



City of Shoreline | 17500 Midvale Avenue North | Shoreline, WA 98133
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SHORELINE PLANNING COMMISSION VIRTUAL/ELECTRONIC PUBLIC HEARING AGENDA Thursday, May 19, 2022 at 7:00 p.m. on Zoom

Join Zoom Webinar: <https://us02web.zoom.us/j/89987225227?pwd=7FgmaE06zvXz0Gj4PMBHeoQoQVA22r.1>
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The Planning Commission is providing opportunities for public comment by submitting written comment or by joining the meeting webinar (via computer or phone) to provide oral public comment:



[Sign-Up to Provide Oral Testimony](#) Pre-registration is required by 6:30 p.m. the night of the meeting.



[Submit Written Public Comment](#) Written comments will be presented to Council and posted to the website if received by 4:00 p.m. the night of the meeting; otherwise, they will be sent and posted the next day.

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00
2. ROLL CALL	7:01
3. APPROVAL OF THE AGENDA	7:02
4. APPROVAL OF THE MINUTES FROM:	7:03
a. <u>May 5, 2022 – Draft Minutes</u>	
<i>During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled 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. Please be advised that each speaker's testimony is being recorded. Speakers are asked to <u>sign-up</u> by 6:30 p.m. the night of the meeting. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. In all cases, speakers are asked to state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes. Questions for staff will be directed to staff through the Commission.</i>	
5. GENERAL PUBLIC COMMENT	7:04
6. PUBLIC HEARING	
(a) <u>MUR 70' Zone Development Code Amendments</u>	7:05
7. STUDY ITEMS	
(a) <u>Outdoor Seating Development Code Amendment</u>	7:35
8. UNFINISHED BUSINESS	8:10
9. NEW BUSINESS	8:11
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:12
11. AGENDA FOR NEXT MEETING: JUNE 2 & JUNE 16, 2022	8:13
12. ADJOURNMENT	8:15

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

DRAFT
CITY OF SHORELINE

SHORELINE PLANNING COMMISSION
MINUTES OF VIRTUAL REGULAR MEETING
(Via Zoom)

May 5, 2022
7:00 P.M.

Commissioners Present

Chair Pam Sager
Vice Chair Julius Rwamashongye
Commissioner Leslie Brinson
Commissioner Janelle Callahan
Commissioner Andy Galuska
Commissioner Mei-shiou Lin
Commissioner Christopher Mosier

Staff Present

Rachel Markle, Planning Director
Carla Hoekzema, Planning Commission Clerk
Juniper Nammi, Light Rail Project Manager
Julie Ainsworth-Taylor, Assistant City Attorney

CALL TO ORDER

Chair Sager called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Ms. Hoekzema called the roll.

APPROVAL OF AGENDA

The agenda was accepted as amended with the addition of a Director's Report.

APPROVAL OF MINUTES

The minutes of April 21, 2022 were accepted as presented.

GENERAL PUBLIC COMMENT

There were no general public comments.

STUDY ITEM: SOUND TRANSIT LYNNWOOD LINK EXTENSION PROJECT UPDATE

Light Rail Project Manager Juniper Nammi made a presentation regarding the Sound Transit Lynnwood Link Project. She reviewed numerous pictures of the project, a schedule of coordinated city projects, and aerial drone video of the project.

Vice Chair Rwamashongye commented on challenges with the concrete part of the project.

Chair Sager asked about the safety record of the project. Ms. Nammi reported that they are well below the average number of incidents. She has been very impressed with their procedures.

Commissioner Brinson asked about parcels that could be surplus. Ms. Nammi generally reviewed these. There is one group of remnant pieces that can be merged together into three or four parcels. Commissioner Brinson asked if the City has had conversations with Sound Transit about some of these redevelopable parcels to go to affordable housing. Ms. Nammi explained there are very few parcels to be surplus, and there aren't any transit-oriented development projects that Sound Transit is undertaking on these parcels. Sound Transit has updated policies on affordable housing requirements that have to be covered for each piece of property before they can sell it. She does not anticipate any significant projects, but she will follow up with this. Commissioner Brinson suggested this might be a place they could think about alignment with the cottage housing conversation, affordable home ownership, and Sound Transit public property.

Vice Chair Rwamashongye agreed that they should negotiate with Sound Transit. He commented that the reason Seattle was able to do what it did is they took advantage of the Draft Environmental Impact Statement part of the process.

DIRECTOR'S REPORT

Director Markle gave an update on in-person meetings which will likely begin on June 16. There will still be an option for hybrid attendance with advance notice.

She also reviewed events happening at the Affordable Housing Week put on by North Urban Human Services Alliance (NUSHA) and the Housing Development Consortium.

UNFINISHED BUSINESS

Commissioner Brinson and Commission Mosier reported they have not been getting the Planning Commission group emails. Ms. Hoekzema indicated she would take care of it.

NEW BUSINESS

None

REPORTS OF COMMITTEES AND COMMISSIONER ANNOUNCEMENTS

None

AGENDA FOR NEXT MEETING

Staff reviewed the agenda for the next meeting which is scheduled for May 19.

ADJOURNMENT

The meeting was adjourned at 7:51 p.m.

Pam Sager
Chair, Planning Commission

Carla Hoekzema
Clerk, Planning Commission

6a. SR - MUR-70' Zone Development Code Amendments

Planning Commission Meeting Date: May 19, 2022

Agenda Item: 6a.

PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: MUR-70' Zone Development Code Amendments

DEPARTMENT: Planning & Community Development

PRESENTED BY: Andrew Bauer, Planning Manager



Public Hearing



Study Session



Recommendation Only



Discussion



Update



Other

INTRODUCTION

As part of the ongoing discussion of ways to facilitate development in the MUR-70' zone Planning Commission discussed the updated draft Development Code amendments at the April 7, 2022 meeting. The draft amendments relate to expanded parking reductions and revisions to the building height and development agreement requirements.

Tonight, Planning Commission will hold a public hearing on draft code amendments and, if ready to do so, make a recommendation to Council.

BACKGROUND

Discussions have been ongoing over the past several months on how to address development challenges in the MUR-70' zone. The purpose of the draft Development Code amendments is to refine the code to facilitate better development outcomes in the MUR-70' zone without compromising on core elements of the plans which advance the broader citywide goals such as creating housing choices affordable to a range of income levels and supporting sustainability goals.

Previous Planning Commission Discussions

At the December 3, 2020 Planning Commission meeting the 185th Station Subarea Plan Progress Report was presented which included an update on growth within the 185th subarea and key findings. The staff report can be viewed at the following link:

<https://www.shorelinewa.gov/home/showpublisheddocument/50349/637419051635830000>.

On October 25, 2021, a joint meeting was convened between the City Council and Planning Commission to discuss a range of potential Development Code amendments for the MUR-70' zone. The staff report can be viewed at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport102521-8a.pdf>.

At the December 2, 2021 meeting, Planning Commission directed staff to prepare Development Code amendments that would allow further parking reductions as well as

Approved By: **Project Manager: AB** **Planning Director: RM**

6a. SR - MUR-70' Zone Development Code Amendments

explore options that would increase the building height allowance and development agreement threshold. The staff report can be viewed at the following link:

<https://www.shorelinewa.gov/home/showpublisheddocument/53473/637733632657730000>.

At the January 20, 2022 meeting, Planning Commission discussed draft Development Code amendments to allow parking reductions of up to 50 percent in the MUR-70' zone and a building height allowance of up to 100 feet without a development agreement.

The staff report can be viewed at the following link:

<https://www.shorelinewa.gov/home/showpublisheddocument/53925/637776876707100000>.

At the April 7, 2022 meeting, Planning Commission discussed the updated draft Development Code amendments. The staff report can be viewed at the following link:

<https://www.shorelinewa.gov/home/showdocument?id=54897>.

PARKING REDUCTIONS

The draft amendments for parking reductions (Attachment A) would establish provisions to reduce off-street parking requirements up to 50%, with approval of a Transportation Demand Management (TDM) Plan. Table 1 below summarizes the current regulation and the proposed regulations.

Table 1 – Parking Reductions

Current Regulation	Proposed Draft Regulation
25% parking reduction for sites within ¼ mile of high capacity transit stop (e.g. light rail, bus rapid transit)	New developments within MUR-70' with 100+ dwelling units or 10,000 sq ft of commercial can get up to 50% parking reduction with approval of a Transportation Demand Management Plan (TDM)

BUILDING HEIGHT AND DEVELOPMENT AGREEMENT PROCESS

The draft amendments would allow for buildings to achieve the maximum allowable height of 140 feet, subject to a neighborhood meeting, Administrative Design Review (ADR) approval, and additional development standards; whereas the current process to achieve the maximum allowable height requires a development agreement (Council decision). The maximum allowable height is unchanged, rather it is the process by which the maximum height may be achieved that is proposed to be changed. Table 2 below summarizes the current regulation and the proposed regulations.

Table 2 – Height and Development Agreement Amendments

Current Regulation	Proposed Draft Regulation
70' – base height	70' – base height
80' – 10% significant trees retained	80' – 10% significant trees retained
90' – 20% significant trees retained; OR Deep Green Incentive Program	90' – 20% significant trees retained; OR Deep Green Incentive Program

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<p>140' – Development Agreement required:</p> <ul style="list-style-type: none"> • 20% units affordable at 60% AMI; OR 10% units affordable at 50% AMI • LEED Gold development • 90% of parking within structure • Agreement to purchase Transfer of Development Rights (TDR) credits • Park space dedication • Two of the following: <ul style="list-style-type: none"> ○ Site utilizes combined heat and power infrastructure or district energy ○ 40,000 sq ft commercial ○ 30% ground floor devoted to neighborhood amenities ○ 2% building valuation contributed toward parks, open space, art, or recreation ○ Off site frontage improvements to connect nearby amenities ○ Street-to-street public access such as alley or path 	<p>140' – subject to a neighborhood meeting and ADR review and the following:</p> <ul style="list-style-type: none"> • 20% units affordable at 60% AMI; OR 10% units affordable at 50% AMI • 10,000 sq ft commercial; OR 30% ground floor devoted to neighborhood amenities • 1% of building valuation contributed toward art/placemaking open and accessible to the public • Off site infrastructure improvements or added amenities such as wayfinding, lighting, transit shelter
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Requirements to Achieve Maximum 140 Feet Height

As noted above, the draft amendments would require a neighborhood meeting and ADR process to achieve the maximum 140 feet. The existing additional requirements for the maximum height are proposed to be revised and incorporated as development standards (without a development agreement). Some of the requirements are proposed to be removed entirely.

Below are the development agreement requirements that are proposed to be removed, or revised, and a brief explanation of the changes:

1. Affordable Housing: The requirements for affordable housing are unchanged. They now reference the existing provisions in SMC 20.40.235.
2. LEED Gold: The requirement the entire development be built to LEED Gold standards is proposed to be removed. This standard is duplicative because development in the MUR-70' zone must meet the Built Green 4-Star certification, which is a roughly equivalent (if not slightly higher) green certification (SMC 20.40.046.D).
3. Structured Parking: The requirement that at least 90 percent of parking be within a structure is proposed to be removed. The development being proposed are incorporating structured parking even without this requirement. In addition, existing design standards should adequately address the placement and screening of any surface parking stalls.

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4. Provision for Park Space: The requirement for dedication of park space is proposed to be revised to include park, recreation, open space, or plaza area and clarifies this area is in addition to what is already required within the commercial and multifamily design standards. Furthermore, the existing requirement was adopted in 2015 (Ord. No. 706), prior to the adoption of Park Impact Fees in 2017 (Ord. No. 786). Park impact fees are now collected per development and are used to fund parks acquisitions and improvements throughout the City.
5. Purchase of TDR Credits: The requirement to purchase transfer of development rights (TDR) credits is proposed to be removed. Future amendments will establish a TDR program within the City and at that time it is possible TDR requirements could be included once again as a requirement. However, at this time the City's TDR program is not in a position to manage a transaction.
6. District Energy: The requirement for the use of district energy or combined heat and power infrastructure is proposed to be removed. This option is unlikely to be utilized as it requires large-scale developments to be coordinated and planned at the outset to incorporate integrated energy solutions. The existing context in the MUR-70' zone presents a challenge with the need to aggregate not only multiple lots for one development but many developments to make district energy feasible. The requirement is proposed to be removed, however, there would be no restrictions to preclude a development utilizing these technologies on their own or as part of a green building certification associated with the City's Deep Green Incentive Program.
7. Commercial Space: The requirement for 40,000 square feet of commercial space has been revised down to 10,000 square feet. For context, a drug store or specialty grocer (example Trader Joe's) typically range in size from 10,000-15,000 gross square feet in size.

While creating new commercial space remains a goal for the MUR-70' zones, there is economic analysis to suggest a lack of market demand for commercial space, particularly in the early stages of the subarea's transformation. Requiring too much commercial space and too soon could have negative outcomes and negatively impact the viability of a development. Providing commercial space would be one of the two available options to achieve the maximum building height.

8. Ground Floor Amenities: There are no substantive changes to the requirement for 30 percent of the ground floor area be devoted to neighborhood amenities requirement. Clarification has been included to note the ground floor amenity space should be located at-grade and adjacent to the sidewalk or pathway. Providing a ground floor amenity would be one of the two available options to achieve the maximum building height.
9. Financial Contribution to Parks: The requirement to provide two percent of the building construction valuation toward parks or open space has been revised. As noted above, the City now has a Park Impact Fee assessed on new development

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which was not in place at the time this provision was originally adopted in 2015. This requirement instead has been revised to assess a one percent fee on the building construction valuation to be contributed toward art or place making amenities.

A recent seven story building listed the permit valuation at approximately \$44M, or \$6.29M per story. Using the per story breakdown, an 11 story building would be valued at more than \$69M (change in the more expensive construction type is not accounted for). In this example, the applicant would need to provide \$690,000 (1 percent of the valuation) to art and placemaking amenities.

10. Off-Site Improvements: The requirement for off site improvements to amenities is proposed to be revised to more broadly encompass a range of potential improvements a development could propose that would provide a public benefit to the subarea.

Taken together, the draft amendments are intended to remove regulatory barriers to high rise construction and facilitate growth that allow more people to live in proximity to the light rail stations. The additional requirements to achieve the added height are intended to be important components of creating a complete neighborhood with housing affordable to a range of households, parks/open space, art, and the infrastructure to support it.

A cleanup amendment in SMC 20.40.235 is also included to reference the recently-adopted 20-year option in the multifamily property tax exemption (MFTE) program. This amendment has already been adopted (Ordinance No. 944) and simply references the different options within the MFTE program.

ANALYSIS

In accordance with SMC 20.30.350.A, an amendment to the Development Code is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City.

The Planning Commission may recommend to the City Council to approve or approve with modifications an amendment to the Development Code if all of the following are satisfied:

1. *The amendment is in accordance with the Comprehensive Plan*

The proposed amendments are consistent with the following goals and policies of the Comprehensive Plan:

- Framework Goal FG14: Designate specific areas for high-density development, especially along major transportation corridors.
- Land Use Goal LU II: Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.

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- Land Use Goal LU III: Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.
- Land Use Policy LU35: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- Land Use Policy LU55: Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.
- Housing Policy H8: Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.
- Economic Development Policy ED4: Use incentives and development flexibility to encourage quality development.
- Economic Development Policy ED9: Promote land use and urban design that allows for smart growth and dense nodes of transit-supportive commercial activity to promote a self-sustaining local economy.
- Natural Environment Policy NE1: Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.

2. The amendment will not adversely affect the public health, safety or general welfare

If approved, the amendments would allow parking reductions of up to 50% with an approved TDM plan. The TDM plan would be a site-specific plan to reduce overall parking demand and mitigate potential parking impacts on nearby streets and properties. The amendments would also require the TDM plan be regularly monitored and revised as necessary to adapt to changing parking demand over time.

The amendments would also change the mechanisms by which a development could achieve the maximum building height of 140 feet. However, the development would be required to hold a neighborhood meeting, go through the Administrative Design Review process, and meet additional development requirements such as additional affordable housing, neighborhood amenities, and open space.

The amendments will not adversely affect the public health, safety or general welfare.

3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

The amendments are intended to better facilitate and remove barriers to development in the MUR-70' zone to advance the vision for the light rail station subarea plans as

6a. SR - MUR-70' Zone Development Code Amendments

created by the community and adopted by Council. The amendment is not contrary to the best interest of the citizens and property owners of the City.

PUBLIC OUTREACH AND NOTIFICATION

The topic of MUR-70' zone redevelopment barriers and potential code amendments was discussed at the June 10, 2021 Developer Stakeholder Meeting. Information received at that meeting was shared at the Joint Council-Planning Commission meeting held on October 25, 2021. The draft code amendments were shared with the Developer Stakeholder Group and presented at their March 17, 2022 meeting.

In addition, addenda to the 145th and 185th Station Subarea Plans Final Environmental Impact Statements (FEIS) were issued on May 5, 2022. Notice was provided pursuant to the City's SEPA rules and included filing with the Department of Ecology, publication in the newspaper, and sending notification to agencies.

NEXT STEPS

The next steps are as follows:

- Planning Commission holds public hearing and issues recommendation to Council.
- City Council consideration and final action. The amendments are tentatively scheduled for the June 6, 2022 Council meeting, pending a recommendation by the Commission.

RECOMMENDATION

Staff recommends the Planning Commission forward to Council a recommendation to approve the MUR-70' zone amendments in Attachments A.

ATTACHMENTS

Attachment A – Draft Development Code Amendments for Parking Reductions; Height and Development Agreements

Att. A - Revised MUR 70' Zone Draft Development Code Amendments
Draft Development Code Amendments – MUR-70' Zone

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(revision shown in highlight)

PARKING REDUCTION AMENDMENTS:

SMC 20.50.400 Reductions to minimum parking requirements.

- A. Reductions of up to 25 percent may be approved by the Director when subsection (A)(1) of this section is met, or when a combination of two or more of the following subsections (A)(2) through (9) of this section is met:
1. A high-capacity transit service stop (e.g., bus rapid transit, light rail) is within one-quarter mile of the development's property line. This provision applies to developments seeking reductions prior to and after commencement of revenue service at new stops.
 2. A parking demand analysis prepared by a qualified professional demonstrates that parking demand can be satisfied with a reduced parking requirement.
 3. There is a shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. A record on title with King County is required.
 4. A parking management plan is prepared by the applicant according to criteria established by the Director.
 5. A City-approved residential parking zone (RPZ) is established for the surrounding neighborhood within a one-quarter mile radius of the development's property line. The management cost for the RPZ must be paid by the applicant and/or property owner on an annual basis.
 6. A public access easement that is a minimum of eight feet wide, safely lit, and connects through a parcel between at least two different rights-of-way. The access easement shall be developed with a sidewalk or shared use path that complies with the Engineering Design Manual. This easement may include other pedestrian facilities such as plazas and bike facilities.
 7. Retention of at least 20 percent of the significant trees on a site zoned MUR-70'.
 8. Replacement of all significant trees removed on a site zoned MUR-70' as follows:
 - a. One existing significant tree of eight inches in diameter at breast height for conifers or 12 inches in diameter at breast height for all others equals one new tree.

Att. A - Revised MUR 70' Zone Draft Development Code Amendments
Draft Development Code Amendments – MUR-70' Zone

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- b. Each additional three inches in diameter at breast height equals one additional new tree, up to three trees per significant tree removed.
 - c. Minimum Size Requirements for Replacement Trees Under this Subsection. Deciduous trees shall be at least one and one-half inches in caliper and evergreens at least six feet in height.
 - 9. On-site dedicated parking spaces for a car-sharing service with an agreement with the provider(s).
 - B. Parking reductions for Deep Green Incentive Program projects are set forth in SMC 20.50.630. Reductions granted under the Deep Green Incentive Program shall not be combined with the parking reductions in subsections A and C of this section.
 - C. Parking reductions of up to 50 percent may be approved for new residential, mixed-use, and commercial development in the MUR-70' zone containing 100 dwelling units or more, or 10,000 gross square feet of commercial floor area or more, provided the following criteria are satisfied:
 - 1. A Transportation Demand Management Plan is prepared by a qualified professional and shall:
 - a. Assess actual parking demand based on proposed land uses and the existing and future neighborhood land use context;
 - b. Identify project-specific strategies, which may include strategies on a list established and maintained by the Director, that will be implemented to reduce the development's parking demand; and
 - c. Establish clear performance objectives and a mechanism for ongoing monitoring and adjustment of the TDM strategies to adapt to changing conditions throughout the life of the development.
 - 2. Upon request by the City, the owner shall provide parking utilization data for the development and an assessment of the TDM Plan's performance and whether it is meeting objectives. If deficiencies in meeting objectives are found, the owner shall revise the plan and it shall be reviewed pursuant to subsection (C) of this section.
- ~~C~~D. A request for a parking reduction shall be processed as a Type A action, as set forth in SMC 20.30, Subchapter 2.
- ~~D~~E. When granting a parking reduction, the Director may impose performance standards and conditions of approval on a project, including a financial guarantee.
- ~~E~~F. Reductions of up to 50 percent may be approved by the Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development. This parking

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Draft Development Code Amendments – MUR-70' Zone

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reduction may be combined with parking reductions identified in subsection A of this section.

- F. ~~Parking reductions for affordable housing or the Deep Green Incentive Program may not be combined with parking reductions identified in subsection A of this section.~~

BUILDING HEIGHT AND DEVELOPMENT AGREEMENT PROCESS AMENDMENTS:

SMC 20.30.297 Administrative Design Review (Type A).

A. Administrative design review approval of departures from the design standards in SMC 20.50.160 through 20.50.190, 20.50.220 through 20.50.250, 20.50.450 through 20.50.510 and SMC 20.50.530 through 20.50.620 shall be granted by the Director upon their finding that the departure is:

1. Consistent with the purposes or intent of the applicable subsections; or
2. Justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.

B. Projects applying for the Deep Green Incentive Program by certifying through the Living Building or Community Challenge, Petal Recognition, Emerald Star, LEED-Platinum, 5-Star, 4-Star, PHIUS+, PHIUS+ Source Zero/Salmon Safe, or Zero Energy/Salmon Safe programs may receive departures from development standards under Chapters 20.40, 20.50, 20.60, and/or 20.70 SMC upon the Director's finding that the departures meet subsections (A)(1) and/or (2) of this section, and as further described under SMC 20.50.630. Submittal documents shall include proof of enrollment in the programs listed above.

C. Developments in the MUR-70' zone exceeding the base height and which are not utilizing the significant tree retention height incentive in Table 20.50.020(2), footnote 12, or the height incentive within the Deep Green Incentive Program in SMC 20.50.630, shall be subject to Administrative Design Review approval. The Director shall grant approval of developments up to 140 feet in height upon their finding that the development:

1. Is consistent with the goals and policies of the Comprehensive Plan; and
2. Will be supported by adequate infrastructure, facilities, and public services to serve the development; and
3. Conducts a neighborhood meeting, in accordance with SMC 20.30.090, prior to application.

SMC 20.40.046 Mixed-use residential (MUR) zones.

A. The purpose of the mixed-use residential (MUR) zones (MUR-35', MUR-45', and MUR-70') is to provide for a mix of predominantly multifamily development ranging in height from 35 feet

Att. A - Revised MUR 70' Zone Draft Development Code Amendments
Draft Development Code Amendments – MUR-70' Zone

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to 70 feet in appropriate locations with other nonresidential uses that are compatible and complementary.

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

C. Affordable housing is required in the MUR-45' and MUR-70' zone and voluntary in the MUR-35' Zone. Refer to SMC 20.40.235 for affordable housing light rail station subarea requirements.

D. Construction in MUR zones must achieve green building certification through one of the following protocols: Built Green 4-Star or PHIUS+. If an affordable housing or school project is required to certify through the Evergreen Sustainable Development Standard, this protocol shall fulfill the requirement. If a project utilizes a more stringent certification protocol through the Deep Green Incentive Program, this shall fulfill the requirement.

E. All development within the MUR-70' zone that seeks additional height and alternative development standards shall be governed by a development agreement as provided in SMC 20.30.355.

SMC 20.50.020 Dimensional requirements.

A. Table 20.50.020(1) – Densities and Dimensions in Residential Zones.

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

Residential Zones								
STANDARDS	R-4	R-6	R-8	R-12	R-18	R-24	R-48	TC-4
Base Density: Dwelling Units/Acre	4 du/ac	6 du/ac (7)	8 du/ac	12 du/ac	18 du/ac	24 du/ac	48 du/ac	Based on bldg. bulk limits
Min. Density	4 du/ac	4 du/ac	4 du/ac	6 du/ac	8 du/ac	10 du/ac	12 du/ac	Based on bldg. bulk limits
Min. Lot Width (2)	50 ft	50 ft	50 ft	30 ft	30 ft	30 ft	30 ft	N/A
Min. Lot Area (2) (13)	7,200 sq ft	7,200 sq ft	5,000 sq ft	2,500 sq ft	2,500 sq ft	2,500 sq ft	2,500 sq ft	N/A
Min. Front Yard Setback (2) (3) (14)	20 ft	20 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft

Att. A - Revised MUR 70' Zone Draft Development Code Amendments
Draft Development Code Amendments – MUR-70' Zone

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Residential Zones								
STANDARDS	R-4	R-6	R-8	R-12	R-18	R-24	R-48	TC-4
Min. Rear Yard Setback (2) (4) (5)	15 ft	15 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft min.	5 ft min.	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Base Height (9)	30 ft (35 ft with pitched roof)	30 ft (35 ft with pitched roof)	35 ft	35 ft	35 ft (40 ft with pitched roof)	35 ft (40 ft with pitched roof) (16)	35 ft (40 ft with pitched roof) (8) (16)	35 ft (16)
Max. Building Coverage (2) (6)	35%	35%	45%	55%	60%	70%	70%	N/A
Max. Hardscape (2) (6)	45%	50%	65%	75%	85%	85%	90%	90%

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

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

STANDARDS	MUR-35'	MUR-45'	MUR-70' (10)
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density	12 du/ac (17)	18 du/ac	48 du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	N/A
Min. Front Yard Setback (2) (3)	0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15)	15 ft if located on 185th Street (15) 0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15)	15 ft if located on 185th Street (15) 22 ft if located on 145th Street (15) 0 ft if located on all other streets
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft (20)
Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft (20)
Base Height (9) (16)	35 ft	45 ft	70 ft (11) (12) (13)

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STANDARDS	MUR-35'	MUR-45'	MUR-70' (10)
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 unit lot developments, mixed single-family attached developments and 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 20.50.160.
- (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, except when a single lot is divided by a zone boundary. Refer to subsection (D)(2)(a) of this section for calculation of density when a single lot is divided by a zone boundary.
- (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 public and private K through 12 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.~~ Repealed
- (11) Developments that exceed the base height and do not qualify for a heigh bonus within the Deep Green Incentive Program in SMC 20.50.630, or the significant tree retention bonus in footnotes 12 below, or the allowable exceptions to height in SMC 20.50.050, may develop to the maximum allowable height of 140 feet, subject Administrative Design Review approval and to

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~~the following: The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.~~

a. The affordable housing requirements for MUR-70'+ in SMC 20.40.235 are satisfied;

b. One of the following are provided:

1. The development provides commercial space of at least 10,000 square feet; or

2. Thirty percent of the ground floor area within the development is devoted to neighborhood amenities that include areas open and accessible for the community, office space for nonprofit organizations, an eating or drinking establishment, or other space that may be used for community functions. The neighborhood amenity area should be at grade and adjacent to sidewalks or pedestrian paths.

c. The development shall provide park, recreation, open space, or plaza area open and accessible to the public. The area shall be in addition to the requirements for Public Places and Multifamily Open Space in SMC 20.50.240 subsection (F) and (G);

d. The development shall provide one percent of the building construction valuation to be paid by the applicant for contribution toward art or placemaking amenities that are open and accessible to the public; and

e. The development shall provide subarea improvements such as utility infrastructure system improvements, off-site frontage improvements (consistent with the Engineering Development Manual), or installation of amenities such as transit stop shelters, lighting, or wayfinding signage.

(12) Base height in the MUR-70' zone may be increased up to 80 feet when at least 10 percent of the significant trees on site are retained and up to 90 feet when at least 20 percent of the significant trees on site are retained.

(13) 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.

(14) 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.

(15) The exact setback along 145th Street (Lake City Way to Fremont Avenue) and 185th Street (Fremont Avenue to 10th Avenue NE), up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.

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

(17) 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.

(18) The minimum front yard setback in the MUR-70' zone may be reduced to five feet on a nonarterial street if 20 percent of the significant trees on site are retained.

(19) The maximum hardscape for public and private kindergarten through grade 12 schools is 75 percent.

(20) Setback may be reduced to zero feet when a direct pedestrian connection is provided to adjacent light rail transit stations, light rail transit parking garages, transit park and ride lots, or transit access facilities.

SMC 20.30.255 Development agreement (Type L).

A. **Purpose.** To define the development of property in order to implement framework goals to achieve the City's adopted vision as stated in the Comprehensive Plan. A development agreement is permitted in all zones and may modify development standards contained in Chapter 20.50 SMC. ~~A development agreement in the MUR-70' zone may be approved to allow increased development potential above the zoning requirements in Chapter 20.50 SMC.~~

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

1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;
2. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of State law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;
3. Mitigation measures, development conditions, and other requirements under Chapter 43.21C RCW;
4. Design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features;
5. Affordable housing units;
6. Parks and open space preservation;

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7. Phasing of development;
8. Review procedures and standards for implementing decisions;
9. A build-out or vesting period for applicable standards;
10. Any other appropriate development requirement or procedure;
11. Preservation of significant trees; and
12. Connecting, establishing, and improving nonmotorized access.

C. Decision Criteria. A development agreement (~~general development agreement and development agreements in order to increase height above 70 feet~~) may be granted by the City only if the applicant demonstrates that:

1. The project is consistent with goals and policies of the Comprehensive Plan. If the project is located within a subarea plan, then the project shall be consistent with the goals and policies of the subarea plan.
2. The proposed development uses innovative, aesthetic, energy-efficient and environmentally sustainable architecture and site design.
3. There is either sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) that meet the City's adopted level of service standards (as confirmed by the performance of a transportation impact analysis) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.
4. There is either sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.
5. The development agreement proposal contains architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multimodal transportation improvements and other features that minimize conflicts and create transitions between the proposal site and property zoned R-4, R-6, R-8 or MUR-35'.
6. The project is consistent with the standards of the critical areas regulations, Chapter 20.80 SMC, Critical Areas, or Shoreline Master Program, SMC Title 20, Division II, and applicable permits/approvals are obtained.

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D.—Development Agreement Contents for Property Zoned MUR-70' in Order to Increase Height Above 70 Feet. Each development agreement approved by the City Council for property zoned MUR-70' for increased development potential above the provision of the MUR-70' zone shall contain the following:

1.—Twenty percent of the housing units constructed on site shall be affordable to those earning less than 60 percent of the median income for King County adjusted for household size. The units shall remain affordable for a period of no less than 99 years. The number of affordable housing units may be decreased to 10 percent if the level of affordability is increased to 50 percent of the median income for King County adjusted for household size. A fee in lieu of constructing any fractional portion of mandatory units is based on the adopted fee schedule (Chapter 3.01 SMC). Full units are not eligible for the fee in lieu option and must be built on site. The fee will be specified in SMC Title 3.

2.—Entire development is built to LEED Gold standards.

3.—Structured parking for at least 90 percent of the required parking spaces for a development. Structured parking includes underground parking, under-building parking and aboveground parking garage. Unstructured parking shall be located interior to the site.

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

5.—Applicant shall dedicate park space sufficient to accommodate each projected resident of the development, to be determined by a formula to be established by rule in consultation with the Parks Board. Dedicated space must be open and accessible to the public from a public street.

6.—Development agreements in MUR-70' shall include at least two of the following components and may not be combined:

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

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

c.—Thirty percent of the ground floor area for neighborhood amenities that may include areas open and accessible for the community, office space for nonprofit organizations, an eating or drinking establishment, or other space that may be used for community functions.

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

e.—Provide additional off-site frontage improvements (as required by the Engineering Development Manual) that connect a proposed development to

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~~amenities near the subject project. Amenities may include transit stops, light rail station, commercial uses, etc.~~

~~f. Providing street to street dedicated public access. Examples include an alley, pedestrian/bicycle path, or other nonmotorized vehicle trail.~~

ED. Development Agreement Approval Procedures. The City Council may approve development agreements through the following procedure:

1. A development agreement application incorporating the elements stated in subsection B of this section may be submitted by a property owner with any additional related information as determined by the Director. After staff review and SEPA compliance, the Planning Commission shall conduct a public hearing on the application. The Planning Commission shall then make a recommendation to the City Council pursuant to the criteria set forth in subsection C of this section and the applicable goals and policies of the Comprehensive Plan. The City Council shall approve, approve with additional conditions, or deny the development agreement. The City Council shall approve the development agreement by ordinance or resolution;
2. **Recorded Development Agreement.** Upon City Council approval of a development agreement under the procedure set forth in this subsection E, the property owner shall execute and record the development agreement with the King County Recorder's Office to run with the land and bind and govern development of the property.

SMC 20.40.235 Affordable housing, light rail station subareas.

A. The purpose of this index criterion is to implement the goals and policies adopted in the Comprehensive Plan to provide housing opportunities for all economic groups in the City's light rail station subareas. It is also the purpose of this criterion to:

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

B. Affordable housing is voluntary in MUR-35' and mandatory in the MUR-45' and MUR-70' zones. The following provisions shall apply to all affordable housing units required by, or allowed through, any provisions of the Shoreline Municipal Code:

1. The City provides various incentives and other public resources to promote affordable housing. Specific regulations providing for affordable housing are described below:

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	MUR-70'+	MUR-70'	MUR-45'	MUR-35'
Mandatory Participation	Yes	Yes	Yes	No
Incentives (3) (4)	Height may be increased above 70 ft.; no density limits; and may be eligible for 12-year, <u>or 20-year</u> property tax exemption (PTE) pursuant to Chapter 3.27 SMC; permit fee reduction pursuant to SMC 20.40.235(F); and impact fee reduction pursuant to SMC Title 3.	Entitlement of 70 ft. height; no density limits; and may be eligible for 12-year, <u>or 20-year</u> property tax exemption (PTE) pursuant to Chapter 3.27 SMC; permit fee reduction pursuant to SMC 20.40.235(F); and impact fee reduction pursuant to SMC Title 3.	Entitlement of 45 ft. height; no density limits; and may be eligible for 12-year, <u>or 20-year</u> property tax exemption (PTE) pursuant to Chapter 3.27 SMC; permit fee reduction pursuant to SMC 20.40.235(F); and impact fee reduction pursuant to SMC Title 3.	No density limits; and may be eligible for 12-year, <u>or 20-year</u> property tax exemption (PTE) pursuant to Chapter 3.27 SMC; permit fee reduction pursuant to SMC 20.40.235(F); and impact fee reduction pursuant to SMC Title 3.
Studio, 1 bedroom (3) (4)	20% of rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size; or 10% of rental units shall be affordable to households making 50% or less of the median income for King County adjusted for household size.	20% of rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or 10% of rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.		
2+ bedrooms (3) (4)	20% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or 10% of the rental units shall be affordable to households making	20% of the rental units shall be affordable to households making 80% or less of the median income for King County adjusted for household size; or 10% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size.		

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	MUR-70'+	MUR-70'	MUR-45'	MUR-35'
	60% or less of the median income for King County adjusted for household size.			

2. Payment in lieu of constructing any fractional portion of mandatory units is available upon City Council’s establishment of a fee in lieu formula. See subsection (E)(1) of this section. Full units are not eligible for fee in lieu option and must be built on site.

3. In order to be eligible for a property tax exemption pursuant to Chapter 3.27 SMC, 20 percent of units must be built to affordability standards.

4. In order to be eligible for permit or impact fee reductions or waivers, units must be affordable to households making 60 percent or less of the King County area median income.

...

7a. SR - Outdoor Seating Development Code Amendments

Planning Commission Meeting Date: May 19, 2022

Agenda Item: 7a.

PLANNING COMMISSION AGENDA ITEM CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Outdoor Seating Development Code Amendment
DEPARTMENT: Planning & Community Development
PRESENTED BY: Cate Lee, AICP, Senior Planner

Public Hearing
 Discussion

Study Session
 Update

Recommendation Only
 Other

Introduction

The purpose of this study session is to:

- Present research in response to questions from Planning Commissioners at the December 16, 2021 meeting;
- Summarize public outreach efforts to date;
- Review the draft Outdoor Seating Design regulations;
- Ask for direction on options for Development Code regulations; and
- Gather public comment.

Amendments to Shoreline Municipal Code (SMC) Title 20 (Development Code) are processed as legislative decisions. Legislative decisions are non-project decisions made by the City Council under its authority to establish policies and regulations. The Planning Commission is the reviewing authority for legislative decisions and is responsible for holding an open record Public Hearing on the proposed Development Code amendments and making a recommendation to the City Council on each amendment.

The proposed amendments would allow outdoor seating with no additional off-street parking, and some provisions for conversion of existing off-street parking stalls into seating areas, provided certain design standards are met (**Attachment A**). The proposed amendments would be included within Chapter SMC 20.50 – General Development Standards.

PROBLEM/ISSUE STATEMENT

Eating and drinking establishments have been severely impacted by the COVID-19 pandemic. To provide relief for these businesses, the City took action to ease regulations on outdoor seating and dining areas so that lost capacity due to indoor seating restrictions could be partially offset while still adhering to the Governor's Safe Start Washington Plan. Shoreline's interim regulations for outdoor seating areas went

Approved By: Project Manager _____

Planning Director _____

7a. SR - Outdoor Seating Development Code Amendments

into effect on July 27, 2020 and have been extended on three occasions by the City Council and are scheduled for Council consideration for a fourth and final time while the Planning Commission reviews and makes a recommendation on permanent regulations. The interim regulations address outdoor seating areas on both private property (e.g. parking lots) and on City right-of-way (ROW).

Outdoor dining regulations have historically just addressed dining in the public right-of-way (ROW), widely familiar as the sidewalk cafés popular in European cities and larger U.S. cities, that over time became more popular in small and mid-sized U.S. cities with historic or traditional downtowns.

In Shoreline, covered outdoor dining on private property attached to buildings have typically been reviewed and approved as part of the building permit process and do not have a separate review and approval processes. Since the COVID-19 pandemic began in 2020, Planning Staff has seen the need for a new type of outdoor dining, the conversion of surface parking lots into outdoor seating areas.

The proposed regulations create more opportunities for outdoor gathering spaces and contribute to achieving the following Comprehensive Plan Goals and Policies:

1. **Goal LU I:** Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods;
2. **Goal LU VII:** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality;
3. **Policy LU7:** Promote small-scale commercial activity areas within neighborhoods that encourage walkability, and provide opportunities for employment and “third places”;
4. **Goal CD III:** Expand on the concept that people using places and facilities draw more people.
5. **Goal ED I:** Maintain and improve the quality of life in the community by:
 - Supporting businesses that provide goods and services to local and regional populations;
6. **Goal ED VIII:** Promote and support vibrant activities and businesses that grow the local economy.
7. **Policy ED7:** Enhance existing neighborhood shopping and community nodes to support increased commercial activity, neighborhood identity, and walkability.
8. **Policy ED17:** Provide fast, predictable, and customer service-oriented permitting processes for commercial improvements, expansions, and developments.
9. **Policy ED22:** Provide incentives for land uses that enhance the city’s vitality through a variety of regulatory and financial strategies.

The overarching goal of the proposed amendments is to make the creation of these outdoor spaces simple for small business owners, while simultaneously delivering attractive places in our community. Staff is looking for direction from the Commission to answer if the proposed amendments would yield this desired result. ***Does Planning Staff’s proposed code language help to create achievable and attractive outdoor seating areas?***

7a. SR - Outdoor Seating Development Code Amendments

BACKGROUND

Staff introduced this topic to the Commission on December 16, 2021. The staff report and attachments for that meeting can be found here:

<https://www.shorelinewa.gov/home/showpublisheddocument/53613/637745719082400000>.

The video recording of the meeting can be found here:

https://shoreline.granicus.com/MediaPlayer.php?view_id=9&clip_id=1266.

COMMISSION QUESTIONS AND COMMENTS

At the December 16, 2021, meeting, Staff asked the Commission the following questions:

1. Is there additional research you would like to see?
2. What other types of community engagement would you like to see?
3. What requirements do you see as essential in having a successful outdoor use code?
4. What ways do you want the city to engage and help small businesses on providing these spaces?
5. What are your thoughts on reducing, or eliminating, surface parking on private property to establish these outdoor spaces?

Commission questions and comments are organized by these questions, with the addition of miscellaneous comments following Staff's responses. Staff responses appear at the end in *italics* after each question/comment from the Commission.

1. Is there additional research you would like to see?

- Commissioner Callahan:
 - Interested in the potential for sidewalk cafes on 145th and 185th Streets in station areas; would like us to look at width of sidewalks and if it is possible.
 - Concerned about the safety aspect of outdoor dining, for example what happened with Monka Brewing earlier this year when a car crashed through the railing and through the outdoor seating. Would like to hear more thoughts on how close seating areas should be to traffic, perhaps limited by speed limit or require barriers?
- Commissioner Lin: Provide an aerial map of areas this would possibly take place—what areas is it allowed or where will we see it?
- Chair Mork: We need to collect data, information that can help describe where we are at with this topic.

Staff Response: The City of Shoreline's 2011 Transportation Master Plan, which is currently being updated, provides the framework for understanding the context of sidewalks in Shoreline. Sidewalks are only located sporadically throughout the City. Many of the sidewalks in Shoreline were built prior to incorporation and do not meet existing City standards for width or for ADA compliance.

7a. SR - Outdoor Seating Development Code Amendments

However, over the past several years many sidewalks have been constructed/re-constructed through the City's Capital Projects program, including the Aurora Corridor Improvement Project, North City Project, and various sidewalks through the 2018 voter-approved Sidewalks Program. In addition, sidewalks have been constructed by developers as part of required frontage improvements as properties are redeveloped. In contrast to the City's Capital projects, the sidewalks constructed by developers are piece-meal, often disconnected, and only located adjacent to their property.

*In developing the proposed amendments, Staff analyzed the width of sidewalks required by current design standards, zoning designation, location of existing restaurants, and traffic speed to identify five (5) areas with the potential for outdoor seating in the right-of-way, or in the case of Shoreline Place and Parkwood Plaza, onsite outdoor seating on private property with the conversion of surface parking stalls (**Attachment B**). As seen in the Google Streetview images in **Attachment B**, areas with planned sidewalks wide enough to accommodate outdoor dining (eight feet) are not located on the types of local streets typical of sidewalk dining in other cities (e.g., pedestrian-oriented, lower speeds).*

Staff is providing this information at the request of the Commission, but the proposed amendments are limited to outdoor seating areas on private property. Staff is not proposing use of the public right-of-way because of the limited number of areas that would be suitable for such use and the additional regulatory framework associated with private use of the public right-of-way. However, the amendments under consideration would not preclude future amendments for seating areas in the right-of-way.

2. What other types of community engagement would you like to see?

- Former Commissioner Malek: Include the Shoreline Chamber of Commerce, get feedback at a luncheon meeting, Council of Neighborhoods presentation.
- Chair Sager: Engage businesses—is there way for them to engage with their customers and see what they think? Hand out a survey to their customers to get back to the City?

Staff Response: See Public Engagement section, starting on Page 6 below.

3. What requirements do you see as essential in having a successful outdoor use code?

- Commissioner Galuska: The "white wedding tent" look should be temporary not permanent. We should have design guidelines. There are safety issues with streateries, where they are allowed should be based on street type.
- Commissioner Lin: Start to categorize where certain types will work or not; preferable walking routes to/from/between businesses, these will be more successful for outdoor dining.
- Former Commissioner Malek: Safety issues are key, speed of traffic and time of day these are allowed to operate. Supports allowing these in woonerf street types.
- Former Commissioner Mork: Expand use, not limited to just restaurants/bars.

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- Commissioner Rwamashongye: This needs to look presentable, manage the look and feel. In the Fairhaven area of Bellingham, this is allowed for retail businesses too, not just restaurants/bars.
- Chair Sager: Safety is a key issue, having sidewalks, curb cuts, issues with extensions chords, curb stops in surface parking lots, lighting, needs to be well lit.

Staff Response: The proposed amendments address the Commission's concerns in the following ways:

- *To address safety, there is a requirement for a barrier around the outdoor seating area.*
- *To address aesthetics, the proposed amendments contain general requirements for quality and durable materials for weather protection (e.g., tents, umbrellas) and furniture (e.g., tables, chairs). Staff proposes to develop an administrative "how-to" guide that provides more specific examples of desired weather protection and furniture types and styles.*
- *Staff is proposing that these outdoor areas be for businesses that serve food and/or beverage, which is consistent with the directive from City Council. There has been no demand to use these spaces for retail or any use other than those serving food and/or beverage, so staff is not proposing it be expanded in this way at this time. Further, if a business owner did want to have a seasonal outdoor sale, it would be allowed under the City's temporary use provisions found in [SMC 20.30.295](#). Staff requests that the Commission discuss whether unrestricted use should be allowed or if these outdoor areas should be limited to eating and drinking establishments, brewpubs, microbreweries and microdistilleries as proposed by Planning Staff.*

4. What ways do you want the city to engage and help small businesses on providing these spaces?

- Former Commissioner Mork: There have been many businesses closed due to the pandemic—is there potential for unused surface parking lots to be used temporarily for pop-ups? Can we connect empty businesses to those interested in doing a pop-up?
- Commissioner Rwamashongye: We need to encourage businesses to use this, talk with business owners.

Staff Response: Additional staff resources are needed in order to develop a website or program to connect those interested in using vacant lots for outdoor seating. The initial response from small businesses is they saw great benefit for outdoor areas early in the pandemic, when there were capacity restrictions on indoor gatherings. While some of the businesses continue to see a great benefit, many others have discontinued the use and are not interested in creating an outdoor seating area now that indoor capacity is not restricted.

5. What are your thoughts on reducing, or eliminating, surface parking on private property to establish these outdoor spaces?

- Former Commissioner Malek: Supports minimizing unnecessary parking as outlined in [The High Cost of Free Parking](#).

7a. SR - Outdoor Seating Development Code Amendments

Staff Response: The proposed amendments contain a provision regarding off-street parking that requires no additional off-street parking for these outdoor areas, and proposes an allowed conversion of some off-street surface parking.

6. Other Commission questions and comments.

- Commissioner Lin: What is our policy for food trucks? Can we have "food truck zones" near high schools or other areas where they would be used at peak times?
- Former Commissioner Mork: Think about it in broader ways, maybe a pilot to start and allow "pop-ups" in empty parking lots with ecology blocks.
- Commissioner Rwamashongye: Could a brewery partner with a food truck?
- Chair Sager: Is there any code to allow a hot dog cart in a parking lot?

Staff Response: The City has a [Food Trucks handout](#) that describes how this use is regulated. Food Trucks are permitted uses in commercial zoning districts and do not require a permit from the City in these zones. For further detail, see the [handout](#).

PUBLIC ENGAGEMENT

Staff contacted the five (5) eating and drinking establishments that received outdoor seating registrations for private property under the interim regulations. Staff did not get a response from one (1) business, and three (3) businesses are no longer operating their outdoor seating areas. Monka Brewing continues to utilize its outdoor seating under the interim regulations.

Staff contacted local business owners and operators to participate in a short online survey and a small focus group.

Online Survey

The purpose of the survey was to better understand outdoor seating currently and how the City can better help local businesses. The survey was open from March 22 to April 10, 2022, and asked a total of eight (8) questions.

The survey was publicized in the following ways:

- The Outdoor Seating project [website](#) included a link to the survey;
- Emails were sent with a link to the survey to the following:
 - Registered business license contacts that provided an email address, with the list narrowed down by staff based on if the name appeared to be a restaurant, bar, brewery or retail operation. Businesses that didn't clearly fit into those categories were not emailed, although some businesses may have been emailed that didn't fit those categories (105 email addresses, six of which staff received an "undeliverable" message in response);
 - Nathan Daum, the City's Economic Development Program Manager;
 - Selam Habte, Business Outreach Consultant for the Shoreline Chamber of Commerce;

7a. SR - Outdoor Seating Development Code Amendments

- A post card was mailed with a link to the survey to registered business license contacts that provided an email address, with the list narrowed down by staff based on if the name appeared to be a restaurant, bar, brewery or retail operation. Businesses that didn't clearly fit into those categories were not mailed, although some businesses may have been mailed that didn't fit those categories (472 addresses, 65 of which were returned to sender and never made it to the desired recipient); and
- A post on the City's Facebook and Twitter sites.
- The survey was available in seven languages: Amharic, Chinese (simplified and traditional), English, Korean, Spanish, Thai and Vietnamese. These languages were selected based on outreach to restaurant businesses by the City's Environmental Services Program Manager, Cameron Reed, related to commercial composting.

Results

There were 25 total responses to the survey, with a completion rate of 60 percent. Most respondents own or operate a restaurant, café, bar, or brewery. About half of respondents knew the City had interim regulations allowing outdoor seating spaces with the public right-of-way (sidewalk) and on private property. Slightly more than half of respondents already had, or created during the pandemic, an outdoor seating area at their business. The largest barrier respondents noted to creating an outdoor seating area was that the City's existing regulations did not allow these areas on a permanent basis. Most respondents identified reducing or waiving City permitting fees as the best way the City could help a business have an outdoor area, followed closely by providing more information on regulations/permitting, and developing a how-to-guide on successful outdoor spaces. About half of respondents said they have extra off-street parking at their business they would willing to convert to an outdoor area for their customers

Common themes in the "fill in the blank" portions of the survey included limitations with Washington State Liquor and Cannabis Board regulations, reduced need for outdoor seating now that indoor use is allowed at full capacity, and concerns with public safety and monitoring of outdoor areas when the business is not in operation.

Attachment C is a full summary of the survey results.

Focus Group

Following the closing and analysis of the online survey, City staff met with a small focus group consisting of three (3) local business owners of restaurants, bars and breweries. The focus group discussion resulted in several themes which are outlined below.

- *Communication and Assistance*: A complicated permitting process is a barrier to businesses in trying to establish an outdoor use. Help would be welcome in the form of a staff permitting liaison, an outdoor use guide, and pre-approved

7a. SR - Outdoor Seating Development Code Amendments

building plans that a business owner could submit with their permit materials without having to come up with their own plans.

- *Flexibility and Autonomy:* The focus group emphasized the importance of being flexible, and to avoid being overly prescriptive or hyper-focused on aesthetics when drafting regulations and framing the permitting process. Most decisions, such as the look and feel of the space, and how much parking is needed, should be put in the hands of the business owner. They also expressed interest in expanded outdoor use area for special events, such as Oktoberfest.
- *Importance of Outdoor Seating Areas:* The focus group expressed great enthusiasm and gratitude for having outdoor seating areas, especially during the first year of the pandemic as it was the only revenue-generating area keeping them in business.
- *Location of Outdoor Seating Areas:* The focus group expressed interest in street closures, with the example of a street in Bothell, but also available onsite areas, including converting surface parking.
- *Other Regulatory Requirements:* Even with great flexibility and improved parking requirements from the City, there are still other regulations that ultimately determine how a business can operate including the Building and Fire Codes and the Washington State Liquor and Cannabis Board. The City cannot control the State's requirements for the Building and Fire Codes but can provide better information to business owners.
- *Parking:* The focus group advocated for reexamination of the City's off-street parking requirements. The requirements seem outdated given the recent travel mode shift in many of parts of the City where new denser housing is being constructed. Many patrons arrive to their business in ways other than a vehicle that will park onsite, including walking, bicycling, public transit, and ride-share.

Conclusion:

The survey results and focus group have informed the approach Staff is taking on this project and the proposed code amendments. The bulleted points below are part of the proposed amendments shown in **Attachment A** and are based on the highest priorities stated by business owners/operators in the online survey and focus group.

- Simple, flexible regulations that aren't overly concerned with aesthetics or contain burdensome requirements;
- Allow conversion of off-street parking; and
- Streamlined permitting process.

Staff used the information from research performed as a follow-up to Commission questions and comments, the online survey, and the focus group to draft the proposed amendments. **Attachment A** includes the proposed Development Code amendments in legislative format.

ANALYSIS AND DISCUSSION

In determining the appropriate conversion of off-street parking to outdoor space, Staff used four different sites to examine real world impacts. *Table 1: Parking Impact*

7a. SR - Outdoor Seating Development Code Amendments

Summary Table (below) summarizes the research given different proposed code language, and diagrams are attached as **Attachment D**.

Regarding off-street parking conversion to outdoor use below is the language that appears in **Attachment A** (staff recommendation) and two alternatives for the Commission to consider.

1. **Attachment A Language (Staff Recommendation):** 2. On single-tenant sites, up to four required off-street parking spaces, or thirty percent (30%) of required off-street parking spaces, whichever is **greater**, may be converted to outdoor seating, even if the conversion causes the site to become nonconforming in regard to required off-street vehicle parking. On multi-tenant sites, up to four required off-street parking spaces per tenant, or thirty percent (30%) of required off-street parking spaces, whichever is **lesser**, may be converted to outdoor seating, even if the conversion causes the site to become nonconforming in regard to required off-street vehicle parking. [emphasis added]
2. **Alternative 1 (“Greater” Applies to All):** Up to four required off-street parking stalls per tenant, or thirty percent (30%) of required off-street parking stalls, whichever is **greater**, may be converted to outdoor seating, even if the conversion causes the site to become nonconforming in regard to minimum off-street parking. [emphasis added]
3. **Alternative 2 (30% use area limitation):** Up to four required off-street parking spaces per tenant, or **thirty percent (30%) of the gross floor area of the principal use(s)**, whichever is **greater**, may be converted to outdoor seating, even if the conversion causes the site to become nonconforming in regard to required off-street vehicle parking. [emphasis added]

The impact of the options is outlined below.

- Multi-tenant Sites:
 - Gateway Plaza: As detailed in *Table 1*, for a large multi-tenant site like Gateway Plaza, where some tenants are restaurants, and many are not, the staff recommended language and Alternative 2 both result in a reduction of 24 off-street stalls (from 183 to 159), while Alternative 1 results in a reduction of 55 off-street parking stalls (from 183 to 128).
 - Royal Unicorn: In contrast, a multi-tenant site like Royal Unicorn, where it is the only restaurant of the seven tenants, the staff recommended language results in a reduction of four stalls (from 51 to 47), while Alternative 1 results in a reduction of 15 off-street parking stalls (from 51 to 36), and Alternative 2 results in a reduction of six stalls (from 51 to 45). The staff recommended language limits conversion on multi-tenant sites, and most impacts multi-tenant sites with just one restaurant, such as Royal Unicorn. Alternative 1 allows the largest amount of parking to be converted on multi-tenant sites, while Alternative 2 allows the same amount as the staff recommended language on the Gateway Plaza site and more parking to be converted on the Royal Unicorn site.

7a. SR - Outdoor Seating Development Code Amendments

- Single-tenant Sites: For single-use sites like Jersey’s and Monka, the staff recommendation and both alternatives have an equal impact on Jersey’s but different impacts on Monka. Jersey’s parking lot is much smaller than Monka’s and its building is much larger. For a site like Monka, with a small building but a lot of surface parking, the staff recommended language and Alternative 1 are the most beneficial, in terms of converting off-street parking stalls to outdoor use.

Table 1: Parking Impact Summary Table

	Gateway Plaza	Jersey’s Great Food & Spirits	Monka Brewing	Royal Unicorn
<i>Building Gross Square Footage</i>	10,247 sq. ft.	3,053 sq. ft.	1,364 sq. ft.	3,600 sq. ft.
<i>Current Total Off-Street Parking Spaces</i>	183	16	24	51
<i>Staff Recommended Language</i>	<ul style="list-style-type: none"> • 159 parking stalls remaining • 4,080 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 11 parking stalls remaining • 850 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 17 parking stalls remaining • 1,090 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 47 parking stalls remaining • 680 sq. ft. outdoor area
<i>Alternative 1 Language: “Greater” Applies to All</i>	<ul style="list-style-type: none"> • 128 parking stalls remaining • 9,350 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 11 parking stalls remaining • 850 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 17 parking stalls remaining • 1,090 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 36 parking stalls remaining • 1,870 sq. ft. outdoor area
<i>Alternative 2 Language: 30% Use Area Limitation</i>	<ul style="list-style-type: none"> • 159 parking stalls remaining • 4,080 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 11 parking stalls remaining • 850 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 20 parking stalls remaining • 680 sq. ft. outdoor area 	<ul style="list-style-type: none"> • 45 parking stalls remaining • 1,020 sq. ft. outdoor area

Staff is open to all feedback from the Commission, but in particular is seeking feedback on the following two points of policy in the proposed regulations:

1. Should the outdoor area be restricted to just businesses that serve food and/or beverage? Or should it be available to all permitted uses?
2. Should single-tenant and multi-tenant sites be treated differently in terms of off-street parking that can be converted to the outdoor use area?

Questions to generate discussion include:

7a. SR - Outdoor Seating Development Code Amendments

1. Does the Planning Commission want to extend the outdoor area allowance to only certain uses?
 2. Are there concerns about converting parking at these rates at single-tenant sites?
 3. Are there concerns about converting parking at these rates at multi-tenant sites?
 4. For parking conversation, does the Commission agree with the Staff recommendation, or instead support one of the two alternatives?
-

Next Steps

The next steps on this project include:

- Revise draft regulations based on Commission feedback.
- Hold an additional study session (potentially) and a public hearing before the Planning Commission.
- Submit Planning Commission’s recommendation to the City Council.

The tentative schedule for the Outdoor Use Development Code amendments is as follows:

July 2022	Planning Commission meeting: Study session #2 on the Outdoor Use Development Code Amendments. (Or this could be public hearing if a second study session is not needed)
August 2022	Planning Commission Meeting: Public Hearing on the Outdoor Use Development Code Amendments.
September/October 2022	City Council Study Session and Action on proposed Outdoor Use Development Code Amendments.

Attachments

- Attachment A – Proposed Outdoor Seating Development Code Amendments
- Attachment B – Potential Outdoor Seating Areas
- Attachment C – Online Survey Results
- Attachment D – Parking Analysis

SMC 20.50.260 Outdoor seating design.

- A. Purpose. To allow outdoor seating on private property that creates an active and inviting space for people and promote economic development consistent with the vision for commercial development articulated in the Comprehensive Plan.
- B. Applicability. This section applies to outdoor seating associated with a Brewpub, Eating and Drinking Establishment, Microbrewery, or Microdistillery that is located on the same lot, or part of an interdependent site plan consisting of multiple lots.
- C. Compliance with Other Codes and Standards. All outdoor seating areas shall be operated in a safe and sanitary manner and shall comply with the following:
1. All applicable provisions of Chapter 15.05 SMC Construction and Building Codes, including but not limited to, the International Building Code, the International Fire Code, and the National Electrical Code;
 2. SMC 9.05 Noise Control;
 3. All applicable licensing requirements of the Washington State Liquor and Cannabis Board;
 4. Accessibility requirements of the Americans with Disabilities Act (ADA); and
 5. All applicable provisions of the Code of the King County Board of Health, including but not limited to, Title 5 and Title 5R Food-Service Establishments.
- D. Permit Requirements. Outdoor seating areas shall obtain a permit. If a building permit is required for any structure(s) used for the outdoor area, then review and approval shall occur concurrent with the building permit.
- E. Use. The outdoor seating area shall comply with the following:
1. It shall accessory to a Brewpub, Eating and Drinking Establishment, Microbrewery, or Microdistillery; and
 2. It shall not be used exclusively for storage or accessory uses that do not meet the purpose of this section.
- F. Parking Standards.
1. Outdoor seating areas permitted under this section are not subject to the minimum off-street parking requirements in SMC 20.50.390.
 2. On single-tenant sites, up to four required off-street parking spaces, or thirty percent (30%) of required off-street parking spaces, whichever is greater, may be converted to outdoor seating, even if the conversion causes the site to become nonconforming in regard to required off-street vehicle parking. On multi-tenant sites, up to four required off-street parking spaces per tenant, or thirty percent (30%) of required off-street parking spaces, whichever is lesser, may be converted to outdoor seating, even if

the conversion causes the site to become nonconforming in regard to required off-street vehicle parking.

G. Design Standards. Outdoor seating areas shall comply with the following:

1. If the outdoor seating area is within a building, as defined by the Development Code, then compliance with the minimum setbacks set forth in SMC 20.50.020 is required.
2. Required Barriers.
 - i. Any edge of the outdoor seating area that is within 20 feet of a right-of-way vehicle travel lane shall be enclosed with a permanent or movable barrier(s).
 - ii. Barrier(s) shall be between 30 and 42 inches in height and consist of fencing, railing, planters, or other approved elements. If alcohol is served the barrier(s) shall comply with WAC 314-03-200, as amended, which shall satisfy this code provision.
 - iii. Barrier(s) shall be constructed of finish quality materials such as steel, safety glass or finished wood, or other approved materials as determined by the Director.
 - iv. Barriers(s) shall comply with the clear sight triangle standards required by The Engineering Development Manual.
3. Tables and Seating.
 - i. Tables and seating shall not obstruct doors or exits.
 - ii. Tables and seating shall be made of durable, quality materials, including molded plastic, resin wicker, decorative metal or finish grade wood, or other approved materials as determined by the Director.
4. Weather Protection.
 - i. All tents, canopies, fabric screens, and umbrellas are subject to approval by the building official for any structural requirements and by the fire marshal for flame-retardance.
 - ii. Tents, canopies, awnings, fabric screens, and umbrellas shall be made of durable, quality materials.
5. Operation and Maintenance. Any of the elements of the outdoor seating areas are not permitted and shall be removed if they are not securely attached, create a traffic hazard, or are not maintained in good condition and free of damage, including but not limited to holes, rips, dents, or mold.

Potential Outdoor Seating Areas

	Street Name	From	To	Side	Amenity Zone	Sidewalk Width	Speed Limit	Zoning	Comments
A	15th Ave NE	NE 145th Street	NE 150th St	Both	5.5	8	35 MPH	Community Business	City border with Seattle
B	Ballinger Way NE	15th Ave NE	Approx. 600 feet south east of 19th Ave NE	Both	19.5	8	40 MPH	Community Business/Mixed Business	Lots of parking
C	Midvale Ave N	N 184th St	N 185th Street	East	5	10	25 MPH	Town Center	Gateway Plaza, E Line access
D	Shoreline Place			Site				Mixed Business	Large redevelopment site with Developers Agreement, Lots of parking, Farmers Market location, E Line access
E	Parkwood Plaza			Site				Mixed Business	Lots of parking, E Line access



Zoning 2021

Zoning Phase

- 185th Station - Phase 3 (Unlock 2033)
- 145th Station - Phase 2 (Unlock 2033)

Zoning Designation

- MUR-70; Mixed Use Residential (70' height)
- MUR-45; Mixed Use Residential (45' height)
- MUR-35; Mixed Use Residential (35' height)
- MB; Mixed Business
- CB; Community Business
- NB; Neighborhood Business
- PA 3; Planned Area 3
- C; Campus
- CZ; Contract Zone
- R-48; Residential, 48 units/acre
- R-24; Residential, 24 units/acre
- R-18; Residential, 18 units/acre
- R-12; Residential, 12 units/acre
- R-8; Residential, 8 units/acre
- R-6; Residential, 6 units/acre
- R-4; Residential, 4 units/acre
- TC-1 to TC-3; Town Center
- TC-4; Town Center
- PA 4; Planned Area 4

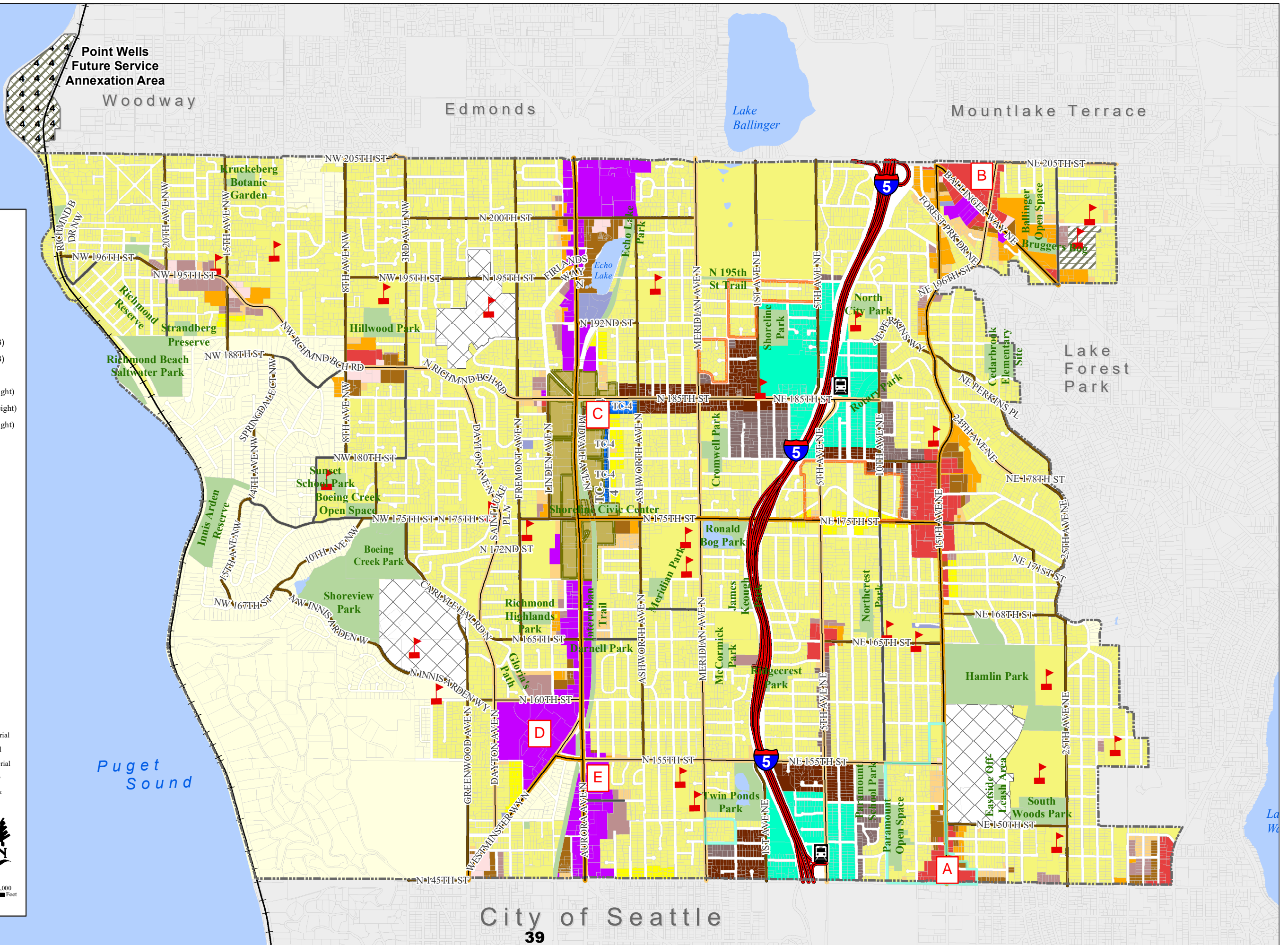
Other Map Features

- Light Rail Station
- City Boundary
- School
- Burlington Northern Rail
- Open Water
- Tax Parcel
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Local Primary
- Shoreline Park

Representation of Official Zoning Map
 Adopted by City Ordinance Nos: 292, 811, 836,
 837, 838, & 925
 Shows amendments through May 10, 2021.

1 inch = 2,000 feet
 0 500 1,000 2,000 3,000 4,000 Feet

Date: 7/2/2021 | Request: 29200



1. Black Pearl Chinese Cuisine - 14602 15th Ave NE
2. Coffee Shack Drive Thru Coffee Stand - 14615 15th Ave NE
3. Touch Downs Sports Bar and Grill - 14622 15th Ave NE
4. Java Jane Drive Thru Coffee Stand - 14500 15th Ave NE
5. Food Truck (Breakfast Burritos) - Behind 14602 15th Ave NE

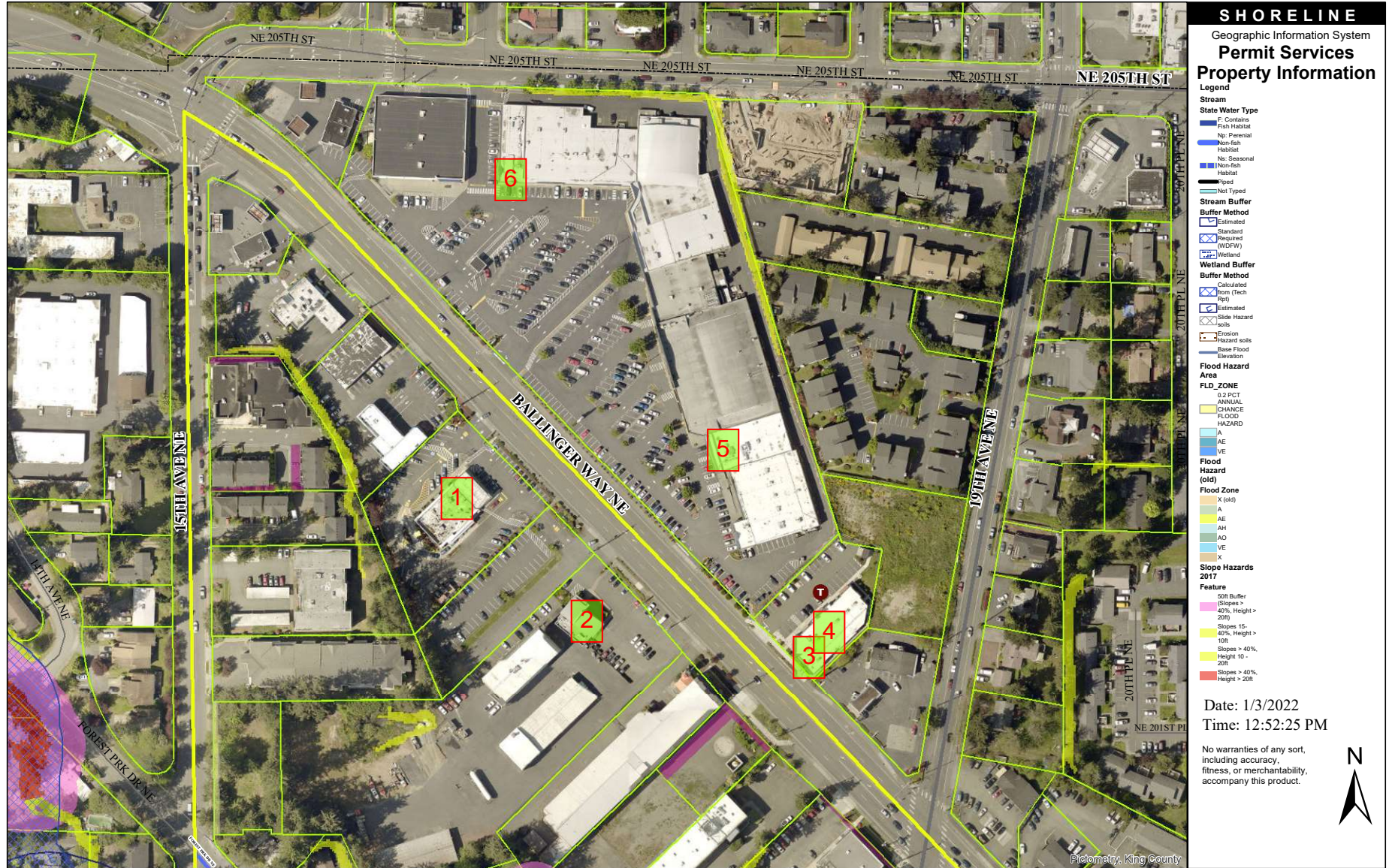


Area A

Area A: 15th Ave NE and NE 146th St



1. McDonald's - 20227 Ballinger Way NE
2. Pagliacci Pizza - 20059 Ballinger Way NE
3. Domino's - 20030 Ballinger Way NE
4. Lee's Grill 'n Bento - 20030 Ballinger Way NE
5. Starbucks - 20132 Ballinger Way NE
6. Subway - 20238 Ballinger Way NE



Area B

Area B: Ballinger Way NE & 19th Ave NE



1. Thai Bistro - 18336 Aurora Ave N # 116
2. Starbucks - 18336 Aurora Ave N #114
3. Cali Burger - 18336 Aurora Ave N # 113
4. Little Caesars Pizza - 18336 Aurora Ave N # 107
5. Kobe Bento Teriyaki - 18336 Aurora Ave N # 106
6. Menchi's Frozen Yogurt - 18336 Aurora Ave N # 101B

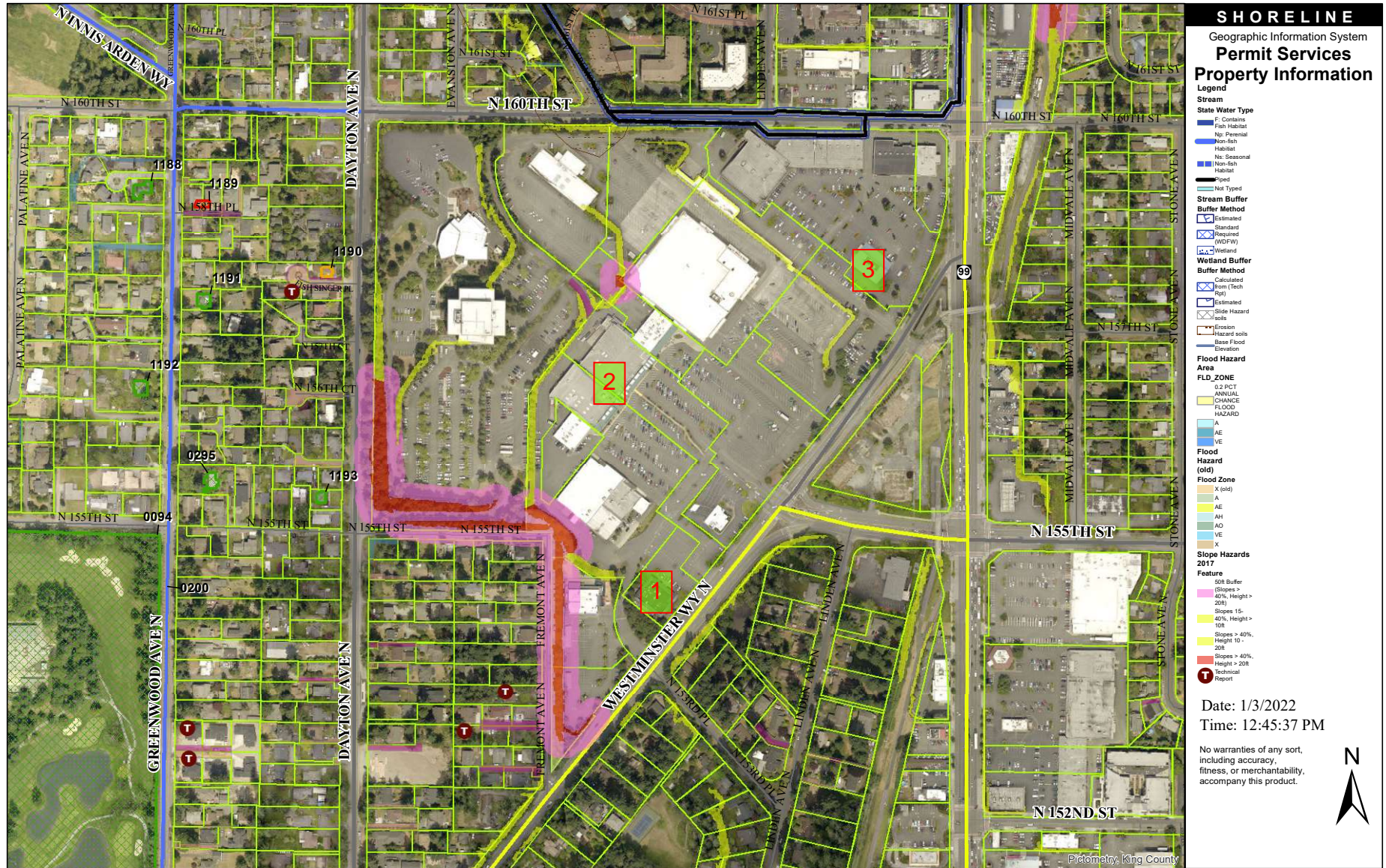


Area C

Area C: Midvale Avenue between N 184th and N 185th Streets



1. Super China Buffet - 15323 Westminster Way N
2. Kitchen Central - 15505 Westminster Way N
3. Chipotle Mexican Grill - 15725 Westminster Way N



Area D

Area D: Shoreline Place



1. Shari's Cafe and Pies - 15252 Aurora Ave. N
2. Mediterranean Oasis - 15238 Aurora Ave. N
3. Starbucks - 15226 Aurora Ave. N
4. Le's Pho Tai - 15210 Aurora Ave. N
5. Fil-Am Food & Gifts - 15206 Aurora Ave. N
6. Old Village Korean Charcoal Bar-B-Q - 15200 Aurora Ave. N



Area E

Area E: Parkwood Plaza



Outdoor Seating Survey Results



Image Credit: Ryan Givens



Survey Background

- Business owners/operators asked eight questions
- Survey open March 22 – April 10, 2022

Survey Background

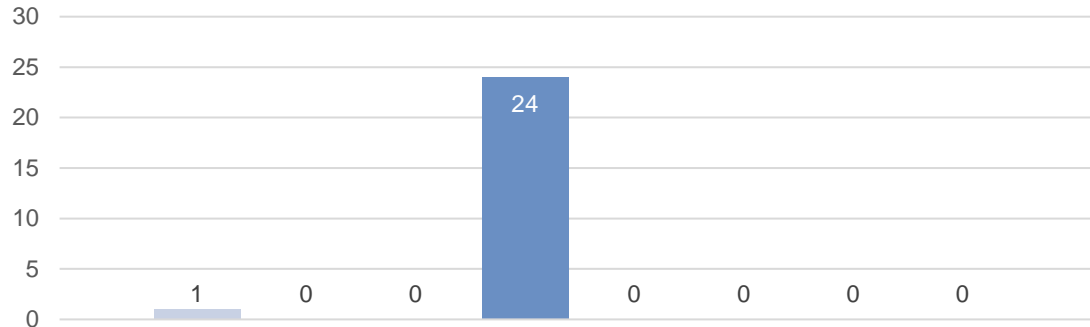
- The following methods were used to invite business owners/operators to take the survey:
 - Project website linked to survey
 - Emails were sent to business community contacts
 - Post card mailed and emailed to owners/operators
 - Post on City's Facebook and Twitter

Survey Response Summary

- Total responses: 25
- Completion rate: 60%
- Average time spent: 2 minutes

Question 1

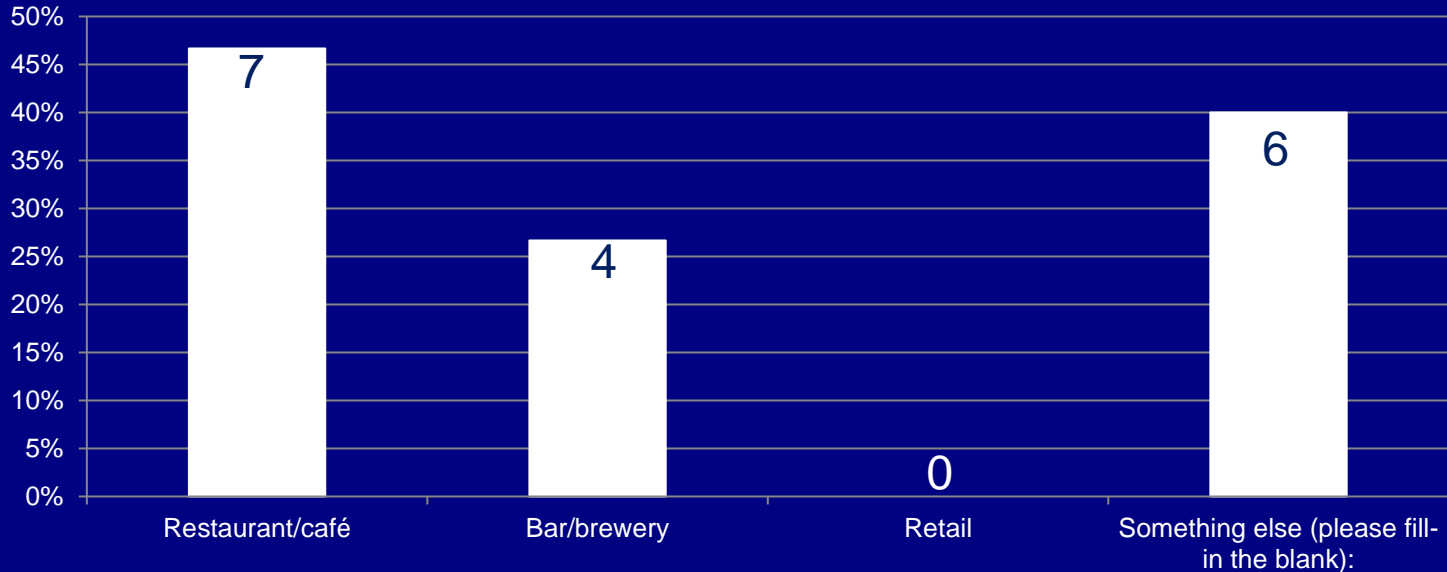
In which language do you want to take this survey?



- አማርኛ (Amharic)
- 中国传统的 (Chinese (Traditional))
- 简体中文 (Chinese (Simplified))
- English
- 한국어 (Korean)
- Español (Spanish)
- ไทย (Thai)
- Tiếng Việt (Vietnamese)

Question 2

What kind of business do you have in Shoreline?
(check all that apply)



Question 2

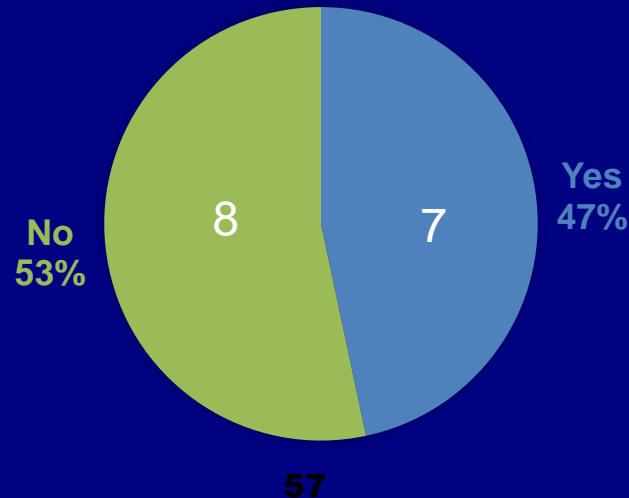
What kind of business do you have in Shoreline? (check all that apply)

Something else (please fill-in the blank):

- Ice arena (1)
- Salon (1)
- Food processor (1)
- Counseling and publishing (1)
- Electrical contracting (1)
- Theatre productions (1)

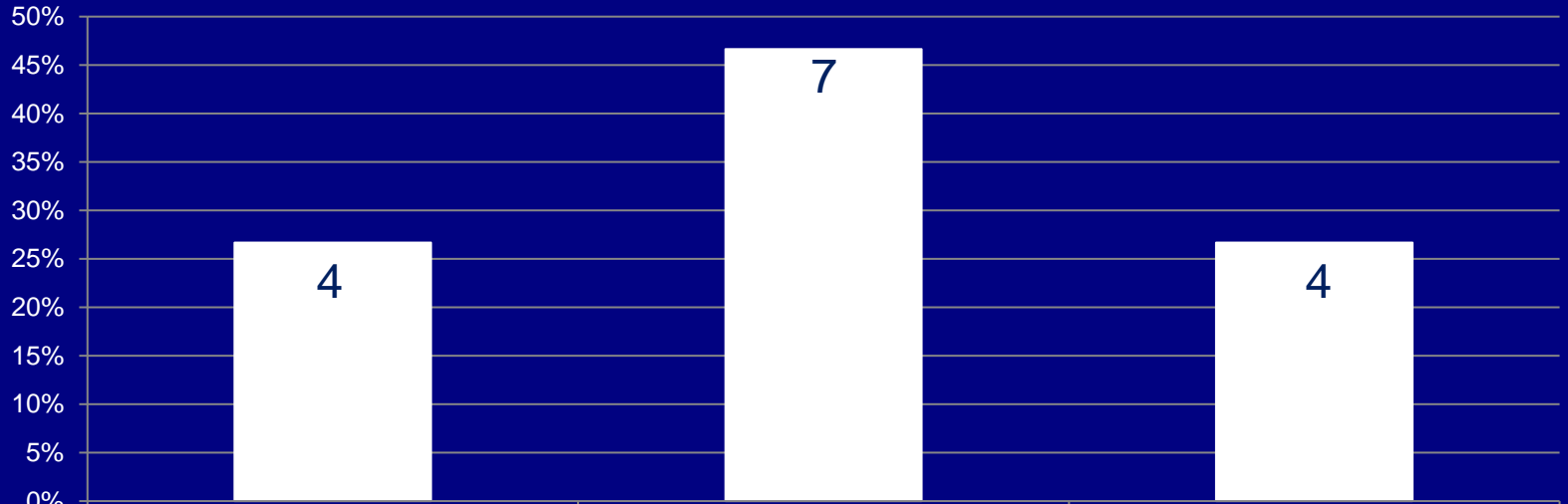
Question 3

Did you know about the City's temporary regulations allowing outdoor seating spaces on the sidewalk and on private property such as in parking lots?



Question 4

Did you create, or do you have already, an outdoor seating area for your business?



If you answered yes, how often was the space used by your customers?



Question 4

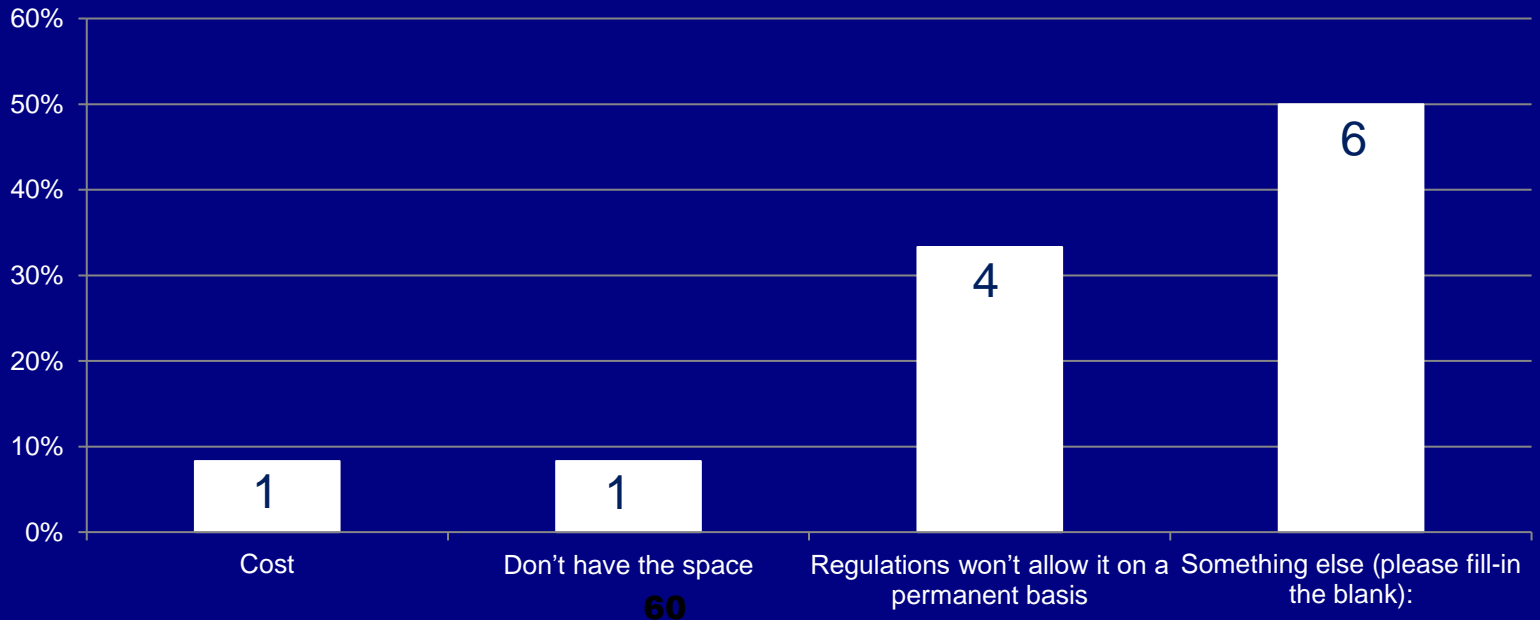
Did you create, or do you have already, an outdoor seating area for your business?

If you answered yes, how often was the space used by your customers?

- Daily (2)
- In the summer (1)
- We used every day during Covid so we could stay open for business (1)

Question 5

What is the biggest barrier to you creating an outdoor seating area?



Question 5

What is the biggest barrier to you creating an outdoor seating area?

Something else (please fill-in the blank):

- People who sit in our parking lot bring their own chairs – summertime
- Having to maintain drug abuse in my seating area
- Seeing customers via zoom at this time

Question 5

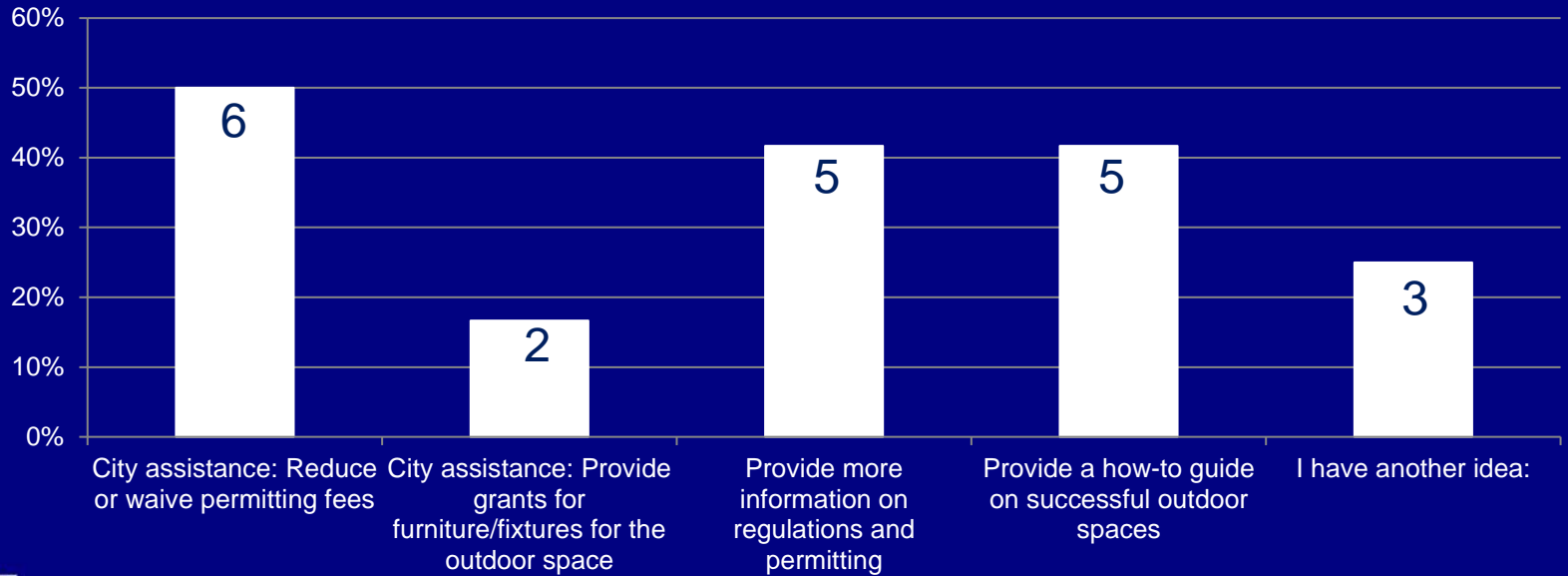
What is the biggest barrier to you creating an outdoor seating area?

Something else (please fill-in the blank):

- Liquor control board regulations restricting drinking areas to pre-approved areas with 4 foot barriers. Otherwise we would erect roped off area in parking lot for more food and alcohol consumption.
- Don't need. It rain all the time.
- Don't have a permanent venue, so it's irrelevant

Question 6

How can the City better help you have an outdoor area for your business (select all that apply)?



Question 6

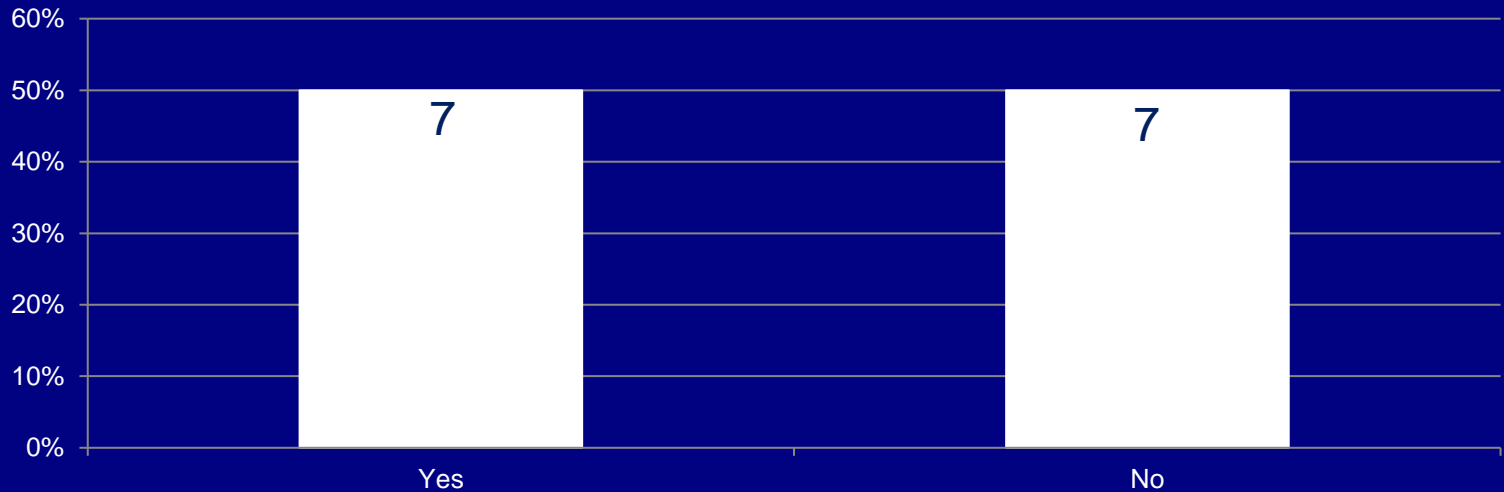
How can the City better help you have an outdoor area for your business (select all that apply)?

I have another idea:

- Police involvement while area is being unused
- Beer and wine regulations prevent some use
- Have liquor-cannabis board pre-approve designs in concert with city-preapproved designs

Question 7

Do you have extra onsite parking at your business you would be willing to convert to an outdoor area for your customers?



Question 8

We get that we're not thinking of everything. Tell us your thoughts and opinions on the topic below so we can work together on this.

- Outdoor seating for food service businesses is wonderful to have on warmer days and adds a more community friendly vibe to the neighborhood.
- We have a good size patio with seating available to our customers.
- It does not matter if the city says ok, if liquor cannabis board does not. The city and liquor cannabis board requirements have to be as stringent as each other.

Question 8

We get that we're not thinking of everything. Tell us your thoughts and opinions on the topic below so we can work together on this.

- We love Shoreline and want our business to thrive so we can support the City of Shoreline. We want the opportunity to keep our staff employed by offering indoor and outdoor service without so many restrictions that were put upon us during Covid times.

Question 8

We get that we're not thinking of everything. Tell us your thoughts and opinions on the topic below so we can work together on this.

- My outdoor area has been camped in, [redacted] in, littered in and used as a drug spot. I've fixed up the area to be secure so I don't have to clean up needles and garbage and splattered food and urine and [redacted] and [redacted] covered sheets and urine soaked clothing but the area is broken into and I'm tired of paying people to fix the fence. I'm tired of finding the time everyday to clean up this area. I'm tired of worrying about what's going on while I'm away from my business. I'm tired of worrying if my customers will somehow harm themselves in my outdoor area because I missed something like broken glass or used needles.

Parking Analysis

Gateway Plaza

Eating & Drinking Establishments on Parcel #7276100100 (all data is just for this parcel)

1. Thai Bistro - 18336 Aurora Ave N #116; tenant space is 2,919 sf; dining area is 1,039 sf
2. Starbucks - 18336 Aurora Ave N #114; tenant space is 1,459 sf; dining area is 644 sf
3. Cali Burger - 18336 Aurora Ave N #113; tenant space is 1,111 sf; dining area is 495 sf
4. Little Caesars Pizza - 18336 Aurora Ave N #107, tenant space is 1,383 sf; no dining area (just seating area for people waiting for order pick-up)
5. Kobe Bento Teriyaki - 18336 Aurora Ave N #106, tenant space is 1,428 sf; dining area is 510 sf
6. Menchi's Frozen Yogurt - 18336 Aurora Ave N #101B, tenant space is 1,947 sf; dining area is 485 sf

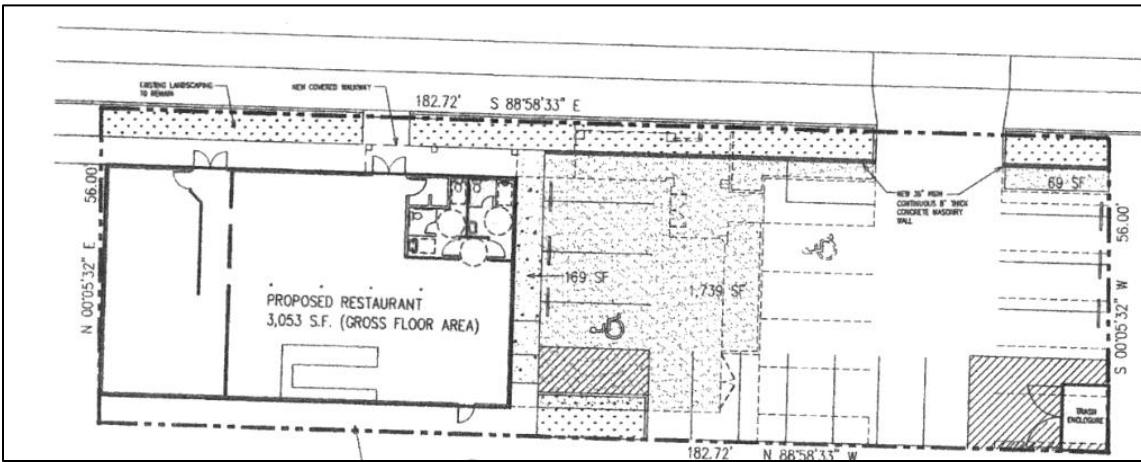
- Building gross square footage (just the tenants listed): 10,247 sf (total building with all tenants is 49,260 sf)
- 30% of gross square footage: 3,074 sf (so 18 parking spaces¹)
- Number of current onsite parking spaces: 183
- 30% of parking spaces: 55



¹ This assumes a standard parking stall of 8.5 feet wide by 20 feet long, which is 170 sq. ft.

Jersey's Great Food & Spirits (1125 N 152nd St)

- Building gross square footage: 3,053; dining area is 1,095 sf
- 30% of gross square footage: 916 sf (so 5 parking spaces)
- Number of current onsite parking spaces: 16
- 30% of parking spaces: 5



Monka Brewing (17211 15th Ave NE)

- Building gross square footage: 1,364; tasting room is 291 sf
- 30% of gross square footage: 409 sf (so 2 parking spaces)
- Number of current onsite parking spaces: 24
- 30% of parking spaces: 7



Royal Unicorn (615 NW Richmond Beach Rd)²

- Building gross square footage: 3,600 (just Royal Unicorn)
- 30% of gross square footage: 1,080 sf (so 6 parking spaces)
- Number of current onsite parking spaces: 51
- 30% of parking spaces: 15



² There are 7 other tenants in this building, but the Royal Unicorn is the only Eating and Drinking Establishment, total building with all tenants is 12,304 sf