



PLANNING COMMISSION

PUBLIC HEARING

AGENDA

Thursday, August 18, 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. July 21, 2016 Draft Meeting Minutes	

Public Comment and Testimony at Planning Commission

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

5. GENERAL PUBLIC COMMENT	7:10
6. PUBLIC HEARING	7:15
a. The 145th Street Station Light Rail Subarea Plan Package (Ordinance Numbers 750, 751, and 752)	
• Staff Presentation	
• Public Testimony	
7. DIRECTOR'S REPORT	8:40
8. UNFINISHED BUSINESS	8:45
9. NEW BUSINESS	8:50
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:55
11. AGENDA FOR SEPTEMBER 1 & 15	8:56
a. September 1 st meeting cancelled	
b. 2016 Development Code Amendment Batch	
12. ADJOURNMENT	9:00

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CITY OF SHORELINE

**SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING**

July 21, 2016
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Vice Chair Montero
Commissioner Chang
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
Miranda Redinger, Senior Planner, Planning & Community Development
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Chair Craft
Commissioner Maul

CALL TO ORDER

Chair Pro Tem Montero 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: Vice Chair Montero and Commissioners Chang, Malek, Mork and Moss-Thomas. Chair Craft and Commissioner Maul were absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of July 7, 2016 were adopted as presented.

GENERAL PUBLIC COMMENT

There were no general public comments.

STUDY ITEM: 145TH STREET STATION SUBAREA PLAN AND POTENTIAL ZONING SCENARIOS

Staff Presentation

Ms. Redinger briefly reviewed the timeline for the 145th Street Station Subarea Plan, which is currently in the adoption phase. She explained that the intent of the July 21st and August 4th study sessions is to introduce the following ordinances in preparation for a public hearing on August 18th:

- Ordinance No. 750 adopts the 145th Street Station Subarea Plan and amends the Comprehensive Plan and Land Use Map.
- Ordinance No. 751 amends the Unified Development Code, Shoreline Municipal Code (SMC) Title 20, and the Official Zoning Map to implement the 145th Street Station Subarea Plan.
- Ordinance No. 752 is the Planned Action Ordinance for the 145th Street Station Subarea pursuant to the State Environmental Policy Act (SEPA).

Ms. Redinger reminded the Commission that the Growth Management Act (GMA) requires the City to plan extensively in keeping with various state goals. The content of the subarea plan includes information from the participation plan and design workshop subarea reports, the market assessment, and the Final Environmental Impact Statement (FEIS). The only new information that is not contained in the subarea plan documents are the policies, which will be discussed later in the meeting.

Ms. Redinger advised that the subarea plan is organized into the following seven chapters:

- The Introduction Section contains background information and talks about the Subarea Plan's organization, planning context, purpose and need for the Subarea Plan, planning and adoption process for the Subarea Plan and Planned Action Ordinance, and supporting plans and policies.
- The Community and Stakeholder Engagement Section provides an overview of the Stakeholder Involvement Plan, goals for community engagement, key messages, participants in the process, involvement methods and activities, and outcomes that shaped the Subarea Plan.
- The Existing Conditions and Population Forecasts Section contains information from the FEIS, which was synthesized from various chapters. It includes geography, planned Sound Transit facilities, land-use patterns, neighborhoods, special districts, transportation conditions, existing population and trends, projected population growth rate, and existing and planned housing.
- The Market Outlook Section outlines key findings of the market assessment, as well as the background market and demographic analysis, development and product types, potential impact of transit and transit-oriented development on property values and property taxes, and a conclusion.
- The Long-Term Vision Section includes more information about the visioning process, vision statement, proposed zoning for the subarea, potential phased zoning, forecasted population, redevelopment opportunities and possibilities, framework concept plans, conceptual illustrations, policies, and proposed updates to the Development Code provisions. Most of the Development Code revisions were adopted with the 185th Street Station Subarea Plan, and staff will address potential amendments based on the zoning designations. However, any policies that are changed

for the 145th Street Station Subarea Plan will also apply to the zones that are in the 185th Street Station Subarea Plan. Conceptual illustrations were provided to illustrate what the MUR-35', MUR-45' and MUR-70' zones might look like when redeveloped.

- The Sustainability and Livability Benefits Section outlines the benefits of the Subarea Plan and supporting adopted Federal, State, regional and local plans and policies. It also outlines the environmental benefits of integrated land use and transportation, including enhanced neighborhood character, upgraded infrastructure, economic benefits, community health and livability and the triple bottom line. Benefits discussed throughout the process include reducing greenhouse gas emissions on a grander scale and traffic congestion on a regional scale. In the community the intent is to encourage affordable housing and promote employment, as well as improve access and connectivity within neighborhoods, enhance complete streets and walkability and encourage third places and opportunities for more businesses.
- The Incremental Implementation Strategy Section includes more discussion of the 2035 Planning Horizon; anticipated growth and change over the next 20 years; near term actions; coordination and outreach; potential partnerships; recommended capital improvement projects; transportation and utility systems improvement needs; parks, recreation and open space needs; and schools and other public services.

Ms. Redinger explained that the Subarea Plan is significant, as it amends the Comprehensive Plan Land Use Map and policies. If the Commission would like to modify the zoning alternative or policy language, revisions should be published prior to the August 18th public hearing. She reviewed that the FEIS reviewed seven different zoning scenarios: No action, Connecting Corridor, Compact Community, Compact Community Hybrid and phased versions of the three action alternatives. The City Council did not select a preferred alternative. Therefore, the Draft Subarea Plan is based on the Planning Commission's last recommendation, which is the Compact Community Hybrid Alternative. She emphasized that the documents presented to the Planning Commission should be considered draft documents until they are formally adopted by the City Council. If the Commission recommends and/or the City Council adopts a different map, then the other documents would be amended accordingly.

Ms. Redinger displayed a map of the Compact Community Hybrid Alternative, as well as the draft Comprehensive Plan Future Land Use Map. She explained that, typically, a Comprehensive Plan designation denotes a range of potentially appropriate zoning designations; but in the case of this Subarea Plan, each Comprehensive Plan designation is tied directly to a potential zoning designation. Station Area 1 (SA-1) is only appropriate for MUR-70' zoning, SA-2 for MUR-45' zoning, and SA-3 for MUR-35' zoning. This approach makes it more difficult for someone to later request an upzone from MUR-35' to MUR-45' zoning, since it would require amendments to the zoning and the Comprehensive Plan. The intent was to provide more predictability going forward. If the base zoning map that the Subarea Plan is based on were to change, then the Comprehensive Plan Map would have to be amended before adoption, as well.

Ms. Redinger explained that whether or not the City Council adopts phased zoning would not impact the Comprehensive Plan map. If the Council were to adopt a phased version of the Compact Community Hybrid Alternative, the Planned Action Ordinance and the mitigations tied to it would apply for the next 20 years. Because the phasing in the draft scenario would be defined as 1st phase starting in 2016 and Phase 2 in 2033 (10 years after the light rail facility is operational), the situation would be parallel to the

185th Street Station Subarea Plan. With the 185th Street Station Subarea Plan, the Phase 1 and 2 boundaries would be in affect prior to 2033 and Phase 3 would start in 2033. The Planned Action boundary was based on Phases 1 and 2. If 145th Street Station Subarea Plan were to be phased, there would be a 20-year gap between Phase 1 and Phase 2, which aligns with the FEIS analysis of phasing. It would also align with the Planned Action Boundary that would be drawn around the Phase 1 boundary line.

Ms. Redinger reviewed that the Commission will discuss the Planned Action Ordinance and other ordinances related to the Subarea Plan on August 4th in preparation for a public hearing on August 18th, with the potential outcome of a recommendation to the City Council. City Council study sessions have been scheduled for September 12th and 26th, and it is possible they will be ready to adopt Ordinances 750, 751 and 752 on September 26th, but the discussion may continue into October.

Public Comment

Yoshiko Saheki, Shoreline, reviewed that, as originally proposed, existing detached, single family homes in the MUR-35' would be allowed, but those in the MUR-45' zone would become nonconforming. The Commission later recommended that detached, single-family homes be allowed in the MUR-45' zone, as well. She asked for clarification about whether this change would make the existing single-family homes in the MUR-45' zone conforming or nonconforming. Mr. Szafran advised that Ms. Saheki's question would be addressed as part of the next study item.

Commission Discussion

Commissioner Mork recalled that, at their last meeting, the Commission had a discussion about livable communities, and a question was raised about a potential definition for the term so that there could be common understanding about what a livable community is. She suggested that the Commission consider the following:” *A livable city is one where walking, biking and transit are the best choices for most trips. Public spaces are beautiful, well-designed, and maintained, and the City is safer, healthier and more accessible. Make walking and bicycling safer, transit faster, and public life more pleasant.*” Ms. Redinger suggested that the language could be used as a great vision statement as it appears to address the overarching policies and intentions of the Subarea Plan.

Commissioner Mork referred to the draft Compact Community Hybrid Map and questioned if having MUR-45' zoning on 15th Avenue NE adjacent to R-6 zoning is too big of a difference. Also on 15th Avenue NE, there are areas where MUR-70' zoning is immediately adjacent to R-6 zoning. The first situation could be easily solved by cutting the block in half and having MUR-45' zoning against 15th Avenue NE and MUR-35' zoning a half a block back. The solution for the second situation is not as easily resolved without increasing the boundary or reducing the MUR-70' zone, which is a previous designation.

Commissioner Moss-Thomas recalled that the intersection of N 145th Street and 15th Avenue NE has been projected to be denser for many years. She asked if Commissioner Mork's concern was related to the single-family zoning to the west as well as to the east of the intersection where MUR-70' zoning is proposed. Commissioner Mork said her concerns apply to the properties to the east and west where R-6

zoning is immediately adjacent to MUR-70' zoning. Ms. Redinger said some of the single-family zoning is currently transitional zoning, but the new proposal is to change it back to R-6. She agreed that there is a potential conflict. If the Commission agrees, they could recommend a change to City Council.

Commissioner Malek pointed out that the R-6 zoning to the west of the MUR-70' zone, which is adjacent to Paramount Park and the Open Space, was deliberate in an effort to eventually make it all open space to connect to the parks. Reclaiming these properties for commercial uses could drive the price up for the City to purchase the lands at some point in the future. Commissioner Moss-Thomas also recalled that surface area coverage was also a big factor in the decision to maintain the R-6 zoning designation on the west side.

Ms. Redinger emphasized that the Subarea Plan boundary cannot be expanded eastward because it was not studied as part of the FEIS. The Commission's only option to create a better transition for the properties east of the MUR-70 zone would be to change some of the MUR-70' zone to MUR-45' to create a transition area. Commissioner Moss-Thomas noted that the properties are already developed as non-residential uses. Ms. Redinger said that commercial would be allowed in the MUR zones along the arterials. Staff could research the current development to determine if it would be compatible with MUR-45 zoning.

Commissioner Mork asked if any property owners in the area have expressed a concern about MUR-70 being directly adjacent to single-family zoning. Ms. Redinger said she has not personally heard this concern expressed. Commissioner Malek asked if the area could eventually become part of a different study area associated with the Fircrest Campus. Ms. Redinger said it is possible, but not likely, because this particular area was also part of the Southeast Neighborhood Subarea Plan and the 145th Street Subarea Plan. Once zoning has been decided through the Subarea Plan, the properties should be left alone until there is a clear need for change.

Regarding the properties further north on 15th Avenue NE, which are adjacent to MUR-45' zoning, Commissioner Moss-Thomas voiced concern that if they split the zoning between the east and west, it would be very difficult for properties to aggregate to accommodate the MUR-45' zoning. She noted there is a natural terrain change in this location, and the area is very active and existing development is already consistent with the types of uses allowed in the MUR-45' zone. When she lived in the vicinity, she noticed that the area between 15th Avenue NE and 17th Avenue NE is a moving transition area with a number of apartments and rental homes, as well as some single-family homes. Past 17th Avenue NE there is more of a residential feel. 15th Avenue NE is a busy street, and MUR-45 zoning might actually create a sound barrier for property owners to the east. If the Commission is concerned about having MUR-45 zoning adjacent to R-6 zoning, perhaps there are things they could consider as potential mitigation. Mr. Szafran said there are currently no transition standards to address situations where MUR-45' abuts R-6 zoning. However, the setback standards also include landscaping standards that provide a buffer. Chair Pro Tem Montero pointed out that most of the block adjacent to the MUR-45' zoning is developed as the Northwest Church.

Commissioner Mork cautioned that it is not the intent of the Subarea Plan to create exclusive neighborhoods that have expensive single-family homes. She voiced concern that, by making the area around the parks R-6, the existing houses will eventually be replaced with large homes that are 35 feet

tall and cover 50% of the lot. These homes will be well beyond the price point of most people in the City. As an equity issue, she suggested that this area be zoned MUR-35' instead. She recalled that Commissioner Malek previously commented that, from a real estate perspective, the cost between an R-6 and MUR-35' would not have a significant impact on the cost of purchasing the lot. All Commissioners want larger parks, and critical areas would automatically be zoned R-6.

Commissioner Moss-Thomas pointed out that the residential areas surrounding the park could be changed to MUR-35' zoning because the option was studied as part of other alternatives. She said she supports greater density, but she felt that zoning the area between Paramount Park and Paramount Open Space as MUR-35' could be problematic. She understands how Commissioner Mork's concern could play out on the properties to the northeast, but she questioned whether it would be a bad thing. Commissioner Mork clarified that she is not opposed to more intense development, but if the properties are all zoned R-6, future development will be limited to detached, single-family homes. Zoning the properties as MUR-35' would allow for other options and it would not place any limitations on the City's ability to purchase the properties as parkland. Commissioner Malek voiced his opinion that the properties would have a higher value if zoned MUR-35'. Although downgrading the property to R-6 for the purpose of purchasing the property would not be a fair approach, the property is already zoned R-6.

Commissioner Chang recalled that the properties were originally shown on the map as MUR-35' and the Commission requested that they be changed to R-6 based on the location of the wetlands and buffers as identified on the Critical Areas Map. An amendment has been proposed that requires a property to revert to the R-6 standards if it has a critical area that necessitates the use of a Critical Areas Reasonable Use Permit (CARUP). She suggested that it would be false to zone the properties as MUR-35' when it is likely that they could not be developed as such. Commissioner Mork asked if it would be reasonable to assume that people who currently live there or purchase property in the future would have a clear understanding of where the critical areas are located and would not be duped by a zoning designation of MUR-35' when the R-6 zoning standards would apply. Commissioner Malek commented that information related to critical areas is readily available to brokers and buyers via the tax records, flood zone maps, etc. Ms. Redinger clarified that, currently, there is no code provision that would require a property to abide by R-6 standards if it contains a critical area. That provision is part of the code amendments that are being considered in conjunction with the Subarea Plan. Commissioner Chang cautioned that there could be different answers based on how much of the lot is actually covered by a critical area.

Commissioner Moss-Thomas recalled that, during the walking tour of 12th Avenue NE, there was a lot of discussion about how much flooding occurred in the winter when there were heavy rains. This discussion may have had some bearing on the currently proposed R-6 zoning. The ground slopes down more from 12th Avenue NE to the Paramount Open Space. Commissioner Mork agreed that many of the properties have critical areas and would be subject to the R-6 standards. However, MUR-35' zoning may be appropriate for those that do not have critical areas.

Ms. Redinger invited Director Markle to provide clarification about how the critical areas negotiation process works to determine how much of a property is encumbered. Director Markle explained that if the entire property is encumbered by a critical area or critical area buffer, the buildable area is determined through a legal course (hearing examiner), and the decision is often appealed if it is not the

answer a property owner is seeking. There is no set standard for determining what footprint it best, but the City typically relies on the critical area reports that are submitted by qualified professionals.

Commissioner Chang said she understands that development that occurs outside of a critical area would be considered code compliant, but she questioned whether a development proposal that encroaches into a portion of a critical area would be reviewed based on the MUR-35' or R-6 standards. She also asked if 50% lot coverage would be allowed on a property that is zoned R-6 but is mostly encumbered with a critical area or buffer. Director Markle answered that that CARUP exception process does automatically allow a property owner the maximum 50% lot coverage. Typically, the percentage would be reduced based on the size of the lot and the critical area. An MUR-35' zoned property would likely be allowed to develop as such as long as all of the development occurs outside of the critical area and/or buffer. If the development encroaches into the critical area and/or buffer, then the R-6 standards would likely apply. The point of the amendment is that if you are trying to develop in the critical area or its buffer, the City is looking for you to do the least amount of development possible.

Commissioner Moss-Thomas asked if a CARUP would be required if the proposed development would not encroach into the critical area or its buffer. Director Markle answered that as long as development stays outside of the wetland or its buffer, no CARUP would be required and the property could be developed as MUR-35'. Commissioner Moss-Thomas asked if lot coverage would be based on the entire lot or just the portion of the lot that is not encumbered by critical area or buffer. Director Markle explained that the typical lot size in the area is between 7,200 and 10,000 square feet. If the property is zoned MUR-35', the property owner would be allowed to develop the portion of property that is not encumbered based on the MUR-35' standards and without a CARUP. It would be very difficult to develop the remaining portion of the property within the critical area since the R-6 standards would apply and a minimum lot size of 7,200 would be required. She acknowledged that staff has not thought through all of the possibilities. Ms. Redinger clarified that there is a difference between when the Critical Area Regulations apply and the CARUP process. If someone wants to develop a lot that has a critical area, a geotech report would be required to delineate the boundary. If they aren't happy with what they are allowed to do based on the restrictions of the Critical Areas Regulations, developers can go through the CARUP process, which is a public process. Director Markle added that the only need for a CARUP is when the regulations preclude all reasonable development.

Commissioner Mork said she would be interested in converting all of the R-6 zoning around the parks back to MUR-35 as it is on the Compact Community Map. However, she suggested it would be helpful for staff to provide an overlay of the critical areas so the Commissioners have a clear understanding of which properties would be subject to the R-6 standards even if they are zoned MUR-35'. The remainder of the Commission concurred. Ms. Redinger agreed it would be simple to overlay the Critical Areas Map onto the zoning map.

Commissioner Mork referred to the draft policies, which clearly reflect the Commission's conversations. She commended staff for their work. She particularly appreciates the additional policy language pertaining to bicycle lanes. None of the Commissioners proposed changes to the policies as drafted.

STUDY ITEM: DEVELOPMENT REGULATIONS RELATED TO LIGHT RAIL STATION SUBAREAS

Staff Presentation

Mr. Szafran said the purpose of this study item is to discuss the development regulations related to both the 185th and 145th Station Subarea Plans. He briefly reviewed the amendments the Commission has already discussed, and presented three new amendments. The intent is to present the amendments, accept public testimony and gather feedback from the Commission. The ultimate goal is to develop a list of amendments to bring back with the Subarea Plan and Planned Action Ordinance for a public hearing on August 18th. He reviewed each of the amendments as follows:

- **Amendment 1 – Critical Areas Reasonable Use Permit (SMC 20.30.336).** This amendment would apply R-6 standards if property that is zoned MUR requires a CARUP. The Critical Area Layer Map is relied upon when an applicant comes in with a development proposal. It identifies both stream and wetland buffers, as well as steep slopes. Additional work would be required if development encroaches into any critical area and/or buffer and the R-6 development standards would apply. The map shows parcel lines and could be overlaid onto the zoning maps. He agreed to provide the overlay to the Commissioners as soon as possible so they have a clear understanding of which parcels are encumbered by critical areas.

Commissioner Moss-Thomas asked if the proposed amendment would apply differently to buffer areas versus actual critical areas. Mr. Szafran answered no. If that is the case, Commissioner Moss-Thomas commented that there is no need for the overlay to distinguish between steep slopes, streams, wetlands and buffers. The Commission simply needs to understand which properties and how much of the properties are impacted by critical areas and/or buffers.

- **Amendment 2 – Station Area Uses (SMC 20.40.160).** This amendment provides a Station Area Use Table, which prohibits attached single-family residential uses in the MUR-70' zone and allows detached single-family residential uses in the MUR-35' and MUR-45' zones. It also provides clarification that detached single-family residential uses would be allowed in the MUR-45' zone as long as they meet the minimum density requirement of 18 units per acre. Existing single-family development in the MUR-45' zone would still be nonconforming because it does not meet the minimum density requirement.
- **Amendment 3 –Single-Family Residential Detached in the MUR-35' and MUR-45 Zones.** This amendment changes the index criteria for single-family detached residential uses in the MUR-35' and MUR-45' zones.
- **Amendment 4 – Table 20.50.020(2).** This amendment alters the table to add a minimum density requirement in the MUR-35' zone. The Planning Commission gave general direction that they did not want to pursue a minimum density requirement, but staff is recommending that the amendment go forward as written. Commissioner Chang voiced concern that eliminating the minimum density requirement would create the potential for very large, single-family homes. Mr. Szafran clarified that a single-family residential home in the MUR-35' zone would still be

required to meet the R-6 standards. He summarized that the intent is to provide enough flexibility for a developer to construct one single-family home in the MUR-35' zone based on the R-6 standards or multiple single-family homes that meet the minimum density requirement based on the MUR-35' standards. For clarification, Mr. Szafran said the nonconforming section of the code includes a provision that allows existing structures in the MUR-45' zone to be replaced or added on to based on certain limitations. This gives existing property owners in the MUR-45' zone assurance that their use can continue into the future.

- **Amendment 5 – Table 20.50.020(2).** This amendment places a minimum lot area requirement in the MUR-70' zone. The current proposal is 20,000 square feet.
- **Amendment 6 -- Table 20.50.020(2).** This amendment establishes a maximum setback requirement on 145th and 185th Streets. Mr. Szafran clarified that, if the maximum setback is 15 feet and the Public Works department determines that the City only needs a 10-foot setback at that particular point of the street, the amendment would allow the setback to be established at 10 feet in that location because that is all the space that is needed. Commissioner Moss-Thomas asked if the maximum setback would be 15 feet for all development along 145th and 185th Streets. Director Markle answered no and explained that the intent is that the maximum setback may be less than 15 with approval from the Public Works department. A setback greater than 15 feet would also be allowed. Commissioner Moss-Thomas suggested that the language be changed to be clearer. Ms. Redinger reminded the Commission that a corridor study for 185th Street will be done and additional design work is needed before the City has a clear understanding of what the exact setback must be for any specific parcel. The amendment provides a ballpark range of what the setback will likely be, and applications will be considered on a case-by-case basis.

Commissioner Moss-Thomas asked if the amendment would prohibit the City from establishing a minimum setback of more than 15 feet. Mr. Cohen answered no and explained that the intent is to allow the City flexibility to give the property owner more land area to work with by reducing the 15-foot setback to something smaller if the larger setback is not needed. Commissioner Moss-Thomas commented that if the Public Works Department determines that all 15 feet of the setback is needed for right-of-way, a building could end up right next to the sidewalk. Property owners should have a clear understanding of this possibility.

Commissioner Malek recalled that, at one point, the City changed its commercial protocol so that development was built as close to the street as possible. Using today's standards, development would be up to the street, and parking would be behind. Ms. Redinger agreed and said the style envisioned for 145th and 185th Streets would be appropriate to front the sidewalk up next to the building. The standard sidewalk envisioned for these streets would be wider, with a bicycle path and amenity zone. Commissioner Malek observed that the amendment is consistent with accommodating the new standard and allows for plazas and open space for bistros on the surface route. He asked if the amendment is also intended to address the potential of creating a canyon effect. Ms. Redinger reminded the Commission that this is a particular concern around the station, and a 45-foot step back would be required in this location. Mr. Szafran agreed to rework the language and provide a new version for the Commission's consideration at the next meeting.

- **Amendment 7 – Table 20.50.020(2)** – This amendment adds a provision that allows additional height for rooftop deck amenities.
- **Amendment 8 – SMC 20.50.020** – This amendment adds a provision related to how minimum density is calculated. Commissioner Moss-Thomas questioned why 13 units would be required if the minimum density was slightly greater than 12. Mr. Szafran likened the provision to the parking provision and explained that a site needs one parking space for every 500 square feet of commercial area, and the calculation comes out to 12.6 parking spaces. You can't build .6 parking spaces and 12 parking spaces would not meet the minimum requirement. Therefore, 13 spaces would be required. Commissioner Moss-Thomas voiced concern about applying the same concept to the number of units required to meet minimum density. The Commission and staff shared several examples to clarify how the minimum density requirement would be applied. Mr. Szafran agreed to discuss the concept further with Commissioner Moss-Thomas and provide an illustration of how it would be applied. Director Markle requested feedback from the Commission about whether it is important to maximize density in the MUR-35' and MUR-45' zones. If so, then they would want to round up. If they don't think it is a big deal to get the extra unit, they could maintain the existing standard which is to round up if greater than .5 and down if less. It is really all about maximizing density.

Commissioner Malek voiced concern about forcing builders to accept the additional unit, which would result in shrinking the design of the other units. Giving an option of 12 instead of 13 would result in slightly larger units. He suggested this approach may be too heavy handed. Director Markle said the amendment is simply an option for maximizing density, but the Commission could recommend the less aggressive approach.

- **Amendments 9, 10, 11 and 12 – SMC 20.50.120, .125, .220, and .230.** These amendments would move the design standards for single-family attached residential development from the commercial design standards to the multi-family and single-family attached design standards. This was an oversight when the MUR code was initially adopted. Townhomes should not really be designed to commercial design standards.
- **Amendment 13 – SMC 20.50.230.** This new amendment would require full site improvements for a change in use from single-family to commercial in the MUR-45' zone on 185th Street.
- **Amendment 15 – SMC 20.70.320.** As per this amendment, frontage improvements would be required for a change in use from single-family to commercial in the MUR-45' zone on 185th Street. Commissioner Moss-Thomas asked how this provision would apply to an existing large home that is converted to commercial on the ground floor and residential above. Mr. Szafran answered that, as currently proposed, site and frontage improvements would both be required. Commissioner Mork asked how the provision would apply to a home office. Mr. Cohen answered that if the use meets the requirements, it would be considered a home occupation rather than a commercial use. If it goes beyond that, it becomes a commercial use and the requirement would be triggered. Ms. Redinger clarified that home occupations can only occupy a maximum

25% of the unit's square footage. Mr. Szafran added that home occupations are also limited to certain uses and activities.

- **Amendment 14 – SMC 20.50.240.** This amendment would limit driveway access on 5th Avenue NE.
- **Amendment 15 – SMC 20.40.160.** This amendment to the Station Area Use Table would allow police and fire stations to be located in the MUR-35' zone with a Conditional Use Permit (CUP). Currently, the provision is allowed in the MUR-45' and MUR-70' zones. The intent is to give the fire and police department more flexibility when looking for sites to expand their facilities. Mr. Cohen noted that the provision is parallel to the ability for fire and police stations to be located in the R-6 zone with a CUP. With added density in the station areas, the police and fire departments will perhaps look for opportunities to expand in the future.

Mr. Szafran reviewed that staff will present the Planned Action Ordinance and other ordinances related to the 145th Street Station Subarea Plan on August 4th. On August 18th, the Commission will conduct a public hearing for the entire Subarea Plan package (Ordinances 750, 751 and 752). The items will be presented to the City Council on September 12th.

Public Comment

Yoshiko Saheki, Shoreline, commented on Commissioner Mork's suggestion to change the R-6 zoned properties adjacent to the parks back to MUR-35'. She noted that the existing homes are fairly modest, and changing the zoning to MUR-35' would make the lots more expensive. If any of the action alternatives move forward, the subarea will build out to more than 32,000 people compared to no action of about 11,000 people. Having more people in the area will require more space for recreation. There are also non-recreational needs in terms of parks. For example, trees do a lot (temperate the air, clean the climate, etc.). In order to accommodate all the new housing stock (13,486 units) under the Compact Community Hybrid Alternative, a lot of trees will have to be eliminated. She encouraged the Commission to maintain the R-6 zoning around the parks. This would make it more affordable for the City to purchase the properties and create more park space; not just for recreation, but to create the natural areas that will be needed to maintain a healthy environment.

Commission Discussion

Commissioner Mork said she is still unclear how Amendment 3 (SMC 20.40.506) would not allow and even encourage McMansions. The MUR-35' zone allows for a larger amount of lot coverage. Mr. Szafran said it depends on what is being developed. Commissioner Mork said it would be helpful for staff to provide more information that walks the Commission through the rules. This would help her more clearly understand how McMansions are not something that could happen as a result of Amendment 3. Mr. Szafran agreed to either meet with Commissioner Mork separately or provide written feedback to the entire Commission to address the concern.

Commissioner Mork voiced concern that parking problems would be created as the subarea is redeveloped. She asked if the City would monitor the situation and mitigate problems that come up.

Ms. Redinger said mitigations will be adopted as part of the process in the form of Development Code regulations. In addition, there will be mitigation associated with implementation and monitoring. As development permits come in, City staff will check against other systems and thresholds. Parking will definitely be monitored, and the City has information on the current utilization rates, which indicated that the current parking is underutilized. If they reach a situation where there is no more room in the Sound Transit lot and people start parking in neighborhoods, the City has provisions in place that require Sound Transit to institute a program to mitigate the situation. In addition, the City can adjust the parking standards if they are insufficient, if the exemptions for proximity to transit or affordable housing are creating insufficient parking, or if the behavioral change near light rail does not meet expectations. There are a number of tools in the toolbox, such as residential parking zones and increasing the parking standards. At this point, it would be a situation of monitoring and future fix.

The Commission discussed the potential of parking from large developments spilling out onto the residential streets because there is insufficient on-site parking available to the tenants. Commissioner Moss-Thomas felt this would be more of a concern in the early years before the light rail station is fully operational. A number of community members have voiced this concern and noted that problems already exist. Mr. Cohen commented that the DEIS and FEIS anticipated parking impacts and it is believed that the current code provisions should be proficient. However, adjustments to the development standards may be necessary in the future. Commissioner Mork summarized that staff believes that the FEIS has addressed the issue and the City will continue to monitor the situation and make adjustments if needed. However, she is concerned that the City, and not the developer, will have to address the problems. Mr. Szafran said developers will be required to meet the current code requirements. As development occurs, mistakes can be identified early on and changes can be made as appropriate. Parking is important in the City and is always on the staff's radar. Ms. Redinger emphasized that the exemption for proximity to transit would not be available until the transit station is fully operational. Commissioner Moss-Thomas suggested that this distinction should be made clearer.

Commissioner Moss-Thomas referred to Amendment 1 and questioned where the concept came from for requiring that development approved through a CARUP be designed to meet net zero energy or net positive energy standards or comply with the living building imperative. Director Markle said the concept was put forth as an idea. If the Commission is interested in the concept, it could be put forth as an amendment. She explained that the intent of the concept is to require that some goal or value be met in order for a developer to qualify for a greater density than R-6, which could result in more impact.

DIRECTOR'S REPORT

Director Markle did not have any items to report.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

Mr. Cohen said the Commissioners responded in favor of a retreat on the 5th Thursday in September (September 29th).

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports of committees or Commissioners.

AGENDA FOR NEXT MEETING

Mr. Szafran announced that staff would present the 145TH Street Planned Action Ordinance and Zoning Map as study items on August 4th.

ADJOURNMENT

The meeting was adjourned at 8:50 p.m.

William Montero
Vice Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

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PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Public Hearing on 145th Street Station Light Rail Subarea Plan Package (Ordinance Numbers 750, 751, and 752)

DEPARTMENT: Planning & Community Development

PRESENTED BY: Miranda Redinger, Senior Planner, P&CD
Steve Szafran, AICP, Senior Planner, P&CD
Rachael Markle, AICP, Director, P&CD

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

BACKGROUND

To effectuate the 145th Street Station Subarea Plan, numerous components are required, with each having been studied at various public meetings.

- May 5, June 2, and July 21, 2016, the Planning Commission discussed potential Development Code regulations applicable to the 145th Street Station Subarea.
- July 7, 2016 meeting, the Commission was presented with an overview of the Final Environmental Impact Statement (FEIS) for this proposal.
- May 19 and July 21, 2016 the Commission discussed draft policies for the Subarea Plan.

The purpose of tonight’s meeting is to hold the public hearing and to make recommendations to the City Council on the 145th Street Station Subarea Plan package, which consists of three adopting ordinances and their exhibits:

Ord. No. 750- Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map (Attachment A)

- Exhibit A- 145th Street Station Subarea Plan
- Exhibit B- Comprehensive Plan Future Land Use Map

Ord. No. 751- Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan (Attachment B)

- Exhibit A- Development Code regulations
- Exhibit B- Compact Community Hybrid zoning map

Ord. No. 752- Adopting a Planned Action Ordinance for the 145th Street Station Subarea pursuant to the State Environmental Policy Act (SEPA) (Attachment C)

- Exhibit A- Mitigation measures for Phase 1, Compact Community Hybrid
- Exhibit B- Development Code regulations
- Exhibit C- Planned Action Boundary map

Approved By: Project Manager _____

Planning Director _____

6a. Staff Report - Public Hearing 145th Subarea Plan Package

All of the above ordinances and exhibits will remain in draft form until adopted by the City Council, potentially on September 26, 2016. The Compact Community Hybrid zoning scenario is referenced throughout, but if the Commission were to recommend or Council to adopt a different zoning scenario, the subarea plan document, Comprehensive Plan Future Land Use Map, mitigation measures, and the Planned Action Boundary map would all be amended to reflect this Preferred Alternative zoning scenario prior to adoption. The adoption of phased zoning would also necessitate revisions to multiple exhibits above, as would amendments to draft Development Code regulations.

The Final Environmental Impact Statement will be used as a decision-making tool, but is not adopted as part of the Subarea Plan package, and therefore not a direct subject of the public hearing.

The Subarea Plan and Final Environmental Impact Statement are too large to attach to this staff report, but are available at www.shorelinewa.gov/145FEIS, along with all other attachments and exhibits. Hard copies are also available for reference at Shoreline libraries and City Hall, or may be purchased at City Hall for the cost of production.

ORDINANCE 750- SUBAREA PLAN AND COMPREHENSIVE PLAN LAND USE DESIGNATIONS (Attachment A, including Exhibits A and B)

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

- sprawl reduction
- concentrated urban growth
- affordable housing
- economic development
- open space and recreation
- regional transportation
- environmental protection
- property rights
- natural resource industries
- historic lands and buildings
- permit processing
- public facilities and services
- early and continuous public participation
- shoreline management

The City of Shoreline adopted the most recent major update to its Comprehensive Plan on December 10, 2012. Upon adoption, the 145th Street Station Subarea Plan will be incorporated into the Comprehensive Plan. Draft policy language for the Subarea Plan was discussed by the full Commission on May 19 and July 21, 2016, and with the Commission's light rail committee on June 9, 2016. The full draft Subarea Plan was introduced at the July 21, 2016 Commission Meeting. The staff report and materials for that meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=26345>; minutes from this meeting were not yet available at the time of publishing this staff report, but will be available at this link: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>.

The full Subarea Plan document may be downloaded from www.shorelinewa.gov/145FEIS, by section or in its entirety. Chapters are listed below:

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1. Introduction
2. Community and Stakeholder Engagement in Plan Development
3. Existing Conditions and Population Forecasts
4. Market Outlook and Economic Development Potential
5. Long Term Vision for the Station Subarea
6. Sustainability and Livability Benefits of the Plan
7. Incremental Implementation Strategy

The Subarea Plan contains policy direction for future development of the 145th Street Station Subarea, including implementation strategies that will require additional work following adoption of the plan. This includes working with the Parks Board to develop a program for impact fees or dedication of new parks, and coordinating with service providers regarding capital projects. The Subarea Plan contains information from the Public and Stakeholder Involvement Plan, Design Workshop Summary Reports, a Market Assessment performed for the subarea, and the FEIS.

In addition to incorporating policy language into the Comprehensive Plan, the Subarea Plan also amends the Future Land Use Map (Attachment A, Exhibit B). Some Comprehensive Plan land use designations represent a range of potential zoning designations. This means that if a property had a Comprehensive Plan designation with a variety of possible zones the owner could submit an application to be rezoned to any one of those designations. The process is criteria-based and involves a public hearing.

However, for the light rail station subareas, each proposed Comprehensive Plan designation (Station Areas 1, 2, and 3) correlate to only one Mixed Use Residential (MUR) zoning designation: SA-1=MUR-70'; SA-2=MUR-45'; and SA-3=MUR-35'. This makes it more difficult for owners of MUR property to rezone to a different zone because the Comprehensive Plan land use map would also have to be amended.

ORDINANCE 751- DEVELOPMENT CODE REGULATIONS AND ZONING MAP (Attachment B, including Exhibits A and B)

The Commission discussed potential Development Code regulations during three meetings in May, June, and July of 2016, with some additional discussion of outstanding questions at the August 4 meeting.

New regulations proposed for adoption through the 145th Street Station Subarea Plan would apply to both 185th and 145th Street station subarea zoning designations. The new regulations include changes to the follow areas:

- Critical Areas Reasonable Use Permit
- Station Area Uses
- Single-family detached in MUR-35' and MUR-45' zones
- Minimum density in MUR-35'
- Minimum lot area in MUR-70'
- Maximum setback on 145th and 185th Streets
- Additional height for rooftop amenities
- Minimum density calculations
- Townhouse design standards in MUR-45'

6a. Staff Report - Public Hearing 145th Subarea Plan Package

- Site and frontage improvement thresholds for change of land use
- Access to development from 5th Avenue NE

It is important to note that regulations adopted through the 185th Street Station Subarea Plan and the remainder of the existing Development Code would be applicable to the 145th Street Station Subarea Plan. These regulations address such aspects of development as:

- Height limits
- Front, rear, and side yard setbacks
- Architectural step backs in the building design (“wedding cake” form), and landscaping requirements
- Vehicular access oriented to side and rear rather than to the front along arterials
- Streetscape improvements and landscaping requirements
- Open space and recreation facilities for residents
- Parking quantity, access, and location standards
- Vehicle, pedestrian and bicycle circulation and access
- Lighting to enhance safety and security
- Design of public spaces
- Building façade articulation and compatible architectural form
- Preferences for architectural finishes and materials
- Tree conservation encouraged with residential redevelopment
- Signage requirements
- Integration of public art, planters, water features, and other public amenities

Potential zoning scenarios have been the subject of many Planning Commission and City Council meetings. A brief history is included below.

- **August 18, 2014** - Based on ideas generated at the June 12, 2014 Design Workshops; analysis in the Market Assessment; and existing national, state, regional, and local policy direction, Council discussed design concepts and how they could be translated into zoning scenarios. The staff report and attachments for this meeting are available at:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport081814-9a.pdf>; minutes are available at:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2014/081814.htm>
- **September 15, 2014** - Council discussed seven possible zoning scenarios, including No Action, emphasis on connecting corridors (either 5th Avenue, 155th Street, or both), or compact alternatives that included neither corridor. The staff report and attachments for this meeting are available at:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport091514-8a.pdf>; minutes are available at:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2014/091514.htm>

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- **September 29, 2014** - Council selected three zoning scenarios to be presented to the community at the October 9 Design Workshop, Part II: No Action, Connecting Corridors, and Compact Community. The staff report and attachments for this meeting are available at:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport092914-8a.pdf>; minutes are available at:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2014/092914.htm>
- **November 10, 2014** - Following the October 9 Design Workshop, Part II, Council chose to move forward with No Action, Connecting Corridors, and Compact Community as the zoning scenarios to be analyzed in the Draft Environmental Impact Statement (DEIS) for the 145th Street Station Subarea Plan. The staff report and attachments for this meeting are available at:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport111014-8b.pdf>; minutes are available at:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2014/111014.htm>
- **February 5 and 19, 2015** - The Planning Commission hosted a public hearing on the DEIS and potential zoning scenarios on February 5, 2015. The staff report and attachments for this meeting are available here:
<http://www.shorelinewa.gov/home/showdocument?id=19425>; minutes are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=19627>. The Planning Commission public hearing was carried over to February 19, 2015. The staff report and attachments for this meeting are available here:
<http://www.shorelinewa.gov/home/showdocument?id=19631>; minutes are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=19953>
 - Following the February 19 public hearing, the Commission recommended that Council not select a Preferred Alternative zoning scenario or initiate the Final Environmental Impact Statement (FEIS) until completion of the 145th Street Transportation Corridor Study.
- **March 23, 2015** – The Council accepted the Commission’s recommendation and voted to delay selection of the Preferred Alternative zoning scenario to be analyzed in the FEIS until completion of the 145th Street Corridor Study. The staff report and attachments from this meeting are available here:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport032315-8a.pdf>; minutes are available here:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2015/032315.htm>
- **March 17, 2016** – The Planning Commission discussed all potential zoning scenarios considered to date and created the Compact Community Hybrid scenario. The staff report and attachments from this meeting are available here:
<http://www.shorelinewa.gov/home/showdocument?id=25323>; minutes are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=25581>

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- **April 7, 2016** – The Planning Commission held a public hearing to select a Preferred Alternative zoning scenario to recommend to the Council for study in the FEIS. The staff report and attachments from this meeting are available here: <http://www.shorelinewa.gov/home/showdocument?id=25603>; minutes are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=25805>
- **May 2, 2016** – Council directed that the Compact Community Hybrid be studied in the FEIS as a fourth alternative, in addition to the three alternatives studied in the DEIS, but they did not select a Preferred Alternative. Council also directed that the potential to phase zoning for all action alternatives (Connecting Corridors, Compact Community, and Compact Community Hybrid) be studied in the FEIS. The staff report and attachments from this meeting are available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport050216-8b.pdf>; minutes are available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2016/050216.htm>
- **August 4, 2016** – Commissioner Mork proposed a potential amendment to the Compact Community Hybrid zoning scenario to be considered for tonight’s public hearing; this map is included as Attachment D. This map shows wetlands, streams, and their buffers surrounding Twin Ponds Park and Paramount Open Space, based on information from the recent delineation performed for Twin Ponds Park and the City’s Critical Areas GIS layer for Paramount Open Space. Commissioner Mork proposed that properties that include any critical areas or their buffers retain R-6 zoning, while properties that did not include a critical area or buffer would be zoned MUR-35’. Commissioner Mork’s reasoning was that properties likely to include critical areas or buffers should be limited to single-family development, but that other properties surrounding park land should have the option to maintain single-family standards or to redevelop with multi-family units that could house more people near such amenities. Her concern was that eventually, properties zoned R-6 that are not constrained by critical area regulations would eventually redevelop into larger, more expensive single-family homes, which she considered a potential equity issue and inconsistent with the vision.

Following tonight’s public hearing, the Commission could make a recommendation to Council regarding the zoning map to be adopted through Ordinance 751. This will be a component that Council will consider at their September 12, 2016 study session. They may choose to amend the Planning Commission recommendation and/or adopt the Subarea Plan package of ordinances on September 26.

ORDINANCE 752- PLANNED ACTION ORDINANCE (Attachment C, including Exhibits A, B, and C)

A Planned Action involves detailed SEPA review and preparation of EIS documents in conjunction with subarea plans, consistent with [RCW 43.21C.031](#) and [WAC 197-11-164](#) through [WAC 197-11-172](#). Such up-front analysis of impacts and identification of mitigation measures facilitates environmental review of subsequent individual development projects. The full Planned Action Ordinance for the 145th Street Station

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Subarea Plan was discussed at the August 4 Planning Commission meeting. The staff report and attachments for that meeting are available at: <http://www.shorelinewa.gov/home/showdocument?id=26501>. Minutes from this meeting were not yet available at the time of publishing this staff report, but will be available at this link: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>.

It is important to reiterate that even though the Planned Action Ordinance references the Compact Community Hybrid zoning scenario, this should not be interpreted as a the presumptive adopted scenario. There are remaining opportunities for public comment, discussion and deliberation by both the Commission and Council before final zoning is determined. Decision-makers and the public should consider all attached ordinances and exhibits as illustrative of requisite components at this time. If necessary, staff will amend attachments and exhibits based on Planning Commission recommendation and City Council decision.

The key purpose of doing a Planned Action is to develop an understanding of cumulative impacts of potential redevelopment, rather than performing this analysis only at the development project level. Analyzing impacts and identifying mitigations through the FEIS for both 20 year and build-out timeframes allows the City to prioritize capital projects for the shorter timeframe, while also foreseeing what could be needed for the long-term.

Analyzing different timeframes has the added benefit of accommodating unpredictable rates of growth. If more redevelopment were to occur than projected for the 20 year timeframe, projects may not be considered under the planned action, but the City and other service providers would already know what general improvements would be necessary before development could proceed.

There are several reasons that staff recommends using the Phase 1 boundary as the planned action boundary, and only including mitigations for this phase as Exhibit A to Ordinance 752 (Attachment C).

- With the 185th Street Station Subarea Plan, the planned action boundary included the first two (of three) phases of development because Phases 1 and 2 would be in effect prior to 2033 (in 2015 and 2021, respectively).
- Phase 3 in the 185th Street Station Subarea Plan and Phase 2 in the 145th Street Station Subarea Plan could both be activated in 2033 (10 years after the light rail station is operational).
- Therefore, using a planned action boundary that correlates more closely to a 20-year development timeframe represents a consistent approach to both subarea plans.
- Twenty years is also a more common timeframe for planned action ordinances, as opposed to using the build-out of a zoning scenario, which could take 55-87 years for the Compact Community Hybrid, applying a growth rate of 1.5-2.5 percent.
- Because the 145th Street Station Subarea Plan FEIS studied a phased approach to zoning, specific mitigations were identified for this timeframe (through 2033), which were used as the basis for Ordinance 752, Exhibit A.

6a. Staff Report - Public Hearing 145th Subarea Plan Package

Even if Council does not adopt phased zoning for the subarea plan, staff recommends using the Phase 1 boundary as the planned action boundary. This means that any projects proposed within the Phase 2 area of the zoning scenario that is adopted would not be covered by the planned action, and non-exempt development projects would be subject to SEPA.

For the Phase 1 area that could potentially be the subject of the planned action, it is worth noting that this is not an indefinite or unlimited pass for growth. The City must monitor actual projects against the level analyzed, and if this threshold is reached, either a developer would need to perform independent environmental analysis, or the City could choose to develop a Supplemental Environmental Impact Statement to determine additional mitigations. Either option would be accompanied by new public process. Regulations that are adopted as part of a Planned Action Ordinance may be amended over time to address issues that arise, such as requiring additional design standards or mandating extra amenities and would require SEPA analysis.

FINAL ENVIRONMENTAL IMPACT STATEMENT

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

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

The City has completed steps 1-5. The Planning Commission discussed the Final EIS at their meeting on July 7, 2016. A Review Guide was published for this meeting that summarized findings of the Final EIS, prior to publication of the full document, which took place on July 18. Step 6 will take place at tonight's public hearing, and during City Council deliberation on September 12 and 26.

The Final EIS is intended to be very similar to the Draft, except that it should respond to public comments submitted and perform additional analysis if necessary. For the 145th Street Station Subarea Plan, the DEIS analyzed three potential zoning scenarios: No Action, Connecting Corridors, and Compact Community. On May 2, 2016 Council selected a fourth alternative zoning scenario (Compact Community Hybrid) for study in the FEIS, as well as directing that a phased approach be studied for all potential action alternatives.

The FEIS for the 145th Street Station Subarea Plan also included additional analysis with regard to an Addendum to the DEIS, which was published on February 19, 2016;

6a. Staff Report - Public Hearing 145th Subarea Plan Package

and the Preferred Concept for the 145th Street Corridor Study, which was adopted by Council on April 11, 2016. In addition to this new information, the FEIS also provides updated details regarding mitigations, including Development Code regulations that could be adopted as part of the Planned Action Ordinance or were adopted through the updated Critical Areas Ordinance, and greater emphasis on what to expect in the next 20 years.

PUBLIC NOTICE AND COMMENT

The City noticed the public hearing on August 3, 2016. The notice was posted in the Seattle Times, on the City's website and Shoreline Area News, and mailed to Parties of Record. A Notice of Issuance and Availability, emails, and Alert Shoreline notifications were sent to distribution lists on July 19 letting interested parties know that the FEIS was available. Another email and Alert Shoreline notification were sent to distribution lists when the Subarea Plan, and Planned Action and other adopting ordinances and their exhibits were available at www.shorelinewa.gov/145FEIS.

NEXT STEPS

Following tonight's hearing, the Commission may make a recommendation to the City Council regarding any and all components of the Subarea Plan Package (Ordinances 750, 751, and 752).

The following meetings and topics should complete the process for adoption of the 145th Street Station Subarea Plan.

- September 12- City Council meeting: Study Session on Subarea Plan package
- September 26- City Council meeting: City Council adopts Ordinances 750, 751, and 752*

*Council adoption may extend into October depending on number of revisions from Planning Commission recommendation.

RECOMMENDATION

Staff recommends the Commission amend if necessary, and recommend approval of Ordinances 750, 751, and 752 to be forwarded to Council for further consideration and potential adoption.

ATTACHMENTS

Attachment A: Ord. No. 750- Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map

- Exhibit A- 145th Street Station Subarea Plan (this document is too large to attach, but is available at www.shorelinewa.gov/145FEIS)
- Exhibit B- Comprehensive Plan Future Land Use Map

Attachment B: Ord. No. 751- Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan

- Exhibit A- Development Code regulations
- Exhibit B- Compact Community Hybrid zoning map

6a. Staff Report - Public Hearing 145th Subarea Plan Package

Attachment C: Ord. No. 752- Adopting a Planned Action Ordinance for the 145th Street Station Subarea pursuant to SEPA

- Exhibit A- Mitigation measures for Phase 1, Compact Community Hybrid
- Exhibit B- Development Code regulations
- Exhibit C- Planned Action Boundary map

Attachment D: Potential Mork Amendment to Compact Community Hybrid zoning scenario

ORDINANCE NO. 750

July 28, 2016 Draft

AN ORDINANCE OF THE CITY OF SHORELINE ADOPTING THE 145th STREET STATION SUBAREA PLAN AND AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP TO INCLUDE THE SUBAREA PLAN.

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

WHEREAS, the City has adopted a Comprehensive Plan under the GMA and, as provided in RCW 36.70A.080(2), is authorized to adopt a subarea plan as an optional planning element; and

WHEREAS, the City's Comprehensive Plan includes policies for the creation of a subarea plan for the 145th Street Station Subarea; and

WHEREAS, RCW 36.70A.130(2)(a)(i) exempts the initial adoption of a subarea plan from the GMA's limitation on comprehensive plan amendments to once per year; and

WHEREAS, the City prepared the 145th Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plan including open houses, community meetings, study sessions, and public meetings before the Planning Commission and the City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on July 18, 2016, the City issued the 145th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS), which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan; and

WHEREAS, the Planning Commission, after required public notice, on August 18, 2016 held a public hearing on the 145th Street Station Subarea Plan, including changes to the City's Comprehensive Plan Land Use Map, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session for the 145th Street Station Subarea Plan, including changes to the City's Comprehensive Land Use Map, on September 12, 2016, and reviewed the Planning Commission's recommendation and the entire public record presented to the City Council; and

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

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendments to City's Comprehensive Plan;

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

Section 1. Adoption of the 145th Street Subarea Plan. The 145th Street Station Subarea Plan, attached hereto as **Exhibit A**, is adopted.

Section 2. Amendment of the Comprehensive Plan and Land Use Map. The City of Shoreline's Comprehensive Plan is amended to include the 145th Street Station Subarea Plan and the City's Comprehensive Plan Land Use Map is amended to include the land use designations set forth in the 145th Street Station Subarea Plan as shown on **Exhibit B** attached hereto.

Section 3. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

Section 4. Effective Date of Publication. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON SEPTEMBER 26, 2016.

Christopher Roberts
Mayor

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____

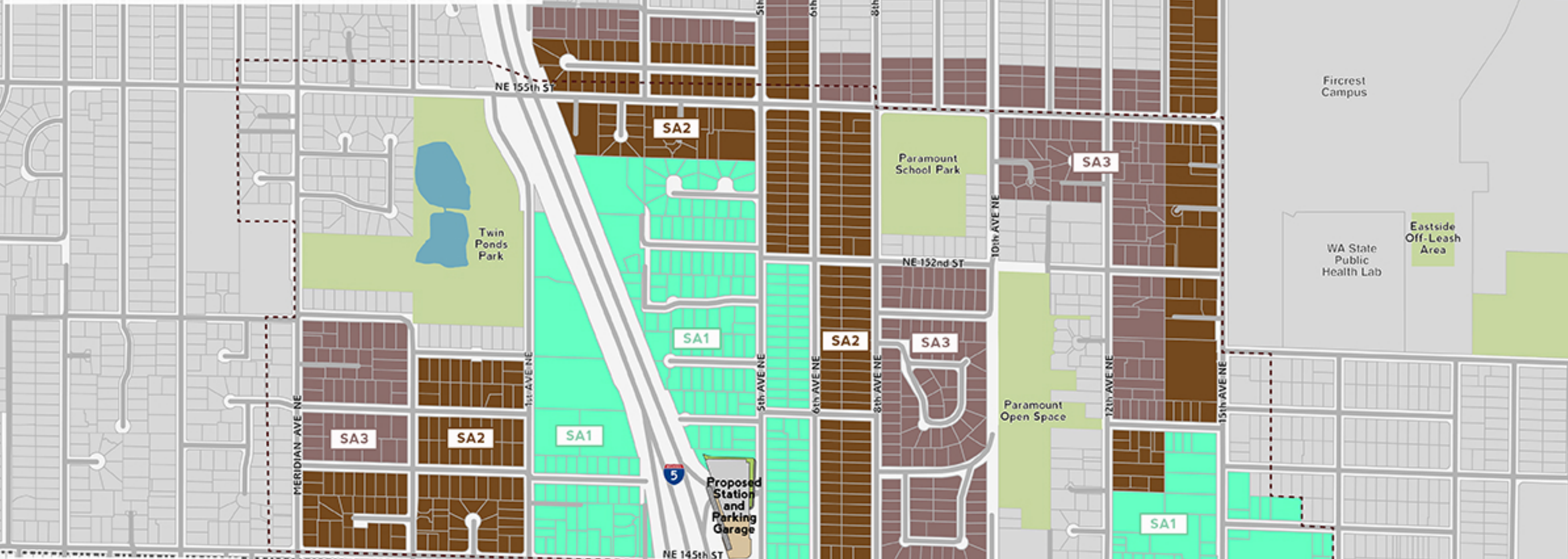
Effective Date: _____

DRAFT

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**145TH STREET STATION SUBAREA PLAN
DRAFT COMPREHENSIVE PLAN FUTURE LAND USE MAP
JULY 21, 2016**

**Attachment A - Exhibit B
Draft Comp Plan Map**



- LEGEND**
- Study Area Boundary
 - No Change Proposed to Current Zoning
 - SA1 (Correlates to MUR-70' Zoning)
 - SA2 (Correlates to MUR-45' Zoning)
 - SA3 (Correlates to MUR-35' Zoning)
 - Public Open Space

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ORDINANCE NO. 751

July 28, 2016 Draft

AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE UNIFIED DEVELOPMENT CODE, SHORELINE MUNICIPAL CODE TITLE 20, AND THE OFFICIAL ZONING MAP TO IMPLEMENT THE 145th STREET STATION SUBAREA PLAN.

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

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

WHEREAS, pursuant to RCW 36.70A.040, the City is required to adopt development regulations to implement the Comprehensive Plan; and

WHEREAS, the City prepared the 145th Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plan and its implementing development regulations including open houses, community meetings, study sessions, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on July 18, 2016, the City issued the 145th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS), which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan and its implementing regulations; and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on August 18, 2016, on the 145th Street Station Subarea Plan's implementing regulations, including changes to the City's Official Zoning Map, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session on the 145th Street Station Subarea Plan's implementing regulations, including changes to the City's Official Zoning Map on September 12, 2016, and reviewed the Planning Commission's recommendation and the entire public record; and

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

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

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

Section 1. Amendment of the Unified Development Code, SMC Title 20. The amendments to the Unified Development Code, SMC Title 20, attached hereto as **Exhibit A** are adopted. Amendments are to Chapters 20.30, 20.40, and 20.50, and 20.70.

Section 2. Amendment of the Official Zoning Map. The City's Official Zoning Map is amended to reflect zoning as shown in **Exhibit B**, attached hereto.

Section 3. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

Section 4. Effective Date. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five days after publication PROVIDED THAT the provisions of this Ordinance shall only become effective if Ordinance No. 750 amending the Comprehensive Plan to include the 145th Street Station Subarea Plan has been adopted. If Ordinance No. 750 has not been adopted, this Ordinance shall be considered null and void.

PASSED BY THE CITY COUNCIL ON SEPTEMBER 26, 2016.

Christopher Roberts
Mayor

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____

Effective Date: _____

DRAFT

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Amendment # 1

20.30.336 Critical areas reasonable use permit (CARUP)(Type C action).

A. Purpose. The purpose of the critical areas reasonable use permit is to allow development and use of private property when the strict application of the critical area regulations would otherwise deny all reasonable use of a property. This type of permit does not apply to flood hazard areas or within the shoreline jurisdiction.

B. Decision Criteria. A reasonable use permit shall be granted by the City only if the applicant demonstrates that:

1. The application of the critical area regulations, Chapter 20.80 SMC, Critical Areas, would deny all reasonable use of the property; and
2. There is no other reasonable use of the property with less impact on the critical area; and
3. Any alterations to the critical area would be the minimum necessary to allow for reasonable use of the property; and
4. The proposed development does not create a health or safety hazard on or off the development site, will not be materially detrimental to the property or improvements in the vicinity, is consistent with the general purposes of this title and the public interest, and all reasonable mitigation measures have been implemented or assured; and
5. The inability to derive reasonable economic use is not the result of the applicant's action unless the action 1) was approved as part of a final land use decision by the City or other agency with jurisdiction; or 2) otherwise resulted in a nonconforming use, lot or structure as defined in this title;
6. Any alterations permitted to the critical area are mitigated in accordance with SMC 20.80.082 and relevant mitigation standards for the impacted critical area(s);
7. Consistent with SMC 20.80.050, Alteration of critical areas, the proposal attempts to protect the existing critical area functions and values consistent with the best available science and attempts to mitigate adversely impacted critical area functions and values to the fullest extent possible; and
8. The proposal is consistent with other applicable regulations and standards.
9. If the proposal is located in the MUR-35' zone, then reasonable use shall be based on the allowable uses and standards for the R-6 zone.

C. Development Standards. To allow for reasonable use of property and to minimize impacts on critical areas, the decision making authority may reduce setbacks by up to 50 percent, parking requirements by up to 50 percent, and may eliminate landscaping requirements. Such reductions shall be the minimum amount necessary to allow for reasonable use of the property, considering the character and scale of neighboring development.

Attachment B - Exhibit A Development Code Amendments

Amendment # 2 20.40.160 Station area uses.

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
RESIDENTIAL				
	Accessory Dwelling Unit	P-i	P-i	P-i
	Affordable Housing	P-i	P-i	P-i
	Apartment	P	P	P
	Bed and Breakfast	P-i	P-i	P-i
	Boarding House	P-i	P-i	P-i
	Duplex, Townhouse, Rowhouse	P-i	P-i	P-i
	Home Occupation	P-i	P-i	P-i
	Hotel/Motel			P
	Live/Work	P (Adjacent to Arterial Street)	P	P
	Microhousing			
	Single-Family Attached	P-i	P-i	P-i
	Single-Family Detached	P-i	<u>P-i</u>	
	Tent City	P-i	P-i	P-i
COMMERCIAL				
	Book and Video Stores/Rental (excludes Adult Use Facilities)	P (Adjacent to Arterial Street)	P (Adjacent to Arterial Street)	P
	Collective Garden			
	House of Worship	C	C	P

Attachment B - Exhibit A Development Code Amendments

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Daycare I Facilities	P	P	P
	Daycare II Facilities	P	P	P
	Eating and Drinking Establishment (excluding Gambling Uses)	P-i (Adjacent to Arterial Street)	P-i (Adjacent to Arterial Street)	P-i
	General Retail Trade/Services	P-i (Adjacent to Arterial Street)	P-i (Adjacent to Arterial Street)	P-i
	Individual Transportation and Taxi			P -A
	Kennel or Cattery			C -A
	Marijuana Operations – Medical Cooperative	P	P	P
	Marijuana Operations – Retail			
	Marijuana Operations – Processor			
	Marijuana Operations – Producer			
	Mini-Storage		C -A	C -A
	Professional Office	P-i (Adjacent to Arterial Street)	P-i (Adjacent to Arterial Street)	P
	Research, Development and Testing			P-i
	Veterinary Clinic and Hospital			P-i
	Wireless Telecommunication Facility	P-i	P-i	P-i
EDUCATION, ENTERTAINMENT, CULTURE, AND RECREATION				
	Amusement Arcade		P -A	P -A
	Bowling Center		P-i (Adjacent to Arterial Street)	P
	College and University			P

Attachment B - Exhibit A Development Code Amendments

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Conference Center		P-i (Adjacent to Arterial Street)	P
	Elementary School, Middle/Junior High School	C	C	P
	Library		P-i (Adjacent to Arterial Street)	P
	Museum		P-i (Adjacent to Arterial Street)	P
	Parks and Trails	P	P	P
	Performing Arts Companies/Theater (excludes Adult Use Facilities)		P -A	P -A
	School District Support Facility		C	C
	Secondary or High School	C	C	P
	Specialized Instruction School		P-i (Adjacent to Arterial Street)	P
	Sports/Social Club		P-i (Adjacent to Arterial Street)	P
	Vocational School		P-i (Adjacent to Arterial Street)	P
GOVERNMENT				
	Fire Facility	<u>C-i</u>	C-i	C-i
	Police Facility	<u>C-i</u>	C-i	C-i
	Public Agency Office/Yard or Public Utility Office/Yard	S	S	S
	Utility Facility	C	C	C
HEALTH				

Attachment B - Exhibit A Development Code Amendments

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Hospital	C	C	C
	Medical Lab	C	C	C
	Medical Office/Outpatient Clinic		P-i (Adjacent to Arterial Street)	P
	Nursing and Personal Care Facilities		P-i (Adjacent to Arterial Street)	P
OTHER				
	Animals, Small, Keeping and Raising	P-i	P-i	P-i
	Light Rail Transit System/Facility	S-i	S-i	S-i
	Transit Park and Ride Lot		S	P
	Unlisted Uses	P-i	P-i	P-i

P = Permitted Use

C = Conditional Use

S = Special Use

-i = Indexed Supplemental Criteria

A= Accessory = Thirty percent (30%) of the gross floor area of a building or the first level of a multi-level building.

Amendment # 3

20.40.506 Single-family detached dwellings.

Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards in SMC 20.50.020.

Multiple single-family detached dwellings are permitted in the MUR-35' and MUR-45' zone subject to minimum density standards in SMC 20.50.020(2) and single-family attached and multifamily design standards in SMC 20.50.120.

Amendments #4-7: *There are several proposed amendments to Table 20.50.020(2). The proposals are discussed below:*

Table 20.50.020(2) Dimensional Standards for MUR Zones

STANDARDS	MUR-35'	MUR-45'	MUR-70' (10)
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density	<u>12 du/ac(16)</u>	18 du/ac	48 du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	<u>20,000 sq ft</u>
Min. Front Yard Setback (2) (3)	0 ft if located on an arterial street 10 ft on nonarterial street <u>20 ft maximum if located on 145th Street (14)</u>	15 ft if located on 185th Street 0 ft if located on an arterial street 10 ft on nonarterial street <u>20 ft maximum if located on 145th Street (14)</u>	15 ft <u>maximum</u> if located on 185th Street <u>(14)</u> <u>20 ft maximum if located on 145th Street (14)</u> 0 ft if located on an arterial street 10 ft on nonarterial street
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Base Height (9)	35 ft <u>(15)</u>	45 ft <u>(15)</u>	70 ft (11) (12) <u>(15)</u>
Max. Building Coverage (2) (6)	N/A	N/A	N/A
Max. Hardscape (2) (6)	85%	90%	90%

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

(1) *Repealed by Ord. 462.*

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

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

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

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

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

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

(8) *For development on R-48 lots abutting R-12, R-18, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.*

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

(10) *Dimensional standards in the MUR-70' zone may be modified with an approved development agreement.*

(11) *The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.*

(12) *All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-70' zone may be set back 10 feet at ground level instead of providing a 10-foot step-back at 45 feet in height. MUR-70' fronting on 185th Street shall be set back an additional 10 feet to use this alternative because the current 15-foot setback is planned for street dedication and widening of 185th Street.*

(13) *The minimum lot area may be reduced proportional to the amount of land needed for dedication of facilities to the City as defined in Chapter 20.70 SMC.*

(14) The exact setback along 145th Street and 185th Street, up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.

(15) Base height may be exceeded by 15 feet for rooftop structures such as arbors, shelters, barbeque enclosures and other structures that provide open space amenities.

(16) Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards.

B. Base Density Calculation. The base density for an individual site shall be calculated by multiplying the site area (in acres) by the applicable number of dwelling units. When calculation results in a fraction, the fraction shall be rounded to the nearest whole number as follows:

1. Fractions of 0.50 and above shall be rounded up except for lots less than 14,400 square feet in R-6 zones. See Exception (7) to Table 20.50.020(1).
2. Fractions below 0.50 shall be rounded down.

Example #1 – R-6 zone, 2.3 acres site: $2.3 \times 6 = 13.8$
The base density for this site would be 14 dwelling units.

Example #2 – R-24 zone, 2.3 acres site: $2.3 \times 24 = 55.2$
The base density for the site would be 55 dwelling units.

Example #3 – R-6 zone, 13,999-square-foot site: $(13,999/43,560 = .3214 \text{ acres})$ so $.3214 \times 6 = 1.92$. The base density for single-family detached dwellings on this site would be one unit.

Example #4 – R-6 zone, 14,400-square-foot site $(14,400/43,560 = .331 \text{ acres})$ so $.331 \times 6 = 1.986$. The base density for the site would be two units.

3. For development in the MUR zones: minimum density calculations resulting in a fraction shall be rounded up to the next whole number.

Amendment #9

20.50.120 Purpose

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA 3, and R-8 through R-48 zones, and the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached and detached dwellings as follows:

- A. To encourage development of attractive residential areas that are compatible when considered within the context of the surrounding area.
- B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.
- C. To meet the recreation needs of project residents by providing open spaces within the project site.
- D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.
- E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.
- F. To promote pedestrian accessibility within and to the buildings. (Ord. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

Amendment # 10

20.50.125 Thresholds – Required site improvements.

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA 3, and R-8 through R-48 zones and, the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached and detached dwellings. Site improvement standards of signs, parking, lighting and landscaping shall be required:

- A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or
- B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.

Amendment #11

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3), the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter 20.50 SMC. In the event of a conflict, the standards of this subchapter will prevail.

Amendment #12

20.50.230 Threshold – Required site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

Amendment #13

20.50.230 Threshold – Required site improvements

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

- A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or
- B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.
- C. When a single family land use is being converted to a commercial land use then full site improvements will be required.

Amendment #14

20.50.240 Site Design

C. Site Frontage.

- 1. Development in NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street shall meet the following standards:
 - a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places, landscaping and vehicle display areas are included or future right-of-way widening or a utility easement is required between the sidewalk and the building;
 - b. All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Reference dimensional Table 20.50.020(2) and exceptions;
 - c. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces

may be used for any permitted land use. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

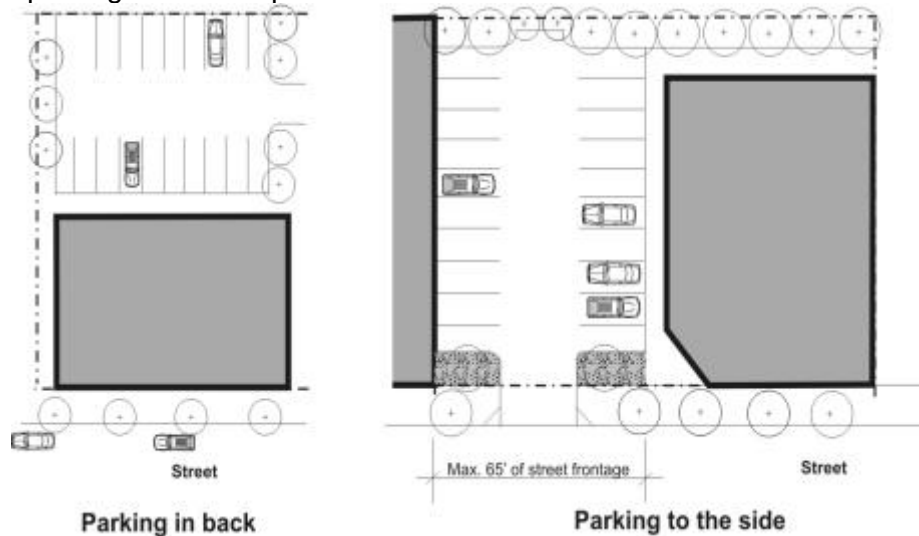
d. Minimum window area shall be 50 percent of the ground floor facade for each front facade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

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

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

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

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



Parking Lot Locations Along Streets

i. New development on: 185th Street; NE 145th Street; and 5th Avenue between NE 145th Street and NE 148th Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the administrative design review process.

j. Garages and/or parking areas for new development on 185th Street shall be rear-loaded.

Amendment #15

20.70.320 – Frontage improvements

A. Standard frontage improvements shall be upgraded or installed pursuant to standards set forth in the Transportation Master Plan Street Classification Map, the Master Street Plan adopted in Chapter 12.10 SMC, and the Engineering Development Manual for the specific street which is substandard to satisfy adequate public roadways required for subdivisions by Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7, and to mitigate direct impacts of land use approvals.

B. Standard frontage improvements consist of right-of-way dedication, curb, gutter, sidewalk, amenity zone and landscaping, drainage improvements and pavement overlays up to one-half of each right-of-way abutting a property as defined in the Master Street Plan. Additional improvements may be required to ensure safe movement of traffic, including pedestrians, bicycles, transit, and nonmotorized vehicles. The improvements can include transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage and channelization.

C. Frontage improvements are required:

1. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing structure(s) on the parcel (except for detached single-family homes). This shall include all structures on other parcels if the building under permit review extends into other parcels; or

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

3. For subdivisions;

4. For development consisting of more than one dwelling unit on a single parcel (accessory dwelling units are exempt);

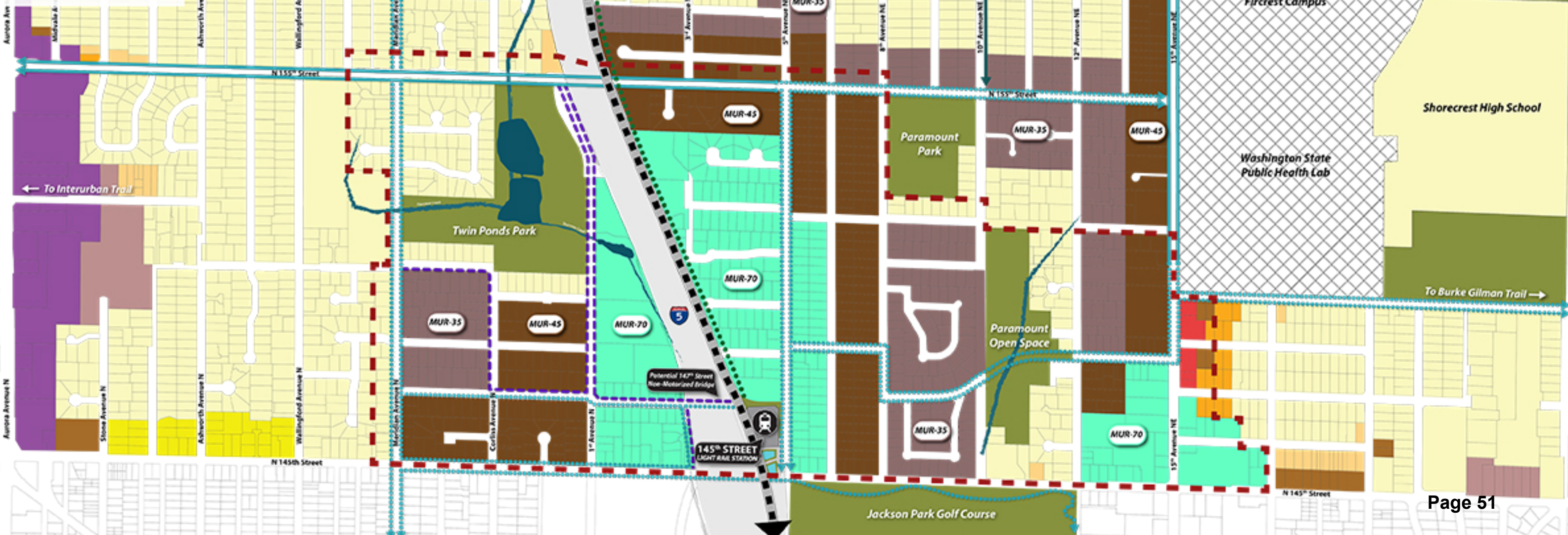
5. One detached single-family dwelling in the MUR zones; or

6. When a single family land use is being converted to a commercial land use then full frontage improvements will be required.

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COMPACT COMMUNITY - HYBRID
145TH STATION SUBAREA POTENTIAL ZONING SCENARIO
Planning Commission Recommendation
 April 7, 2016

- Park
- Parcel
- TC-1 to TC-4: Town Center
- R-5; 6 units/acre
- R-8; 8 units/acre
- R-12; 12 units/acre
- R-18; 18 units/acre
- MUR-35 (Mixed Use Res. - 35' height)
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-45 (Mixed Use Res. - 45' height)
- CB; Community Business
- MB; Mixed Business
- MUR-70 (Mixed Use Res. - 70' height)
- Light Rail Alignment
- Study Area Boundary
- Existing Separated Bike Lane
- Existing Sharrow
- Proposed Bike Lane
- Potential Trail in Sound Transit ROW
- Planning Commission Bike Lane Rec.



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ORDINANCE NO. 752

July 28, 2016 Draft

AN ORDINANCE OF THE CITY OF SHORELINE DESIGNATING A PLANNED ACTION FOR THE 145th STREET STATION SUBAREA PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.

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

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

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

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

WHEREAS, the City prepared the 145th Street Station Subarea Plan after an extensive public participation and review process for both the Subarea Plan and its implementing development regulations, and, this process considered the establishment of a Planned Action; and

WHEREAS, the public participation and review process included open houses, community meetings, study sessions, public hearings, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City conducted a thorough environmental review of the development anticipated within the 145th Street Station Subarea Plan area, and on January 17, 2015, issued a Draft Environmental Impact Statement (DEIS), that considered the impacts of the anticipated development within the Subarea Plan, provided for mitigation measures and other conditions to ensure that future development will not create adverse environmental impacts associated with the Planned Action; and

WHEREAS, after awaiting completion of the 145th Street Transportation Corridor Study and allowing for public comment on the DEIS, on July 18, 2016, the City issued the 145th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) which responded

to public comment and identifies the impacts and mitigation measures associated with the 145th Street Station Subarea; and

WHEREAS, the Planning Commission, after required public notice, on August 18, 2016, held a public hearing on the designation of the 145th Street Station Subarea as a Planned Action, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, on September 12 and 26, 2016, after required public notice, held study sessions on the designation of the 145th Street Station Subarea as a Planned Action in which the Council considered the Planning Commission's recommendations and public comment; and

WHEREAS, the City Council has determined that the 145th Street Station Subarea is appropriate for designation as a Planned Action and designating this Subarea as such will achieve efficiency in the permitting process thereby encouraging economic growth and development while promoting environmental quality;

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

Section 1. Findings. The 145th Street Station Subarea Planned Action meets the criteria for a planned action as set forth in WAC 197-11-164 for the following reasons:

- A. The City of Shoreline is planning under the Growth Management Act (GMA), RCW 36.70A, and has adopted a Comprehensive Plan and development regulations to implement its Comprehensive Plan.
- B. A subarea plan has been prepared under the provisions of the GMA for the 145th Street Station Subarea. This subarea is located within the City of Shoreline's Urban Growth Area but is limited to a specific geographical area that is less extensive than the City's boundaries.
- C. Concurrent with this Ordinance, with the adoption of Ordinance No. 750, the City is amending its Comprehensive Plan to include the 145th Street Station Subarea Plan and, with the adoption of Ordinance No. 751, is amending the Unified Development Code, SMC Title 20, to implement development regulations and zoning specific to this subarea plan.
- D. The designation of the 145th Street Subarea Planned Action is consistent with the goals and policies of the City's Comprehensive Plan.

- E. The City of Shoreline has prepared the 145th Street Station Subarea Planned Action Draft Environmental Impact Statement (DEIS) and the 145th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS), collectively the Planned Action EIS, which identifies and adequately addresses the environmental impacts of development in the Planned Action area.
- F. The mitigation measures identified in the Planned Action EIS, attached hereto as **Exhibit A**, together with the City's existing development regulations and concurrently enacted development regulations set forth in Ordinance No. 751, specifically those regulations set forth in SMC Title 20 related to the 145th Street Station Subarea attached hereto as **Exhibit B**, will adequately mitigate significant impacts from development within the Planned Action area.
- G. The 145th Street Subarea Plan and the Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action and emphasize a transit-oriented development consisting of a mix of residential, retail/commercial, office, and public uses.
- H. Future development projects that are determined to be consistent with the Planned Action will protect the environment while benefiting the public and enhancing economic development within the city.
- I. The City has provided for meaningful opportunities for public involvement and review during the 145th Street Station Subarea Plan and the Planned Action EIS process, has considered all comments received, and, as appropriate, has modified the proposed action or mitigation measures in response to comments.
- J. The Planned Action does not include Essential Public Facilities, as defined in RCW 36.70A.200. These types of facilities are excluded from the Planned Action as designated herein and are not eligible for review or permitting as a Planned Action.

Section 2. Planned Action Area Designation. The Planned Action Area is hereby defined as that area set forth in Phase 1 of the 145th Street Station Subarea Plan, as shown on **Exhibit C** attached hereto.

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

- A. **Environmental Document.** A Planned Action project determination for a site-specific project application shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in **Exhibit A** of this Ordinance are based

upon the findings of the Planned Action EIS and shall, along with the City's Unified Development Code, SMC Title 20, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action projects within the Planned Action Area.

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

C. Planned Action Qualifications.

The 145th Street Station Subarea Planned Action FEIS analyzed the impacts associated with development in the Planned Action Area designated in Section 2 of this Ordinance. The FEIS contains mitigation measures to adequately address impacts associated with this development up to the thresholds identified below. An individual development proposal or combination of Planned Action Projects that would exceed any of these thresholds and/or would alter the assumptions and analysis in the Planned Action EIS would not qualify as a Planned Action and may be subject to additional environmental review as provided in WAC 197-11-172. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

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

- i. it is within the Planned Action Area as shown in **Exhibit C** of this Ordinance;
- ii. it is within one or more of the land use categories studied in the EIS: residential (attached single family, low-rise multi-family, mid-rise multi-family, high-rise multi-family), retail, commercial, public use; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

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

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

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land use growth projections and building heights are contemplated within the Planned Action Area and reviewed in the FEIS for the subsequent 20 year planning period are as follows:

Table 1 – Land Use Growth Projections within the Planned Action Area

Alternative 4 Compact Community Hybrid (2035)	
	Threshold Growth
Population	5,314
Residential Units	2,214
Jobs	1,083
Total New Activity Units – Residential Units and Jobs	3,297

Table 2 – Maximum Building Height

Zoning District	Maximum Building Height
Mixed-Use Residential 35' (MUR 35')	35 feet
Mixed-Use Residential 45' (MUR 45')	45 feet
Mixed-Use Residential 70' (MUR 70')	70 feet
Mixed-Use Residential 70' (MUR 70') w/ development agreement	140 feet

(b) Shifting development amounts between land uses identified in Subsection 3(C)(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action EIS; the traffic trips for the preferred

alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with this Ordinance.

(3) Transportation Thresholds:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour and daily trips anticipated within the Planned Action Area and reviewed in the FEIS for the subsequent 20 year planning period are as follows:

Table 3 - Transportation

	Total PM Peak Trips Generated
Alternative 4 Compact Community Hybrid (2035)	18,061

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets. Applicants shall be required to provide documentation that the project meets concurrency standards.

(c) Access and Circulation. All Planned Action Projects shall meet access standards established in SMC 20.60.150 Adequate Access.

(d) Discretion.

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

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

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

(4) Utility Thresholds: The following thresholds for potable water and wastewater demand are contemplated within the Planned Action Area and reviewed in the FEIS for the subsequent 20 year planning period are as follows:

Table 4 – Utilities – Water/Wastewater

Utility Provider	Total Water Demand Threshold gallons per day (gpd)
North City Water District	1,043,000 gpd
Seattle Public Utilities	2,048,000 gpd
Wastewater	3,609,000 gpd

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

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

D. Planned Action Project Review Criteria.

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

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

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

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

(d) the project is consistent with the Shoreline Comprehensive Plan including policies related to light rail planning and the 145th Street Station Subarea Plan and the Shoreline Municipal Code;

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

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

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

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

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

E. Effect of Planned Action Designation.

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

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

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

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

(2) Applications for Planned Action Projects shall:

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

(b) include a SEPA Environmental Checklist;

(c) include a conceptual site plan pursuant to SMC 20.30.315 Site Development Permit; and

(d) meet all applicable requirements of the Shoreline Municipal Code and this Ordinance.

(3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.

(4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in SMC Chapter 20.30 Procedures and Administration, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

(6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(7) A Determination of Consistency or Inconsistency is a Type A land use decision and may be appealed pursuant to the procedures established in Chapter 20.30 SMC. An appeal of a Determination of Consistency shall be consolidated with any pre-decision or appeal hearing on the underlying project application.

Section 4. Mitigation Measures for the 145th Street Station Subarea Planned Action.

Any proposed project within the Planned Action Area must be consistent with the City's Unified Development Code, Title 20, specifically those provisions expressly related to the 145th Street Station Subarea Plan, and the mitigation measures set forth in Exhibit A, attached hereto.

Section 5. Monitoring and Review of Planned Action.

- A. The City shall monitor the progress of development in the 145th Street Station Planned Action area to ensure that it is consistent with the assumptions of this Ordinance, the Subarea Plan, and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the 145th Street Station Subarea.
- B. The Planned Action shall be reviewed by the SEPA Responsible Official no later than six (6) years from the effective date of this ordinance and every six (6) years thereafter. The reviews shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and the effectiveness of required mitigation measures. Based upon this review, the City may propose amendments to this Planned Action or may supplement the Planned Action EIS.

Section 6. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

Section 7. Effective Date of Publication. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five (5) days after publication.

Section 8. Expiration Date. This Ordinance shall expire twenty (20) years from the date of adoption unless otherwise repealed or readopted by the City Council following a report from the Director of Planning and Community Development and a public hearing.

PASSED BY THE CITY COUNCIL ON _____, 2016.

Christopher Roberts
Mayor

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____

Effective Date: _____

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<p>3.1 Land Use Patterns and Policies</p>	<ul style="list-style-type: none"> • Incremental change over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of change.
<p>3.2 Population, Housing, and Employment</p>	<ul style="list-style-type: none"> • Incremental growth over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth.
<p>3.3 Multimodal Transportation</p>	<p>Implement Transportation Master Plan (TMP) planned improvements:</p> <ul style="list-style-type: none"> • Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street. • NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE. • 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection. • NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane. • Implement Lynnwood Link Extension FEIS mitigation measures. • Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed. <p>Implement N-NE 145th Street Multimodal Corridor Study improvements, including:</p> <ul style="list-style-type: none"> • Traffic signal improvements at intersections on Meridian Avenue and 1st Avenue. • Improved signalized intersections with new left turn lanes, right turn lanes, and signal timing changes on 145th between Aurora Avenue and 15th Avenue NE. • Transit signal priority along the corridor. • Revised interchange at I-5 and on-ramp improvements. • Additional left-turn storage on existing bridge over I-5. • Eastbound (EB) right turn lane @ SB I-5. • Southbound (SB) off-ramp right turn lane. • Westbound (WB) right turn lane at 5th Avenue. • Grade-separated crossing for non-motorized traffic over SB I-5 off-ramp. • New bridge deck for 145th Street over I-5 that includes multi-use trail on

	<p>north side.</p> <ul style="list-style-type: none"> • Sidewalks upgraded to meet City standards. • WB BAT lane/queue jump lane east of 5th Avenue. • EB BAT lane/queue jumps east of 15th Avenue NE. • Wheelchair accessible bus stops. • Restricted left-turn access mid-block east of 5th Avenue NE. <p>Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.</p> <p>N-NE 155th Street improvements, including:</p> <ul style="list-style-type: none"> • Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes. • Construct NB right-turn pocket at the intersection of N-NE 155th Street and 1st Avenue NE. • Consider signalization or a roundabout at the intersection of N-NE 155th Street and 1st Avenue NE. <p>5th Avenue NE improvements:</p> <ul style="list-style-type: none"> • Construct two-way left turn lane from I-5 NB on-ramp to N-NE 155th Street. <p>Meridian Avenue N improvements, including:</p> <ul style="list-style-type: none"> • Consistent with TMP, convert Meridian Avenue N to three lane profile with two-way left turn lane and bicycle lanes. • Monitor the need for intersection improvements including roadway widening near intersections. • Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 145th Street and other key corridors. • Encourage access from side streets and/or rear alleyways. • Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness. • Expand signal coordination and other intelligent transportation systems (ITS) strategies. • Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate space is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood.
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	<p>Parking management strategies:</p> <ul style="list-style-type: none"> • Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers. • Consider implementing variable time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use. • Provide parking location signage and information to direct drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking. • Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply. • If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply. <p>Traffic calming:</p> <p>Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program.</p> <p>Transit service improvements:</p> <ul style="list-style-type: none"> • Support implementation of recommendations of the King County Metro Transit Metro Connects Long range Plan. • City to coordinate with area transit agencies on transit service integration strategies and improvements over time. • Strategies the City may employ include construction of signal priority systems, queue jumps, and bus bulbs. • Support on-demand transport services by King County Metro Access, Hyde Shuttles, and others. • Analyze the potential demand for other services (car and bike sharing programs, ridesourcing services, etc.). <p>Pedestrian and Bicycle Facilities:</p> <ul style="list-style-type: none"> • Implement recommended pedestrian and bicycle improvements in Lynnwood Link FEIS, 145th Multimodal Corridor Study (including off-corridor bike network), Shoreline Transportation Master Plan, and other plans, completing the pedestrian and bicycle network for efficient access to and from the station, within the subarea, and to surrounding neighborhoods and destinations. • Coordinate ongoing expansion of the bicycle and pedestrian network with transit service priority measures. • Implement the Green Network concept described in the FEIS in a phased approach with development. • Coordinate with Sound Transit on bike facilities at the station. • Require bike parking and pedestrian and bicycle facilities as part of
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	<p>redevelopment projects.</p> <ul style="list-style-type: none"> • Consider opportunity to implement bike sharing program and additional bike storage near station. • Continue to require and implement pedestrian and bicycle facilities and improvements. <p>Implement transportation demand management (TDM) strategies and actions to minimize traffic congestion along N-NE 145th Street and other key corridors.</p>
<p>3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management</p>	<p>In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City’s Critical Areas Ordinance (CAO).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City’s CAO requirements.</p> <p>Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations.</p> <p>There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment.</p> <p>Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands.</p> <p>Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.</p> <p>Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions.</p> <p>To serve the Phase 1 area over the next twenty years, approximately 5,200 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID).</p>

	<p>If phasing boundaries are not adopted, surface water management improvements over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced).</p>
<p>3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas</p>	<p>By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations.</p> <p>Public parks and open space areas would continue to be retained as under existing conditions.</p> <p>Additional potential mitigation measures to be implemented over time, include:</p> <ul style="list-style-type: none"> • Implement Parks, Recreation, and Open Space Plan projects/improvements. • Acquire additional park land. • Develop a park impact fee program. • Ensure that pedestrian connections through parks to light rail station are designed and constructed in character with the parks. • Address increased activity in existing parks with capital investment/maintenance funding program. • Continue to plan and determine specific needs for spaces, facilities and programs to accommodate anticipated growth. • Adopt Subarea Plan policies that address parks, recreation, and the natural environment (see Section 3.5 of the FEIS). • Implement the Green Network concept plan described in this FEIS.
<p>3.6 Schools, Police, Fire, and Other Public Services</p>	<p>An estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows:</p> <p>793-965 elementary students 242-295 middle school students 506-615 high school students</p> <p>An estimated 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space.</p> <p>An estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase).</p> <p>An estimated 1,226 to 2,257 more customers* would generate 28,198 to 51,911 additional pounds of solid waste per week.</p> <p>An estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees.</p>

	<p>An estimated 5.2 percent to 9.6 percent increase in demand for museum, library, postal, and human services.</p> <p>All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea.</p> <p>The School District would continue to retain existing properties for future potential uses.</p> <p>Consider opportunities for satellite facilities (police, library, etc.).</p> <p>Certain service providers could explore eligibility to charge impact fees.</p> <p>Seek to reduce demand for services based on outreach, behavioral choices, planning, and design.</p> <p>City may consider increases in development application review fees.</p> <p>Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</p> <p>Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities.</p> <p>Consider the need for potential increases in fees for services to address growth.</p> <p>In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.).</p>
<p>3.7 Utilities</p>	<p>Specific 20-year projects will be identified through updates to the comprehensive plans of individual service providers.</p> <p>The following mitigations will be required at Full Build-out:</p> <p>Water: 3,091,000 total gallons per day (gpd) compared to 690,000 current usage; 348% growth in demand.</p> <ul style="list-style-type: none"> • Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning. • Evaluate/verify long-term storage and facilities needs. • Upgrade approximately 5,000 to 6,000 LF of existing SPU 4” and 6” mains to 8” (see Section 3.7 of FEIS for details). • Upgrade approximately 12,000 LF of existing North City Water 6” mains to 8” (see Section 3.7 for details).

	<p>Wastewater: 3,609,000 gpd compared to 813,000 gpd current usage; 344% increase in demand for service compared to current service level.</p> <ul style="list-style-type: none">• Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning.• Upgrade 1,400 LF of 30” trunk main, 130 LF of 18” trunk main, 2,300 LF of 18” or larger mains, and 8,100 LF of 12” to 15” mains. <p>Electricity:</p> <ul style="list-style-type: none">• 360% increase in demand for electricity; undergrounding. <p>Natural Gas:</p> <ul style="list-style-type: none">• Major increase in demand at build-out. <p>Communications (Phone, Internet, Cable):</p> <ul style="list-style-type: none">• Major increase in demand at build-out.• Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.• Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.• Consider the need for potential increases in fees for services to address growth.• Explore district energy options and incentivize green building.• Behavioral changes may offset some demand for services.
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Amendment # 1

20.30.336 Critical areas reasonable use permit (CARUP)(Type C action).

A. Purpose. The purpose of the critical areas reasonable use permit is to allow development and use of private property when the strict application of the critical area regulations would otherwise deny all reasonable use of a property. This type of permit does not apply to flood hazard areas or within the shoreline jurisdiction.

B. Decision Criteria. A reasonable use permit shall be granted by the City only if the applicant demonstrates that:

1. The application of the critical area regulations, Chapter 20.80 SMC, Critical Areas, would deny all reasonable use of the property; and
2. There is no other reasonable use of the property with less impact on the critical area; and
3. Any alterations to the critical area would be the minimum necessary to allow for reasonable use of the property; and
4. The proposed development does not create a health or safety hazard on or off the development site, will not be materially detrimental to the property or improvements in the vicinity, is consistent with the general purposes of this title and the public interest, and all reasonable mitigation measures have been implemented or assured; and
5. The inability to derive reasonable economic use is not the result of the applicant's action unless the action 1) was approved as part of a final land use decision by the City or other agency with jurisdiction; or 2) otherwise resulted in a nonconforming use, lot or structure as defined in this title;
6. Any alterations permitted to the critical area are mitigated in accordance with SMC 20.80.082 and relevant mitigation standards for the impacted critical area(s);
7. Consistent with SMC 20.80.050, Alteration of critical areas, the proposal attempts to protect the existing critical area functions and values consistent with the best available science and attempts to mitigate adversely impacted critical area functions and values to the fullest extent possible; and
8. The proposal is consistent with other applicable regulations and standards.
9. If the proposal is located in the MUR-35' zone, then reasonable use shall be based on the allowable uses and standards for the R-6 zone.

C. Development Standards. To allow for reasonable use of property and to minimize impacts on critical areas, the decision making authority may reduce setbacks by up to 50 percent, parking requirements by up to 50 percent, and may eliminate landscaping requirements. Such reductions shall be the minimum amount necessary to allow for reasonable use of the property, considering the character and scale of neighboring development.

Attachment C - Exhibit B Development Code Amendments

Amendment # 2 20.40.160 Station area uses.

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
RESIDENTIAL				
	Accessory Dwelling Unit	P-i	P-i	P-i
	Affordable Housing	P-i	P-i	P-i
	Apartment	P	P	P
	Bed and Breakfast	P-i	P-i	P-i
	Boarding House	P-i	P-i	P-i
	Duplex, Townhouse, Rowhouse	P-i	P-i	P-i
	Home Occupation	P-i	P-i	P-i
	Hotel/Motel			P
	Live/Work	P (Adjacent to Arterial Street)	P	P
	Microhousing			
	Single-Family Attached	P-i	P-i	P-i
	Single-Family Detached	P-i	<u>P-i</u>	
	Tent City	P-i	P-i	P-i
COMMERCIAL				
	Book and Video Stores/Rental (excludes Adult Use Facilities)	P (Adjacent to Arterial Street)	P (Adjacent to Arterial Street)	P
	Collective Garden			
	House of Worship	C	C	P

Attachment C - Exhibit B Development Code Amendments

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Daycare I Facilities	P	P	P
	Daycare II Facilities	P	P	P
	Eating and Drinking Establishment (excluding Gambling Uses)	P-i (Adjacent to Arterial Street)	P-i (Adjacent to Arterial Street)	P-i
	General Retail Trade/Services	P-i (Adjacent to Arterial Street)	P-i (Adjacent to Arterial Street)	P-i
	Individual Transportation and Taxi			P -A
	Kennel or Cattery			C -A
	Marijuana Operations – Medical Cooperative	P	P	P
	Marijuana Operations – Retail			
	Marijuana Operations – Processor			
	Marijuana Operations – Producer			
	Mini-Storage		C -A	C -A
	Professional Office	P-i (Adjacent to Arterial Street)	P-i (Adjacent to Arterial Street)	P
	Research, Development and Testing			P-i
	Veterinary Clinic and Hospital			P-i
	Wireless Telecommunication Facility	P-i	P-i	P-i
EDUCATION, ENTERTAINMENT, CULTURE, AND RECREATION				
	Amusement Arcade		P -A	P -A
	Bowling Center		P-i (Adjacent to Arterial Street)	P
	College and University			P

Attachment C - Exhibit B Development Code Amendments

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Conference Center		P-i (Adjacent to Arterial Street)	P
	Elementary School, Middle/Junior High School	C	C	P
	Library		P-i (Adjacent to Arterial Street)	P
	Museum		P-i (Adjacent to Arterial Street)	P
	Parks and Trails	P	P	P
	Performing Arts Companies/Theater (excludes Adult Use Facilities)		P -A	P -A
	School District Support Facility		C	C
	Secondary or High School	C	C	P
	Specialized Instruction School		P-i (Adjacent to Arterial Street)	P
	Sports/Social Club		P-i (Adjacent to Arterial Street)	P
	Vocational School		P-i (Adjacent to Arterial Street)	P
GOVERNMENT				
	Fire Facility	<u>C-i</u>	C-i	C-i
	Police Facility	<u>C-i</u>	C-i	C-i
	Public Agency Office/Yard or Public Utility Office/Yard	S	S	S
	Utility Facility	C	C	C
HEALTH				

Attachment C - Exhibit B Development Code Amendments

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Hospital	C	C	C
	Medical Lab	C	C	C
	Medical Office/Outpatient Clinic		P-i (Adjacent to Arterial Street)	P
	Nursing and Personal Care Facilities		P-i (Adjacent to Arterial Street)	P
OTHER				
	Animals, Small, Keeping and Raising	P-i	P-i	P-i
	Light Rail Transit System/Facility	S-i	S-i	S-i
	Transit Park and Ride Lot		S	P
	Unlisted Uses	P-i	P-i	P-i

P = Permitted Use

C = Conditional Use

S = Special Use

-i = Indexed Supplemental Criteria

A= Accessory = Thirty percent (30%) of the gross floor area of a building or the first level of a multi-level building.

Amendment # 3

20.40.506 Single-family detached dwellings.

Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards in SMC 20.50.020.

Multiple single-family detached dwellings are permitted in the MUR-35' and MUR-45' zone subject to minimum density standards in SMC 20.50.020(2) and single-family attached and multifamily design standards in SMC 20.50.120.

Amendments #4-7: *There are several proposed amendments to Table 20.50.020(2). The proposals are discussed below:*

Table 20.50.020(2) Dimensional Standards for MUR Zones

STANDARDS	MUR-35'	MUR-45'	MUR-70' (10)
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density	<u>12 du/ac(16)</u>	18 du/ac	48 du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	<u>20,000 sq ft</u>
Min. Front Yard Setback (2) (3)	0 ft if located on an arterial street 10 ft on nonarterial street <u>20 ft maximum if located on 145th Street (14)</u>	15 ft if located on 185th Street 0 ft if located on an arterial street 10 ft on nonarterial street <u>20 ft maximum if located on 145th Street (14)</u>	15 ft <u>maximum</u> if located on 185th Street <u>(14)</u> <u>20 ft maximum if located on 145th Street (14)</u> 0 ft if located on an arterial street 10 ft on nonarterial street
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Base Height (9)	35 ft <u>(15)</u>	45 ft <u>(15)</u>	70 ft (11) (12) <u>(15)</u>
Max. Building Coverage (2) (6)	N/A	N/A	N/A
Max. Hardscape (2) (6)	85%	90%	90%

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

(1) *Repealed by Ord. 462.*

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

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

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

Attachment C - Exhibit B Development Code Amendments

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

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

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

(8) For development on R-48 lots abutting R-12, R-18, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.

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

(10) Dimensional standards in the MUR-70' zone may be modified with an approved development agreement.

(11) The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.

(12) All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-70' zone may be set back 10 feet at ground level instead of providing a 10-foot step-back at 45 feet in height. MUR-70' fronting on 185th Street shall be set back an additional 10 feet to use this alternative because the current 15-foot setback is planned for street dedication and widening of 185th Street.

(13) The minimum lot area may be reduced proportional to the amount of land needed for dedication of facilities to the City as defined in Chapter 20.70 SMC.

(14) The exact setback along 145th Street and 185th Street, up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.

(15) Base height may be exceeded by 15 feet for rooftop structures such as arbors, shelters, barbeque enclosures and other structures that provide open space amenities.

(16) Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards.

Amendment #8 20.50.020 Dimensional requirements

B. Base Density Calculation. The base density for an individual site shall be calculated by multiplying the site area (in acres) by the applicable number of dwelling units. When calculation results in a fraction, the fraction shall be rounded to the nearest whole number as follows:

1. Fractions of 0.50 and above shall be rounded up except for lots less than 14,400 square feet in R-6 zones. See Exception (7) to Table 20.50.020(1).
2. Fractions below 0.50 shall be rounded down.

Example #1 – R-6 zone, 2.3 acres site: $2.3 \times 6 = 13.8$
The base density for this site would be 14 dwelling units.

Example #2 – R-24 zone, 2.3 acres site: $2.3 \times 24 = 55.2$
The base density for the site would be 55 dwelling units.

Example #3 – R-6 zone, 13,999-square-foot site: $(13,999/43,560 = .3214 \text{ acres})$ so $.3214 \times 6 = 1.92$. The base density for single-family detached dwellings on this site would be one unit.

Example #4 – R-6 zone, 14,400-square-foot site $(14,400/43,560 = .331 \text{ acres})$ so $.331 \times 6 = 1.986$. The base density for the site would be two units.

3. For development in the MUR zones: minimum density calculations resulting in a fraction shall be rounded up to the next whole number.

**Amendment #9
20.50.120 Purpose**

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA 3, and R-8 through R-48 zones, and the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached and detached dwellings as follows:

- A. To encourage development of attractive residential areas that are compatible when considered within the context of the surrounding area.
- B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.
- C. To meet the recreation needs of project residents by providing open spaces within the project site.
- D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.
- E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.
- F. To promote pedestrian accessibility within and to the buildings. (Ord. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

Amendment # 10

20.50.125 Thresholds – Required site improvements.

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA 3, and R-8 through R-48 zones and, the MUR-35' zone when located on a nonarterial street, and the MUR-45' zone when developing single-family attached and detached dwellings. Site improvement standards of signs, parking, lighting and landscaping shall be required:

- A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or
 - B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.
-

Amendment #11

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3), the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter 20.50 SMC. In the event of a conflict, the standards of this subchapter will prevail.

Amendment #12

20.50.230 Threshold – Required site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC 20.50.120 when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

Amendment #13

20.50.230 Threshold – Required site improvements

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

- A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or
- B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.
- C. When a single family land use is being converted to a commercial land use then full site improvements will be required.

Amendment #14

20.50.240 Site Design

C. Site Frontage.

- 1. Development in NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street shall meet the following standards:
 - a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places, landscaping and vehicle display areas are included or future right-of-way widening or a utility easement is required between the sidewalk and the building;
 - b. All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Reference dimensional Table 20.50.020(2) and exceptions;
 - c. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces

may be used for any permitted land use. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

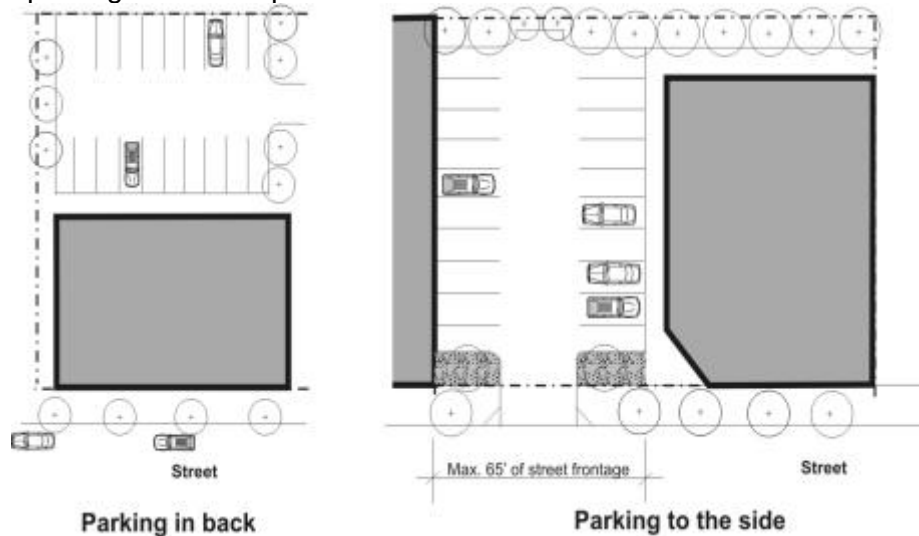
d. Minimum window area shall be 50 percent of the ground floor facade for each front facade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

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

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

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

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



Parking Lot Locations Along Streets

i. New development on: 185th Street; NE 145th Street; and 5th Avenue between NE 145th Street and NE 148th Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the administrative design review process.

j. Garages and/or parking areas for new development on 185th Street shall be rear-loaded.

Amendment #15

20.70.320 – Frontage improvements

A. Standard frontage improvements shall be upgraded or installed pursuant to standards set forth in the Transportation Master Plan Street Classification Map, the Master Street Plan adopted in Chapter 12.10 SMC, and the Engineering Development Manual for the specific street which is substandard to satisfy adequate public roadways required for subdivisions by Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7, and to mitigate direct impacts of land use approvals.

B. Standard frontage improvements consist of right-of-way dedication, curb, gutter, sidewalk, amenity zone and landscaping, drainage improvements and pavement overlays up to one-half of each right-of-way abutting a property as defined in the Master Street Plan. Additional improvements may be required to ensure safe movement of traffic, including pedestrians, bicycles, transit, and nonmotorized vehicles. The improvements can include transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage and channelization.

C. Frontage improvements are required:

1. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing structure(s) on the parcel (except for detached single-family homes). This shall include all structures on other parcels if the building under permit review extends into other parcels; or

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

3. For subdivisions;

4. For development consisting of more than one dwelling unit on a single parcel (accessory dwelling units are exempt);

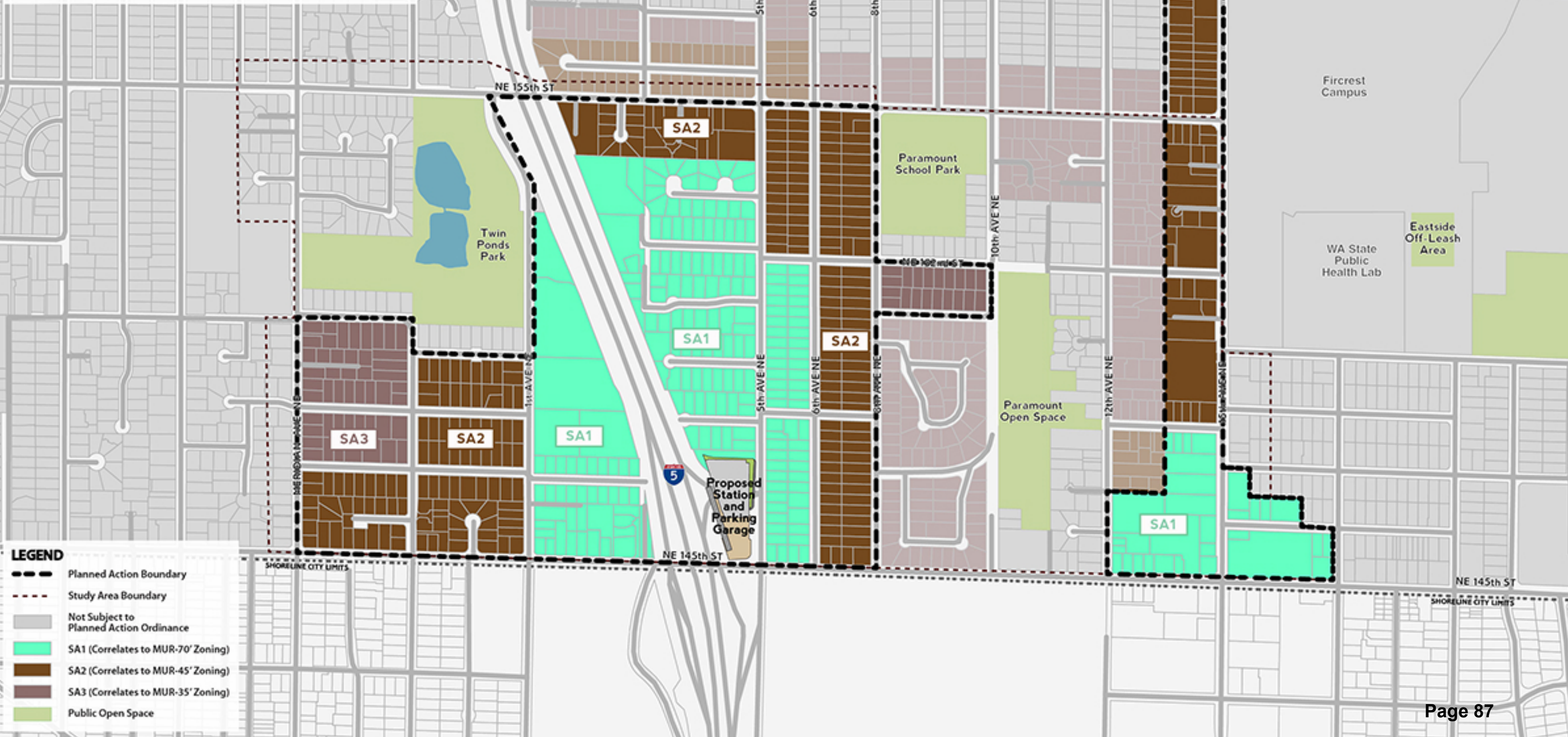
5. One detached single-family dwelling in the MUR zones; or

6. When a single family land use is being converted to a commercial land use then full frontage improvements will be required.

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**145TH STREET STATION SUBAREA PLAN
DRAFT PLANNED ACTION BOUNDARY
JULY 21, 2016**

**Attachment C Exhibit C
Planned action Boundaries**



LEGEND

- Planned Action Boundary
- Study Area Boundary
- Not Subject to Planned Action Ordinance
- SA1 (Correlates to MUR-70' Zoning)
- SA2 (Correlates to MUR-45' Zoning)
- SA3 (Correlates to MUR-35' Zoning)
- Public Open Space

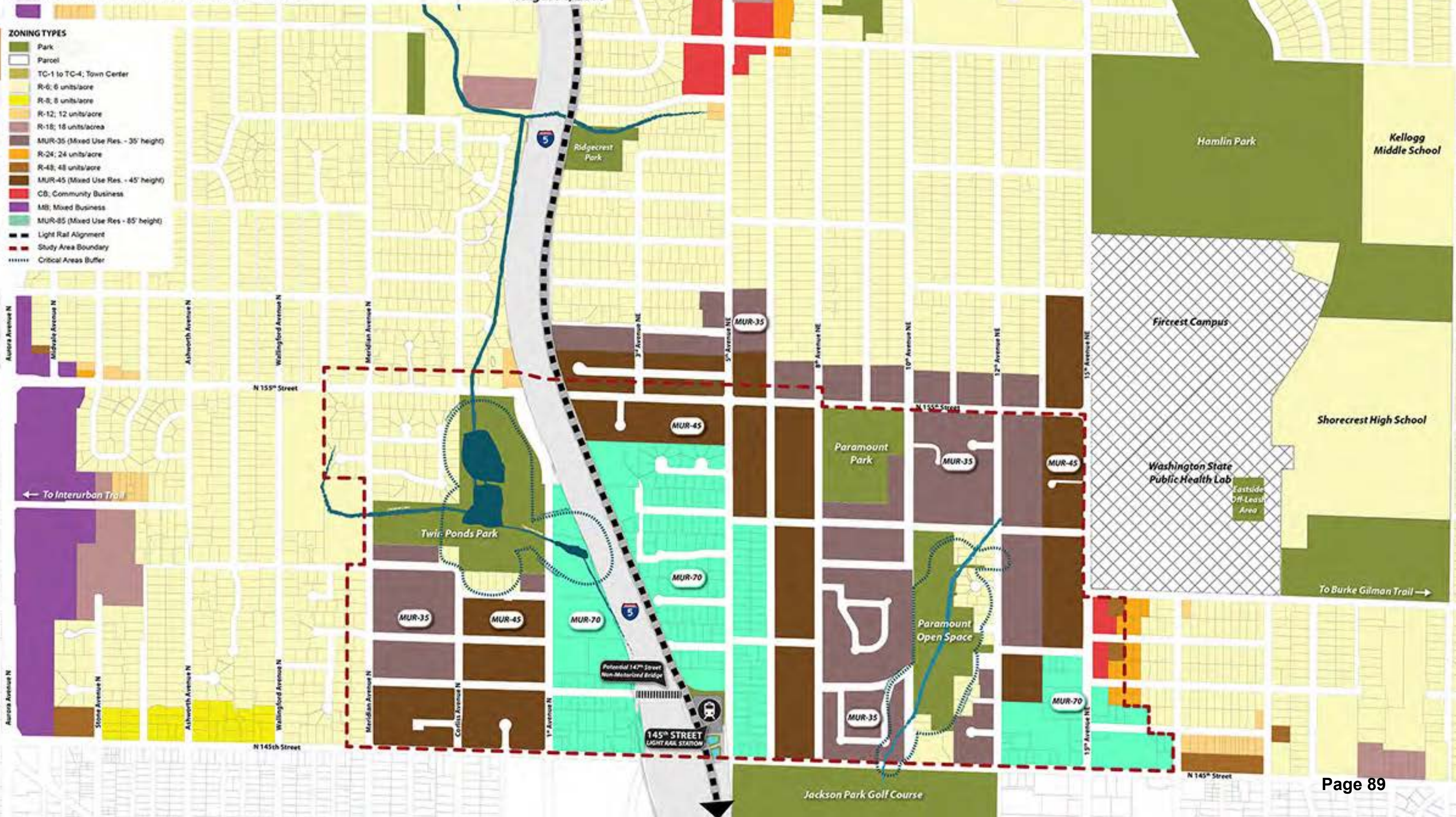
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**ALTERNATIVE 4: COMPACT COMMUNITY HYBRID
145TH STREET STATION SUBAREA PLAN
POTENTIAL ZONING SCENARIO**

*Planning Commission Meeting
August 4, 2016*

**Attachment D
Potential Amendment from Commissioner Mork**

- ZONING TYPES**
- Park
 - Parcel
 - TC-1 to TC-4; Town Center
 - R-6; 6 units/acre
 - R-8; 8 units/acre
 - R-12; 12 units/acre
 - R-18; 18 units/acre
 - MUR-35 (Mixed Use Res. - 35' height)
 - R-24; 24 units/acre
 - R-48; 48 units/acre
 - MUR-45 (Mixed Use Res. - 45' height)
 - CB; Community Business
 - MB; Mixed Business
 - MUR-85 (Mixed Use Res. - 85' height)
 - Light Rail Alignment
 - Study Area Boundary
 - Critical Areas Buffer



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