that, although the additional language will be redundant, his understanding is that it will not result in additional cost or redundant studies. Director Markle reviewed that Sound Transit's opinion is that the language is unnecessary because the work will be done anyway. However, both staff and Sound Transit have agreed that adding the additional language will not result in any additional cost or work. Including the language will demonstrate that the City has considered all these issues. Chair Craft suggested that "drop off" might be a better term than "kiss and ride."

THE MOTION TO AMEND THE MAIN MOTION WAS UNANIMOUSLY APPROVED.

Commissioner Mork expressed her belief that there is merit to the recommendation of requiring conifers for replacement trees. However, she is also concerned about putting too many restrictions on tree replacement. If the City indicates conifers as the preferred replacement tree species, what will be the process of approval if it is determined that another species is more appropriate in some locations. Director Markle reminded the Commission that a tree plan will be required, and the arborist preparing the plan will need to explain why conifer will not be the appropriate species in some location. She advised that adding this level of specificity to the plan could result in additional cost.

Commissioner Moss-Thomas agreed that conifers are a wonderful native species, and there are numerous conifers throughout the City. Rather than limiting the species to just conifers, she questioned if it would be appropriate to include other native species, as well. They need to assure that what they are

doing is the most aesthetically pleasing, and keeping with the nature of the City. Director Markle suggested that another alternative would be to require that replacement trees must be native. This would be similar to the Critical Areas Ordinance. If they want a certain look and feel, as in the iconic conifer, then the code language should require conifers unless it is not feasible for the health of the tree. Commissioner Maul suggested that the additional language could be added as Item 4 under SMC 20.50.360(C).

COMMISSIONER MOSS-THOMAS MOVED TO AMEND THE MAIN MOTION TO INCLUDE THE LANGUAGE SUGGESTED IN THE STAFF REPORT REGARDING SMC 20.50.360(C). THE LANGUAGE WOULD ADD A NEW SECTION 4 THAT WOULD READ, “REPLACEMENT TREES REQUIRED FOR THE LYNNWOOD LINK EXTENSION PROJECT SHALL BE NATIVE.” COMMISSIONER MORK SECONDED THE MOTION.

Director Markle clarified that the proposed amendment would add a new Item 4 to SMC 20.50.360(C). The existing Item 4 would be changed to Item 5, and existing Item 5 would be changed to Item 6.

Commissioner Chang asked who would make the final decision on the tree species. Director Markle answered that City staff would review the plan and make sure it complies with the ordinance, as adopted. Commissioner Chang asked what would happen if the City wants conifers, but that is not what Sound Transit proposes. Director Markle said that the language currently being considered would not allow the City to require conifers. She said Mr. Cohen suggested that replacement could be commensurate with the mix of trees that were removed. Otherwise, staff could encourage, but not require conifers.

THE MOTION TO AMEND THE MAIN MOTION FAILED UNANIMOUSLY.

CHAIR CRAFT MOVED TO AMEND THE MAIN MOTION TO ADD A NEW SECTION 4 IN SMC 20.50.360(C) TO READ, “REPLACEMENT TREES REQUIRED FOR THE LYNNWOOD LINK EXTENSION PROJECT SHALL BE NATIVE CONIFER AND DECIDUOUS TREES PROPORTIONAL TO THE NUMBER AND TYPE OF TREES REMOVED FOR CONSTRUCTION, UNLESS AS PART OF THE PLAN REQUIRED IN SMC 20.50.350(A) THE QUALIFIED PROFESSIONAL DEMONSTRATES THAT A NATIVE CONIFER IS NOT LIKELY TO SURVIVE IN A SPECIFIC LOCATION.” (NOTE: EXISTING NUMBER 4 WOULD BE CHANGED TO 5 AND EXISTING NUMBER 5 TO 6.) COMMISSIONER MOSS-THOMAS SECONDED THE MOTION.

THE MOTION TO AMEND CARRIED UNANIMOUSLY.

COMMISSIONER MAUL MOVED TO AMEND THE MAIN MOTION TO INCLUDE PROPOSED CHANGES TO SMC 20.50.370 CONSISTENT WITH THE STAFF REPORT. COMMISSIONER MOSS-THOMAS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

COMMISSIONER MOSS-THOMAS MOVED TO AMEND THE MAIN MOTION TO CHANGE THE LANGUAGE IN SMC 20.50.240(F)(6)(g) TO ADD THE WORD “POTABLE” BEFORE “WATER.” COMMISSIONER MAUL SECONDED THE MOTION.

Chair Craft asked if there were any down sides to including the word “potable.” Commissioner Maul explained that the point of requiring water and electrical power is to accommodate vendors during public activities at the station. In addition to adding the word “potable,” he suggested that the word “exterior” should be further defined to make it clear that it should be associated with the plaza facilities. Chair Craft felt this would be appropriately addressed as part of the design phase.

THE MOTION TO AMEND THE MAIN MOTION WAS UNANIMOUSLY APPROVED.

For the Commission’s information, Ms. Basher reviewed the main motion, as well as the amendments that were approved via sub-motions.

Assistant City Attorney Ainsworth Taylor noted that the main motion included the recommendations put forth by the Light Rail Subcommittee, which were not reflected in either the Staff Report or Attachment A. Director Markle said the changes were outlined in the subcommittee’s report, which was provided as a desk packet and posted online, as well.

THE MAIN MOTION, TO ADOPT ORDINANCE 741 WAS UNANIMOUSLY APPROVED AS AMENDED.

Chair Craft closed the public hearing.

STUDY ITEM: DEVELOPMENT REGULATIONS RELATED TO LIGHT RAIL STATION SUBAREAS

Staff Presentation

Mr. Szafran explained that the purpose of the study session is to review Development Code amendments that will apply to the proposed 145th Street Station Subarea, as well as amendments that will apply to both station subareas. Staff will provide information and seek direction on options for certain regulations. They will also respond to questions and gather public comment. He reviewed that the 185th Street Station Subarea Plan was adopted about a year ago. The plan created a land use transportation infrastructure framework for a livable, equitable and sustainable transit-oriented community in Shoreline. The Commission reviewed and recommended to the City Council Development Code amendments to implement the plan in January of 2015. Staff is recommending that the bulk of the amendments passed through the 185th Street Station Subarea Plan also be applied to the future 145th Street Station Subarea Plan. He reviewed that the amendments created the new Mixed Use Residential (MUR) zones (35’, 45’ and 70’) that identified new station area uses and dimensional standards, as well as site and building design standards. Mr. Szafran said the amendments currently proposed would apply to all MUR zones and are based on staff’s experience implementing the existing regulations in the 185th Street Station Subarea, as well as issues raised by the community and new information collected. Mr. Szafran and Mr. Cohen reviewed the amendments as follows:

- **Amendment 1 – Critical Areas Reasonable Use Permits (CARUP) (SMC 20.30.336).** Mr. Szafran said the proposed development code will add another layer of environmental protection to development within the light rail station subareas. If a parcel is zoned MUR-35', MUR-45' or MUR-70' and contains a critical area or critical area buffer, which necessitates a CARUP, the uses and development standards will revert to the Residential (R-6) development standards.

Commissioner Chang asked staff to describe what critical areas would require a CARUP. Mr. Cohen said the permit would be required when a property has enough critical areas and their buffers that it cannot reasonably be developed to what the zone allows. By State law, the City is required to allow people to develop their properties, and this process allows the City to bend some of the zoning requirements in order to accommodate development on the property, with the goal of having the least amount of impact on the critical area. He summarized that the critical area restrictions would apply to wetlands, streams, steep slopes, landslide hazard areas, wildlife habitat areas, etc.

Chair Craft asked staff to provide more details on State law, and why the CARUP option is something the City must provide. Assistant City Attorney Ainsworth Taylor said the basic concept under the Growth Management Act (GMA) is that critical areas need to be protected, and this includes wetlands, streams, fish and wildlife habitat, geologically sensitive hazardous areas, frequently flooded areas, and aquifer recharge zones (none in the City). To prevent what is termed a “regulatory taking,” which would be the City taking all of the property by applying the regulations, the City allows for a reasonable use (bare minimum use) so the property could be developed to some use. The other option would be to exercise a “taking,” which would require a payment of money from the City.

Commissioner Chang said the example provided by staff was the properties west of the Paramount Open Space, which are all encumbered by a wetland buffer. Mr. Szafran said a lot of parcels to the east of the open space are completely encumbered by wetlands and/or buffer. Commissioner Chang asked if the intent of the amendment is to allow the CARUP to go forward for properties that are completely encumbered. Mr. Cohen explained that reasonable use of a property that is zoned MUR is quite a bit different than reasonable use of property that is zoned single-family. The proposed amendment would place further restriction on development by establishing a development standard that is far less intense than MUR.

Commissioner Chang asked how the provision would apply to properties that are partially encumbered. Mr. Cohen said properties that are partially encumbered could also require a CARUP. The intent is to keep all development out of the critical areas and their buffers, but they must allow for some type of reasonable development. The CARUP process allows the City to work with the property owner to find a solution that is a reasonable.

Commissioner Chang asked how staff determines whether or not a property is encumbered by a wetland or wetland buffer. Mr. Cohen said the City has a critical areas overlay on its GIS system, which indicates critical areas. However, if a property has not been studied previously, the owner would be required to hire a consultant to demarcate and analyze the critical area on the property before the City will grant approval. Commissioner Chang noted that the Development Code

references the 2004 TetraTech study as the basis for the overlay, and Mr. Cohen confirmed that is the map that was used for the overlay.

- **Amendment 2 – Station Area Uses Table (SMC 20.40.160).** Mr. Szafran explained that the proposed amendment will prohibit single-family attached housing in the MUR-70' zone and allow detached single-family housing in the MUR-35' and MUR-45' zones, subject to the MUR development standards. He further explained that the MUR-70' zone is intended to be the most intensive zoning district, since it closely surrounds the future light rail stations. The MUR-70' zone allows 70 feet in height, no density limitations, and potential reduced parking standards. The zone is intended to encourage denser, more intense housing close to the stations. Staff believes that town homes and other single-family attached housing types are really more suited to the MUR-35' and MUR-45' zones as they do not provide enough of the density intensity around the areas closest to the station.

Mr. Szafran said Amendment 2 would also allow single-family detached housing that meets the MUR-35' and MUR-45' development standards, without the requirement that the developments meet the R-6 zoning standards. The amendment would also apply a minimum density of 12 units per acre. If a developer or property owner is not interested in developing the property to the minimum density, through the exception, the owner could still construct a detached, single-family home in accordance with the R-6 development standards. The intent of the amendment is to offer developers more options as to the type of housing. It could also result in more open space and additional landscaping, as well as break up the mass of buildings.

- **Amendment 3 – Single Family Residential Detached in the MUR-35' and MUR-45' Zone (SMC 20.40.160).** Mr. Szafran said this amendment is related to Amendment 2 and would give the owner of an MUR-35' zoned parcel development options. Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone, subject to the R-6 standards.
- **Amendment 4 – Table in SMC 20.50.020(2).** This amendment would change the table to allow single-family detached housing in the MUR-35' zone without the limitation of the R-6 zoning standards.
- **Amendment 5 – Table in SMC 20.50.020(2).** Mr. Szafran explained that this amendment would also change the table to establish a minimum lot area in the MUR-70' zone. Mr. Cohen explained that after contemplating and administering the new zoning standards for the 185th Street Station Subarea Plan over the past year, the City Council and staff are concerned about how redevelopment will occur over time and how much the City can influence how development happens. Staff is proposing a simple approach of establishing a minimum lot area of 20,000 square feet in order to develop in the MUR-70' zone. This would force property owners to aggregate and hopefully avoid the isolated small parcels of land. Staff researched other jurisdictions to determine what would be an appropriate number for minimum lot area. While a few have minimum lot area requirements for more intense development, there is really no way to tell whether what is allowed in the zone is comparable to Shoreline. Staff also surveyed architects and developers to find out what they would need for minimum lot size in order to maximize development in the MUR-70' zone, but they got no

clear answer. Staff measured existing developments in Shoreline that are very close to MUR-70, and found that the lot sizes were about 20,000 square feet and some were much larger.

Since many of the existing developments in Shoreline had lot sizes of much greater than 20,000 square feet, Chair Craft asked if a larger number (perhaps an average of the aggregate) would be more appropriate. Mr. Cohen said the intent is not to curtail potential development that is relevant to what currently exists. The minimum lot size requirement would not prohibit development of a larger area. The intent is to kick-start development in the MUR-70' zone to its maximum potential to set the template. More refined requirements could be added in the future after the City has more experience administering the new zones.

Commissioner Mork asked staff to respond to the public comment the Commission received regarding Amendment 5. Mr. Cohen said the key question is how the area will transform over time. A developer would have to aggregate approximately three lots in order to get 20,000 square feet. Staff acknowledges there may be occasions where a property owner does not want to sell and a developer has to build around the lot. This could result in isolated parcels that cannot be developed. The intent is to encourage development to the full MUR-70' density in order to avoid the creation of isolated properties. However, he recognized that the City cannot control that every parcel will be aggregated. The City needs more time to better understand how to address these isolated parcels before the code is fine tuned. Mr. Szafran said staff has discussed the concept of developing infill standards in the coming years if isolated parcels become a problem. Mr. Cohen added that if the City gets the development trend in the area to be mostly full MUR-70' development, smaller parcels may not be a real issue.

Commissioner Maul said every remnant parcel he has ever seen is because the property owner refused to sell for whatever reason. He asked if a Special Use Permit process could be applied if this were to occur. Mr. Cohen said staff has discussed other potential processes to review proposals on parcels smaller than 20,000 square feet. There are both pros and cons, and staff feels that more time is needed before preparing a proposal for the Commission and City Council to consider.

- **Amendment 6 – Table in 20.50.020(2).** Mr. Szafran said the amendment would amend the table to require the Public Works Department to determine what the specific setbacks should be along 145th and 185th Streets until a final design is selected. When the initial 185th Street Station Area Plan code was written, staff did not know exactly what the setbacks should be on 185th. They knew there would be a corridor study, and that additional right-of-way may be needed in some locations. development proposals come in along the corridors, the Public Works Department may know finer detail about what will be needed for future right-of-way. The fear is that if a hard 15-foot setback is required, but the Public Works Department only needs 10, they shouldn't be taking the extra right-of-way.

Vice Chair Montero asked how the proposed amendment would impact the existing buildings on 145th Street. Mr. Szafran answered that they would not be affected. However, if a building permit were to come in next week for a project on 145th Street, the project would be sent to the Public Works Department to determine what the setback should be, not to exceed the standard in the code.

- **Amendment 7 – Table in 20.50.020(2).** Mr. Szafran said this amendment would allow for rooftop building amenities to go over the maximum base building height. The City currently allows for certain mechanical and environmental elements to exceed the base building height, and roof structures such as elevators, stairways, tanks, mechanicals, sky lights, and flagpoles are all allowed to go 10 feet above the height limit. There is no height limit for solar or other environmental equipment. Many new developments provide recreation and open space on the roofs, and such things as barbecue enclosures, rooftop decks, fireplaces, and weather-protected seating areas would also be allowed to exceed the height limit of the zone.
- **Amendments 8, 9, 10 and 11 – SMC 20.50.120, 20.50.220, and 20.50.230.** Mr. Szafran explained that these amendments all have to do with the development of single-family attached or townhomes in the MUR-45' zone. When the original MUR development standards were drafted, the MUR-45' zone was included in the commercial design section. Staff spent the last year reviewing development proposals for townhomes in the MUR-45' zone and found that strict application of the commercial design standards does not make sense, since they were intended to regulate large apartment, mixed use and commercial developments (Aurora Square and Aurora Village). The proposed amendments would provide an exception that when townhomes are developed in the MUR-45' it points the reader back to the single-family attached residential design standards, which is the code section that really speaks to the townhome product.
- **Amendment 12 (SMC 20.50.240).** Mr. Szafran said this amendment seeks to limit access points on 5th Avenue NE between 145th and 148th Streets as redevelopment occurs. This portion of 5th Avenue NE will have a number of limitations and issues that will become present when the light rail station is open. Staff is recommending that the language mirror what was done for 185th Street, which would require developers to take access from a side street or alley whenever possible. If there is no other option for access, applicants can propose a driveway on 5th Avenue NE via the administrative design review process. Vice Chair Montero clarified that Amendment 12 would encourage developers to provide ingress and egress through 6th Avenue rather than 5th Avenue. Mr. Szafran agreed that is the intent, if possible.

Mr. Szafran summarized his presentation by inviting feedback from the Commission and public. He noted that the Commission will continue its discussion at future meetings. The intent is to present the 145th Street Station Subarea Plan and the proposed Development Code amendments to the City Council as one package.

Public Comment

Janet Way, Shoreline, said she was representing the Shoreline Preservation Society. She reviewed that the CARUP concept was first presented in 2000 or 2001 when the Aegis Development was being proposed. She recalled that Ms. Saheki previously provided photographs to illustrate that Peverely Pond completely disappeared as a result of the Aegis Development, which was approved via a CARUP. This is an example of the citizens' concerns and why they are requesting to preserve the R-6 zoning. The City must be very careful about encouraging requests for CARUP. Instead, the City's goal should be to preserve the R-6 areas as they are currently developed. The existing homes represent a reasonable use for the properties. She urged the City to be very cautious when imposing the MUR-35' and MUR-45'

standards on any of the critical areas, including the steep slopes that surround Paramount Park. These areas are all very vulnerable.

Ms. Way referred back to her earlier comments about utilizing trees that are cut from the site to accommodate the station development. This large, woody debris is very important in the natural areas. Codifying the requirement would be very helpful. She recalled that when she served on the City Council, provisions were put in place to allow snags to remain and become wildlife habitat.

Ms. Way asked the Commission to consider code language that would encourage houses to be moved rather than demolished when development occurs. Demolishing houses and throwing the materials into landfills is one of the worst thing you can do for the carbon footprint. She noted that her current home was moved to its existing site when the freeway was built in the 1960s.

Tom Poitras, Shoreline, voiced concern about Amendment 2, which would establish a minimum density mechanism for determining what can be built. The example provided by Mr. Szafran was very attractive, but he has also seen examples where people have simply built another house in the backyard. In some cases, they are only four or five feet from the original home, and many of them are very ugly. He said he is also concerned that people will sell off a portion of their lot to make the property next door more desirable. This can result in property owners being taken advantage of, and the remaining property can become useless. He asked if someone with a 7,200 square foot lot would be allowed sell 3,600 square feet to a neighboring property owner.

Mr. Poitras recalled that some very bad things happened when Shoreline first incorporated, and people got quite upset. The Planning Department was not ready right away, and some bad decisions were made. The 7,200 square foot lot size was selected as the minimum lot size to help remedy some of these bad decisions. While there are good examples, not all of them will look nice. He asked what controls would be in place to make sure that development does not spiral out of control.

Dia Dryer, Shoreline, said it is apparent that, because the minimum density is injected into three separate amendments, someone is clearly trying to push the item through in any way possible. She questioned who discussed what, with whom, and why. It is redundant, confusing and contradictory in many cases. Will the City be allowing or imposing? Ms. Dryer referred to Attachment A of the Staff Report to point out her concern: She explained that Amendment 2 calls for a minimum density of 12-units per acre in the MUR-35 zone, and the Staff Report states that this amendment would give property owners and designers more options for housing choice within the MUR zones. As per Amendment 3, single-family detached dwellings that do not meet the minimum density would be permitted in the MUR-35' zone subject to the R-6 development standards. Amendment 4 would allow single-family detached types in MUR-35' without limiting the development to R-6 standards. The Staff Report indicates that recent development proposals helped shape the amendments. She voiced her opinion that developers support limited density zoning because it spoon-feeds them. This was acknowledged by the City Council and the Planning Commission over a year ago.

Ms. Dryer said the Staff report also states that the proposed minimum density requirement would give property owners and designers more options. She expressed her belief that minimum density has nothing to do with giving property owners and designers more options. The definition for "imposing" is to force

something unwelcome to be accepted or put in place. The definition for “restriction” is the limitation or control over someone or something. “Option” is defined as a thing that may be chosen. To state that an imposition or restriction correlates to more options is an oxymoron.

Mr. Szafran provided an example on the screen and explained that, as currently written, the code would allow attached townhomes to be constructed in the MUR-35’ zone, but detached townhomes would not be allowed. The proposed amendment would allow detached townhomes, as well.

Director Markle clarified that the minimum density provision is intended to prevent situations of having two single-family homes as opposed to one, single-family home, which would still be allowed under the R-6 standards. The Council’s original goal was to have the zones develop more as townhomes and/or row houses and also allow for single-family development if it adheres to the R-6 standards so that the existing single-family homes are not replaced with large, multi-million dollar homes.

DIRECTOR’S REPORT

Director Markle reported that the City Council approved the Planning Commission’s recommendation of a Hybrid Compact Community Alternative for the 145th Street Station Area to be studied as a fourth alternative for the subarea. They did not select a preferred alternative. They also indicated a desire to study phasing for all four alternatives (Compact Community, Connecting Corridor, and Hybrid Compact Community).

UNFINISHED BUSINESS

Commissioner Maul referred to an email from Eric Eckstrom (included in the Commission’s Desk Packet), asking that the Commission consider a code amendment relative to the binding site plan process. Mr. Cohen said staff received the request just prior to the meeting, and they are not prepared to discuss the issue with the Commission at this time. Mr. Szafran said there will be multiple opportunities to include this topic in future Development Code discussions.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports and/or announcements.

AGENDA FOR NEXT MEETING

Mr. Szafran said the Commission would continue its discussion relative to the Development Code amendments on May 19th.

ADJOURNMENT

The meeting was adjourned at 9:25 p.m.

Easton Craft
Chair Pro Tem, Planning Commission

Lisa Basher
Clerk, Planning Commission

Planning Commission Meeting Date: May 19, 2016

Agenda Item: 6a

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Discussion of Potential Policies for the
145th Street Station Subarea Plan

DEPARTMENT: Planning & Community Development

PRESENTED BY: Miranda Redinger, Senior Planner

Public Hearing

Study Session

Recommendation Only

Discussion

Update

Other

INTRODUCTION AND BACKGROUND

145th Street Station Subarea Plan

On May 2, 2016, the City Council discussed potential zoning scenarios considered to date and selected a fourth alternative for study in the Final Environmental Impact Statement (EIS). The fourth alternative was based on the Planning Commission's recommendation for a Preferred Alternative- the Compact Community Hybrid. Council also decided to include an analysis of phasing for all potential growth scenarios (Connecting Corridors, Compact Community, and Compact Community Hybrid). If zoning were to be phased, Phase 1 could be implemented upon adoption of the Subarea Plan (2016) and Phase 2 could become effective in 2033 (10 years after the light rail station is anticipated to be operational). It is important to note that the Council did not designate a "Preferred Alternative"; they simply requested study of an additional zoning option and the concept of phasing.

The next step is to prepare the Final EIS, Subarea Plan document, and Planned Action and other adopting ordinances. A schedule for when the Commission should expect to discuss each of these documents is included in the Timing and Schedule section of this staff report. In order for the Commission to discuss the Subarea Plan at their July 21 meeting, it would be helpful for staff to understand any revisions that the Commission would like to make to policy language included in the 185th Street Station Subarea Plan and any new policies that would be unique to the 145th Street Station Subarea.

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Approved By: Project Manager _____

Planning Director _____

Southeast Neighborhoods Subarea Plan

The Southeast Neighborhoods Subarea Plan was adopted in May 2010. It covered an area bounded on the south by 145th Street, on the west by 8th Avenue, on the north by 155th and 150th Streets, and on the east by Lake City Way. It contained portions of both the Ridgecrest and Briarcrest neighborhoods. When the Briarcrest neighborhood annexed into the city, most of the area was not assigned Comprehensive Plan designations, but given the place-holder "Special Study Area." The City worked with a Citizen's Advisory Committee from July 2008 until November 2009 to create a vision, craft policy recommendations, and adopt Comprehensive Plan and zoning designations.

The Southeast Neighborhoods Subarea Plan is included as Attachment A and the last page contains a map of the subarea boundaries. Attachment B contains a map that highlights the overlap between the two subareas. This staff report will explain why this overlap is relevant to tonight's discussion of potential policies for the 145th Street Station Subarea Plan in the Discussion section.

DISCUSSION

145th Street Station Subarea Plan

Most of the body of this section contains the policies that were included in the 185th Street Station Subarea Plan. While the Subarea Plan is an element of the City's Comprehensive Plan, these policies currently only apply to the 185th Street Station Subarea. For these policies to apply to the 145th Street Station Subarea as well, they will need to also be included in that Subarea Plan. Underline/strike-through format has been used to indicate potential revisions that would make the policies applicable to the 145th Street Station Subarea Plan. Discussion, comments, and questions are shown in *italics* or ***bold italics***.

One important difference between the two subareas is that the streets on which each of the stations will be located have distinctively different character. NE 185th Street is an internal connector within the 185th Street Subarea whereas NE 145th Street is a boundary to the 145th Street Subarea and the city. Therefore, when reviewing policies it may be pertinent to consider whether language should address and encourage a distinction between the future desired character for 145th and 155th Streets, and/or 1st, 5th, and 15th Avenues with regard to potential transportation, community design, economic development, or other considerations.

Southeast Neighborhoods Subarea Plan

The overlap of the 145th Street Station Subarea and Southeast Neighborhoods Subarea should be addressed for consistency and clarity. For example there are different land use designations and implementing zoning utilized within each of the subareas. The Southeast Neighborhood Subarea Plan uses the standard Comprehensive Plan land use designations (e.g. Low Density Residential, High Density

Residential, and Mixed Use 2) while the 145th Street Station Subarea Plan proposes to use the station-specific land use designations (e.g. Station Areas 1, 2, and 3).

The Growth Management Act (GMA), 36.70A RCW, states that a comprehensive plan is to be an internally consistent document and, therefore, any subarea plan must be consistent with all elements of the comprehensive plan, including other subarea plans. The overlap of the proposed 145th Street Station Subarea and the Southeast Neighborhood Subarea has the potential to create inconsistencies and, therefore, an amendment should occur in order to address the overlap between the two subareas. The City Council will have the opportunity to add this amendment to the 2016 Comprehensive Plan Docket at their June 13, 2016 meeting when they are setting the final docket.

Should Council direction be to amend the boundaries of the Southeast Neighborhood Subarea Plan to "zipper" against the boundaries of the 145th Street Station Subarea Plan, some of the policies contained in the Southeast Neighborhood Subarea Plan would refer to areas no longer within the boundaries of that subarea. Therefore, in order to preserve the work of the Citizen Advisory Committee that created the Southeast Neighborhood Subarea Plan, staff recommends moving policies that refer to Paramount Park, Paramount Open Space, or 15th Avenue into the 145th Street Station Subarea Plan. These policies have been identified in the body of this section.

Staff believes that the majority of the policies in the Southeast Neighborhood Subarea Plan are consistent with policies that may be proposed for the 145th Street Station Subarea Plan, but if Commissioners wish to move additional policies from the former document to the latter, this would be an appropriate time to identify them.

LAND USE

- ~~1. The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA1 designation is intended to encourage high density residential, building heights of 6 stories, public amenities, and commercial and office uses that support transit stations, neighborhood-serving businesses, employment, and other amenities desired by residents of the light rail station subareas. The zoning designation that is appropriate for this Land Use designation is MUR-70'.~~
- ~~2. The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA2 designation is intended to provide a transition between the SA1 and SA3 designations, and encourage the development of higher density residential along arterials in the subarea, establish neighborhood commercial uses, reduce parking standards, increase housing choice, and transition to lower density homes. The zoning designation that is appropriate for this Land Use designation is MUR-45'.~~

- ~~3. The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA3 designation is intended to provide a transition between the SA2 designation and single family zoning, and encourages the development of medium density residential uses, some neighborhood commercial uses, and increased housing choice. The zoning designation that is appropriate for this Land Use designation is MUR-35'.~~

These policies are no longer needed within the light rail subarea plans because they were adopted as Land Use policies in the Comprehensive Plan as part of the 2015 docket process (Ord. 730) and so can be applied to both station subareas.

1. Promote adaptive reuse of historic structures.
2. Consider adoption of a fee-simple administrative subdivision process.
3. Promote more environmentally-friendly building practices. Options for doing so may include:
 - a. Adoption of International Green Construction Code
 - b. Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
 - c. Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program. Petal Recognition could include achievement of at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials, and all of the following:
 - i. Reduce total energy usage by 25 percent over comparable building type and/or Shoreline Energy Code
 - ~~ii. Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by the appropriate utility or other baseline approved by the Planning and Community Development Director. Use no potable water for non-potable uses~~
 - iii. Capture and use at least 50 percent of stormwater on site.

The language about water usage aligns more closely with Seattle's proposed legislation related to the Living Building Challenge, a green building rating system to recognize buildings meeting the highest level of sustainability.

4. More planning will be necessary to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.

Should any of these policies be modified?

Are there any new policies that should be added for Land Use specific to the 145th Street Station Subarea?

TRANSPORTATION

1. Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities, such as sidewalks and bicycle paths, as well as improvements that support greater transit speed and reliability.
2. Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.
3. ~~Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station, and North City for all travel modes. Create a corridor plan that:~~
 - a. ~~Includes analysis of all arterials and streets in the subarea to determine appropriate cross-sections for each classification, including sidewalks, amenity zones, and non-motorized facilities where appropriate.~~
 - b. ~~Includes generous bicycle and pedestrian facilities. Minimize conflicts between transit, vehicles and bicycles by designing bicycle facilities behind the curb.~~
 - c. ~~Identifies needed infrastructure to improve transit speed and reliability, such as queue jumps and transit signal priority~~
 - d. ~~Includes intersection and roadway improvements needed to maintain the City's adopted transportation level of service~~
 - e. ~~Results in a "boulevard" style street with tree canopy and amenity zones~~
 - f. ~~Explores opportunities for undergrounding of overhead utilities~~
 - g. ~~Amend the Engineering Development Manual to reflect crosssections for all classifications of arterials and streets in the subarea.~~
 - h. ~~Undertake additional analysis of potential impacts to NE 188th Street and Perkins Way and identify mitigations to calm traffic that will use these roads to access the station from the east, and provide additional safety features.~~
 - i. ~~Encourage redevelopment that occurs along the 185th Street/10th Avenue NE/NE 180th Street corridor to provide site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians and transit.~~
 - j. ~~Incorporate recommendations of the 185th Street/10th Avenue NE/NE 180th Street corridor plan into the City's six year Capital Improvement Plan (CIP).~~
 - k. ~~Pursue opportunities and develop a strategy to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea~~

Staff Report - Policies for the 145th Street Station Subarea Plan

~~including federal, state and local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).~~

Policy 3 above is not relevant to the 145th Street Station Subarea Plan and unnecessary for this subarea because a Corridor Study has already been completed. Should any of the bullets be kept or moved to another section- for example b, e, f, g, and/or k?

Should any policies address 155th Street and/or 1st, 5th, and 15th Avenues? Should there be a policy related to the 145th Street Corridor Study?

3. Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding and spillover parking. Implement appropriate mitigation measures as needed such as traffic calming, police enforcement, or Residential Parking Zones.
4. Ensure that developments provide frontage improvements. In areas where the future design/cross section has not been confirmed, require fee-in-lieu-of payments that will fund future City improvements. Once the cross sections have been confirmed, require frontage improvements.
5. Evaluate opportunities to incorporate best practices for complete street design concepts, including grid patterns of short blocks and narrower lane widths.
6. Residential streets should allow for vehicular connectivity to the street grid in at least two directions and should provide pedestrian/ bike connectivity in at least three directions in order to facilitate convenient and efficient travel by all modes.
7. Implement improvements along 15th Avenue to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.

Policy 7 above is currently policy T6 in the Southeast Neighborhoods Subarea Plan. Since it references 15th Avenue specifically, staff recommends moving this policy to the 145th Street Station Subarea Plan.

Should any of these policies be modified?

Are there any new policies that should be added for Transportation specific to the 145th Street Station Subarea?

At the April 7 public hearing multiple Commissioners requested that policies be added with regard to design of an “Off-Corridor Network”, including that it be dedicated to non-motorized uses and physically separated from automobile traffic. Staff would appreciate specific language to address Commissioner concerns and/or aspirations.

Should any new policies addressing traffic calming, complete streets, or other issues be included in the 145th Street Subarea?

COMMUNITY DESIGN

1. Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.
2. Develop and facilitate a community design process to create and enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.
3. Monitor visual impacts of mixed-uses with regard to nuisance or compatibility with surrounding development. Implement mitigations, such as modifications to signage and design regulations, as necessary.
4. During the transition of the subarea from low density residential development to mixed-use residential development, monitor the condition of structures and sites to ensure property is maintained in accordance with the City's Property Maintenance Code. Consider increasing resources for code enforcement in the subarea if through monitoring it is confirmed that compliance issues with the City's Property Maintenance Code are increasing.
5. Improve the area around 145th Street and 15th Avenue with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the city.

Policy 5 above is currently policy CD13 in the Southeast Neighborhoods Neighborhood Subarea Plan. Since it refers to the intersection of 145th Street and 15th Avenue, staff recommends moving this policy to the 145th Street Station Subarea Plan.

Should any of these policies be modified?

Are there any new policies that should be added for Community Design specific to the 145th Street Subarea?

Should there be different community design considerations on 5th Avenue north and south of 155th Street?

Should there be additional emphasis on transition, either over time or between uses?

ECONOMIC DEVELOPMENT

1. Promote redevelopment of properties along the ~~185th Street/10th Avenue NE/NE 180th~~ 145th Street corridor and other arterials in the subarea to create a mixed use, neighborhood-oriented business district that connects Town Center and North City the light rail station with commercial districts along Aurora Avenue N and 15th Avenue, and at 5th Avenue and 165th Street. Strategies may include promoting conversion of single family homes to business uses, expanding opportunities for home based businesses, and offering economic incentives.
2. Identify priority nodes along 145th Street in which to target incentives for redevelopment that encourage catalyst projects and initial growth along this corridor.

Changes make these statements applicable to the 145th Street Station Subarea. Policy 2 above could be modified to focus on nodes such as existing commercial districts or within the walkshed of the station.

3. Consider incentive program for new buildings to incorporate Combined Heat and Power systems and other innovative energy saving solutions.
4. Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.

Should any of these policies be modified?

Are there any new policies that should be added for Economic Development specific to the 145th Street Station Subarea?

UTILITIES

1. Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.
2. Coordinate with utility providers to identify and implement upgrades to existing underground utilities to support increased densities. Coordinate this work with projects included in the City's Capital Improvement Plan as well as in conjunction with right-of-way work performed by private development.
3. Develop a strategy for undergrounding overhead utilities.
4. Consider the use of alternative energy in all new government facilities.
5. Prepare information regarding how proposed redevelopment in the 1845th Street Station Area will be managed in relation to known hydrological conditions.

Changes make this statement applicable to the 145th Street Station Subarea.

6. Based on actual redevelopment and studies prepared for development within the Station Subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.
7. Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by the Department of Ecology (DOE).
8. Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment.

Should any of these policies be modified?

Are there any new policies that should be added for Utilities specific to the 145th Street Station Subarea?

PARKS, RECREATION, AND OPEN SPACE

- ~~1. Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.~~

Not applicable to the 145th Street Station Subarea.

1. Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
2. Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.
3. Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood.

Policy 3 above is currently policy PR6 in the Southeast Neighborhoods Subarea Plan. Since it specifically refers to Paramount Open Space, staff recommends that it be moved to the 145th Street Station Subarea Plan.

Should any of these policies be modified?

Are there any new policies that should be added for Parks, Recreation, and Open Space specific to the 145th Street Station Subarea?

Should there be policy language encouraging plaza or other public space at the stations themselves?

Should there be additional language encouraging the City to acquire available land adjacent to existing park or open space?

NATURAL ENVIRONMENT

1. Encourage preservation of stands of trees, and significant native trees, especially around the perimeter of a site.
2. Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.

Should any of these policies be modified?

Are there any new policies that should be added for Natural Environment specific to the 145th Street Station Subarea?

Given that there are more critical areas in the 145th Street Subarea, should there be additional policies regarding wetlands, streams, buffers, and/or potential mitigations?

HOUSING

1. Develop the systems necessary to implement and administer the City's affordable housing program.
2. Investigate financing and property aggregation tools to facilitate creation of affordable housing.

Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those included in draft Development Code regulations for the subarea plan.

3. Analyze methods to maintain some affordable single family housing in addition to multi-family units as part of the City's affordable housing program.
4. Develop a fee schedule in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing at a rate that is equivalent to the cost of constructing the affordable unit, including ongoing maintenance and operation costs.

Should any of these policies be modified?

Are there any new policies that should be added for Housing specific to the 145th Street Station Subarea?

TIMING AND SCHEDULE

- May-June: Planning Commission discusses potential Development Code amendments for 145th Street Station Subarea Plan
- May-July: Consultant and staff team creates Final EIS, Subarea Plan, and Planned Action and other adopting ordinances
- July 7- Planning Commission meeting: Discuss Final EIS
- July 21- Planning Commission meeting: Discuss Subarea Plan
- August 4- Planning Commission meeting: Discuss Planned Action and adopting ordinances
- August 18- Planning Commission PUBLIC HEARING: Discuss Subarea Plan package and make recommendation to Council
- September 12- Council meeting: Study Session on Subarea Plan package
- September 26- Council meeting: Council adopts Subarea Plan package

RECOMMENDATION

Staff recommends that the Commission provide direction with regard to policies to be contained in the 145th Street Station Subarea Plan, including revising policies currently contained in the 185th Street Station Subarea Plan and, if necessary, developing new ones unique to the 145th Street Station Subarea.

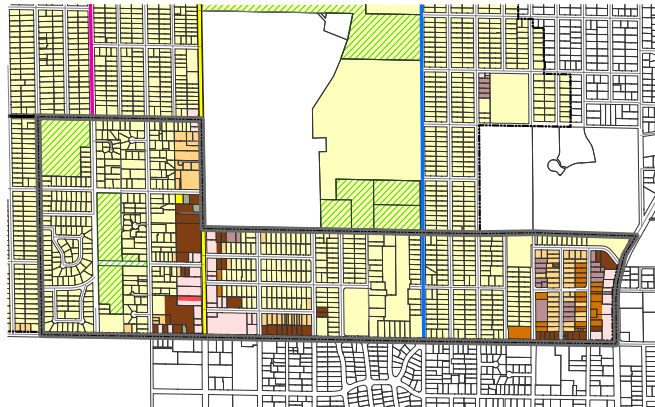
ATTACHMENTS

Attachment A: Southeast Neighborhood Subarea Plan

Attachment B: Map of overlap between subarea boundaries



Southeast Neighborhoods Subarea Plan May 24, 2010



The Southeast Neighborhoods Subarea is bounded on the south by 145th Street, on the west by 8th Avenue, on the north by 155th and 150th Streets, and on the east by Lake City Way. It contains portions of both the Ridgecrest and Briarcrest neighborhoods, and is comprised predominately of single-family households, most of which were constructed after WWII.

When it was annexed, most of the subarea was not assigned Comprehensive Plan designations, but given the place-holder “Special Study Area.” The City of Shoreline worked with a Citizen’s Advisory Committee from July of 2008 until November of 2009 to create a vision and craft policy and zoning recommendations. This subarea plan is a condensed version of their report.

The plan is intended to provide direction for the next 20 years. Many things will change in that time period. By 2030, there will likely be a light rail stop near 145th St. and Interstate 5. New automotive technology may have transformed the fueling, design, and maybe even necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve.

Yet while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance. Change may be inevitable, but it can be channeled to provide amenities and improvements and

prevented from negatively affecting the quality of life that is why people choose to live in this part of Shoreline.

Natural Environment

Goal: To provide a healthy and flourishing natural environment for the benefit of both human and wildlife residents, utilizing innovative technology and conservation measures



The community identified a number of natural characteristics that enhanced the quality of life in the neighborhood and were highly valued. These included the extensive tree canopy, vegetative cover, and prevalent wildlife, notably the varied list of bird species. They also acknowledged other existing, natural conditions that could pose problems in the process of development or redevelopment. These included the high groundwater table, poor soil conditions and infiltration rates that exist on some sites. This section attempts to balance natural capital with development.

Natural Environment Policy Recommendations:

NE1: Create incentives to encourage the use of innovative methods of protecting natural resources (solar power for lighting outside space, green storm water conveyance systems, new recycling options).

NE2: Create incentives to encourage innovative strategies to enhance the natural environment on and around developed sites (green roof and green wall techniques, hedgerow buffers, contiguous green zones through neighborhoods, green storm water conveyance systems).

NE3: When redeveloping a site, encourage incorporation of measures that improve or complement the community's natural assets such as its tree canopy, surface water elements, wildlife habitat, and open space.

NE4: Link green open spaces within subarea and then link them to those outside subarea to create trails.

NE5: Support creation of contiguous ecosystems, with attention to wildlife habitat, through development of a "green corridor," as a public/private partnership, including the area between Seattle's Jackson Park, Paramount Park, and Hamlin Park.

- NE6: Protect and renew (“daylight”) streams in the area.
- NE7: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through existing programs such as the backyard wildlife habitat stewardship certification program.
- NE8: Use green street designs in south Briarcrest to provide more green space for residents in that area and to link residents to an east-west trail that connects the area to other trails such as the Interurban Trail.
- NE9: Develop technical resources for better understanding of overall hydrology, including the locations of covered streams in the subarea, and recommend actions and measures to address existing stormwater drainage problems.
- NE10: Create incentives to plan all remodel and new development around substantial trees and groves of trees to preserve tree canopy.
- NE11: Retain and establish new trees, open spaces, and green belts.
- NE12: Use green buffers of specific buffer area to building height ratio between different land uses, especially where transition zoning is not possible.

Land Use

Goal: To promote smart growth, enhancement of local businesses and amenities, connectivity and transition between uses, and compatibility between potential development and the established residential character of the neighborhoods.



Because the Central Puget Sound region is a desirable place to live, its population is expected to grow over the next 20 years. Shoreline, due to its location and amenities, is likely to grow as well.

In general, the plan preserves the single-family character of the neighborhoods. However, a major focus of the plan is to increase housing choice by encouraging styles of “appropriate” infill development, such as Accessory Dwelling Units and small houses on small lots, rather than zoning large areas for higher density. This way, growth is diffused throughout the area, has minimal visual impact on neighboring houses, and provides extra living space for extended families or rental income.

In addition to encouraging infill development, the subarea plan identifies a few areas where access to transit, business corridors, and park amenities would allow multifamily homes and create areas with commercial and residential uses. To create a transition between single family areas and mixed-use commercial areas, the plan provides

for stepping down in zoning intensity from the areas designated for higher density or mixed-use to the single-family core of the neighborhood.

Land Use Policy Recommendations:

- LU1: Promote the analysis of impacts to the full range of systems as part of the planning and development process.
- LU2: Create incentives to use vegetated buffers between types of land use, in addition to transition zoning or open space.
- LU3: Development, as defined in the Comprehensive Plan, should be approached from the perspective of innovative options for increasing density.
- LU4: Establish policies and zoning to provide appropriate transitions between existing and proposed development and dissimilar land uses to minimize conflicts relating to solar access, noise, scale, etc.
- LU5: Place highest-density housing (mixed-use) on transit lines or in already established commercial zones.
- LU6: After updated regulations governing new development and redevelopment have been established, revisit the rules on a regularly scheduled basis for the purpose of enhancing the rules that work and eliminating those that don't work.
- LU7: Consider establishing a neighborhood business zone that would be restricted to non-residential uses, or some other solution to the problem of retail development being overlooked when residential development on the site yields more profit.
- LU8: Establish metrics, targets, baselines and a reporting timeframe to measure progress of social, economic and natural capital when evaluating Comprehensive Plan completeness.
- LU9: As the housing market and transportation technologies evolve to support more options, establish zoning designations for areas that may be appropriate for car-free zones or reduced parking standards.
- LU10: Quality of life for current residents in the subarea should be considered in decision-making processes that involve new development in the community, even though decisions must also take into account overall land use goals and the economic needs of the City as a whole.

Housing

Goal: To promote housing diversity, affordability and adaptability while respecting and maintaining the identified single-family character of the neighborhoods.



The subarea is mostly built out, with very few large tracts of raw land remaining, so most expected growth will occur as infill and/or redevelopment. Given that these options include a wide spectrum of styles and quality, how this housing would fit with the surrounding community posed one of the greatest challenges. Through a visual preference survey, a number of infill development concepts were identified as having good potential for being compatible with the existing neighborhood character. These include: Accessory Dwelling Units (ADU), small houses on small lots, cluster development, duplexes on corner lots, etc. Examples of some of these styles of housing and policy recommendations regarding their incorporation into the neighborhoods are included below.



Housing Policy Recommendations:

H1: Recognize and continue the area’s history of providing affordable yet diverse housing to a variety of residents across the income spectrum.

H2: New housing development that is added in the center of established neighborhoods of the SE Subarea should be consistent with neighborhood character. Lot size to structure ratios and the scale of building are important.

H3: Distribute low-income housing so that it is not all in one place in the neighborhood, prohibiting the development of large, low-income housing groups or units.

H4: Increase housing stock that attracts new residents by appealing to a diversity of buyers’ and renters’ interests, including:

- Energy efficiency
- Parking options
- Density/size/FAR
- Private/shared outdoor open space

- Affordable/quality/sustainable building materials and construction practices
- Multi-family/multi-generational/single family housing options
- Accessory Dwelling Units
- Adaptability

H5: Because existing housing tends to be more affordable than new construction, remodeling and refurbishing current stock should be encouraged over demolition and redevelopment.

H6: Review existing policies and City code on Accessory Dwelling Units and home businesses to promote low-impact density.

H7: Adopt regulations that would allow “cottage style” housing without compromising quality.

H8: Encourage “green” building through incentives, fees and /or tax policies.

H9: Encourage partnerships with non-profit affordable housing providers, land trusts, Community Development Corporations and other organizations whose mission involves increasing the stock of affordable housing.

Transportation

Goal: To promote connectivity, safety, alternative transportation and walkability throughout the subarea’s roadways and trail systems



This subarea faces a number of problems similar to those of other neighborhoods. Certain issues, most notably those related to 145th Street and increasing transit service, cannot be addressed on a subarea level because of complicated jurisdictional and funding logistics. Therefore, this subarea plan focuses on improvements to traffic safety, road treatments, and pedestrian and bicycle networks within the City’s boundaries and purview.

Transportation Policy Recommendations:

T1: Encourage “walkable” and “bikeable” neighborhoods and intra-area connections through incorporation of safe pedestrian and bicycle corridors.

T2: Retain, improve, and expand public transit.

T3: Increase local transit service to economic hubs and schools (in addition to service to downtown Seattle) that focuses on east/west connections.

T4: Improve automobile traffic flow on major arterial corridors to accommodate increased density.

T5: Implement traffic calming measures on priority local streets between 145th and 150th Streets, as well as other local roadways to improve safety and reduce cut through traffic.

T6: Implement improvements along 15th Ave. to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.

T7: Work with neighbors to complete more “green street” type projects that will “complete” the street right of way and add pedestrian ways without adding curb-gutter and sidewalk.

T8: Add bus shelters at busy stops.

T9: As part of potential redevelopment of the commercial area on Bothell Way, address the east/west access issues to promote neighborhood connectivity to businesses, while protecting the residential neighborhood from cut-thru traffic.

T10: As part of the update of the Transportation Master Plan, also consider smaller, innovative solutions to reducing automobile dependence, such as circulator busses, car-sharing, bike rentals, etc.

T11: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

Parks, Recreation & Open Space

Goal: To preserve, protect and promote creation of public spaces that balance needs for human recreation, animal habitat, and natural vegetative growth



The subarea contains or is adjacent to several of Shoreline’s parks, including Hamlin, South Woods, and Paramount Park and Open Space. The following policies are proposals for implementation by the City as resources permit, recognizing that the Parks Department and Board have their own Master Plan and processes. The City has an interest in acquiring lands adjacent to Paramount Park Open Space.

Parks, Recreation & Open Space Policy Recommendations:

PR1: Support development of a trail/designated pathway connecting the Interurban trail and the Burke-Gilman trail with Paramount Park (upper and lower), Hamlin Park, South Woods, and Seattle’s Jackson Park.

PR2: Encourage development of sidewalks, footpaths, green streets, and signage on existing walkways near trail areas.

PR3: Use incentives to encourage development of more open/green space.

PR4: For larger-scale developments, establish a standard for proportional area of open space created or green space preserved.

PR5: Provide reasonable signage at main entrances to all parks.

PR6: Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood.

Economic Development

Goal: To promote development of businesses that serve needs of local residents, add to vibrancy and socially-oriented identity of neighborhoods, and provide jobs



The neighborhood supports opportunities for establishment of local gathering places and nodes of business activity where needed goods and services are located within walking distance, and could provide employment opportunities for local residents.

Economic Development Policy Recommendations:

ED1: Encourage the creation of community gathering places. Create nodes (indoor & outdoor) for gathering and social interaction.

ED2: Revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment, and employment.

ED3: Increase small-scale economic development (e.g., retail, office, service) that employs local people and complements residential character.

ED4: Inventory and promote the SE Subarea resources and opportunities, such as redevelopment at Shorecrest, Public Health Labs, and Fircrest.

ED5: Encourage community groups to define specific types of commercial, retail and professional businesses to best serve needs of subarea residents.

ED6: Encourage home-based business within the parameters of the residential zoning to bolster employment without adverse impact to neighborhood character.

ED7: Attract neighborhood businesses with support from the Economic Development Advisory Committee that could be sustained by the community.

ED8: Continue active participation from the City and the neighboring community in determining most beneficial uses, practices, and mitigation in long-term plans for Fircrest.

ED9: Encourage staff to identify potential Capital Improvement Projects that support the adopted subarea plan vision for business areas in the southeast neighborhoods.

ED10: Modify commercial zoning regulations to require that mixed-use buildings be designed to accommodate ground level commercial uses along arterial street frontages.

Community Design

Goal: To encourage well-planned design of systems and appropriate transitions between different uses so that positive impacts of growth are realized and negative impacts may be minimized



Over the next 20 years, the community wished to maintain a reputation of supporting a diverse population base and providing some of the City’s most affordable housing options. Another priority was to retain green and open space so that a variety of wild flora and fauna would also continue to live in the neighborhood. There was widespread support for a thriving business district and alternative forms of housing, as long as they were visually compatible with existing single-family homes. Concentrating on elements of design and transition and articulating standards could provide an effective method to bring the vision to fruition.

Community Design Policy Recommendations:

CD1: Development regulations applicable to the SE Subarea should be predictable and clear, written in a manner that reduces uncertainty for developers, City staff, and the community.

CD2: Development & Land Use designs and patterns should contribute to the vitality of the area as a whole, serving the broader community and immediately adjacent neighbors, using compatibility criteria and incentives to be determined.

CD3: Encourage planning of local “hubs” for provision of services and gathering places.

CD4: Support development of a plan to implement a network of “feeder” pathways/trails (may also be in the form of green streets) to connect neighborhoods to larger, city-wide walkways (such as a potential trail connecting Interurban, Hamlin, Southwoods & Burke-Gilman) and to encourage walkable neighborhoods.

CD5: Encourage redevelopment and revitalization of existing infrastructure (schools, businesses, single and multi-family structures) by providing incentives.

CD6: Community design should be pedestrian-oriented with incentives for development and redevelopment to open new or enhance existing pedestrian access and green spaces.

CD7: Establish rules and incentives that ensure developments are planned in ways that are consistent with the communities' vision of three-pronged sustainability (economic, environmental and social equity).

CD8: Establish density and zoning regulations and design review processes that are flexible enough to allow for creativity in design, but restrictive enough to ensure the protection of the community, especially the immediately adjacent neighbors.

CD9: Use medium- to low-density, multi-family units as transitional areas from high-density residential or commercial properties to single-family homes.

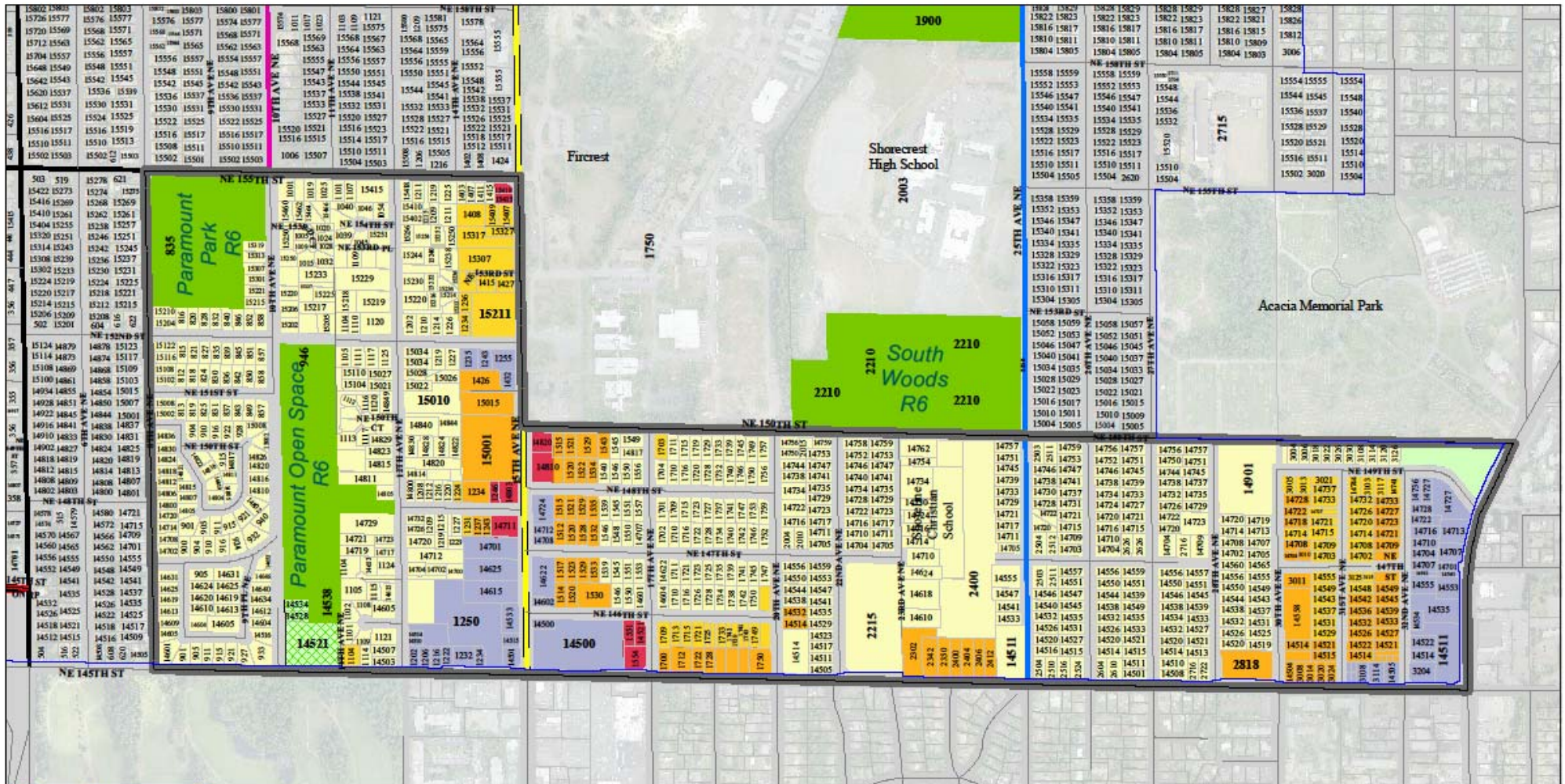
CD10: Modify the existing R-48 transition regulations to permit a 50 foot height limit (60 feet through a conditional use process) only if the subject site is adjacent to R-24 or R-48 residential zones or commercial zones and not adjacent to residential zones with a density less than R-24.

CD11: Take advantage of city, state, and federal pilot projects whose focus is improvement of the environmental health of the community, such as green streets, innovative housing designs, alternative power generation, etc.

CD12: Establish rules and incentives that ensure actions occur in a manner that is consistent with the community's vision, while still promoting and providing incentives for redevelopment.

CD13: Improve the area around 145th St. and 15th Ave. with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the City.

CD14: Work with community groups, neighborhoods and outside experts to promote "community gardens" for production of food and recreation.



City of Shoreline
Geographic Information System

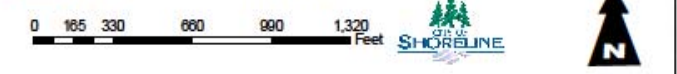
Southeast Shoreline

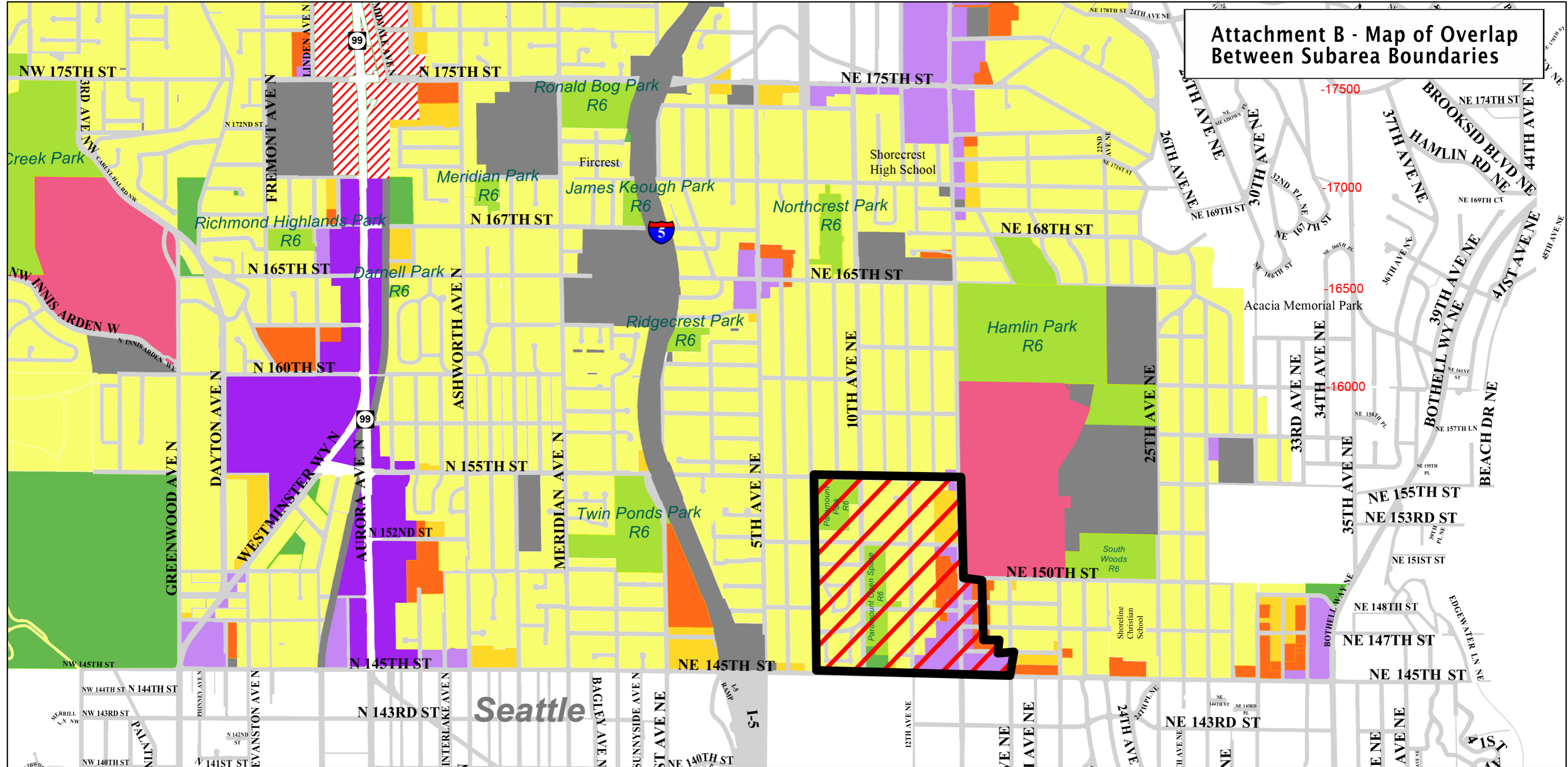
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File date: 11/22/09

Proposed Land Use

Final Option

- | | | | | | |
|---|------------------------------|-------------------------------|-------------------|------------------------|---------------------------|
| Comprehensive Plan Low Density Residential | Regional Business | North City Business District | City Boundary | Principal Arterial | Park |
| Comprehensive Plan Medium Density Residential | Public Facilities | Paramount Special Study Area | Open Water | Minor Arterial | Park Expansion |
| Comprehensive Plan High Density Residential | Campus | Private Open Space | Planning Area | Collector Arterial | Unclassified Right of Way |
| Comprehensive Plan Mixed Use | Special Study Area | Public Open Space | Outside Shoreline | Neighborhood Collector | Tax Parcel |
| Comprehensive Plan Community Business | Ballinger Special Study Area | Briarcrest Special Study Area | Interstate | Local Street | |





Area of Overlap Between SE Neighborhoods Subarea Plan & Potential 145th Street Station Subarea Plan

