



## SHORELINE PLANNING COMMISSION PUBLIC HEARING AGENDA

Thursday, October 19, 2023

Council Chamber – Shoreline City Hall

7:00 p.m. <https://us02web.zoom.us/j/83021796882?pwd=djNIUzNDcEMvSzRMcWIUNTRuZi9ZZz09>  
253-215-8782 | Webinar ID: 830 2179 6882 Passcode: 561203

*This meeting is conducted in a hybrid manner with both in-person and virtual options to attend.*

	<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. [October 5, 2023 – Draft Minutes](#)

*The Planning Commission provides several options for public comment: in person in the Council Chamber; remote via computer or phone; or through written comment. Members of the public may address the Planning Commission during Public Hearings for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's comments are being recorded.*

**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 for Remote Public Comment](#) 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.

5. GENERAL PUBLIC COMMENT	7:04
6. PUBLIC HEARING	
(a) <a href="#">Transportation Concurrency Development Code Amendments</a>	7:05
7. STUDY ITEMS	
(a) <a href="#">Ground Floor Commercial Development Code Amendments</a>	7:35
(b) <a href="#">Transit Bus Bases and Individual Transportation and Taxi Facilities         Development Code Amendments</a>	8:05
8. UNFINISHED BUSINESS	8:35
9. NEW BUSINESS	8:36
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:37
11. AGENDA FOR NEXT MEETING: November 2, 2023	8:38
12. ADJOURNMENT	8:40

*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 REGULAR MEETING**

October 5, 2023  
7:00 P.M.

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**Commissioners Present**

Vice Chair Julius Rwamashongye  
Commissioner Leslie Brinson  
Commissioner Janelle Callahan  
Commissioner Andy Galuska  
Commissioner Mei-shiou Lin (online)

**Staff Present**

Rachel Markel, Planning Director  
Andrew Bauer, Planning Manager  
Steve Szafran, Senior Planner  
Elise Keim, Planner  
Carla Hoekzema, Planning Commission Clerk

**Absent:**

Chair Pam Sager (excused)  
Commissioner Christopher Mosier (excused)

**CALL TO ORDER**

Vice Chair Rwamashongye 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 presented.

**APPROVAL OF MINUTES**

The minutes of September 21, 2023 were accepted as presented.

**GENERAL PUBLIC COMMENT**

There were no general public comments.

**STUDY ITEM: 2024 Comprehensive Plan Update: Discussion of Vision Alternatives, Racial Equity Analysis, and Phase 2 Engagement**

Planning Manager Andrew Bauer, Senior Planner Steve Szafran, and Planner Elise Keim gave an update on the 2024 Comprehensive Plan update efforts related to the vision statement alternatives, racial equity analysis, and Phase 2 outreach and engagement.

Vision Alternatives:

Mr. Szafran explained that the current vision statement was drafted in 2012. Of the recent online open house participants, 85% thought the vision statement was still relevant or mostly relevant with a slight majority of respondents who felt that more needed to be added. Themes reflecting respondents’ values, priorities, and concerns related to housing, safety, nature, and the structure or “feel” of the community.

**Housing:** Housing affordability was a primary issue. Respondents expressed concerns about the ability to age in place and the risk of displacement if they wouldn’t be able to continue to live in their current homes. Other recurrent themes included housing diversity, more availability of smaller scale options, and proximity to services and amenities.

**Safety:** Mentions of safety occurred across multiple questions. The term was used to refer to personal safety as well as community safety. Respondents emphasized that the importance of an individual’s sense of safety referred not only to safety from crime but also safety in mobility and accessibility as they are going throughout the city.

**Nature/Environments:** Respondents indicated they placed a high value on green space, parks, tree canopy, sustainability, and renewable building features.

**The structure or “feel” of the community:** Respondents felt that more needed to be added to the vision, especially around nature and green space; recreational opportunities for all ages (schools, community programs, and cultural activities); and neighborhood scale “feel” and walkability.

Based on responses, three vision alternatives were drafted as part of the Phase 2 engagement:

- Vision Alternative 1 – a slightly modified version of the existing statement.
- Vision Alternative 2 – focuses on the “place and environment”.
- Vision Alternative 3 – focuses on the “people”.

**Discussion Questions:**

1. Does the Commission agree with an abbreviated vision statement?
2. Does the Commission believe that the vision statement alternatives capture the comments and sentiment from the public?
3. Should staff use the language in the original vision statement somewhere else within the introduction of the Comprehensive Plan?
4. What alternative does the Commission prefer?
5. Changes or additions?

Commissioner Galuska said he agreed with the abbreviated version of the vision statement. He likes the idea of having something that would be easier to remember. He also recommended having a bulleted list rather than a longer paragraph.

Commissioner Callahan also liked the more concise statement which would make it more memorable. She can see with the revisions how they listened to the community feedback. She also liked the bulleted list idea. She wondered about including something about what differentiates Shoreline from neighboring communities. What makes this place special?

Commissioner Lin agreed about the shorter version and bullets. She pointed out that people’s attention span for reading is shorter than it used to be, so bullets would make it easier for people to read.

Commissioner Brinson said she appreciated the shorter ones, but the longer text has a sort of storytelling narrative that she also appreciates. She said she would like a combination of people and place – a combination of 2 and 3 - because this document really is about both. She also likes bullet points.

Vice Chair Rwamashongye agreed with previous comments.

Planning Manager Bauer asked if there was a preference between alternatives 2 and 3.

Commissioner Brinson recommended pulling apart the sentences to compare. Her gut reaction is 3. The part she wasn’t seeing was the part about localized business. This is a little more about the “feel”.

Senior Planner Szafran suggested using 3 as the base (with bullets) and pulling parts over from 2.

Racial Equity Analysis:

Ms. Keim explained that recent changes in the Growth Management Act are directing cities to look at racial equity in housing with a lot more intention. With some grant funding from the Department of Commerce along with the guidance from Commerce, Shoreline has prepared a draft racial equity analysis looking at housing trends, demographics, and past and present housing policies and regulations to see if there are any racially disparate impacts in housing in Shoreline. She explained that she would be reviewing the data analysis and policy themes. The report examined both historic and existing housing regulations, policies, and practices for racially disparate impacts, exclusion, and displacement. The report includes an analysis of demographics, housing & race, spatial analysis, and displacement risk analysis.

Demographics: Shoreline has a median age of 42 and is 6% whiter than King County as a whole. Both the County and Shoreline are diversifying as they grow. In Shoreline, 295 members of the population have limited English proficiency with most non-English languages being Asian or Pacific Islander languages.

Shoreline’s housing stock is primarily detached homes with some multifamily and some townhomes. 57% of the housing units were built between 1950 and 1980. Since 1995, most of the new residential growth has been in multifamily units. Shoreline’s high-value properties are concentrated in the west

portion of the city, especially along the waterfront. 64% of homes are owner-occupied. White and Asian households have significantly higher homeownership rates than other racial groups. White households tend to experience less cost burden than other racial or ethnic groups.

Shoreline has a history of intentional racial exclusion. When Shoreline was still unincorporated King County, a number of subdivisions included restrictive covenants that prohibited the sale or occupation of properties within the subdivision to anyone not of the white or Caucasian race. Currently, the distribution of racial groups in the city is not uniform. The main driver of property differences appears to be property value and income.

In parts of the city where zoning is more mixed toward commercial; low, medium, and high residential; and mixed-use zoning, the population is more racially and ethnically diverse. In parts of the city with more limited zoning, with large portions of land zoned for low-density residential, are more racially homogenous.

The racial equity analysis also analyzed risk of displacement. To do this the City prepared a multifactor displacement risk analysis for different neighborhoods in Shoreline. Risk factors included sociodemographic factors, proximity to amenities, physical displacement, and future vulnerability. A composite map showed that the highest displacement risk is around Aurora. Lower income areas and attractive redevelopment areas are at a higher risk.

The equity analysis report details a number of potential policy approaches which are categorized into increasing affordable housing production, preserving existing affordable housing, stabilizing homes at risk of displacement by creating anti-displacement policies and programs, and ensuring that the benefits of development are distributed equitably throughout the city.

Discussion:

Commissioner Galuska commented that producing new low-income housing and protecting low-income housing seem to be in conflict with redevelopment. Ms. Keim agreed and indicated that staff is grappling with this tension. Commissioner Galuska thought it would be helpful to do an analysis of where capital spending has been throughout the city over the past five years or so and where it is proposed in the future.

Vice Chair Rwamashongye commented that the study is fair and shows that there is a lot of work to be done. If they are going to promote development, they should also be thinking about how they are going to accommodate the people they are going to displace. He referred to discussions about LCLIP and concerns about displacing rural areas. He wondered how they are connecting the two concerns while acknowledging that development is going to happen.

Commissioner Brinson referred to displacement and noted this is a really hard topic. In her experience it's more about people programs than physical development. Things like side sewer assistance, property tax exemptions, and a lot of things that are outside the built environment world can help stabilize folks so they can stay in their homes. As they are having necessary conversations about increasing densities, they need to realize there will be a movement of people. Ms. Keim said staff is working with colleagues

in human services to consider other factors related to this. Commissioner Brinson commented that there are a lot of creative things that can happen but they tend to be “one-off” type situations. She spoke to the importance of having a sort of menu of things that could come up as opportunities if someone is poised to take advantage of it.

Commissioner Lin referred to areas with a higher risk of displacement and asked if this data would help support other types of funding resources for low-income housing. Ms. Keim replied thought it could be important to use the information for policies and programs to focus on these areas that have demonstrated a need based on higher displacement risk.

Commissioner Callahan noted there was a strong theme among the commissioners around displacement concerns. She noticed that one of the recommendations is to monitor short-term rentals. She has been worried about this for a couple years because it is not tracked at all, so they don’t know if it is a problem or not. It seems urgent to be able to track those to get a sense of how many there are.

Commissioner Lin added that the data shows the west side of the city is predominantly less diverse. They have previously discussed some mixed-use possibilities on the west side. Those areas should be a high priority for having a high percentage of low-income housing options to balance things out.

Phase 2 Engagement:

Planning Manager Bauer summarized the Phase 2 Engagement process. They are applying lessons learned from Phase 1 with a focus on reaching a broader audience – youth, BIPOC communities, and renters. Phase 2 engagement events will include an online open house, an in-person open house, a Chamber of Commerce workshop, community-based organization interviews, and activities focused on key audiences.

Discussion Questions:

- Are the stated outreach methods appropriate for the next phase of engagement?
- Are there specific organizations that should be considered to engage with?

Vice Chair Rwamashongye said he was impressed with all the kinds of engagement they have done so far. He has attended three or four of the events. He has also seen signs all over the place when he is walking. He acknowledged that staff is trying really hard to get engagement. He reiterated his idea to reach people who have kids in school by using class assignments to ask parents questions and foster engagement with them. Overall, he has been very impressed with all the effort.

Commissioner Callahan asked if the outreach opportunities are more passive or intentional. Planning Manager Bauer said they are transitioning from summer festivals to more focused discussions such as interviews and getting more substantive input that will begin to inform the policy portion. Commissioner Callahan asked if there are any plans for incentives or any type of financial compensation for people that give their time for this. Mr. Bauer explained that staff has been working with a group of community consultants who were compensated for their time. Commissioner Callahan asked if they felt the compensation helped to get better participation. Mr. Bauer thought it depended on the venue and the

amount of time they were asking of people. Ms. Keim thought it was very important especially for the events with a larger time commitment.

Mr. Bauer reviewed next steps. On October 23, staff will be providing City Council with an update on what staff has been up to and the feedback the Planning Commission has given them. In late October/early November staff will issue the Determination of Significance and Scoping Notice and launch the online open house. The in-person open house will be on November 15. In early 2024, staff will identify growth alternatives for environmental review.

**UNFINISHED BUSINESS**

None

**NEW BUSINESS**

None

**REPORTS OF COMMITTEES AND COMMISSIONER ANNOUNCEMENTS**

None

**AGENDA FOR NEXT MEETING**

Staff reviewed the agenda for the next meeting – a public hearing for concurrency updates and two study items related to transit-base development code amendments and non-residential ground floor uses.

**ADJOURNMENT**

The meeting was adjourned at 8:00 p.m.

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Julius Rwamashongye  
Vice Chair, Planning Commission

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Carla Hoekzema  
Clerk, Planning Commission

## 6a. SR - Transportation Concurrency Development Code Amendments

Planning Commission Meeting Date: October 19, 2023 Agenda Item: 6a.

### PLANNING COMMISSION AGENDA ITEM CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Transportation Concurrency – SMC Title 20 Code Amendments  
**DEPARTMENT:** Public Works – Transportation Division  
**PRESENTED BY:** Nytasha Walters, Transportation Services Manager

Public Hearing       Study Session       Recommendation Only  
 Discussion       Update       Other

#### INTRODUCTION

Under the Washington Growth Management Act (GMA), Shoreline is required to ensure that the transportation system adequately accommodates planned land use growth – a requirement known as transportation concurrency. The GMA recognizes the unique conditions around the State and thus allows jurisdictions to define how they measure transportation concurrency. An additional requirement, which was added in 2023 under [HB 1181](#), is that concurrency systems be multi-modal.

The City’s Transportation Element (TE) of the Comprehensive Plan (Comp Plan) provides policy guidance for transportation concurrency that is multi-modal in nature. City staff presented to the Planning Commission in 2021 and 2022 providing information on the ongoing update to the TE. In November 2022, City Council adopted an updated TE as part of the annual Comp Plan amendment docket. The new TE can be viewed in [Ordinance No. 975](#).

A concurrency program based on completeness of the City’s multi-modal transportation system ensures that Shoreline makes progress on building the transportation system envisioned in the Transportation Element concurrent with new development. This is the fundamental goal of the GMA.

Multi-modal system completeness leverages the City’s level of service goals for pedestrian, bike, and transit service as well for vehicles, as these policies informed the development of the projects to be advanced as part of the Transportation Element. This multi-modal approach is aligned with the multi-modal requirements outlined under recently passed HB 1181, which updated the planning framework to improve its responsiveness to climate change.

The proposed approach to multi-modal concurrency provides credit for all types of multi-modal infrastructure that is built and encumbered, but it doesn’t guarantee that a single performance metric, like full build out of the City’s pedestrian system plan or maintaining intersection level of service at all times. Instead, progress towards building out a multi-modal transportation system is used to assess meeting concurrency requirements.



## 6a. SR - Transportation Concurrency Development Code Amendments

To transition the existing concurrency program to this multi-modal approach, staff must update the method of tracking concurrency (training will be provided to facilitate the transition). The Planning Commission's role is to review and recommend to Council amendments to the Shoreline Municipal Code (SMC) Chapter 20 in order to implement changes to the concurrency requirements.

SMC Chapter 20 sets specific standards providing for the City's compliance with the concurrency requirements of the GMA. For concurrency in Shoreline to represent current TE policy and State law, the available capacity for transportation facilities will shift from current calculations of vehicle trip capacity to person trip capacity. This shift requires edits to the SMC which are presented in the proposed code amendments included as Attachment A.

Tonight, the Planning Commission will hold a public hearing followed by discussion of proposed amendments to the municipal code. If discussion leads to consensus, tonight the Commission may vote to recommend, or not recommend, the proposed amendments. The Commission's recommendation is tentatively scheduled to be forwarded to City Council for discussion on November 27, 2023 and action on December 11, 2023, provided the Commission issues a recommendation this evening.

### **BACKGROUND**

#### **Key Terminology**

There are several transportation growth topics that are intertwined and can be confusing, so a quick look at how each is related can be helpful:

- **Vehicular Level of Service (LOS) Policies:** These policies are defined in a jurisdiction's Comp Plan and measure how well a transportation system is performing based on vehicle delay and capacity. Existing roadways that are projected to fail the vehicle LOS standard defined in the Comp Plan must be mitigated or otherwise exempted from the standard. Failures identified through the Transportation Element traffic modeling are included in the Concurrency project list.
- **Multi-modal Level of Service Policies:** The Comp Plan includes Pedestrian Level of Service policies, which are based on the Pedestrian System Plan and whether a facility is present or absent. The Comp Plan also includes Bicycle Level of Service policies based on whether a bike facility meets the target Level of Traffic Stress (LTS) standard aligned with the Bicycle System Plan. These policies informed the identification of complete streets improvements in the Comp Plan project list. These policies define the vision for other aspects of the City's transportation network, including conditions for people walking, biking, and accessing transit.

## 6a. SR - Transportation Concurrency Development Code Amendments

Multi-Modal measures provide a more robust assessment of how well a transportation system is performing than relying on vehicle LOS alone, as these measures consider the experience for all users, including pedestrians, bicyclists, and transit riders. The associated rating systems utilize different performance standards by mode rather than an assessment based exclusively on vehicular LOS.

- **Concurrency Standards:** Concurrency is the requirement that new development does not cause the level of service for public facilities to fall below established standards in a jurisdiction's Comp Plan. This can include multi-modal concurrency to measure if there are enough person trips to allow for development to be built or additional improvements are needed to increase the person-trip capacity.
- **Person Trip:** A single one-way journey by one person from an origin to a destination, regardless of the mode of transportation. This includes such trips as driving a car on a roadway; walking down the sidewalk/street; riding a bicycle on a street/bike lane/trail; and walking/bicycling/driving trips to access transit and transfers to other modes. Person-trips are units of growth in travel demand defined as any trip taken by a person who leaves a development site by any mode that uses the transportation system.
- **Transportation Impact Fees:** Impact Fees are one-time fees charged to developers to help pay for the cost of new infrastructure needed to address trip generation and impacts on the transportation system from new development. Impact fees can be used to fund transportation improvements that address multi-modal concurrency needs.

### **PROPOSAL & ANALYSIS**

The State provides broad discretion in the specific LOS standards that communities adopt and how they measure concurrency. Both the City's vehicle LOS standard and the multi-modal LOS policies informed the development of the 2022 TE project list. This project list was developed to accommodate development anticipated through 2044. From this information, City staff are now developing a multi-modal concurrency system to align with the TE and State law.

### **Approach**

City staff contracted with an outside consulting firm to bring their expertise regarding how other cities have structured a multi-modal concurrency program to assess concurrency based on system completeness. This approach to concurrency tracks whether implementation of transportation projects is keeping pace with approved development, on a person trip basis. The proposed multi-modal concurrency approach is a pass/fail test as to whether there is enough person-trip capacity to meet the capacity needs of a proposed development. The assessment compares available person trip capacity based on the projects the City has constructed and those that have

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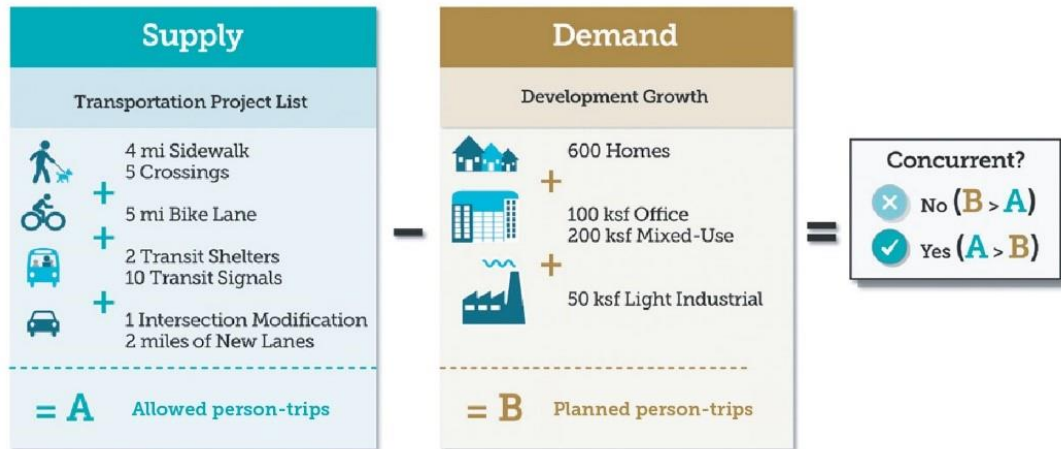
been allocated funding within the next six years to the additional demands of proposed land use development projects.

This approach balances the concurrency equation across two fundamental factors: the “supply” of transportation system mobility, and the “demand” for mobility generated by land use growth and development. In this system, concurrency is achieved when the supply of mobility exceeds the demand. To ensure transportation projects are developed in advance of or concurrently with growth in travel demand from new development, the City would assess the following two aspects:

1. **Transportation System Completeness (Supply):** The TE adopted into the Comp Plan in November 2022 by [Ordinance No. 975](#) identified a list of multi-modal transportation system improvements (Transportation Project List) needed to support growth through 2044. This list includes projects that support people walking, biking, taking transit, and driving. These improvements all provide person trip capacity. Building projects on this list, or equivalent transportation improvements, provides the supply of multi-modal capacity needed to support person trips that occur through development.
2. **Person Trips Generated by Development Growth (Travel Demand):** As the City approves development, such as new homes or businesses, these projects add person trips onto Shoreline’s transportation system. This demand is measured in terms of the number of person trips generated during the PM peak hour, the time when Shoreline’s transportation system capacity is most constrained. This is different than the existing concurrency program, which only considers vehicle trips.

It is important to measure over time that Shoreline is building sufficient transportation projects (supply) to accommodate the travel demand of new development proposals. The system completeness approach tracks both supply and demand in terms of person trips. The method used to specifically calculate the value of projects, in terms of person trip supply, and the person trip demand of new development is described in a later section of this report. Through prudent management of transportation funding and typical development cycles, Shoreline is well positioned to keep an adequate supply of person-trips to stay ahead of new growth and remain concurrent with new development. An example of Supply and Demand evaluated for transportation concurrency follows:

## 6a. SR - Transportation Concurrency Development Code Amendments



Source Fehr & Peers, 2023

In summary, supply must meet or exceed demand for transportation concurrency to be met. The trips accredited to a proposed development (planned person-trips) must be matched by a proportionate investment in the transportation projects that supply the system with a bank of trips that can be drawn upon (allowed person trips).

### Implementation

Based on the approach outlined, the City tracks both supply and demand in detail.

### **Supply**

Supply is defined by the level of new multi-modal transportation infrastructure that is built (or funded within the six-year CIP) to support new growth. Supply can include any transportation project that provides person trip capacity, such as trails, sidewalks, bike facilities, new roadway lanes, or intersection enhancements. The specific person trip supply of any capacity improvement is defined by parameters in the 2022 TE: the value of the fiscally-constrained project list (hereafter referred to as the TE Project list) divided by the growth in person trips estimated for new growth between now and 2044. Table 1 summarizes all projects considered as transportation system supply by 2044 with construction costs in 2022 US dollars.

**Table 1: Summary of Planned Capacity Projects (Supply)**

Project/Location	Description	Cost (2022\$)
New sidewalks program	Construction of remaining 9-TBD funded sidewalk projects and funding for sidewalk maintenance	\$42,000,000
148th Street Non-motorized Bridge	N 148th Street non-motorized bridge crossing	\$37,800,000
1st Ave NE Sidewalks (N 145th to N 155th)	This project will design and construct sidewalks on 1st Ave NE from N 145th to N 155th.	\$1,300,000
145th Corridor: Aurora to I-5	This multi-year phased roadway reconstruction project includes design, environmental, right-of-way and construction of improvements to SR523 (N/NE 145th Street) between Interstate 5 (I-5) and Aurora Ave N (SR 99).	\$70,837,800
145th and I-5 Interchange	This project constructs two multi-lane roundabouts at the intersection of NE 145th and the I-5 southbound offramp and at the 5th Ave. NE intersection.	\$33,288,000

## 6a. SR - Transportation Concurrency Development Code Amendments

**Table 1: Summary of Planned Capacity Projects (Supply)**

Project/Location	Description	Cost (2022\$)
175th Corridor: Stone Avenue N to I-5	Planned improvements include two traffic lanes in each median and turn pockets, bicycle lanes (integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping, retaining walls, and various intersection improvements.	\$63,048,000
N 160th St & Greenwood Ave N & N Innis Arden Way	Project will design and construct a roundabout at this intersection as a mitigation requirement for development of the Shoreline Community College.	\$2,084,000
Dayton Ave N & Carlyle Hall Rd	Realign intersection geometry and signalize.	\$4,648,830
1st Ave NE & N 155th St	Redesign as urban compact roundabout.	\$1,292,790
25th Ave NE & NE 150th St	Redesign as urban compact roundabout.	\$1,257,560
Shared Use Mobility Hubs	<ol style="list-style-type: none"> <li>1. Aurora Ave N &amp; N 185th St</li> <li>2. Richmond Beach - NW 195th Street &amp; 20th Ave NW</li> <li>3. 15th Ave BRT Station - 15th Ave NE &amp; NE 146th St</li> <li>4. City Hall – N 175th St &amp; Midvale Ave N</li> <li>5. Shoreline North/185th Station</li> <li>6. 4-Corners (NW Richmond Beach Rd and 8th Ave NW to 3rd Ave NW)</li> </ol>	\$5,250,000
Eastside Off-Corridor Bike Network	(the portion from 5th Ave NE to 15th Ave NE)	\$1,000,000
3rd Avenue Connector	This \$4.1 million project would provide a curbless street design that would better connect the Shoreline South/148th Street light rail station to the 148th Non-motorized Bridge, 155th Street, adjacent neighborhoods, and planned Trail Along the Rail.	\$4,100,000
N 175th corridor	Fremont Ave N to Stone	\$9,994,970
N 185th corridor	The City developed a 185th Street corridor improvement strategy that includes N/NE 185th St from Fremont Ave N to 10th Ave NE; 10th Ave NE from NE 185th St to NE 180th St; and NE 180th St from 10th Ave NE to 15th Ave NE.	\$118,121,020
<b>Total Cost (2022\$)</b>		<b>\$396,022,970</b>

The list of investments in Table 1 represents the supply needed to accommodate planned growth through 2044, as supported by the Comp Plan TE Project List. This list was used to determine a person trip value for transportation projects:

$$\begin{aligned}
 & \text{Cost of Capacity Projects Identified through 2044} \\
 & \text{Estimated New PM Peak Hour Person Trips Added between 2019 and 2044} \\
 & = \frac{\$396,022,970}{11,087 \text{ trips}} \\
 & = \$35,720/\text{trip (in 2022 US Dollars)}
 \end{aligned}$$

## **6a. SR - Transportation Concurrency Development Code Amendments**

This cost per person trip value can be used to calculate the supply added by any transportation project. For example, if a development project builds a portion of one of the projects on the list, the relevant supply, in terms of person trips, could be estimated using the formula above. If a development builds an alternative project, not on this list, but which the City deems to provide multi-modal transportation capacity, the person trip supply could be similarly estimated.

### **Demand**

Overall demand for person-trips generated by new developments is based on trip generation, as estimated by the most recent version of the Institute of Transportation Engineers (ITE) Trip Generation Manual, and then converted to person trips, using Puget Sound Regional Council (PSRC) person trip conversion factors, which have been incorporated into the proposed concurrency tracking tool.

In addition, as with the current program, a project applicant could provide an independent analysis, but they must provide data to substantiate the alternative rate for City review and approval.

### **Accounting for Supply and Demand**

To track demand and supply of person trips, an Excel-based tracking spreadsheet for the City has been developed. In this tracking spreadsheet, City staff enters characteristics of a proposed project (type of land use and the size of development) and the spreadsheet calculates the person-trips of demand. The spreadsheet also tabulates the number of person-trips of supply as transportation projects are added to the six-year Capital Improvement Plan. Using this spreadsheet, the City can track supply and demand to determine whether the concurrency standard is met.

## **TIMING AND SCHEDULE**

As mentioned earlier, proposed changes to the City's concurrency program require amendments to SMC Chapter 20. SMC Chapter 20 amendments require a public hearing and recommendation from the Planning Commission prior to any action taken by Council. Draft code amendments must also be submitted to the Department of Commerce at least 60 days prior to Council action. In order for Council action to take place prior to year-end, the public hearing, Planning Commission discussion, and Planning Commission recommendation are all requested for this evening. Proposed changes to the concurrency program are needed to fulfill multi-modal transportation goals included in the adopted Comp Plan Transportation Element, Climate Action Plan, and redevelopment objectives in the light rail station subareas.

The following are critical dates associated with the City's update of its concurrency program:

- October 2, 2023 - Draft code edits submitted to the Department of Commerce
- October 4, 2023 - Public Hearing Notice published
- October 5, 2023 - SEPA Determination of Non-Significance issued
- October 5 through October 19, 2023 - SEPA Comment Period

## **6a. SR - Transportation Concurrency Development Code Amendments**

- October 19, 2023 - Public Hearing, Planning Commission Discussion, and possible Planning Commission recommendation
- November 27, 2023 - Shoreline City Council Discussion
- December 11, 2023 - Shoreline City Council Action on Ordinance No. 997

### **RECOMMENDATION**

Staff recommend that the Planning Commission recommends approval to the City Council to adopt the proposed changes to the concurrency program to move from a vehicular-based level of service standard to a multi-modal level of concurrency and adopt associated Shoreline Municipal Code Chapter 20 amendments consistent with the Transportation Element. The proposed changes to the concurrency program would have an effective date of March 15, 2024 to coincide with changes to the Transportation Impact Fee program and amendments to the building code. Note that changes to impact fees and building code are not within the purview of the Planning Commission's review, but rather are reviewed and acted upon by Council.

### **ATTACHMENTS**

Attachment A – Draft Development Code Amendments

# Att. A - Transportation Concurrency - Draft Development Code Amendments

SMC 20.20 Definitions. The following sections of SMC Chapter 20.20 are amended:

**SMC 20.20.010 A Definitions is amended to read as follows:**

**Available Capacity** The number of ~~motor vehicle~~ person trips that can be accommodated by the transportation facilities during the p.m. peak period for current and planned development based on the Transportation Element of the City’s Comprehensive Plan, while maintaining the adopted level of service standards. Available capacity is calculated as set forth in the table below:

-	<b>Step 1</b>	<del>Calculate the baseline total number of trips on the existing City-wide network of transportation facilities during the p.m. peak period using the most recent traffic counts.</del>
-	<b>Step 2</b>	<del>Identify any existing deficiencies of transportation facilities compared to the level of service standards set forth in SMC <a href="#">20.60.140(A)</a>.</del>
-	<b>Step 3</b>	<del>Identify capital improvements that will eliminate existing deficiencies identified in Step 2.</del>
-	<b>Step 4</b>	<del>Add the improvements from Step 3 to the existing network to create the current non-deficient network.</del>
-	<b>Step 5</b>	<del>Add future development to the current land use.</del>
-	<b>Step 6</b>	<del>Identify any future deficiencies of the current non-deficient network of transportation facilities compared to the level of service standards set forth in SMC <a href="#">20.60.140(A)</a>.</del>
-	<b>Step 7</b>	<del>Identify capital improvements that will eliminate future deficiencies identified in Step 6.</del>
-	<b>Step 8</b>	<del>Add the improvements from Step 7 to create the improved network.</del>
-	<b>Step 9</b>	<del>Calculate the total number of future trips on the improved network of transportation facilities during the p.m. peak period by the combined total of current and planned development.</del>
-	<b>Step 10</b>	<del>Calculate the available capacity by subtracting the baseline trips as calculated in Step 1 from the future trips as calculated in Step 9.</del>
-	<b>Step 11</b>	<del>Record the available capacity as the beginning balance in the City’s concurrency trip capacity balance sheet conducted by the City pursuant to Step 10.</del>

**SMC 20.20.014 C Definitions is amended to read as follows:**



## Att. A - Transportation Concurrency - Draft Development Code Amendments

**Concurrency**                    ~~The level of service standard will be achieved and maintained for new development by~~ The provision of adequate transportation public facilities that are in place or will be completed no later than six years after occupancy of development.

**Concurrency Test -  
Transportation**                A comparison of the number of ~~motor vehicle~~ person trips that will be generated during the p.m. peak period by development to the available capacity of transportation facilities.

**Concurrency Trip  
Capacity Balance Sheet  
- Transportation**                The document created and maintained by the City to record the available capacity, reservations of capacity, and the balance of the available capacity that has been adjusted to reflect reserved person trips.

### **SMC 20.20.020 F Definitions is amended to add a new definition to read as follows:**

**Frontage Zone**                The area adjacent to the property line where transitions between the public sidewalk and the space within buildings occur.

### **SMC 20.20.032 L Definitions is amended to add a new definition and to read as follows:**

**Level of Service**                The established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

**Level of Service  
Standard -  
Transportation**                ~~The levels of service set forth in SMC 20.60.140(A). For the purpose of determining capacity for concurrency, the level of service standards shall be compared to the actual levels of service at the p.m. peak period.~~

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### **SMC 20.30.355 Development Agreement, Subsection C is amended to read as follows:**

**C. Decision Criteria.** A development agreement 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.

## Att. A - Transportation Concurrency - Draft Development Code Amendments

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) to that meet-pass a concurrency test consistent with the City's concurrency tool 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.
- 

### **SMC 20.60.140 Adequate Streets is amended to read as follows:**

The purpose of this chapter is to implement the multimodal concurrency and level of service provisions of the Transportation Element of the City's Comprehensive Plan in accordance with RCW 36.70A.070(6)(b) so that transportation facilities are adequate and that they are available or provided concurrent with development. ~~set forth specific standards providing for the City's compliance with the concurrency requirements of the State Growth Management Act (GMA), Chapter [36.70A](#) RCW. The GMA requires that adequate transportation capacity is provided concurrently with development to handle the increased traffic projected to result from growth and development in the City. The purpose of this chapter is to ensure that the City's transportation system shall be adequate to serve the future development at the time the development is available for occupancy without decreasing current service levels below established minimum standards.~~

## Att. A - Transportation Concurrency - Draft Development Code Amendments

A. **Level of Service.** The level of service standards that serve as the basis for measuring adequate transportation conditions and guided the identification of projects in the Transportation Element, which underlies the City's concurrency measurement:

~~1. LOS D at signalized intersections on arterial streets and at unsignalized intersecting arterials; and~~

~~2. A volume to capacity (V/C) ratio of 0.90 or lower for principal and minor arterials.~~

~~—The V/C ratio on one leg of an intersection may exceed 0.90 when the intersection operates at LOS D or better.~~

~~—These level of service standards apply throughout the City unless an alternative level of service for a particular street or streets has been adopted in the Comprehensive Plan Transportation Element.~~

~~3. Pedestrian and bicycle LOS within the Station Subareas shall be LOS D or better.~~

~~—Pedestrian level of service (LOS) shall be evaluated for each direction along all arterial streets within a quarter mile radius of the light rail station. Pedestrian LOS for sidewalks shall be evaluated using Steps 6 and 7 from the Highway Capacity Manual (HCM) 2010, Chapter 17. In the absence of sidewalks, pedestrian LOS shall be determined using Exhibit 17-4 from the HCM. Each link within the quarter mile radius shall be evaluated. For questions regarding link boundaries, contact the City Traffic Engineer.~~

1. Streets. The following level of service standards apply throughout the City unless an alternative level of service for a particular street(s) has been adopted in the Transportation Element of the City's Comprehensive Plan:

a. LOS E at intersecting arterials within King County [candidate] Countywide Centers and Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way);

b. LOS D at all other intersections intersecting arterials; and

c. A volume to capacity (V/C) ratio of 1.1 or lower within King County [candidate] Countywide Centers and Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way); and

d. A volume to capacity (V/C) ratio of 0.90 or lower for all other principal and minor arterials.

2. Sidewalks. The following LOS standards apply throughout the City unless the City Engineer has determined construction is impractical or a deviation has been granted pursuant to SMC 20.30.290:

Pedestrian LOS Standards for Principal, Minor, and Collector Arterials

**Att. A - Transportation Concurrency - Draft Development Code Amendments**

<u>Component</u>	<u>Single-Family Residential Land Use in Zoning Districts R-4 to R-18</u>	<u>Non-Single Family Residential Land Uses in all zoning districts; Single-Family Residential Land Uses in Zoning Districts R-18 and above</u>
<u>Minimum Sidewalk Width</u>	<u>6 feet</u>	<u>8 feet</u>
<u>Minimum Amenity Zone/Buffer Width (not including frontage zone)</u>	<u>5 feet</u>	<u>5 feet</u>

**B. Development Proposal Requirements.** All new proposals for development that would generate 20 or more new trips during the p.m. peak hour must submit a transportation impact analysis prepared by the applicant in accordance with the standards established in the City’s Engineering Development Manual at the time of application. The estimate of the number of trips for a development shall be consistent with the most recent edition of the Trip Generation Manual, published by the Institute of Traffic Engineers.

1. The traffic impact analysis shall include, at a minimum, an analysis of the following:
  - a. An analysis of origin/destination trip distribution proposed;
  - b. The identification of any intersection that would receive the addition of 20 or more trips during the p.m. peak hour; and
  - c. An analysis demonstrating how impacted intersections could accommodate the additional trips and maintain the LOS standard.

2. If the traffic impact analysis identifies one or more intersections at which the adopted LOS standards are exceeded, the applicant shall mitigate the impacts in order to achieve and maintain the adopted LOS standard.

**C. Concurrency Requirement.** The City shall not issue a building permit until:

1. A concurrency test has been conducted and passed; or
2. The building permit has been determined to be one of the following that are exempt from the concurrency test:
  - a. Alteration or replacement of an existing residential structure that does not create an additional dwelling unit or change the type of dwelling unit.

**Att. A - Transportation Concurrency - Draft Development Code Amendments**

b. Alteration or replacement of an existing nonresidential structure that does not expand the usable space or change the existing land use as defined in the land use categories as set forth in the impact fee analysis land use tables.

c. Miscellaneous improvements that do not generate increased need for public facilities, including, but not limited to, fences, walls, residential swimming pools, and signs.

d. Demolition or moving of a structure.

e. Any building permit for development that creates no additional impacts, insignificant and/or temporary additional impacts on any transportation facility, including, but not limited to:

i. Home occupations that do not generate any additional demand for transportation facilities;

ii. Special events permits;

iii. Temporary structures not exceeding a total of 30 days.

f. Any building permit issued to development that is vested to receive a building permit pursuant to RCW 19.27.095.

**D. Calculation of Available Capacity.**

Available capacity for transportation facilities shall be calculated as follows:

Step 1	Calculate the baseline person trip supply based on projects constructed or with dedicated funding based on the City's concurrency tool.
Step 2	Add future development to the current land use and calculate the person trips demanded by proposed development.
Step 3	Calculate the available capacity by subtracting the person trip demand calculated in Step 2 from the person trip supply calculated in Step 1.
Step 4	Record the available capacity as the beginning balance in the City's concurrency trip capacity balance sheet calculated in Step 3.

**~~D.~~ E. Available Capacity for Concurrency.**

## **Att. A - Transportation Concurrency - Draft Development Code Amendments**

1. The City shall determine the available capacity for concurrency as of the effective date of the ordinance codified in this section and record it in the concurrency trip capacity balance sheet.
2. The City shall update the available capacity in the concurrency trip capacity balance sheet - transportation within 12 months of any of the events listed below:
  - a. Update or amendment of the City's transportation element as it relates to concurrency management.
  - b. ~~Total traffic volume increases by 30 percent compared to traffic volume at the time the concurrency trip capacity balance sheet was created, or was updated with new data from the traffic model.~~
  - c. ~~More than 50 percent of the available capacity in the most recent calculation of available capacity has been reserved as a result of concurrency tests conducted by the City~~ Projects are added or subtracted from the six-year Transportation Improvement Program adopted pursuant to RCW 35.77.010.
3. If none of the events listed in subsection (D)(2) of this section occurs within seven years of the most recent calculation of the available capacity, the City will update the available capacity recorded in the concurrency trip capacity balance sheet.
4. Each update of available capacity in the concurrency trip capacity balance sheet shall carry forward the reservations of capacity for any building permits for development that has not been completed prior to the update of available capacity.
5. In order to monitor the cumulative effect of exemptions from the concurrency test on the available capacity, the City shall adjust the available capacity in the concurrency trip capacity balance sheet to record the number of p.m. peak hour person trips generated by exempt building permits in the same manner as though a concurrency test had been performed for the exempt building permits.

### **E. F. Concurrency Test.**

1. Each applicant for a building permit that is not exempt from the concurrency test as provided in subsection (C)(2) of this section shall submit the type of development to be constructed pursuant to the building permit, the number of square feet of each type of development, and the number of dwelling units.
2. ~~The City shall perform a concurrency test for each application for a building permit that is not exempt from the concurrency test.~~

## **Att. A - Transportation Concurrency - Draft Development Code Amendments**

~~3.~~ 2. The concurrency test is passed if the number of trips from an applicant's proposed development is equal to or less than available capacity in the concurrency trip capacity balance sheet that has been adjusted to subtract reserved trips. If the concurrency test is passed the City shall record the concurrency test results in the concurrency trip capacity balance sheet in order to reduce the available capacity by the number of trips that will be generated by the applicant's development. The reservation of capacity shall be valid for the same time as the building permit for which it was reserved.

~~4.~~ 3. The concurrency test is not passed if the number of trips from an applicant's proposed development is greater than available capacity after it has been adjusted to subtract reserved trips. If the concurrency test is not passed, the applicant may select one of the following options:

- a. Amend the application to reduce the number of trips generated by the proposed development; or
- b. Provide system improvements or strategies that increase the City-wide available capacity by enough trips so that the application will pass the concurrency test; or
- c. Appeal the denial of the application for a concurrency test, pursuant to the provisions of subsection H of this section.

~~5.~~ The City shall conduct concurrency tests for multiple applications impacting the same portions of the transportation network/intersection chronologically in accord with the date each application was deemed complete pursuant to SMC [20.30.110](#).

~~6.~~ 4. A concurrency test, and any results, shall be administrative actions of the City that are categorically exempt from the State Environmental Policy Act.

### **~~F.~~ G. Reservation of Availability Capacity Results of Concurrency Test.**

1. Upon passage of a concurrency test, the City shall reserve capacity on behalf of the applicant in the concurrency trip capacity balance sheet.
2. A reservation of available capacity shall be valid for the same period as the approved building permit for which it was made, and may be extended according to the same terms and conditions as the underlying building permit.
3. A reservation of available capacity is valid only for the uses and intensities authorized for the building permit for which it is issued. Any change in use or intensity is subject to an additional concurrency test of the incremental increase in impact on transportation facilities.

## **Att. A - Transportation Concurrency - Draft Development Code Amendments**

4. A reservation of available capacity is nontransferable to another parcel of land or development proposal. A reservation of available capacity may be transferred to a subsequent purchaser of the land for the same uses and intensities.

5. A reservation of available capacity shall expire if the underlying building permit expires, the application or permit is withdrawn by the applicant, the permit is revoked by the City, application approval is denied by the City, or the determination of completeness expires.

### **G. H. Fees.**

1. The City shall charge each applicant for a building permit that is not exempt from this section a concurrency test fee in an amount to be established by resolution by the City Council.

2. The City shall charge a processing fee to any individual that requests an informal analysis of capacity if the requested analysis requires substantially the same research as a concurrency test. The amount of the processing fee shall be the same as the concurrency test fee authorized by subsection (G)(1) of this section.

3. The fees authorized in subsection (G)(1) or (G)(2) of this section shall not be refundable, shall not be waived, and shall not be credited against any other fee.

**H. I. Appeals.** Determinations and decisions by the Director that are appealed by an applicant shall follow the procedures of Chapter [20.30](#) SMC for an Administrative Decision – Type B.

**H. J. Authority.** The Director of Public Works, or his/her designee, shall be responsible for implementing and enforcing the concurrency requirements of this chapter. The Director of the Department of Public Works is authorized to adopt guidelines for the administration of concurrency, which may include the adoption of procedural rules to clarify or implement the provisions of this section.



**PLANNING COMMISSION AGENDA ITEM**

CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Ground-Floor Commercial Development Code Amendments  
**DEPARTMENT:** Planning & Community Development  
Economic Development  
**PRESENTED BY:** Nathan Daum, Economic Development Program Manager  
Patrick Doherty, Consultant  
Andrew Bauer, Planning Manager

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

**INTRODUCTION**

The City adopted pilot regulations for ground floor nonresidential requirements in 2020 applicable to multifamily developments in the core commercial areas of North City and Ridgecrest. In 2023, the City took further action, recognizing not all the 11,000 multifamily units in the pipeline citywide were in buildings that included ground floor commercial and other nonresidential uses to support the City’s increasingly dense commercial areas. That action was the adoption of interim regulations expanding the pilot citywide. It was recognizing permanent regulations would be needed to fine-tune the requirements, including specifying those areas where ground-floor commercial uses would be viable and should be required. At that time, all projects with preexisting preapplications were exempt from the interim regulations. This study session is intended to present the permanent regulations as currently drafted and provide the Planning Commission the opportunity to ask questions and provide staff with direction in the continued development of the regulations.

The purpose of this study session is to:

- Present analysis in response to questions from Planning Commissioners at the September 21, 2023 meeting;
- Summarize public outreach efforts to date;
- Review the draft Ground Floor Nonresidential regulations;
- Ask direction on options for certain 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.

## 7a. SR - Ground Floor Commercial Development Code Amendments

The proposed Ground Floor Nonresidential amendments would require nonresidential uses in a portion of the ground floor of all multifamily buildings in the NB, CB, MB, TC-1, TC-1, TC-3 and MUR-70' zones, subject to certain design standards (**Attachment A**). The proposed amendments would be included within Chapter 20.40 – Zoning and Use Provisions and Chapter SMC 20.50 – General Development Standards.

### **BACKGROUND**

This topic was introduced to the Commission on September 21, 2023. The staff report and attachments for that meeting can be found here:

<https://www.shorelinewa.gov/home/showdocument?id=59506>.

The video recording of the meeting can be found here:

<https://shoreline.granicus.com/player/clip/1605>.

At the September 21, 2023 meeting, the Planning Commission discussed the following topics:

1. “Nonresidential” versus “commercial” designation;
2. Location – primary versus secondary commercial corridors;
3. Percentage of ground-floor façade to be occupied by commercial space;
4. Required depth of commercial space;
5. Required minimum height of ground floor;
6. Height bonus for providing ground-floor commercial space at minimum required height;
7. Percentage of commercial space to be clad in transparent glazing;
8. Live-Work Residential;
9. Required parking for ground-floor commercial space; and
10. Fitness center allowance in ground-floor commercial space.

The following section summarizes the Commission discussion on each of these items.

#### **1. “Nonresidential” versus “commercial” designation**

Commissioners concurred that the broader, more encompassing term “nonresidential uses” should be used, rather than “commercial uses,” recognizing such uses as nonprofit agencies/offices, civic or institutional uses (such as libraries), etc. Only those nonresidential uses listed in each zone’s table of permitted uses would be permissible in required ground-floor “nonresidential” space. Uses specifically prohibited are as follows: parking area, adult use facilities, marijuana operations, check-cashing services and payday lending, pawnshop, and tobacco/vape store.

#### **2. Location - primary versus secondary commercial corridors**

Commissioners concurred with the notion of identifying primary and secondary commercial corridors, where a lesser degree of ground-floor commercial space along secondary commercial corridors would be required.

## **7a. SR - Ground Floor Commercial Development Code Amendments**

While Commissioners agreed that designated Principal and Minor Arterials should be considered “primary” corridors, with other streets being secondary corridors, discussion ensued as to whether some distance from Principal and Minor Arterials should also be considered “primary,” irrespective of the arterial designation. This concern was due to Commissioners’ comments about higher pedestrian volumes and presence near arterials and transit stations and the resulting need to provide a higher level of ground-floor commercial activity and interest in those areas.

Staff have analyzed this issue. See further discussion below under “Percentage of ground-floor façade to be occupied by commercial space.”

### **3. Percentage of ground-floor façade to be occupied by commercial space**

Commissioners agreed that the existing requirement that 75% of the ground floor of a mixed-use building be occupied by commercial/nonresidential space on primary commercial corridors. They also concurred that a lesser percentage, such as the 60% offered by staff, would be appropriate on secondary commercial corridors.

As mentioned above, a question raised by Commissioners was whether side streets should also be considered primary commercial corridors, and thereby require the higher percentage of ground-floor commercial space, for some distance from the Principal and Minor Arterials.

Staff have analyzed this issue and reached the following conclusions:

- The initial intent behind establishing primary and secondary commercial corridors, was to establish a lesser extent of ground-floor nonresidential/commercial development standards on the secondary corridors. Three-hundred (300) feet from abutting primary corridors is a substantial distance (an entire block length in some instances) and could render an entire building’s street frontages subject to the higher requirements, thereby eliminating the distinction between the corridors.
- The initial staff proposal for secondary street frontages is 15 percentage points less in extent of ground-floor nonresidential required (that is, 60% vs 75%), which is still the majority of a building’s façade width on these secondary frontages.
- It may be administratively more difficult to include a provision related to a certain distance, say 300 feet, from primary corridors and to review plans for compliance.
- For these reasons, staff continues to propose an approach that is clearer to administer and for applicants to understand, which we believe is to have two distinct levels of development standards for percentage of façade required to contain ground-floor nonresidential space, and façade transparency: one for Principal and Minor Arterials, and another for all

## **7a. SR - Ground Floor Commercial Development Code Amendments**

other commercially zoned street frontages. The affected areas based on the staff proposal are shown on the series of maps in **Attachment B**.

### Alternatives

If Planning Commission wishes to continue to explore alternatives to the staff proposal, staff has identified the concept of extending the higher level of requirements associated with primary commercial corridors onto intersection side streets for a certain depth. Possible depths to consider could be 300 feet, which coincides with the depth of some commercial properties back from arterials, 40 feet, which coincides with the corner treatment design regulations (SMC 20.50.240.D.2), or 150 feet, which coincides with the length of façade permissible before a modulation offset is required (per SMC 20.50.250.B.5). Staff proposed consideration of a 300-foot distance, which Commissioners received positively for further consideration, potentially with other alternatives to be presented.

#### **4. Required depth of commercial space**

Commissioners concurred that some greater flexibility on the minimum depth of ground-floor commercial space should be provided in the code, rather than requiring pursuit of a design departure through administrative design review. Staff proposed retaining the existing 30-foot average depth, but allowing down to 15 feet, instead of 20 feet, as the absolute minimum.

#### **5. Required minimum height of ground floor**

Commissioners concurred that a 15-foot minimum required ground-floor commercial height, measured floor to floor, makes sense.

#### **6. Height bonus for providing ground-floor commercial space at minimum required height**

The current SMC code provisions provide for up to 8 additional feet of height bonus for complying with the existing ground-floor commercial height requirements of 18 feet, with an additional 10 feet permissible for providing restaurant-ready space. Having concurred that a lower required ground-floor height of 15 feet makes sense, they agreed that the resulting height bonus should be limited to 5 feet, including for restaurant-ready space. They also agreed that an additional height bonus above 5 feet may be permissible in compensation for higher ground-floor height accompanying a grocery store-ready space, which could be reviewed and approved as a design departure through administrative design review.

#### **7. Percentage of commercial space to be clad in transparent glazing**

Commissioners agreed to bring back a previous TC-zone transparency requirement that 60% of a ground-floor façade be clad in transparent glazing

## **7a. SR - Ground Floor Commercial Development Code Amendments**

between 30 inches and 8 feet above sidewalk grade. This requirement would apply to primary commercial corridors where 75% of the ground floor must be developed for commercial/nonresidential space, while a proportionately lower percentage of transparency (i.e., 45%) would correspond with the 60% ground-floor commercial/nonresidential requirement for secondary commercial corridors.

### **8. Live-Work Residential**

Commissioners were interested in the proposal to allow live-work residential units in a portion of the required ground-floor nonresidential space on secondary commercial corridors as an interim provision, but raised a few questions:

- Live-work residential may require a definition in the code. Staff has reviewed SMC and found an existing definition that will suffice.
- What is the best way to allow this on an interim basis? Staff has reviewed options and proposes that this provision have a sunset date of 1/1/2029 (nominally five years). During this time live-work units would be allowed within the ground-floor nonresidential space. Upon conclusion of the five-year time period, the City would review the use of the provision and could extend or revise the provision if desired. It is important to note that while the code would require the live-work units be built, there is no mechanism to require the "work" unit be occupied with an active business. In some instances they may be occupied and function as a fully residential unit.

An option could be to allow up to a certain number of mixed-use buildings to use this provision as the trigger to sunset the provision.

- Should the entire ground-floor be allowed to be occupied by live-work residential units? Some Commissioners expressed reservation about this provision. Staff is proposing that up to 50% of the required ground-floor nonresidential space be allowed to be occupied by live-work residential units on secondary commercial corridors during the interim period. Live-work units would not be allowed to meet the ground-floor requirements on primary commercial corridors.

### **9. Required parking for ground-floor commercial space**

After discussion, the majority of Commissioners concurred that ground-floor commercial space should be exempted for providing required parking. Some issues were raised:

- There will be a need for ADA parking and curbside loading spaces. Parking within the right-of-way and management of curbside areas are managed by the Public Works Department and these topics of concern will be provided to them for consideration. However, specific requirements for on street ADA

## 7a. SR - Ground Floor Commercial Development Code Amendments

parking and curbside loading are beyond the scope of these code amendments and the purview of the Planning Commission.

- Childcare may require dedicated parking and/or loading spaces. This may require that childcare facilities be located only in buildings that are developed with parking provided voluntarily for the commercial space or developed with this particular use in mind.

### 10. Fitness center allowance in ground-floor commercial space

Commissioners concurred that the existing allowance for fitness centers associated with the multifamily units in a mixed-use building to be permissible in the required ground-floor commercial/nonresidential space, if they are made available to the public, should be eliminated.

## PUBLIC OUTREACH

### Online Community Survey

A survey was made available to the public on September 18, 2023, and was open through October 5, 2023. A total of 655 responses were received, including both residents and business owners. Sixty-five of the respondents were business owners. A copy of the survey results is attached here as **Attachment C**.

Key take-aways from the survey include:

#### Residents:

- 93.5% of residents indicated it was somewhat to very important to them to live near a neighborhood center or corridor that offers a broad range of goods, services, and activities.
- 94.9% of residents indicated that, if there are more commercial establishments located on the ground floors of new apartment buildings throughout Shoreline, they would be somewhat to very likely to patronize those establishments versus going to other cities for goods, services and commercial activities.
- For slightly more than half of residents (53.3%), fewer than half of their monthly trips for goods, services, activities remain within Shoreline (the remaining trips taking them to other cities nearby).
- While ranked preferences for travel modes to commercial spaces at the ground floors of new buildings were relatively equal among walking, transit, and driving, a surprisingly higher ranking was given to “other” modes such as ride-share, drop-off, scooter, skateboard, etc.
- The top locations residents chose as mixed-use areas, in order of preference, were:

## 7a. SR - Ground Floor Commercial Development Code Amendments

- Edmonds
  - Ballard
  - Greenwood
  - Bothell
  - Capitol Hill
  - Phinney Ridge
  - Mountlake Terrace Town Center
  - Upper Queen Anne
  - Fremont
  - Wallingford
  - Green Lake
  - Downtown Kirkland
- The top mixed-use locations residents mentioned as least desirable, in order of least desirable, were:
    - Ballard
    - Areas with homelessness, drug use, lack of safety
    - Aurora/185th
    - North City
    - Commercial spaces in areas not ready for it with vacant buildings
    - Capitol Hill
    - White Center
    - Wallingford

### Business Owners:

- 64.1% of business owners indicated it was somewhat to very important for their business or development to be within or near a neighborhood center or corridor that offers a broad range of goods, services, and activities.
- While 37.5% of business owners indicated they would be somewhat to very likely to consider locating, relocating or expanding their business into the ground-floor space of an apartment building, an almost equal percentage (34.4%) said they would be very unlikely to do so.
  - Top reasons given for likelihood to locate: 1) new mixed-use building would likely be in a high-visibility location; 2) locating in new mixed-use building or area would offer more nearby customers.
  - Top reasons given for unlikelihood to locate: 1) new space may be too expensive; 2) concerns about adequate parking for customers and staff.

## 7a. SR - Ground Floor Commercial Development Code Amendments

- Respondents were offered the following three scenarios (the preference breakdowns are in parentheses after each scenario):
  - Pay average to slightly higher rent for tenant space that includes parking shared among residential and commercial users (54.4%)
  - Pay lower rent for tenant space that includes no parking, relying on nearby parking or street parking (26.3%)
  - Pay higher rent for tenant space that includes dedicated parking (19.3%).
- The top locations business owners chose as mixed-use areas they most preferred were:
  - Ballard
  - Edmonds
  - Where people feel comfortable walking so they can park and walk around
- Mixed-use locations business owners mentioned as least desirable, in order of least desirable, were:
  - Areas with no parking
  - Ballard
  - Areas with homelessness
  - Car-oriented
  - Where landlords raise rents too much, businesses close/change often like U District, Greenwood
  - Lake City Way
  - Where space is too expensive so there are vacant spaces
  - Places without 2-3 essential business anchors
  - Places without greenery or good design
  - Roosevelt area
  - Where there's not public amenity or transition space from street/sidewalk
- When asked what the City could do to support or incentivize ground-floor commercial space, top responses from business owners, in order of preference, were:
  - Provide enough/free parking nearby
  - Incentives vs. regulations
  - No homelessness, drugs, crime



## **7a. SR - Ground Floor Commercial Development Code Amendments**

- City should require ground-floor commercial and there should be incentives/bonuses for small/local businesses
- Help with commercial build-out costs

### **Developer Stakeholder Meeting**

On October 5, 2023 the City held a hybrid meeting attended by local and regional developers, realtors, and architects to share the issues with them and seek their input.

Key take-aways from the meeting include:

- Structured parking spaces cost \$40-50,000 each and these costs are not always able to be passed along to the tenants. Developers would prefer to determine the appropriate amount of parking to build based on commercial tenants they are trying to attract and other factors related to the context of their development.
- 75% nonresidential/commercial space at ground floor is not always feasible, especially on narrower/smaller lots where, after accounting for the vehicle driveway opening, there may not be 75% of the building frontage left.
- Having primary and secondary commercial corridors, with lower requirements on the secondary corridors, makes sense.
- Tenant improvements can cost \$40/square foot, so it can be expensive to attract and accommodate commercial tenants.
- Let developers provide commercial space voluntarily and/or provide incentives such as impact fee waivers.
- Some sites may have multiple street frontages, so the ground-floor nonresidential/commercial requirement adds up and becomes more onerous or does not leave space to accommodate “back of house” operations such as for solid waste pick up.
- Height bonus is not so helpful since it usually goes above the height permissible by Building Code for wood-frame construction.
- Support eliminating parking requirement for required ground-floor nonresidential/commercial (this is an incentive).
- The ability to request departures is important to allow flexibility to adapt and respond to site-specific and development-specific constraints.

## 7a. SR - Ground Floor Commercial Development Code Amendments

### **DISCUSSION**

The following is a detailed narrative of the proposed code amendments contained in Attachment A.

#### **20.40.120 Residential uses.**

“Table 20.40.120 — Residential Uses” is amended to show “P-i” in the columns for “Multifamily” use, signifying that multifamily use is permitted pursuant to the Indexed Supplemental Criteria below the Table.

#### **20.40.160 Station area uses.**

“Table 20.40.160 — Station Area Uses” is amended to strike the row corresponding to “Apartment” use and add in a row corresponding to “Multifamily” use to be more consistent with the use of the term “multifamily” throughout the code. It then continues the “P” for permitted use in the MUR-35’ and MUR-45’ zones, while adding “P-i” to the MUR-70’ column, signifying that the use is permitted pursuant to the Indexed Supplemental Criteria below the Table.

#### **20.40.465 Multifamily.**

This section is amended to address the following items:

1. Extend the provisions to NB, MB, TC 1, 2 and 3, and MUR-70’ zones.
2. Change reference from “commercial” to “nonresidential.”
3. Disallow “parking area” from the required ground-floor nonresidential space.
4. Allow live-work residential units in 50% of the required ground-floor nonresidential space on secondary commercial corridors not within 300 feet of primary commercial corridors for an initial five-year period.
5. Exempt required ground-floor commercial space from required parking.
6. Provide that buildings subject to these required ground-floor nonresidential requirements may increase the base height by 5 feet, up to 10 feet for restaurant-ready space, and up to 20 feet for grocery store-ready space (pursuant to a design departure through administrative design review).
7. Delete provisions made redundant by new amendments.
8. Revise the hardscape bonus to continue to allow a 5 percent increase, but limit it to no more than 95% total hardscape.

#### **20.50.020 Dimensional Requirements.**

##### **Table 20.50.020(2) - Density and Dimensions in Mixed-Use Residential Zones**

Exception 11 to this Table is amended to clarify that the requirements contained therein apply only when a building exceeds the base height (which includes when the base height limit is increased by the 5’ or 20’ bonus from SMC 20.40.465) up to the maximum 140-foot height limit. The section is also amended to delete the reference to a

## **7a. SR - Ground Floor Commercial Development Code Amendments**

requirement for ground-floor commercial space here since it is now required by amended SMC 20.40.465.

### **Table 20.50.020(3) – Dimensions for Development in Commercial Zones**

Exception 6 to this Table is amended to recognize that base height may be exceeded for multifamily buildings complying with these ground-floor nonresidential requirements, as per amended SMC 20.40.465.

Exception 7 to this Table is amended simply to reference the hardscape increase allowance at SMC 20.40.465 rather than restating the provision separately here.

### **20.50.240 Site Design.**

#### **Subsection C - Site Frontage**

This section addresses general commercial development in commercial and MUR-45' and MUR-70' zones, and mixed-use development in MUR-35' zone when abutting arterials. It is amended to address the following items:

1. Raise the required ground-floor nonresidential space height from 12 feet to 15 feet.
2. Requiring 60% façade transparency where buildings abut Principal and Minor Arterials. Requiring 45% façade transparency where buildings abut all other streets.

An exception is included here regarding lots 100 feet in width or narrower to exempt vehicle driveway openings from the calculation of façade transparency.

These two amendments pertain to all commercial buildings in commercial zones, not just mixed-use buildings. This reflects Planning Commissioners' preference to see all commercial buildings be developed to similar ground-floor standards.

### **20.50.250 Building Design.**

This section is amended to address the following items:

1. Specify that the existing 75% ground-floor nonresidential space requirement apply where buildings abut Principal and Minor Arterials. An exception is included here:
  - a. Regarding lots 100 feet in width or narrower to exempt vehicle driveway openings from the calculation of ground-floor nonresidential frontage required.

## **7a. SR - Ground Floor Commercial Development Code Amendments**

2. Discontinue the allowance of fitness centers associated with the multifamily units, yet available to the public, to be located within the required ground-floor nonresidential space.
3. Add the requirement that where multifamily buildings abut streets other than Principal and Minor Arterials (i.e., secondary commercial corridors), 60% of a building's ground floor must be developed as nonresidential/commercial space. As above, an exception is included here:
  - a. Regarding lots 100 feet in width or narrower to exempt vehicle driveway openings from the calculation of ground-floor nonresidential frontage required.
4. Reduce the absolute minimum depth for required ground-floor nonresidential space from 20 feet to 15 feet, all while still requiring a 30-foot average depth. Allow the width of public places, required by SMC 20.40.250(F), to be counted in the required depth of nonresidential space. Such public places must be cohesively designed, integrated and associated with the ground-floor nonresidential space.
5. Reduce the required ground-floor nonresidential space height from 18 feet to 15 feet.

### **NEXT STEPS**

With suggested revisions received this evening, staff will prepare a final draft of the code revisions for presentation to the public and Planning Commission at the Public Hearing scheduled for 11/2/24.

### **SCHEDULE**

- 11/2: Planning Commission Public Hearing and recommendation
- 11/20: City Council discussion and review of Planning Commission recommendation
- 12/11: City Council meeting, potential action
- 12/13: Interim Regulations Expire (*if permanent regulations not adopted on 12/11*)

### **RECOMMENDATION**

Provide recommendations on proposed draft code amendments.

### **ATTACHMENTS**

Attachment A — Proposed Ground Floor Commercial (Nonresidential) Code Amendments

Attachment B — Ground Floor Nonresidential Maps

Attachment C — Online Survey Results

# Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

## Chapter 20.40

### Zoning and Use Provisions

#### 20.40.120 Residential uses.

**Table 20.40.120 Residential Uses**

NAICS #	SPECIFIC LAND USE	R4-R6	R8-R12	R18-R48	TC-4	NB	CB	MB	TC-1, 2 & 3
<b>RESIDENTIAL GENERAL</b>									
	Accessory Dwelling Unit	P-i	P-i	P-i	P-i	P-i	P-i	P-i	P-i
	Affordable Housing	P-i	P-i	P-i	P-i	P-i	P-i	P-i	P-i
	Cottage Housing Development	P-i	P-i						
	Home Occupation	P-i	P-i	P-i	P-i	P-i	P-i	P-i	P-i
	Manufactured Home	P-i	P-i	P-i	P-i				
	Mobile Home Park	P-i	P-i	P-i	P-i				
	Multifamily		C	P	P	P-i	P-i	P-i	P-i
	Single-Family Attached	P-i	P	P	P	P			
	Single-Family Detached	P	P	P	P				
<b>GROUP RESIDENCES</b>									
	Adult Family Home	P	P	P	P				
	Assisted Living Facility		C	P	P	P	P	P	P
	Boarding House	C-i	C-i	P-i	P-i	P-i	P-i	P-i	P-i
	Residential Care Facility	C-i	C-i	P-i	P-i				
721310	Dormitory		C-i	P-i	P-i	P-i	P-i	P-i	P-i
<b>TEMPORARY LODGING</b>									
721191	Bed and Breakfasts	P-i	P-i	P-i	P-i	P-i	P-i	P-i	P-i
	Enhanced Shelter							P-i	

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

NAICS #	SPECIFIC LAND USE	R4-R6	R8-R12	R18-R48	TC-4	NB	CB	MB	TC-1, 2 & 3
	Homeless Shelter						P-i	P-i	P-i
72111	Hotel/Motel						P	P	P
	Recreational Vehicle	P-i	P-i	P-i	P-i	P-i	P-i	P-i	
<b>MISCELLANEOUS</b>									
	Animals, Small, Keeping and Raising	P-i	P-i	P-i	P-i	P-i	P-i	P-i	P-i

<b>P = Permitted Use</b>	<b>S = Special Use</b>
<b>C = Conditional Use</b>	<b>-i = Indexed Supplemental Criteria</b>

...

### 20.40.160 Station area uses.

**Table 20.40.160 Station Area Uses**

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
<b>RESIDENTIAL</b>				
	Accessory Dwelling Unit	P-i	P-i	P-i
	Adult Family Home	P		
	Affordable Housing	P-i	P-i	P-i
	Apartment	P	P	P
	Bed and Breakfast	P-i	P-i	P-i
	Boarding House	P-i	P-i	P-i
	Home Occupation	P-i	P-i	P-i
	Hotel/Motel			P
	Live/Work	P (Adjacent to Arterial Street)	P	P

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Microhousing			
	<u>Multifamily</u>	<u>P</u>	<u>P</u>	<u>P-i</u>
	Residential Care Facility	C-i		
	Single-Family Attached	P-i	P-i	
	Single-Family Detached	P-i		
<b>COMMERCIAL</b>				
	Book and Video Stores/Rental (excludes Adult Use Facilities)	<b>P (Adjacent to Arterial Street)</b>	<b>P (Adjacent to Arterial Street)</b>	<b>P</b>
	Brewpub	<b>P (Adjacent to Arterial Street)</b>	<b>P (Adjacent to Arterial Street)</b>	<b>P</b>
	House of Worship	<b>C</b>	<b>C</b>	<b>P</b>
	Daycare I Facilities	<b>P</b>	<b>P</b>	<b>P</b>
	Daycare II Facilities	<b>P</b>	<b>P</b>	<b>P</b>
	Eating and Drinking Establishment (excluding Gambling Uses)	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i</b>
	General Retail Trade/Services	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i</b>
	Individual Transportation and Taxi			<b>P -A</b>
	Kennel or Cattery			<b>C -A</b>
	Marijuana Operations – Medical Cooperative	<b>P</b>	<b>P</b>	<b>P</b>
	Marijuana Operations – Retail			
	Marijuana Operations – Processor			
	Marijuana Operations – Producer			
	Microbrewery		<b>P (Adjacent to Arterial Street, cannot abut R-6 zone)</b>	<b>P</b>

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Microdistillery		<b>P (Adjacent to Arterial Street, cannot abut R-6 zone)</b>	<b>P</b>
	Mini-Storage		<b>C -A</b>	<b>C -A</b>
	Professional Office	<b>P-i (Adjacent to Arterial Street)</b>	<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Research, Development and Testing			<b>P-i</b>
	Veterinary Clinic and Hospital			<b>P-i</b>
	Wireless Telecommunication Facility	<b>P-i</b>	<b>P-i</b>	<b>P-i</b>
<b>EDUCATION, ENTERTAINMENT, CULTURE, AND RECREATION</b>				
	Amusement Arcade		<b>P -A</b>	<b>P -A</b>
	Bowling Center		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	College and University			<b>P</b>
	Conference Center		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Elementary School, Middle/Junior High School	<b>C</b>	<b>C</b>	<b>P</b>
	Library		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Museum		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>
	Parks and Trails	<b>P</b>	<b>P</b>	<b>P</b>
	Performing Arts Companies/Theater (excludes Adult Use Facilities)		<b>P -A</b>	<b>P -A</b>
	School District Support Facility		<b>C</b>	<b>C</b>
	Secondary or High School	<b>C</b>	<b>C</b>	<b>P</b>
	Specialized Instruction School		<b>P-i (Adjacent to Arterial Street)</b>	<b>P</b>



## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Sports/Social Club		P-i (Adjacent to Arterial Street)	P
	Vocational School		P-i (Adjacent to Arterial Street)	P
<b>GOVERNMENT</b>				
	Fire Facility	C-i	C-i	C-i
	Police Facility	C-i	C-i	C-i
	Public Agency Office/Yard or Public Utility Office/Yard	S	S	S
	Utility Facility	C	C	C
<b>HEALTH</b>				
	Hospital	C	C	C
	Medical Lab	C	C	C
	Medical Office/Outpatient Clinic		P-i (Adjacent to Arterial Street)	P
	Nursing Facilities		P-i (Adjacent to Arterial Street)	P
<b>OTHER</b>				
	Animals, Small, Keeping and Raising	P-i	P-i	P-i
	Light Rail Transit System/Facility	S-i	S-i	S-i
	Transit Park and Ride Lot		S	P

<b>P = Permitted Use</b> <b>S = Special Use</b> <b>A= Accessory = Thirty percent (30%) of the gross floor area of a building or the first level of a multi-level building.</b>	<b>C = Conditional Use</b> <b>-i = Indexed Supplemental Criteria</b>
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## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

### 20.40.465 Multifamily.

A. Applicability. The ~~criteria standards~~ in this section apply ~~only to the CB zoned properties zoned NB, CB, MB, TC-1, 2, 3, and MUR-70' shown in Figure 20.40.465(A)~~ and supplement the standards in Chapter 20.50 SMC, Subchapter 4, Commercial and Multifamily Zone Design.

B. ~~Commercial Nonresidential~~ space shall be constructed on the portion of the building's ground floor abutting a public right-of-way (ROW) in all mixed multifamily-commercial buildings in accordance with SMC 20.50.250(C). ~~Commercial Nonresidential~~ space may be used for any use allowed in the zone, except parking area, adult use facilities, marijuana operations – retail, and the following general retail trade/services: check-cashing services and payday lending, pawnshop, and tobacco/vape store. Residential dwelling units are not allowed in required nonresidential spaces, except, for a period ending January 1, 2029, the City may issue permits for live-work residential units that cumulatively occupy no more than fifty percent (50%) of the required ground floor nonresidential space abutting streets not designated Principal or Minor Arterials.

C. In order to accommodate a range of tenants, nonresidential uses subject to these supplemental use criteria are exempt from the minimum off street parking requirements in SMC 20.50.390. ~~the required parking ratio for any ground floor commercial tenant space shall be one parking stall per 400 square feet of floor area. Square footage refers to net usable area and excludes walls, corridors, lobbies, bathrooms, etc. Buildings subject to these standards are also eligible for the parking reductions available in SMC 20.50.400.~~

D. ~~Available Incentives.~~ All ~~b~~Buildings subject to these ~~indexed~~ supplemental use criteria may increase their base height up to five feet. Buildings providing a restaurant ready space may increase their base height up to 10 feet. A restaurant ready space shall include the following components: ADA-compliant bathrooms (common facilities are acceptable); a central plumbing drain line; a grease interceptor; and a ventilation shaft for a commercial kitchen hood/exhaust. Buildings providing grocery store ready space may increase their base height up to 20 feet, permissible as a design departure pursuant to administrative

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

~~design review, in accordance with SMC 20.30.297. Base height are eligible for a height bonus. An additional five eight feet in height is granted through this bonus. The eight five feet is considered base height and shall be measured in accordance with SMC 20.50.050.~~

~~E. Restaurant ready is preferred use in commercial spaces. Restaurant ready spaces are constructed to accommodate a restaurant by including the following components:-~~

- ~~1. ADA compliant bathrooms (common facilities are acceptable);-~~
- ~~2. A central plumbing drain line;~~
- ~~3. A grease interceptor; and-~~
- ~~4. A ventilation shaft for a commercial kitchen hood/exhaust.~~

~~E. Buildings subject to these supplemental use criteria may increase their hardscape an additional five percent, to a maximum of 95 percent.~~

~~F. The following incentives are available when the ground floor commercial space is constructed to accommodate a restaurant:~~

- ~~1. Height Bonus. An additional 10 feet in height is granted through this bonus. The 10 feet is considered base height and shall be measured in accordance with SMC 20.50.050.~~
- ~~2. Hardscape Maximum Increase. An additional five percent of hardscape is granted through this bonus.~~

# Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

## Chapter 20.50

### General Development Standards

#### 20.50.020 Dimensional Requirements

##### Table 20.50.020(2) - Density and Dimensions in Mixed-Use Residential Zones

...

**Exception 11.** Developments that exceed the base height and do not qualify for a height bonus within the Deep Green Incentive Program in SMC 20.50.630, or the significant tree retention bonus in footnote 12, or the allowable exceptions to height in SMC 20.50.050, may exceed the base height and develop to the maximum allowable height of 140 feet, subject to administrative design review approval and to the following:

- a. The affordable housing requirements for MUR-70'+ in SMC 20.40.235 are satisfied;
- b. ~~One of the following is provided:~~ The development provides nonresidential space of at least 10,000 square feet.
  - i. ~~The development provides commercial nonresidential space of at least 10,000 square feet; or~~
  - ii. ~~Commercial space is constructed on the portion of the building's ground floor abutting a public right of way.~~ Commercial space may be used for any allowed use in the MUR 70' zone in Table 20.40.160—Station Area Uses, except the following general retail/trade/services: check-cashing services and payday lending. Residential dwellings are not allowed in commercial spaces. Ground floor commercial is subject to the standards in SMC 20.50.240 and 20.50.250(C).

...

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

**Table 20.50.020(3) – Dimensions for Development in Commercial Zones**

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

<b>Commercial Zones</b>				
<b>STANDARDS</b>	<b>Neighborhood Business (NB)</b>	<b>Community Business (CB)</b>	<b>Mixed Business (MB)</b>	<b>Town Center (TC-1, 2 &amp; 3)</b>
Min. Front Yard Setback (Street) (1) (2) (5) (see Transition Area Setback, SMC 20.50.021)	0 ft	0 ft	0 ft	0 ft
Min. Side and Rear Yard Setback from Commercial Zones and the MUR-70' zone	0 ft	0 ft	0 ft	0 ft
Min. Side and Rear Yard Setback from R-4, R-6 and R-8 Zones (see Transition Area Setback, SMC 20.50.021)	20 ft	20 ft	20 ft	20 ft
Min. Side and Rear Yard Setback from TC-4, R-12 through R-48 Zones, MUR-35' and MUR-45' Zones	15 ft	15 ft	15 ft	15 ft
Base Height (3)	50 ft	60 ft (6)	70 ft	70 ft
Hardscape (4)	85%	85% (7)	95%	95%

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

Exceptions to Table 20.50.020(3):

- (1) Front yards may be used for outdoor display of vehicles to be sold or leased.
- (2) Front yard setbacks, when in transition areas (SMC 20.50.021(A)) shall be a minimum of 15 feet except on rights-of-way that are classified as principal arterials or when R-4, R-6, or R-8 zones have the Comprehensive Plan designation of Public Open Space.
- (3) The following structures may be erected above the height limits in all commercial zones:
  - a. Roof structures housing or screening elevators, stairways, tanks, mechanical equipment required for building operation and maintenance, skylights, flagpoles, chimneys, utility lines, towers, and poles; provided, that no structure shall be erected more than 10 feet above the height limit of the district, whether such structure is attached or freestanding except as provided in subsection (3)(f) of these exceptions. WTF provisions (SMC 20.40.600) are not included in this exception.
  - b. Parapets, firewalls, and railings shall be limited to four feet in height.
  - c. Steeples, crosses, and spires when integrated as an architectural element of a building may be erected up to 18 feet above the base height of the district.
  - d. Base height may be exceeded by gymnasiums to 55 feet and for theater fly spaces to 72 feet.
  - e. Solar energy collector arrays, small scale wind turbines, or other renewable energy equipment have no height limits.
  - f. 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 and their access.
- (4) Site hardscape shall not include the following:
  - a. Areas of the site or roof covered by solar photovoltaic arrays or solar thermal collectors.
  - b. Intensive vegetative roofing systems.

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

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

(6) Base height may be exceeded for multifamily buildings providing ground floor nonresidential uses pursuant to ~~by eight feet for properties that qualify for SMC 20.40.465(D). or 18 feet for properties that qualify under SMC 20.40.465(F)(1).~~

(7) Maximum hardscape may be exceeded for qualifying multifamily buildings pursuant to ~~by an additional five percent for properties that qualify under SMC 20.40.465(F)(2).~~

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### 20.50.240 Site Design.

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#### C. Site Frontage.

1. Development in NB, CB, MB, TC-1, 2 and 3, the MUR-45' and MUR-70' zones and the MUR-35' zone when located on an arterial street shall meet the following standards:

a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks, except when the required minimum front yard setback is greater than zero feet, in which case the building shall be placed at the minimum setback. However, buildings may be set back farther if public places, landscaping and vehicle display areas are included or future right-of-way widening or a utility easement is required between the sidewalk and the building;

b. All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Reference dimensional Table 20.50.020(2) and exceptions;

c. For properties ~~not~~ subject to SMC 20.40.465, the minimum height of space dimension for ground floor nonresidential space ~~building interiors that are ground level and abutting~~ streets shall be 1215 feet -

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

~~foot height, measured from finished floor to finished floor ceiling, the minimum depth shall be and 20-foot feet, depth and it shall be built to commercial building code. These spaces may be used for any permitted land use.~~ This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

d. Transparency. Buildings shall comply with the following:

i. Transparent window area, including glass entry doors, shall occupy a minimum of 60 percent of the ground floor façade as measured between a height of 30 inches and 8 feet, where abutting Principal and Minor Arterials, as mapped in the Transportation Master Plan. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones. The following exception applies:

On lots up to 100 feet in width, as measured where the lot abuts the right-of-way, and where no other feasible vehicle access point exists, the width of the vehicle access drive may be excluded from the ground floor facade lineal frontage for the purposes of calculating the 60 percent minimum transparent window area.

ii. Transparent window area, including glass entry doors, shall occupy a minimum of 45 percent of the ground floor façade as measured between a height of 30 inches and 8 feet, where abutting streets not designated as Principal and Minor Arterials, as mapped in the Transportation Master Plan. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones. ~~Minimum window area shall be 50 percent of the ground floor facade for each front facade which can include glass entry doors.~~ This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones; The following exception applies:

On lots up to 100 feet in width, as measured where the lot abuts the right-of-way, and where no other feasible vehicle access point exists, the width of the vehicle access drive may be excluded from the ground floor facade lineal frontage for the purposes of calculating the 45 percent minimum transparent window area.



## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

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

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### 20.50.250 Building Design.

...

#### C. Ground Floor ~~Commercial~~ Nonresidential.

1. New buildings subject to SMC 20.40.465 and 20.50.020(A)(11)(b)(~~ii~~) shall comply with these provisions.

2. These requirements apply to the portion of the building's ground floor abutting a public right-of-way (ROW).

3. Required amount of nonresidential space.

a. A minimum of 75 percent of the lineal frontage abutting Principal and Minor Arterials, as mapped in the Transportation Master Plan, shall consist of nonresidential ~~commercial~~ space. Up to 25 percent of the lineal frontage may consist of facilities associated with the multifamily use, such as lobbies, leasing offices, fitness centers and community rooms. Amenities, such as fitness centers that offer memberships to the general public, shall not be included in the maximum 25 percent lineal frontage limitation. The following exception applies:

On lots up to 100 feet in width, as measured where the lot abuts the right-of-way, and where no other feasible vehicle access point exists, the width of the vehicle access drive may be excluded from the lineal frontage for the purposes of calculating the 75 percent minimum nonresidential frontage.

b. A minimum of 60 percent of the lineal frontage abutting streets not designated as Principal or Minor Arterials shall consist of nonresidential ~~commercial~~ space. Up to 40 percent of the lineal frontage may

## Att. A - Ground Floor Nonresidential Uses Draft Code Amendments

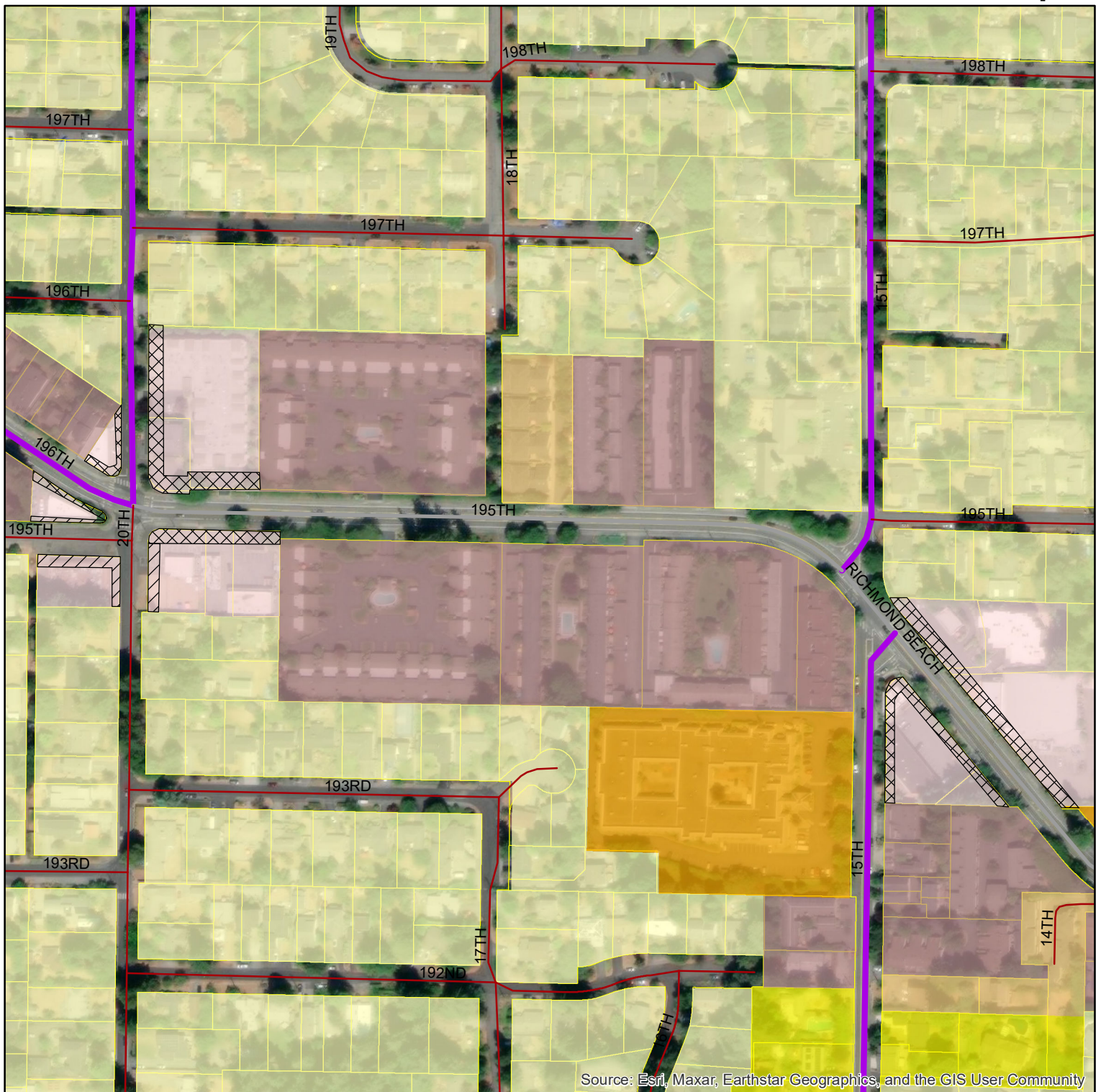
consist of facilities associated with the multifamily use, such as lobbies, leasing offices, fitness centers and community rooms. The following exception applies:

On lots up to 100 feet in width, as measured where the lot abuts the right-of-way, and where no other feasible vehicle access point exists, the width of the vehicle access drive may be excluded from the lineal frontage for the purposes of calculating the 60 percent minimum nonresidential frontage.

4. All ground floor ~~commercial~~ nonresidential spaces abutting a right-of-way ROW shall be constructed at a minimum average depth of 30 feet, with no depth less than ~~20~~ 15 feet, measured from the wall abutting the right-of-way ROW frontage to the rear wall of the ~~commercial~~ nonresidential space. A public place, as required by SMC 20.40.250(F), may be included in the average depth calculation provided it is designed cohesively and integrated with the nonresidential space. The average depth of nonresidential space may be measured from the lot line abutting the right-of-way and include the public place.

5. All ground floor ~~commercial~~ nonresidential spaces shall be constructed with a minimum floor-to-~~ceiling~~floor height of ~~18~~15 feet, and a minimum clear height of 15 feet.

# Att. B - Ground Floor Nonresidential Maps



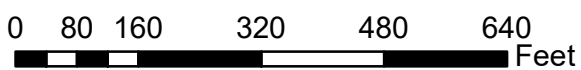
## RICHMOND BEACH ROAD - 20TH TO 15TH



Primary Commercial Corridor



Secondary Commercial Corridor



DISCLAIMER: This is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this page. This is for graphic representation only in aiding for a discussion on commercial corridors.

Date: October 2023.

### Legend

#### Streets

— Other

#### STREETCLASS

— Collector Arterial

— Minor Arterial

#### Zoning

— NB

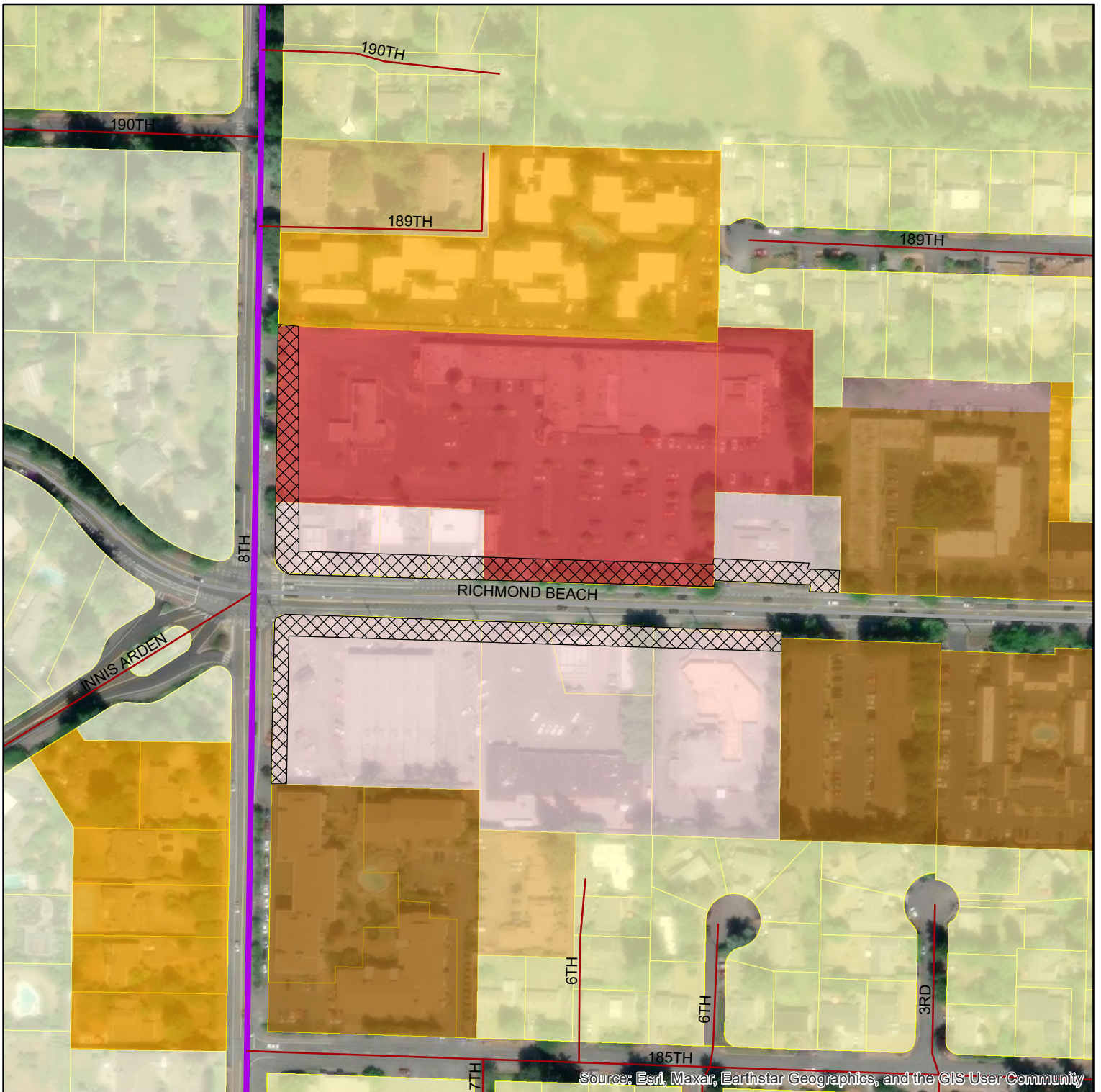
— R-6

— R-8

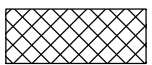
— R-12

— R-18

— R-24



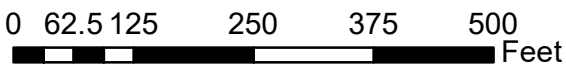
**RICHMOND BEACH ROAD & 8TH**



Primary Commercial Corridor



Secondary Commercial Corridor

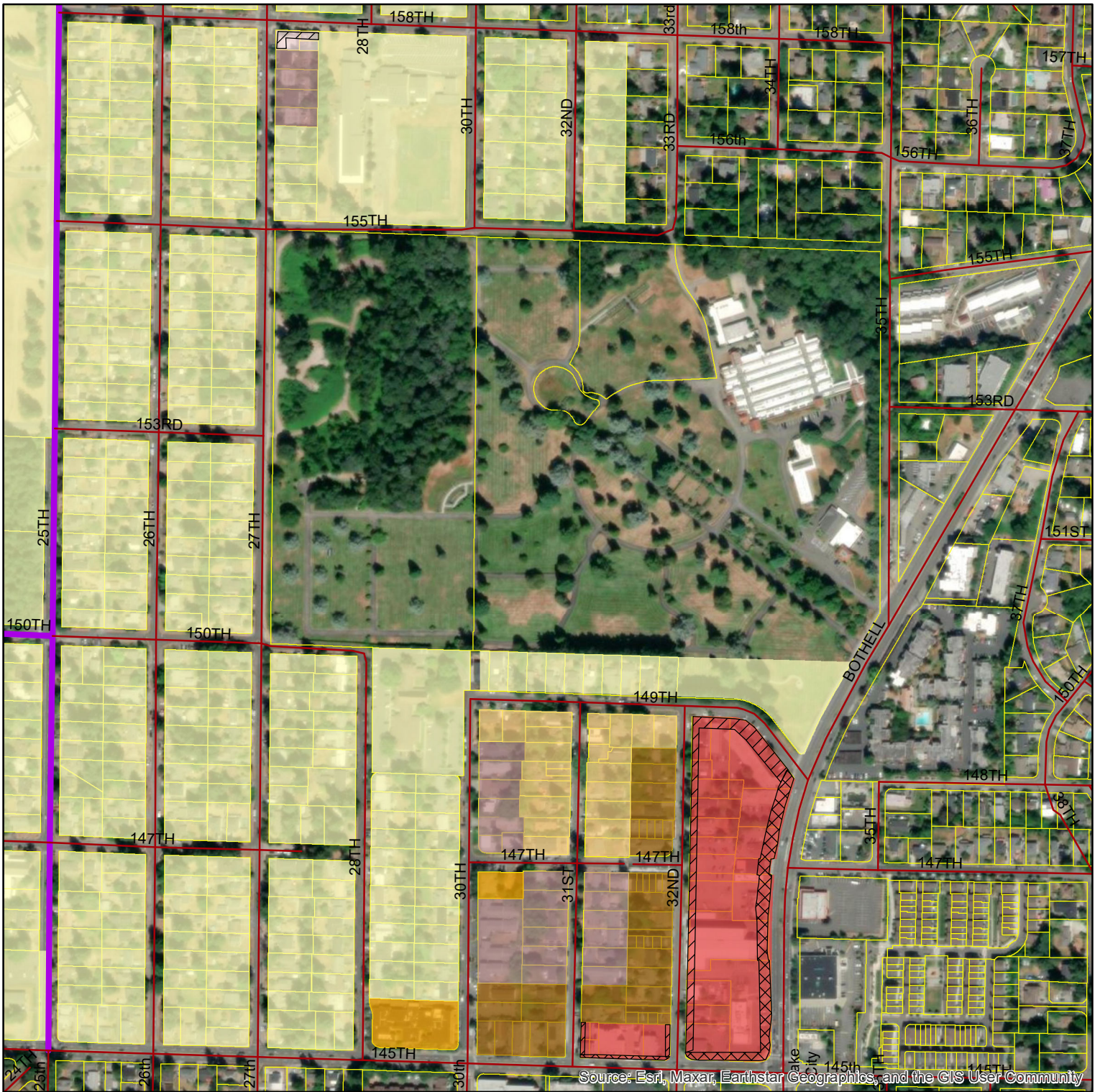


DISCLAIMER: This is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this page. This is for graphic representation only in aiding for a discussion on commercial corridors.

Date: October 2023.

Legend			
<b>Streets</b>	— Minor Arterial	■ R-4	■ R-24
— Other		■ R-6	■ R-48
<b>STREETCLASS</b>	■ CB	■ R-12	
■ Collector Arterial	■ NB	■ R-18	

# Att. B - Ground Floor Nonresidential Maps



## 145TH AND BOTHELL WAY



Primary Commercial Corridor



Secondary Commercial Corridor

0 140 280 560 840 1,120 Feet



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Date: October 2023.

### Legend

#### Streets

— Other

#### STREETCLASS

— Collector Arterial

#### Zoning

■ R-24

■ CB ■ R-48

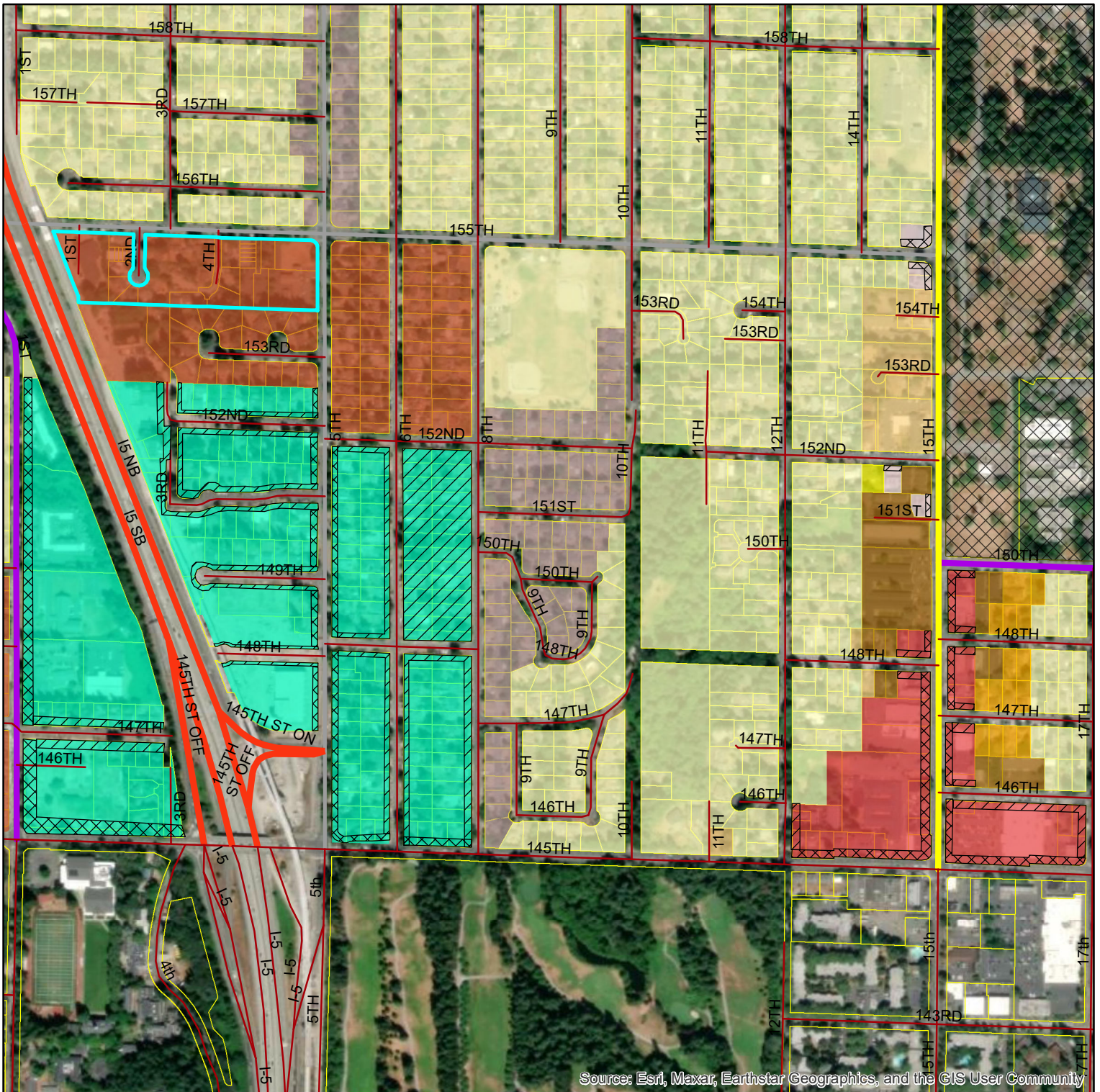
■ NB

■ R-6

■ R-12

■ R-18

# Att. B - Ground Floor Nonresidential Maps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

## 145TH STATION AREA



Primary Commercial Corridor



Secondary Commercial Corridor

0 190 380 760 1,140 1,520 Feet



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Date: October 2023.

### Legend

#### Streets

- Other
- Collector Arterial
- Interstate
- Minor Arterial
- Principal Arterial

#### Zoning

- MUR-35
- MUR-45
- MUR-70'
- CB
- NB
- R-6
- R-8
- R-12
- R-24
- R-48
- Campus

# Att. B - Ground Floor Nonresidential Maps



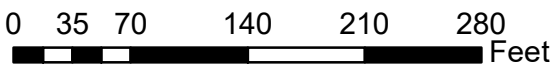
## 165TH & 5TH



Primary Commercial Corridor



Secondary Commercial Corridor



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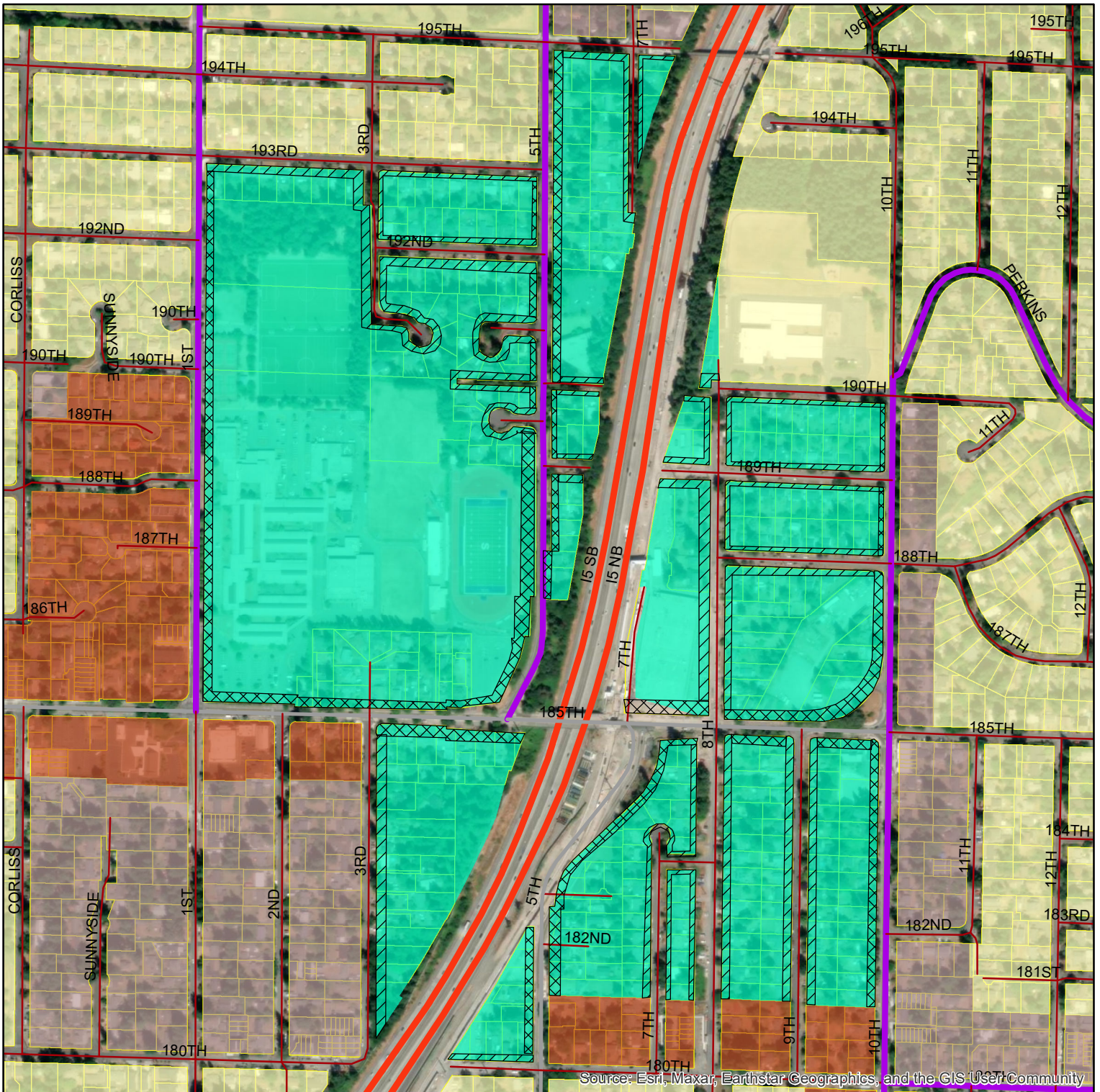
Date: October 2023.

55

### Legend

Streets	STREETCLASS	Zoning	
—	Other	MUR-35	R-6
—	Collector Arterial	CB	R-18
—	Minor Arterial		R-24

# Att. B - Ground Floor Nonresidential Maps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

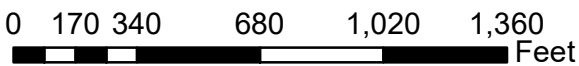
## 185TH STATION AREA



Primary Commercial Corridor



Secondary Commercial Corridor



DISCLAIMER: This is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this page. This is for graphic representation only in aiding for a discussion on commercial corridors.

Date: October 2023.

### Legend

#### Streets

Other

#### STREETCLASS

Collector Arterial

Interstate

Minor Arterial

#### Zoning

MUR-35

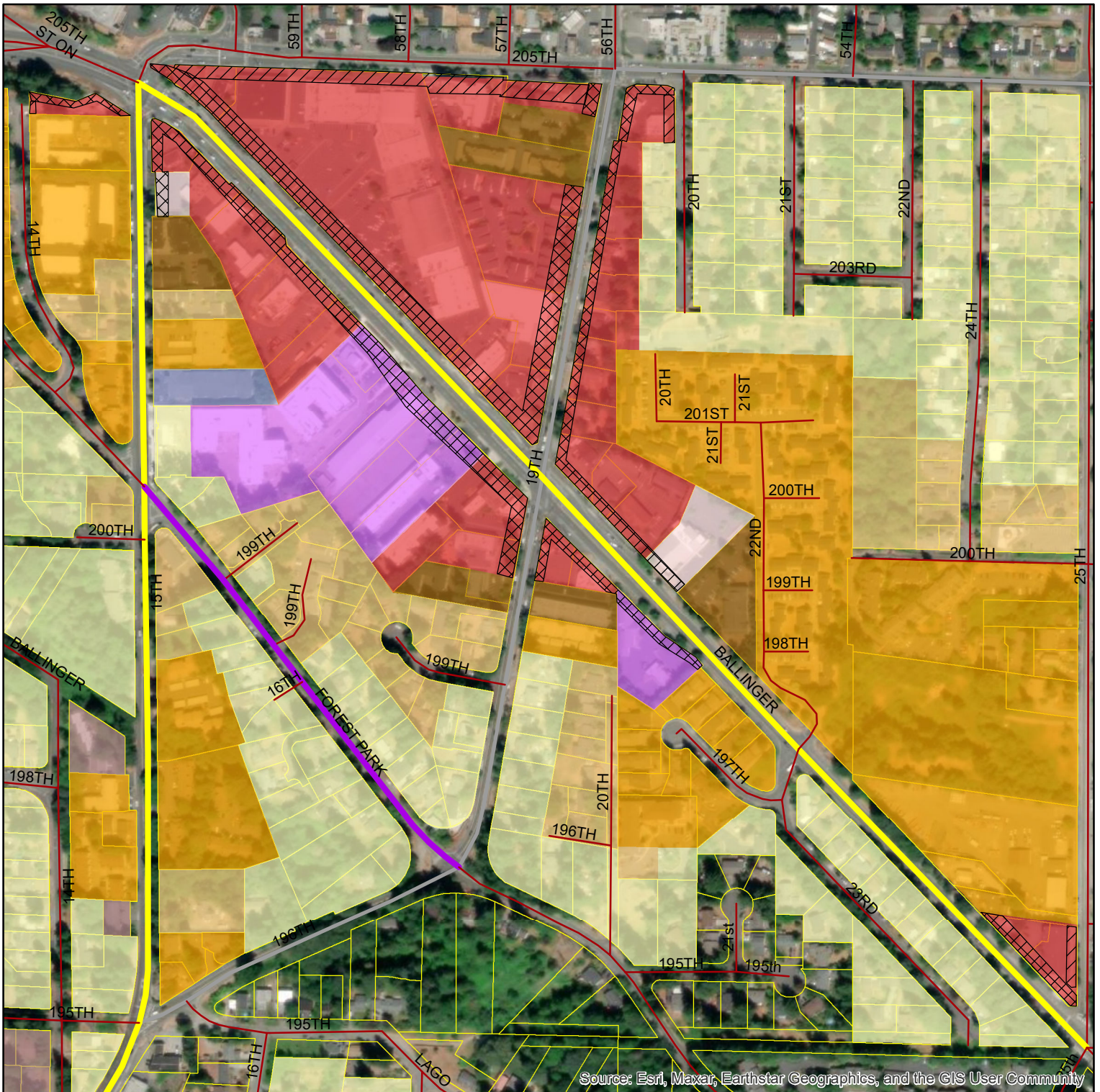
MUR-45

MUR-70'

R-6

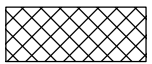


# Att. B - Ground Floor Nonresidential Maps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

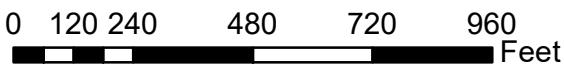
## BALLINGER AREA



Primary Commercial Corridor



Secondary Commercial Corridor



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Date: October 2023.

57

### Legend

#### Streets

Other

#### STREETCLASS

Collector Arterial

Minor Arterial

Principal Arterial

#### Zoning

MB

CB

NB

R-6

R-12

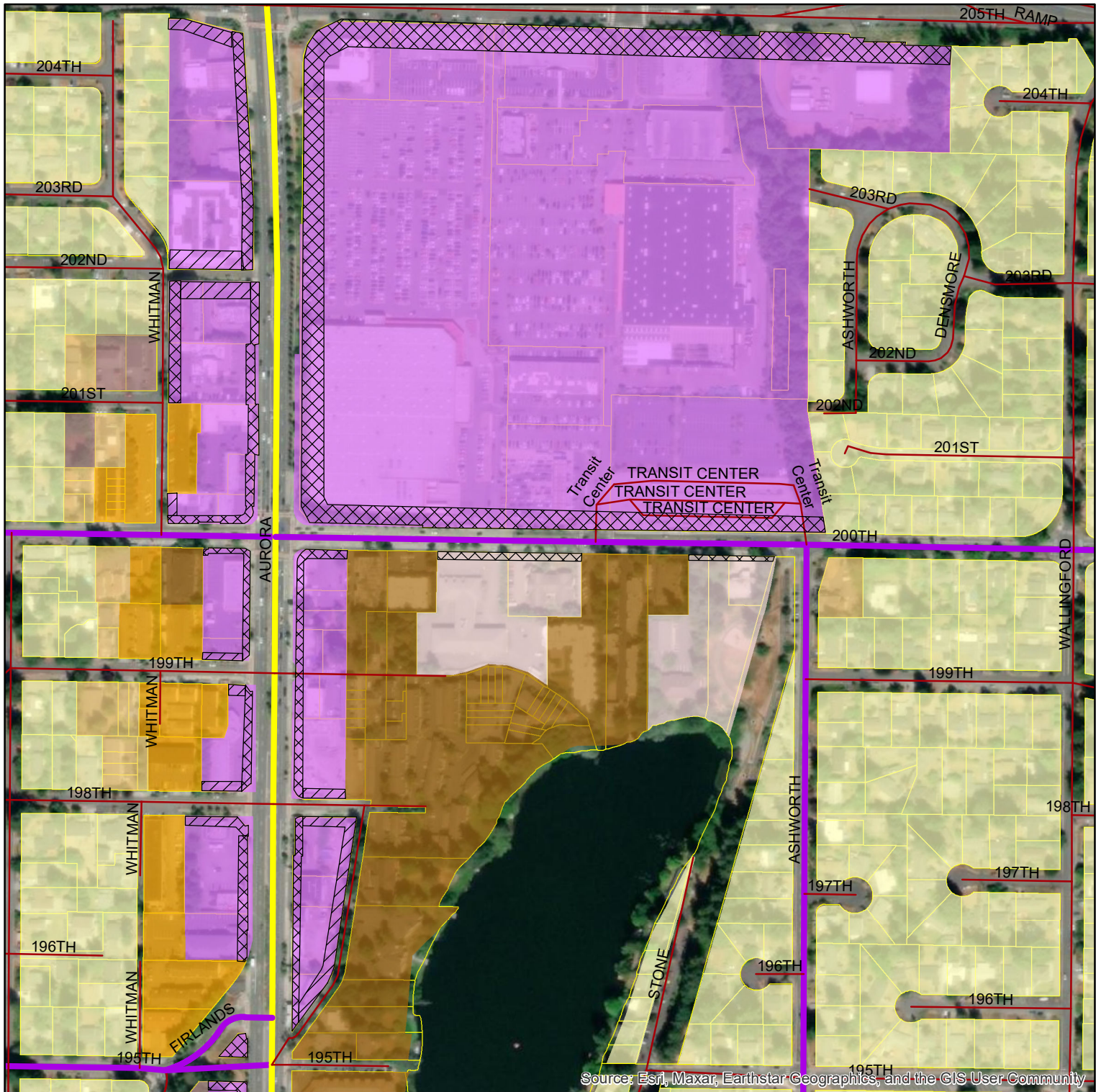
R-18

R-24

R-48

Contract Zone

# Att. B - Ground Floor Nonresidential Maps



## AURORA - 205TH TO 195TH



Primary Commercial Corridor



Secondary Commercial Corridor

0 110 220 440 660 880 Feet



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Date: October 2023.

### Legend

#### Streets

— Other

#### STREETCLASS

— Collector Arterial  
— Principal Arterial

#### Zoning

MB

NB

R-6

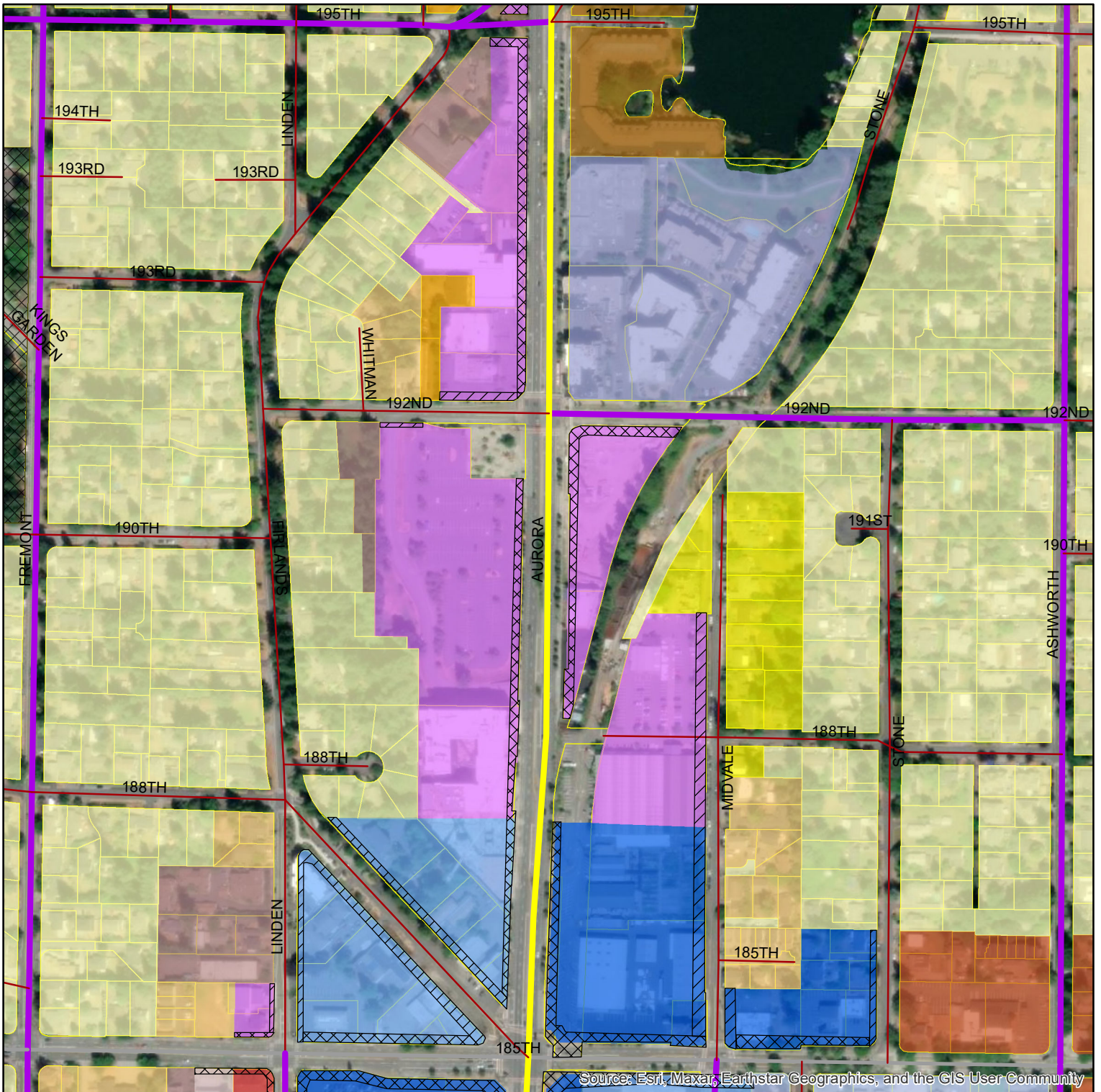
R-12

R-18

R-24

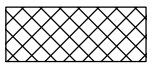
R-48

# Att. B - Ground Floor Nonresidential Maps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

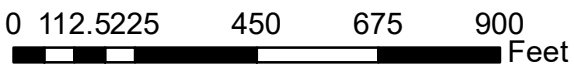
## AURORA - 195TH TO 185TH



Primary Commercial Corridor



Secondary Commercial Corridor

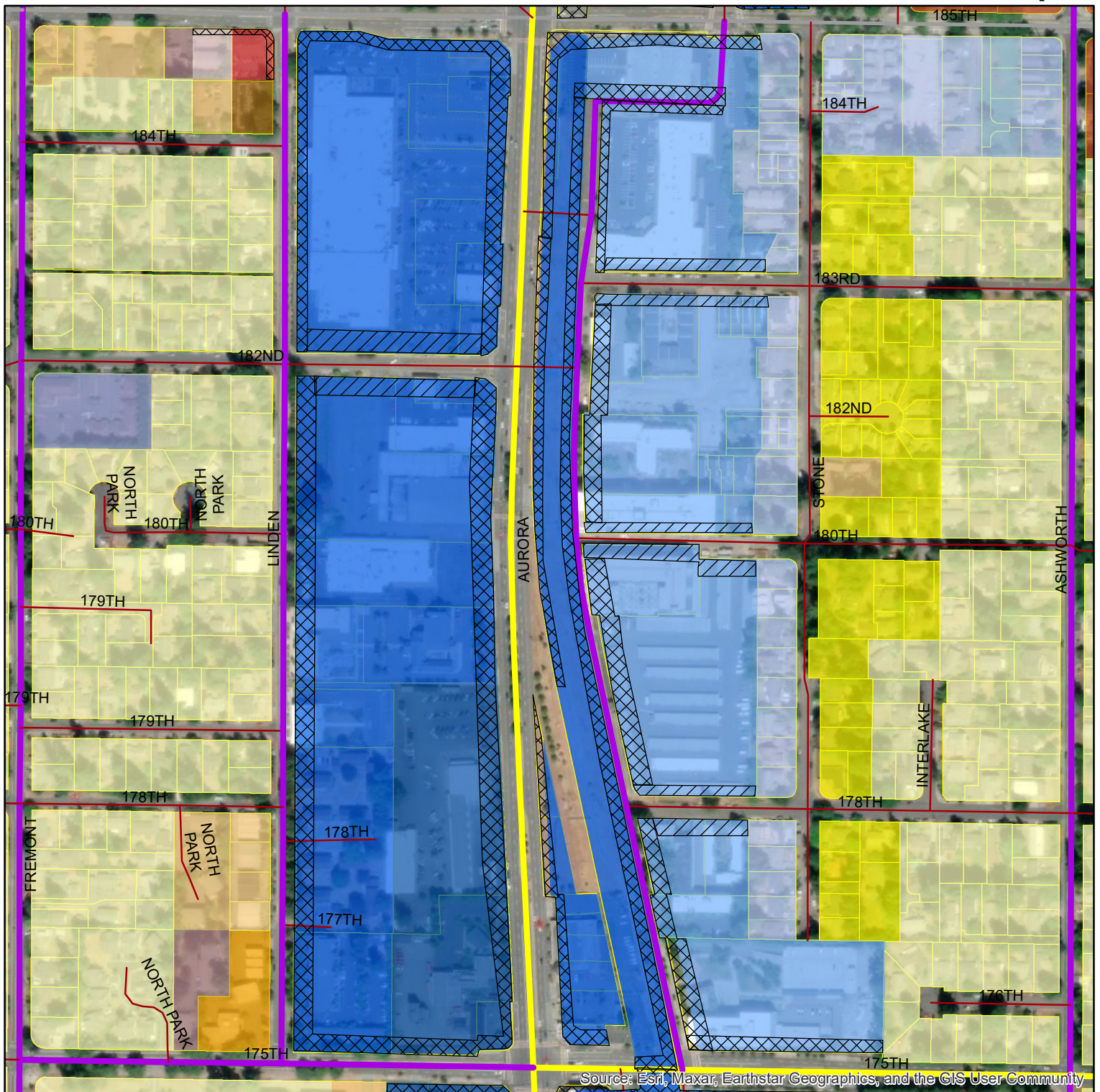


DISCLAIMER: This is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this page. This is for graphic representation only in aiding for a discussion on commercial corridors.

Date: October 2023.

Legend	
<b>Streets</b>	<b>Zoning</b>
— Other	MUR-45
<b>STREETCLASS</b>	MB
— Collector Arterial	CB
— Minor Arterial	NB
— Principal Arterial	TC-2
	TC-3
	TC-4
	R-6
	R-8
	R-12
	R-18
	R-24
	R-48
	Campus
	Contract Zone

# Att. B - Ground Floor Nonresidential Maps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

## AURORA - 185TH TO 175TH



Primary Commercial Corridor



Secondary Commercial Corridor

0 110 220 440 660 880 Feet



DISCLAIMER: This is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this page. This is for graphic representation only in aiding for a discussion on commercial corridors.

Date: October 2023.

### Legend

#### Streets

- Other
- Collector Arterial
- Minor Arterial
- Principal Arterial

#### Zoning

- MUR-45
- CB
- NB
- TC-1
- TC-2
- TC-3
- TC-4
- R-6
- R-8
- R-12
- R-18
- R-24
- R-48
- Contract Zone

# Att. B - Ground Floor Nonresidential Maps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

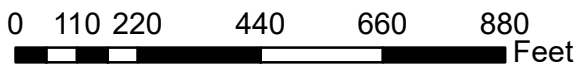
## AURORA - 175TH TO 165TH



Primary Commercial Corridor



Secondary Commercial Corridor



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Date: October 2023.

### Legend

#### Streets

Other

#### STREETCLASS

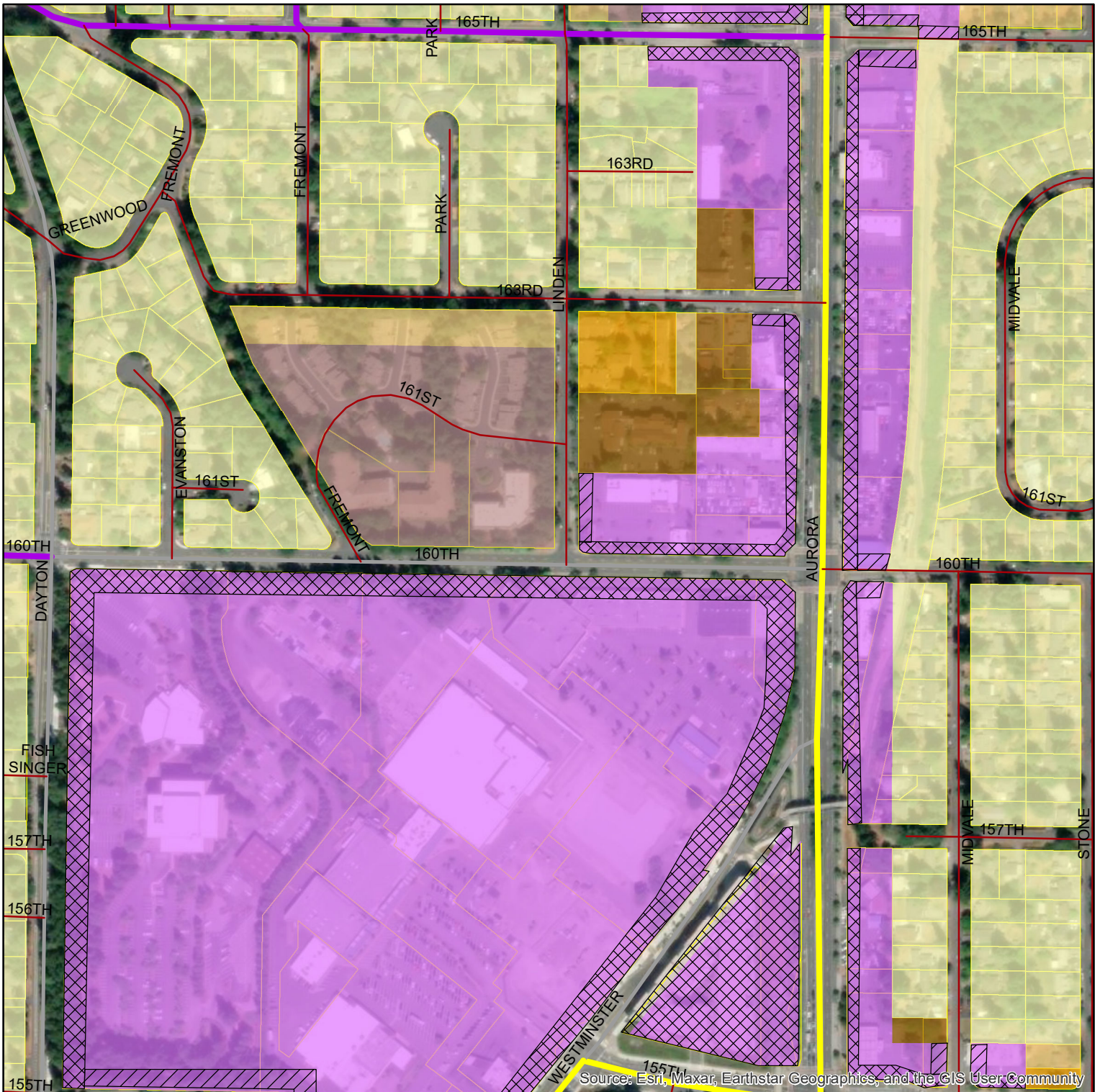
Collector Arterial

Principal Arterial

#### Zoning

- R-8
- R-12
- R-18
- R-24
- R-48
- R-6

# Att. B - Ground Floor Nonresidential Maps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

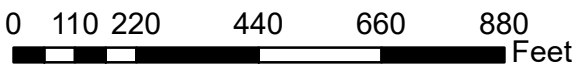
## AURORA - 165TH TO 155TH



Primary Commercial Corridor



Secondary Commercial Corridor



DISCLAIMER: This is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this page. This is for graphic representation only in aiding for a discussion on commercial corridors.

Date: October 2023.

### Legend

#### Streets

Other

#### STREETCLASS

Collector Arterial

Minor Arterial

Principal Arterial

#### Zoning

MB

R-6

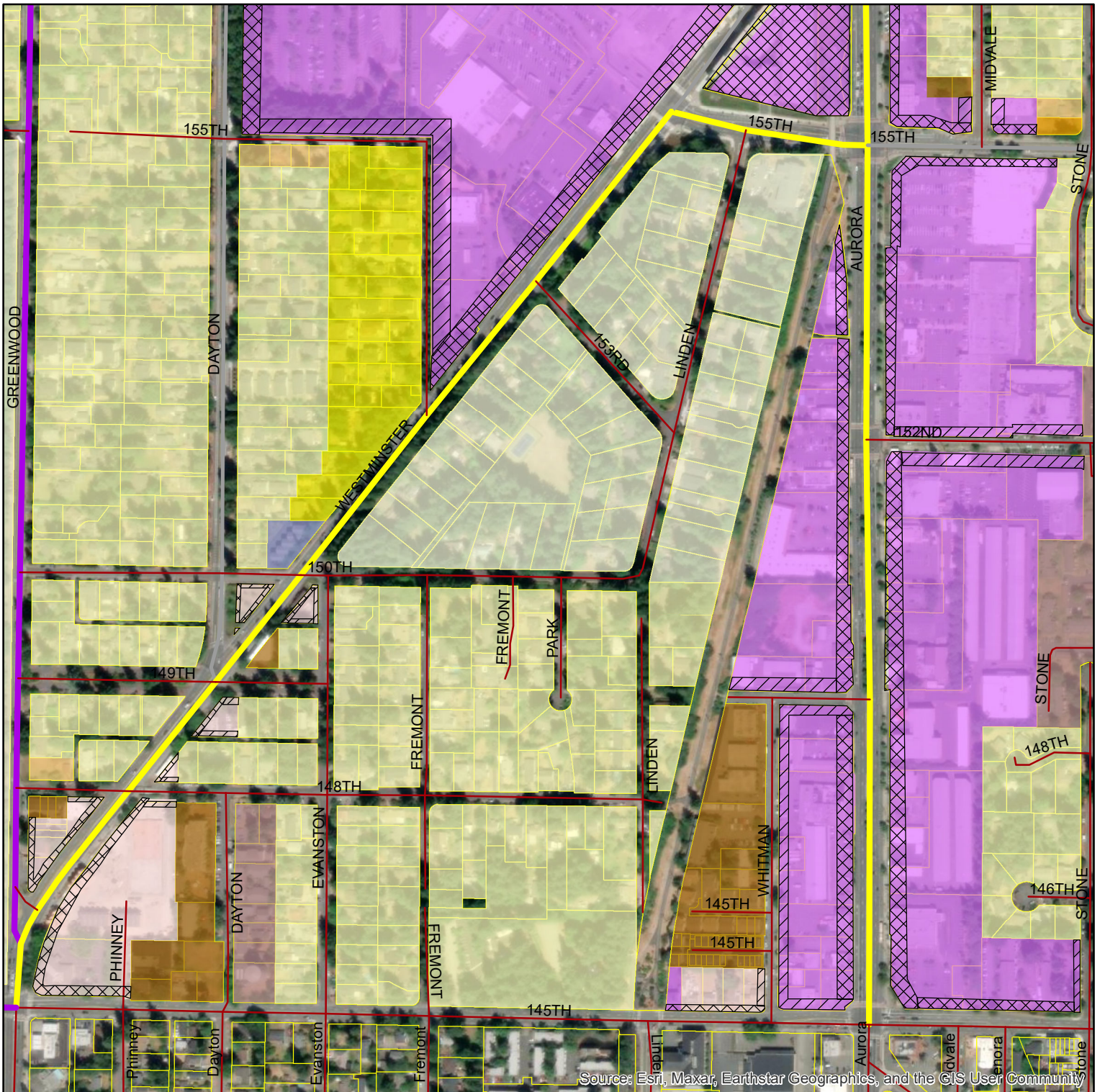
R-12

R-18

R-24

R-48

# Att. B - Ground Floor Nonresidential Maps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

## AURORA - 155TH TO 145TH



Primary Commercial Corridor



Secondary Commercial Corridor

0 130 260 520 780 1,040 Feet



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Date: October 2023.

### Legend

#### Streets

— Other

#### STREETCLASS

— Collector Arterial

— Minor Arterial

— Principal Arterial

#### Zoning

— MB

— NB

— R-4

— R-6

— R-8

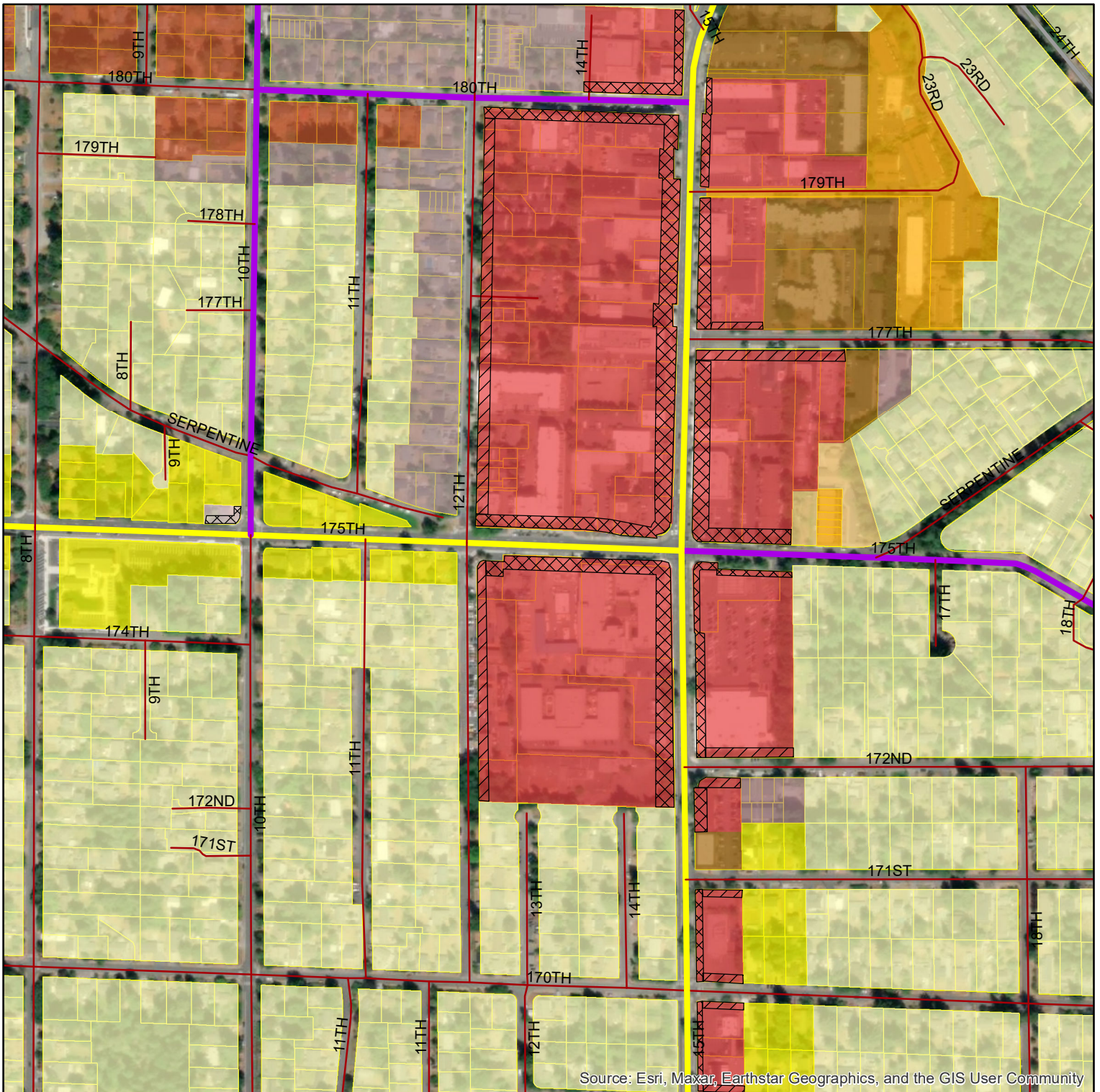
— R-12

— R-18

— R-24

— R-48

— Contract Zone



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

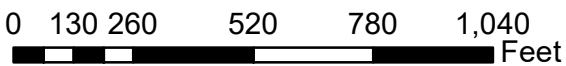
## NORTH CITY BUSINESS DISTRICT



Primary Commercial Corridor



Secondary Commercial Corridor



DISCLAIMER: This is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this page. This is for graphic representation only in aiding for a discussion on commercial corridors.

Date: October 2023.

### Legend

#### Streets

— Other

#### STREETCLASS

— Collector Arterial

— Minor Arterial

— Principal Arterial

#### Zoning

MUR-35

MUR-45

CB

NB

R-6

R-8

R-12

R-18

R-24

R-48



# Ground Floor Commercial Survey

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## SURVEY RESPONSE REPORT

15 September 2023 - 09 October 2023

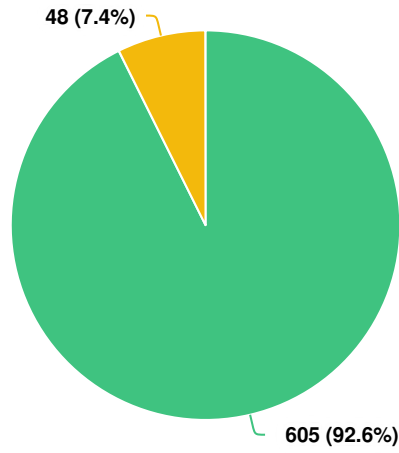
**PROJECT NAME:**

Ground Floor Commercial



SURVEY QUESTIONS

**Q1 | Do you live in Shoreline?**



**Question options**

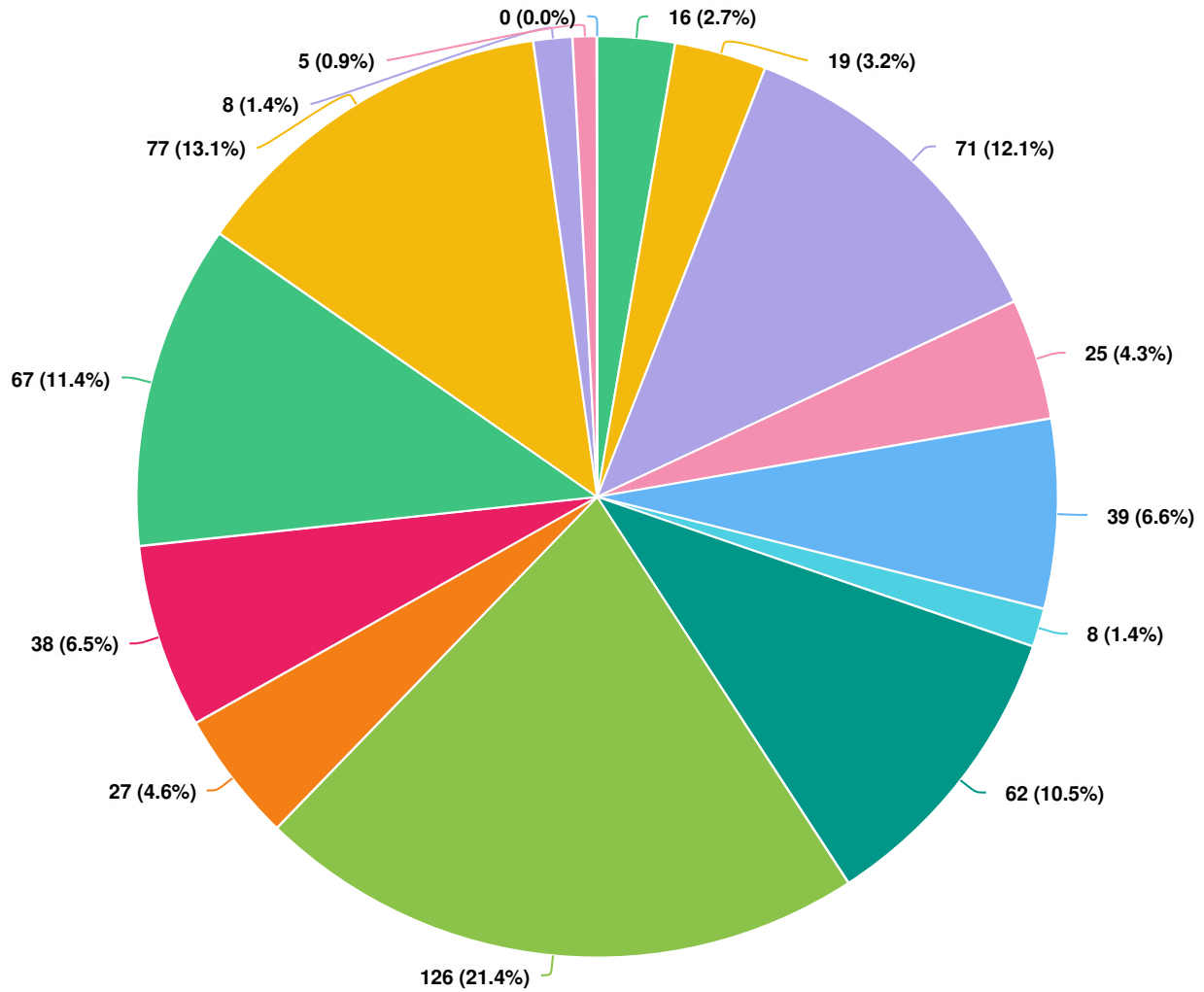
- Yes
- No

*Optional question (653 response(s), 2 skipped)*  
*Question type: Radio Button Question*

# Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

## Q2 | What neighborhood do you live in?



### Question options

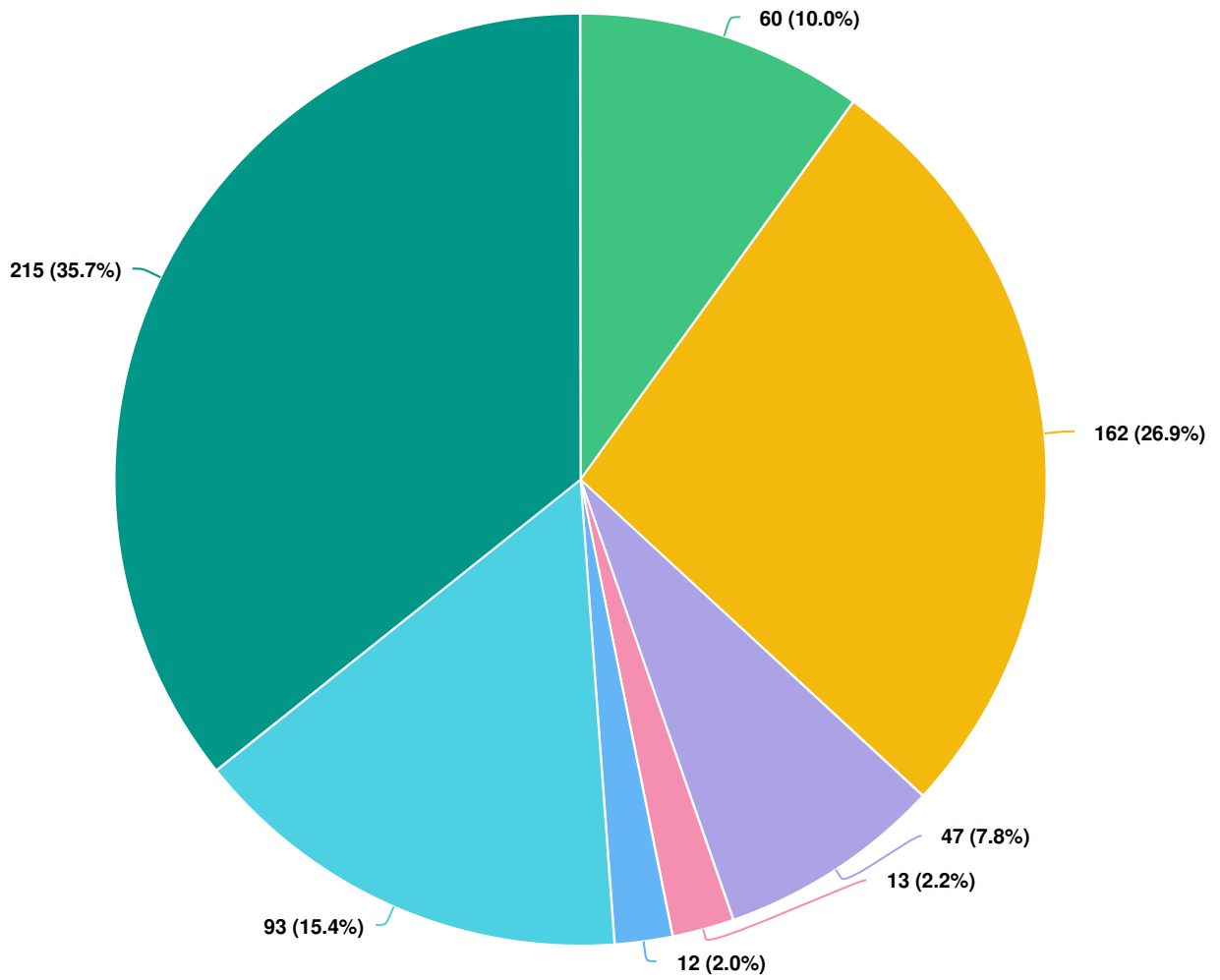
- Ballinger
 ● Briarcrest
 ● Echo Lake
 ● Highland Terrace
 ● Hillwood
 ● Innis Arden
 ● Meridian Park
- North City
 ● Parkwood
 ● Richmond Beach
 ● Richmond Highlands
 ● Ridgecrest
 ● Westminster Triangle
- Not sure
 ● The Highlands

Optional question (588 response(s), 67 skipped)  
Question type: Dropdown Question

# Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

## Q3 | Do you live in one of these areas?



### Question options

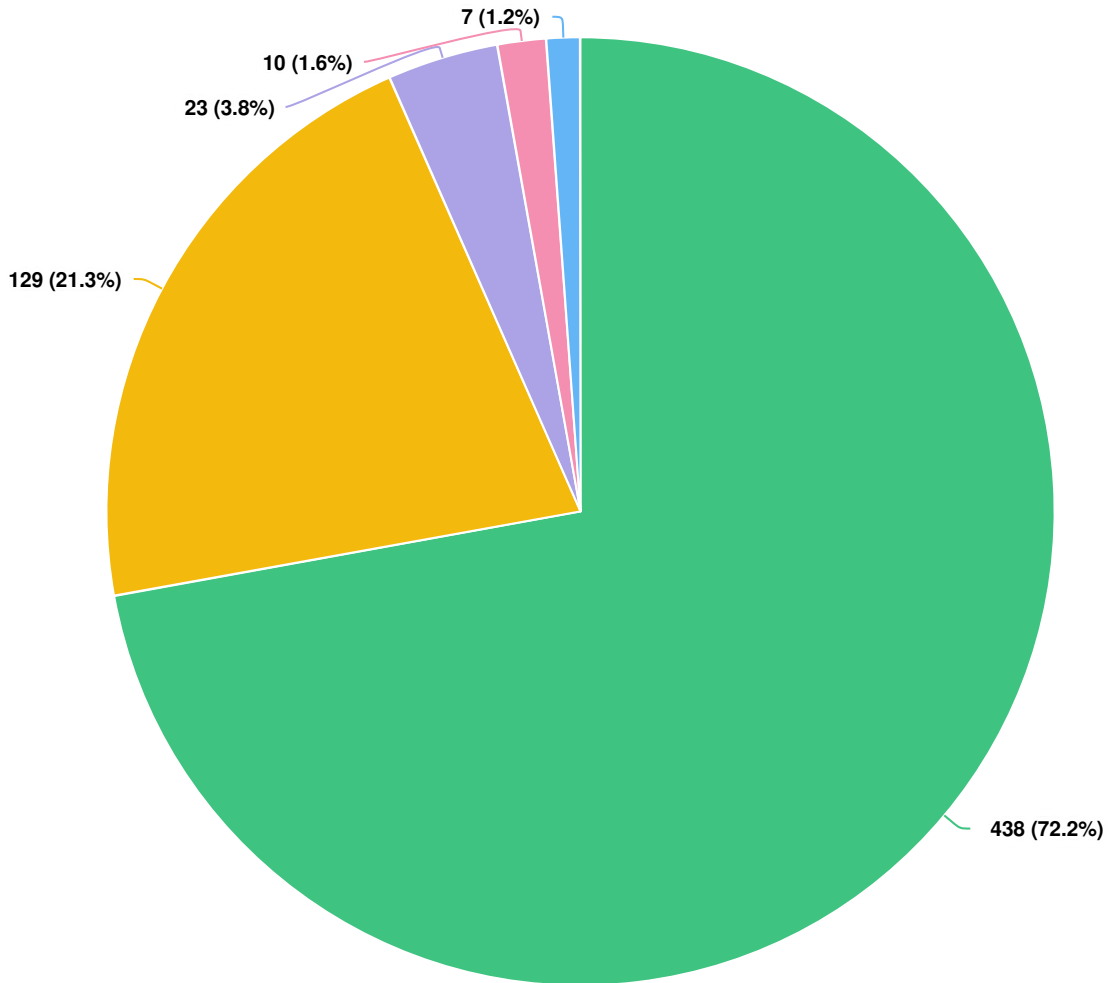
- Aurora Corridor
- Shoreline N/185th Street Station Subarea
- Shoreline S/148th Street Station Subarea
- Shoreline Place Community Renewal Area
- Town Center
- I don't know
- No, I don't live in one of these areas

Optional question (602 response(s), 53 skipped)  
Question type: Radio Button Question

# Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

**Q4** How important to you is it to live near a neighborhood center or corridor that offers a broad range of goods, services, and activities?



### Question options

- Very important
- Somewhat important
- Neutral
- Somewhat unimportant
- Very unimportant

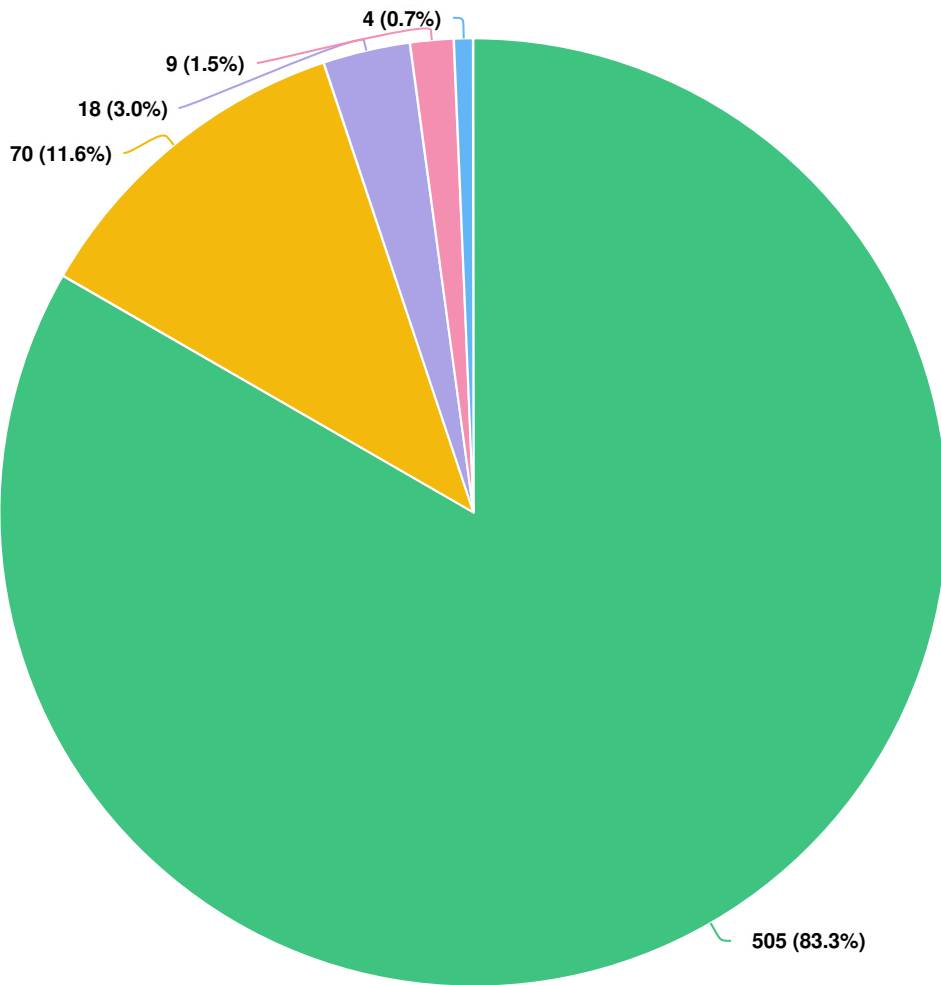
Optional question (607 response(s), 48 skipped)

Question type: Radio Button Question

# Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

**Q5** | If there are more commercial establishments located on the ground floors of new apartment buildings throughout Shoreline, how likely are you to patronize those establishments versus going to other cities for goods, services and commercial activities?



### Question options

- Very likely
- Somewhat likely
- Neutral
- Somewhat unlikely
- Very unlikely

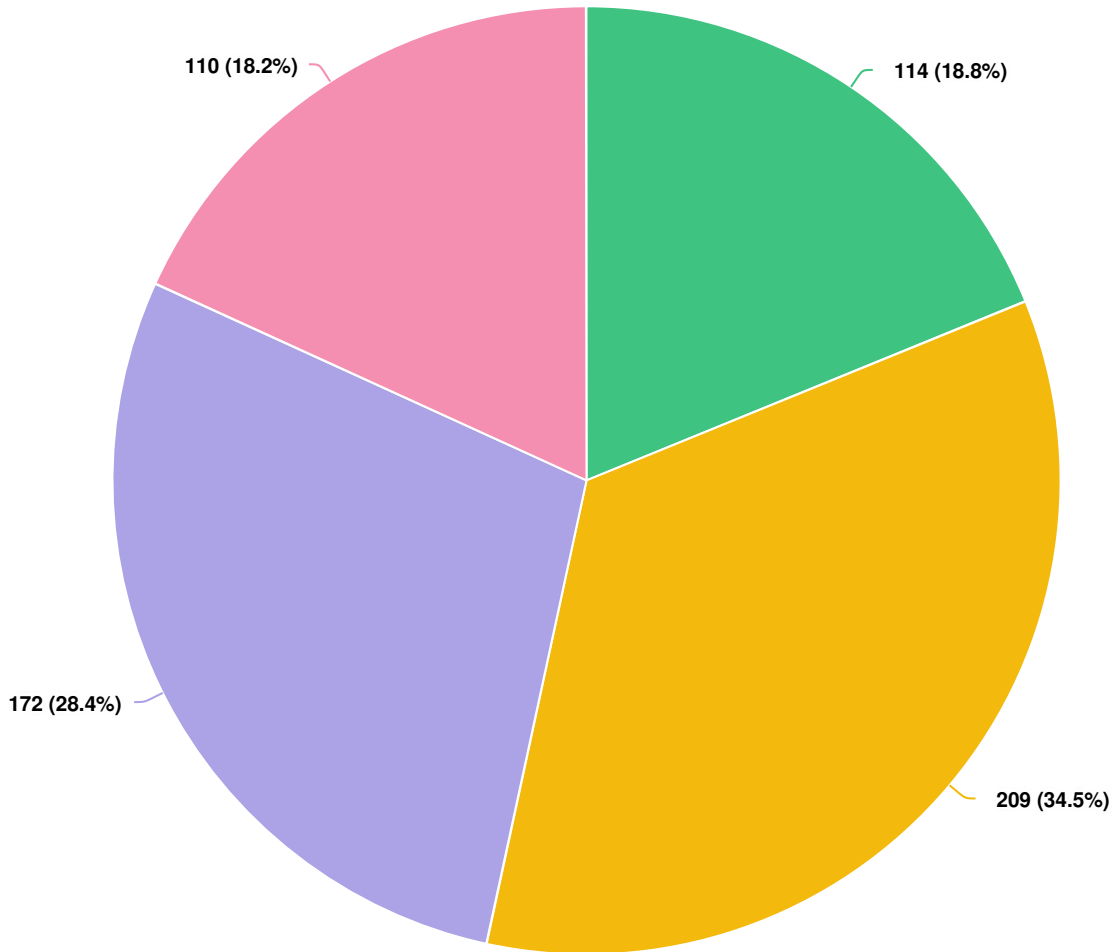
Optional question (606 response(s), 49 skipped)

Question type: Radio Button Question

# Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

**Q6** Can you estimate what percentage of your current monthly trips for commercial goods, services, and activities is to establishments in Shoreline?



### Question options

● Under 25%   ● 25 - 50%   ● 51-75%   ● Over 76%

Optional question (605 response(s), 50 skipped)

Question type: Radio Button Question



## Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

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**Q7 | As you have traveled around the region or elsewhere, can you provide examples of neighborhoods or streets with a good mix of commercial and residential uses that you particularly liked? What about them did you like?**

Anonymous

9/17/2023 05:58 PM

Ballard's "downtown" area had a good mix of new and old buildings, local and chain and specialty shops, and many options for food during day and non-dive bar options for evening drinks or casual evenings out (and some more lively dancing or concert spaces too). Access to hospital, medical offices, food, groceries, parks. Very walkable and good transit access.

Anonymous

9/18/2023 01:09 PM

Downtown Edmonds, Ballard

Anonymous

9/18/2023 03:15 PM

Fremont, Ballard. I like that there is a lot to do in walking distance

Anonymous

9/18/2023 03:12 PM

Edmonds downtown offers restaurants and shops for residents to walk around and hang out. The proximity of Residential and commercial units promotes better walk score and social interaction. It brings a neighborhood closer. Lynnwood town center offers community pool and community center which draws residents from all around north Seattle. It gives kids a place to go swimming during the hot summer days. Their shopping mall center and sports arenas like roller skating, and bowling alley give teenagers places to hang out and socialize with friends. Shoreline removed public pool, torn down the roller skating ring for the benefit of the apartment developers, and now the ice skating ring is also closed with no plan of bring back any of these sports facilities for the young kids to do indoor sports. Kids are taking buses to go to Lynnwood to hang out.

Anonymous

9/18/2023 03:39 PM

West Seattle has great mixed-use areas: the Alaska Junction, the Morgan Junction, Admiral area Downtown Ballard is also a great example I think Columbia City, Lake City Way, Upper Queen Anne, Madison Park, these all come to mind. They all have a variety of commercial space - restaurants/food, novelty shops, banks, bars, pet stores, antique shops, etc.

Anonymous

9/18/2023 03:37 PM

Ballard , Seattle

## Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

---

Anonymous

9/18/2023 03:47 PM

I like places with charm and no traffic, so I can walk around safely and comfortably.

Anonymous

9/18/2023 04:28 PM

Take example of the bet neighborhoods in Seattle; West Seattle, Phinney Ridge, Upper Queen Anne, Ballard, etc. and every big city outside of the states. Commercial space in close proximity to residential space is essential to boost the prosperity of the locals, quality of daily life, legitimacy and desirability of the neighborhood, and promote pedestrian minded infrastructure and reduce carbon footprint. NOT permanently requiring lower floors to be set as commercial space will solid will solidifies Shoreline character as a commuting side skirt neighborhood of Seattle, without all the opportunity, quality, and riches well develop neighborhoods offer.

Anonymous

9/18/2023 03:59 PM

Greenwood, Phinney Ridge, Ruston (Tacoma) - A variety of services such as coffee shops, restaurants, local retailers, locally sourced foods with parking

Anonymous

9/18/2023 04:12 PM

Walkability is key for me - Fremont, Bothell has done a nice job developing their old town/new town expansion. Edmonds is great - feels vibrant and has a great mix of businesses.

Anonymous

9/18/2023 04:16 PM

Wallingford, Greenwood small businesses and/or non-profits in older buildings also offering residential space; curb dining as extension of restaurants; special relationships/benefits offered to residents by businesses that foster their use of same; businesses supporting environmentally sound practices, like proper disposal of waste (limiting packaging) or Bicycle Benefits as incentives to shop there.

Anonymous

9/18/2023 05:26 PM

U Village, Fremont, Edmonds - all walkable with pretty good parking.

Anonymous

9/18/2023 06:53 PM

I like the development at Totem Lake, Kirkland, with an excellent mix of residential high and mid-rise and commercial shops, including a theater complex and walkable areas for residents and visitors. There is a reasonable amount of surface parking for patrons of commercial establishments, grocery stores such as Whole Foods and Trader Joes, etc. On the whole I give that development 10/10. The other development I really like is in Kent, WA next to the commuter rail. It is similar in that there is a vibrant commercial core of businesses and plenty of surface parking. I went there often a couple of years ago when my Dad was ailing in a rehab in North Auburn. Again, a 10/10 for it being a magnet/destination for me as a non-resident. Finally the

## Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

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downtown core of Redmond is absolutely fabulous. The residential developments are encircling a public common that my husband and I have driven to and bicycled to in order to hang out and patronize. I encourage the planning dept of Shoreline to stretch past the simple zoning of offering ground floor commercial of residential buildings to finding more harmonious use of combination zoning including ground floor commercial of residential buildings alongside mini-business cores that attract significant business that have a true community feel regardless of their recent construction.

Anonymous

9/18/2023 07:49 PM

Edmonds has several mixed use buildings in the core of the city. It provides greater safety from vandalism for both the merchant and the residents and gets the residents off the first floor. Many are interesting architectural designs with open balconies..

Anonymous

9/18/2023 08:27 PM

Mountlake Terrace

Anonymous

9/18/2023 10:30 PM

Ballard-good downtown and variety of shops and restaurants Beacon Hill-getting very interesting with restaurants and stores Greenwood-closest neighborhood to Shoreline with places of interest Redmond and Bothell-good examples of newer cities that have re-invented themselves as mix use residential and commercial

Anonymous

9/18/2023 10:07 PM

The Green Lake and Capitol Hill neighborhoods in Seattle. Both have a wide array of businesses that are easily accessible on foot. Many restaurants have outdoor seating available, and both neighborhoods have public parks and plazas where people can spend time. I especially like that many of the businesses in Green Lake are away from thoroughfares, making the neighborhood more pleasant to spend time in.

Anonymous

9/19/2023 11:48 AM

The convenience of "Gateway Shopping Center", the Fred Meyers, and the Walgreens on 175th N...

Anonymous

9/19/2023 12:58 PM

Green Lake Village as an example has convenient underground parking nice shops and interior courtyard open space.

Anonymous

9/19/2023 02:40 PM

Downtown Ballard has a great mix of small business, large business and residential

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Anonymous

9/20/2023 02:07 PM

Edmonds downtown area. The area was walkable, clean, and had several food and entertainment options. I could easily spend an entire day there.

Anonymous

9/20/2023 02:15 PM

Downtown Edmonds is generally fantastic. The Roosevelt neighborhood near the lightrail station is another good example. Really, it's just nice to have access to coffee shops, restaurants, and other misc shops within walking distance.

Anonymous

9/20/2023 03:38 PM

Edmonds. Attractive. Want to spend time there. Queen Anne. Snohomish.

Michael W

9/20/2023 03:55 PM

No

Anonymous

9/20/2023 04:26 PM

Bothell, Lynnwood

Anonymous

9/20/2023 04:42 PM

I do most of my shopping at Lake Forest Park Town Center

Anonymous

9/20/2023 05:02 PM

Edmonds Main Street, Mountlake Terrace Walk ability, liveliness/vibe, variety/eclectic mix of retail, restaurants, art galleries, individual movie theaters, gyms, high class thrift stores, etc.

Anonymous

9/20/2023 05:31 PM

Edmonds downtown, any of the other local towns like Ballard, Greenwood, Maple Leaf, Northgate. Shoreline is lacking shopping and dining opportunities which forces us to buy elsewhere.

Anonymous

9/20/2023 06:09 PM

Edmonds main st area, you can walk to many different places. On stop shopping, eating and living

Anonymous

9/20/2023 06:10 PM

Ballard Ave in Ballard - nice wide sidewalks, nearby parking, good variety of restaurants and shops of various types and price points. most of the shops and restaurants are independent and not chains. the neighborhood is comfortably walkable

Anonymous

9/20/2023 06:23 PM

Phinney ridge Kenmore, bothell

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Anonymous

9/20/2023 06:36 PM

Belltown and CapHill neighborhoods both are very walkable. Loved having restaurants and shops just out my door.

Anonymous

9/20/2023 06:51 PM

Greenwood, phinney, Kirkland urban, downtown Edmonds

Anonymous

9/20/2023 07:17 PM

Bothell - some parts of Ballard. The variety and relative closeness of the businesses

Anonymous

9/20/2023 07:20 PM

Roosevelt and Maple Leaf, Seattle. Cities throughout the Netherlands and much of Western Europe.

Anonymous

9/20/2023 07:42 PM

Edmonds Main Street specifically around the new molly moons- good food options and walkable to park.

Anonymous

9/20/2023 08:19 PM

In the region, my favorite neighborhoods are Ballard, Fremont, and downtown Edmonds. Private parking lots/minimum parking requirements are killing North City.

Anonymous

9/20/2023 08:39 PM

Ne 165th st near Ridgecrest Pub

Anonymous

9/20/2023 09:18 PM

Bothell, bike shop, restaurants Thornton place, good restaurants

Anonymous

9/20/2023 09:23 PM

I totally despise single family home areas with apartments and the ugly townhomes that are going up all over this once nice city. If you're going to have apartments with businesses put them on Aurora. Aurora is the perfect place for all of this. I am shocked every time I go out and see more apartments going up right in the middle of a single family home neighborhood. It's the most ridiculous thing. I don't mind a grouping of businesses together in a commercial zoned area or in an area zone for these apartments but keep them out of the single family home neighborhoods. I hardly recognize my city anymore and I've lived here my whole life! It's ridiculous!

Anonymous

9/20/2023 09:32 PM

Greenwood - walkable to get to bookshops, coffee, ice cream, restaurants, sip and ship, banks... so easy to bring my family for a mix of errands and kid activities. Tangletown around 56th - Zika coffee, donut shop, convenience market, Himalayan food Stone way

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south of 45th - Eltana bagels, gym, chiropractic care, pizza options  
Ridgecrest on 165th- restaurant, coffee shop, we're excited to hear a bookstore is coming

Anonymous

9/20/2023 09:53 PM

I have always loved walking around downtown Edmonds. It is a great mix of commercial and residential use. It has great restaurants that offer different food options for lunch and dinner, it has a bookstore, it has ice cream shops, it has some beautiful homes that are well maintained that you walk past. It is very "warm and cozy." I also think Ravenna around the new light rail station and down to Ravenna Eckstein Park is an ok mix of commercial and residential.

Anonymous

9/20/2023 10:17 PM

Wallingford, Green lake, Ballard. I love that they provide unique shops that make the area stand out and create a environment worth exploring more. They are not just name brand stores.

Anonymous

9/20/2023 10:23 PM

Downtown Edmonds Nice mix, but not overly developed.

Anonymous

9/20/2023 10:32 PM

Union street between 20th and 25th in Seattle - mix of apartments, coffee shops, restaurants, grocery store, bank, etc. Good vibes day and night

Anonymous

9/20/2023 10:49 PM

South Lake Union, Ballard, Lower Queen Anne, Capitol Hill. I like the walkability and the sense of community, as well as the support of local, small businesses.

Anonymous

9/20/2023 11:04 PM

Beacon Hill, Queen Anne, Capital Hill- I liked that they left single family homes and only create new housing where it actually need and they keep it affordable. I also appreciate ample parking- people won't use businesses that they can't park at. Also, empty business space actually ruins neighborhoods so a requirement that they be filled in a reasonable time or lower the rent should be put in place.

Anonymous

9/20/2023 11:09 PM

Downtown Edmonds - walkable, restaurants

Anonymous

9/20/2023 11:18 PM

None near by, but all of Europe does it right, with commercial establishments on the ground floor and residents above. It is a perfect way to use the available space and create new homes

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Anonymous

9/20/2023 11:23 PM

Walkable, variety of services goods, and restaurants, vibrant streets, seems safer, better for economy and convenience

Anonymous

9/20/2023 11:25 PM

Bothell, Ballard - walkable easily to access

Anonymous

9/20/2023 11:31 PM

North of 155th has more options and feels safer and newer.

Anonymous

9/20/2023 11:43 PM

Phinney Ridge. Because there is a great mix of business types and large apartment complexes centered on Phinney providing services to residents nearby but not intruding into the single family neighborhood side streets.

Anonymous

9/21/2023 12:16 AM

Capitol Hill and Ballard neighborhoods in Seattle. I appreciate the walkability factor to patronize new restaurants, coffeeshops, etc.

Anonymous

9/21/2023 12:24 AM

Even Downtown Seattle doesn't always have enough street-level commercial, especially small businesses. The gold standard is probably Capitol Hill along Broadway. Maybe Greenwood has a good stretch? I'm especially concerned about the lack of ground-level commercial adjacent to the 185th station. Needs a drugstore, coffee shop, bakery, etc where walking commuters can stop by on their way to or from work.

Anonymous

9/21/2023 12:38 AM

I'm usually impressed with the ground floor businesses in the Green Lake and Roosevelt neighborhoods. Having access to groceries, restaurants, cafes, bookstores, and all other sorts of businesses is always nice so a walk around can be both productive and they are able to stay busy thanks to the greater foot traffic.

Anonymous

9/21/2023 01:00 AM

Edmonds

Anonymous

9/21/2023 03:32 AM

Wallingford, Ballard, Edmonds. We need reasons for people to stay in shoreline with ships and restaurants. Tired of going to Edmonds

Anonymous

9/21/2023 05:07 AM

parking

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Anonymous

9/21/2023 06:27 AM

Greenwood (Seattle),Downtown Edmonds, Ballard (Seattle)  
Vancouver, B.C., Portland In any of these location there are a good mix of non-residential uses at street level often in new and old buildings. The businesses are accessible by often available near-by street parking and do not require getting in a car to go between businesses. They fell like a city and feel intentional. Portland in particular does a good job of creating smaller, attractively designed building that create interesting and varied streetscapes while providing smaller retail spaces that can be used by local businesses. Vancouver is an interesting case-study for the lower townhome style units that are provided at ground level. These provide a nice transition between the "high street" and smaller streets. The complex adjacent to the new light rail station in Montlake Terrace has a nice walkable street quality to it.

Anonymous

9/21/2023 06:21 AM

Ballard, mountlake terrace Having restaurants and retail stores in the community is a huge positive!

Anonymous

9/21/2023 06:43 AM

I tend to find my commercial, goods and services along the Aurora corridor, with no relation to residential.

Anonymous

9/21/2023 06:47 AM

I have enjoyed the Greenlake, Fremont, and Wallingford. I love to be able to walk to my grocery store as well as a good mix of restaurants.

Anonymous

9/21/2023 06:48 AM

Totem lake I. Kirkland

Anonymous

9/21/2023 07:05 AM

Capital Hill: 15th and 19th avenues and parts of Pike/Pine. I like the mix of newer buildings with older (lower) buildings, which makes the ground-level experience less anonymous feeling.

Anonymous

9/21/2023 07:08 AM

Downtown Edmonds, Downtown Kirkland, Ballard.

Anonymous

9/21/2023 07:25 AM

neighborhoods that include ground floor commercial with their high density housing is great. provides services, etc, for new residents as well as existing and hence cuts down on traffic and travel times. seattle has multiple neighborhoods that have done/been doing this. portland also does. not including services/businesses to serve communities that have brought / are bringing in high density housing is poor planning and a huge issue.



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Anonymous

9/21/2023 07:40 AM

Downtown Edmonds - lots to offer, but very little parking. Totem Lake  
- the bomb! Bothell @ McMenemy's - Density WITH services.  
Woodinville - a downtown with a theme! Very walkable.

Anonymous

9/21/2023 07:55 AM

Mill creek town centre.

Anonymous

9/21/2023 08:18 AM

I like enough parking on-site

Anonymous

9/21/2023 08:24 AM

Edmonds has a great mix of stores, restaurants and residential. And  
the landscaping is truly outstanding.

Anonymous

9/21/2023 08:42 AM

Neighborhoods with restaurants, both quick, snack type and full  
diners/restaurants. Not McDonalds type. Drug stores. Hair salons. Pet  
stores. And need plenty of parking!!

Anonymous

9/21/2023 08:44 AM

Edmonds

Anonymous

9/21/2023 08:49 AM

Downtown bothell has done q nice job. Love that it is adjacent to the  
downtown main street. Love the selection of restaurants, bars/tap  
houses, and smaller boutiques/shops. All a very walkable area.

Anonymous

9/21/2023 09:00 AM

Ballard and Greenwood. Nice use of commercial and residential.  
Parking is a must!

Anonymous

9/21/2023 08:58 AM

The new downtown of Bothell, the center of Woodinville.

Oliver Moffat

9/21/2023 09:12 AM

Downtown Bothell and Downtown Redmond have done a great job of  
attracting restaurants and shops while increasing density. Lot's of  
apartments and lots of shops. There is ample parking, mass transit  
options and there's very good access by bike and walking.

Anonymous

9/21/2023 09:09 AM

Restaurants

Anonymous

Downtown Edmonds, Bothell, Mill Creek, Downtown Kirkland. Those

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9/21/2023 09:21 AM

cities have a strategy to develop a lively downtown rather than the approach of Shoreline to let developers "come up" with their own vision (which is making money and moving on) in random places. This was raised but ignored during transit station rezoning study. Ground floor businesses are important so long as: - buildings are not just popping up randomly throughout the neighborhoods, but rather are build together to create a place drawing people. - build from the station out, not just randomly - don't make it so expensive that the businesses are only/mostly franchises for Starbucks, fast foods, etc. Support unique and local businesses. The key is for the city to drive and enforce a vision of what it wants to become; not for developers to make a quick buck.

Anonymous

9/21/2023 09:23 AM

North City USED to be a growing and improving commercial area in the midst of a residential area. With unregulated and waived development, there are now far fewer businesses and no post office, no drugstore, no dry cleaner, and half the restaurants are gone. Instead of more business location opportunities there are far fewer. And lots more cars driving through to business on Aurora. It's maddening.

Anonymous

9/21/2023 09:32 AM

Northgate Thornton Place

Anonymous

9/21/2023 09:39 AM

Phinney/Greenwood. Multi-use road/bike/sidewalks, mixed use resi, commercial. Kirkland downtown. Slow and safe vehicle traffic ~20-30mph

Anonymous

9/21/2023 10:00 AM

Portland. Ballard.Columbia city, downtown Seattle

Anonymous

9/21/2023 10:01 AM

phinney ridge- lots of restaurants, bars, shops Greenwood is getting that way too

Anonymous

9/21/2023 10:35 AM

Downtown Edmonds, Ballard, Main Street in Bellevue, Downtown Kirkland. Edmonds and Bellevue have free parking, lots of restaurant choices, gift/home goods stores, a bookstore. All are in walking distance of parks, other attractions. Edmonds has a movie theater, art supply store, clothes. Ballard has furniture, food, energy. Downtown Seattle is accessible by pubic transportation.

Anonymous

Edmonds Westgate

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9/21/2023 10:18 AM

Anonymous

9/21/2023 10:25 AM

MLT City Center has nice restaurants in newer buildings with PARKING!

Anonymous

9/21/2023 10:31 AM

Beacon Hill has been able to add local restaurants/breweries/bakeries while still adding apartments and housing due to the light rail station. Nice blend of housing and businesses.

Anonymous

9/21/2023 10:50 AM

Upper Queen Anne - variety of restaurants and shops along with larger stores (e.g. groceries, pharmacies) in combination with apartment buildings Downtown Edmonds - shops and restaurants, though less mixed with residential spaces Greenwood - good mix again and similar to many areas of Shoreline with proximity to larger thoroughfares (Aurora, 15th Ave NW/Holman) taking traffic load off of the main commercial corridor Terrace Station - Still developing, but seems to be a good start on building a village based around light rail

Anonymous

9/21/2023 10:45 AM

Don't know. Restricted mobility, so I don't "travel around" much any more. That's why I'd like more options closer to home.

Anonymous

9/21/2023 10:51 AM

Wallingford , Ballard, Lynnwood - I like being able to walk to businesses to get the paper, or grab a bite, go drop off laundry, ship items, buy basics. I love seeing the neighbors at these local businesses. It's a community.

Anonymous

9/21/2023 10:57 AM

U District with it's mixed residential & commercial neighborhood with shady tree canopy and thus enjoyable walking distances to shops

Anonymous

9/21/2023 11:42 AM

The heart of Mountlake Terrace

Anonymous

9/21/2023 01:24 PM

Well, in the case of Shoreline and Aurora, simply making good sidewalks with benches/tables, maybe some kind of barrier or separation from Aurora for peace/safety. What about buildings with a courtyard cutouts visible and accessible to the main street and making a bit of distance from the noise and danger of traffic?

Anonymous

I spend a lot of time in Lynnwood near the Alderwood Mall. The new

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9/21/2023 12:13 PM

buildings they've added in the mall parking lot near Dave and Buster's and Fogo de Chao seem to work well enough. I find it successful because there is enough parking for the commercial business I do there, but it also has residential housing.

Anonymous

9/21/2023 12:28 PM

Edmonds, Ballard, Kirkland, Bellevue, Capital Hill, Magnolia, Mercer Island, Madrona

Anonymous

9/21/2023 12:26 PM

phinney ridge, cap hill, atlanta beltline. Brewpubs!! Easy to get in and out of (maybe not cap hill so much), wide variety of eateries/bars/venues

Anonymous

9/21/2023 12:45 PM

I liked that I could park in one spot and visit multiple businesses without having to move my car.

Anonymous

9/21/2023 12:47 PM

Ridge crest with the movie and several pubs plus a cute dog shop. I would love more businesses in north city. Bagel shop, ice cream shop, used book store, etc

Anonymous

9/21/2023 01:08 PM

MLT has good restaurants visible from the street with parking behind.

Anonymous

9/21/2023 01:16 PM

Feels more welcoming, convenient for shopping close to where you live

Anonymous

9/21/2023 01:23 PM

I used to live in Wallingford and could do almost everything on foot: groceries, library, restaurants, drug store, etc. I like downtown Edmonds for it's charm and mix of functions.

Anonymous

9/21/2023 01:32 PM

Ballard, greenwood. You can walk to neighborhood business. No need to get in your car, what you need is in walking distance. Dont build large apartments with no parking but expect the residents to need a car to buy everything.

Anonymous

9/21/2023 01:36 PM

North city

Anonymous

9/21/2023 01:49 PM

Good parking, wide variety of businesses with a lot of character and flavor.

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Anonymous

9/21/2023 02:19 PM

Mountlake terrace is doing a wonderful job of developing around the sub stations. Why is shoreline so behind? Roosevelt and Phinney Ridge are two more great examples of neighborhoods that have density of housing and diversity of commercial spaces that equal vibrant communities.

Anonymous

9/21/2023 03:07 PM

I love the walkability in North City. Part of the reason I moved here. It is clearly under threat, though, as several businesses have vanished.

Anonymous

9/21/2023 03:21 PM

Ballard has excellent walkability, availability of nice stores and eateries. Capitol Hill has excellent night life, bars, and restaurants. The Alphabet District in Portland has excellent density and mixed use integration. The street tree canopy coverage in areas is a huge plus when walking in areas. Paris, France has wide sidewalks, ground floor commercial, street trees, parklets, etc. that make great examples of how to do mixed use and ground floor commercial in all areas. Edenborough, Scotland also has great mixture of residential and commercial uses, but we can't get historic Architecture here like that. When looking at integrating mixed use and residential neighborhoods, it's pretty easy to find out what people like. We just have to look at examples around the world that have worked. These include outdoor dining (al fresco or streeteries), woonerfs, walkable areas, wide sidewalks (10+ feet wide) street trees, limited vehicular traffic, restaurants, and useful neighborhood stores and businesses.

Anonymous

9/21/2023 03:25 PM

Edmonds. Because it feels vibrant and walkable.

Anonymous

9/21/2023 03:40 PM

down towns of woodenville, bothel, mountlake terrace, edmonds. the mix of people living and working in the direct vicinity makes me feel safer because people care more about where they live than where they work. the services make everything more convenient and fun the more mix of commercial is a plus also to see mom and pop businesses and maybe some larger franchises mixed with stores ,resturaunts, Child care, medical, bars, offices really looks and feels better.

Anonymous

9/21/2023 03:24 PM

We are missing Leenas and Sunis and the laundromat and the shoe store. And the Post Office!!! And a book store or coffee shop.

Anonymous

Greenwood, Ballard, Totem Lake. Its great to be able to walk

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9/21/2023 03:32 PM

thorough an area where people live, shop and hang out. Bars, restaurants and storefronts make these areas tick.

Anonymous

9/21/2023 03:46 PM

Thornton Place in Northgate is a excellent example of new-built living and retail space that people want to visit, with enough parking available.. Including entertainment now helpful, although groceries would be a very helpful addition. Wallingford along 145th does a nice job of incorporating a business district into existing buildings.

Anonymous

9/21/2023 03:44 PM

good food , meeting with people, getting what i need easily

Anonymous

9/21/2023 03:56 PM

Greenwood, Capitol Hill 15th neighborhood, Queen Anne Ave. Access, walkability, parking, range of commerce. Restaurants!

Anonymous

9/21/2023 04:03 PM

Edmonds downtown core is super walkable and great even just for windowshopping.

Anonymous

9/21/2023 04:04 PM

Phinney Ridge, Edmonds, Greenwood, West Seattle Junction are excellent examples of walkable neighborhoods with many groceries, coffee shops, bars, cafes, breweries, restaurants, pharmacies, household chore stores amongst residences.

Anonymous

9/21/2023 04:15 PM

Need to make existing areas SAFE. An example is that I travel to Lynnwood for JoAnn's rather than go to the local one due to "high crime" area.

Anonymous

9/21/2023 05:04 PM

Downtown Edmonds - I love the hood mix of eateries and the solid downtown core offering not just retail and dining, but also community arts and outdoors/natural beauty. I like that the downtown core centers on independent businesses, not chains. It is disappointing that fastfood chain restaurants are moving into Shoreline Place. Bothell is still building but is doing an ok job. Downtown Bellingham boasts many of the same attributes as Edmonds. Ballard Victoria is further out but gets points for amazing businesses, beauty, tourism, and walkability. "Downtown Ridgecrest" has the start of something special with the Drumlin, Pub, food trucks, and new businesses moving in.

Anonymous

9/21/2023 05:02 PM

Phinney Ridge Greenwood

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Anonymous

9/21/2023 05:04 PM

Capitol Hill, Seattle

Anonymous

9/21/2023 05:35 PM

I would like to see ground floor "corner stores", cafes, bakeries, bodegas, bookstores, art galleries, mix of convenience and social gathering Locally I enjoyed living in Phinney. I also lived in NY and FL where you can find clusters of social spots

Anonymous

9/21/2023 05:43 PM

Ballard, Greenwood, Green Lake, Edmonds. Lots of restaurant options walking distance from residential areas.

Anonymous

9/21/2023 06:21 PM

Edmonds, totem lake, kirkland, Blaine

Anonymous

9/21/2023 06:17 PM

Aurora Ave N between 175th & 205th

Anonymous

9/21/2023 06:51 PM

Fremont, Ballard have examples of ground floor retail spaces that include smaller units which accommodate smaller businesses, adding diversity of services and entry points for leases. This could be beneficial for growing hubs of Shoreline and its tax base.

Anonymous

9/21/2023 07:48 PM

Ballard, Greenwood, Phinney Ridge, Fremont. \* Able to walk or bike to everything - grocery stores, shops, coffee, schools, library, parks, etc. \* Streets generally feel safe for walking and biking (car traffic moves relatively slowly, some bike infrastructure, sidewalks) \* Businesses generally have places to lock up a bike \* Served by public transit \* Higher density (more lively, better options for housing to live near amenities) \* A car is not required to safely navigate the area

Anonymous

9/21/2023 07:44 PM

Ballard has many examples of residential building with ground floor commercial spaces. I'd like to see more commercial businesses on 15th in North City like quality restaurants, boutiques, health and wellness studios, etc.

Anonymous

9/21/2023 07:51 PM

Edmonds. Good mix of retail and restaurants

Anonymous

I like it when the ground floor has shops & the shop owners can

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9/21/2023 08:13 PM

live upstairs from their shops or nearby. It's just like the Bronx, where I grew up. The shopkeepers keep the sidewalk clean & safe. If there's a shop emergency, having the shopkeepers near is safer. Neighboring shopkeepers get to know each other & look out for each other. I stress safety because our cops stink.

Anonymous

9/21/2023 08:13 PM

Edmonds, WA and Boise, ID. I like the unique shops, restaurants, and public events like artwalks, car shows, etc. and the sense of community.

Anonymous

9/21/2023 08:06 PM

Edmonds. Lots of restaurants and shops easily accessible and walkable

Anonymous

9/21/2023 08:12 PM

Downtown bothell, downtown Edmonds

Anonymous

9/21/2023 08:31 PM

Downtown Edmonds

Anonymous

9/21/2023 08:57 PM

Bellevue has a lot of streets with ground floor commercial and apartments above. Also wide sidewalks. It's walkable and convenient.

Anonymous

9/21/2023 09:07 PM

Downtown Edmonds. New Northgate remodeled and redesigned areas. Downtown Bothell.

Anonymous

9/21/2023 09:30 PM

parking is important - that is a reason that I generally don't go to downtown Seattle if possible; cleanliness of the street and sidewalk; no trash; trash cans; no weeds, well kept greenery such as trees, bushes and flowers; a safe environment with positively oriented people; art murals - like the ones near Geo Apts; dog-friendly; responsible pet-owners who pick up messes; parks with dog-parks, even small ones are good; diversity of people, races, ages, abilities, gender-orientation, religion, hair-types harmoniously in community together; public art that reflects and honors diversity and diverse perspectives; respectful communications; people empowered to speak their truth; a community and government that is willing to hear, receive public comments, adjust and respond to meet the needs of it's citizens;

Anonymous

9/21/2023 09:26 PM

Easily available parking. I've got 2 small children that I care for and I drive to do errands. If I can't park easily to get into a business then go



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somewhere else.

Anonymous

9/21/2023 09:34 PM

Kenmore Town Square is great. I know they have apartments right by there, but I love the area with the fountain for the kids to play in, the Hangar, the outside space to socialize, and that there are food places surrounding it. It's fun and enjoyable. I like the vibe that parts of Ravenna, Wedgewood, Maple Leaf, and similar Seattle neighborhoods have where there's a good mix of food places and retail stores within walking distances of homes.

Anonymous

9/21/2023 09:45 PM

Edmonds. Variety of places to eat and shop in walking distance of each other. Green lake area. Grocery stores and business on bottom of apartments/condos Fremont. Not cookie cutter and mix of businesses Snohomish. Lots of business to walk to In Finland every train station had a grocery store for people to be able to shop after they got off the train. Straight from train to home w groceries. It was amazing. In Italy and Paris. There are all the small shops within a block or two for all your groceries/food needs. Also small cafes and bars that people visit every day. Community areas so adults, youth and families can hang out in and eat. Pick up a quick snack/breakfast or lunch before hopping on train. Being able to actually walk to places and not have to drive to enjoy food and shops

Anonymous

9/21/2023 09:44 PM

Roosevelt station area is awesome! Great mix of coffee shops and restaurants and small other shops. Very livable feeling.

Anonymous

9/21/2023 10:02 PM

I like that at Northgate, there are things like Jimmy John's and total wine on the bottom floor of apartment complexes. I like that the parking garage has designated space for residents as well as for the businesses.

Anonymous

9/21/2023 10:10 PM

Downtown Kirkland. Downtown Edmonds. Great mix of independent restaurants and businesses and chain restaurants. North city neighborhood by Sodam is on the right track.

Anonymous

9/21/2023 10:17 PM

U Dist, Cap Hill, Ballard

Anonymous

9/21/2023 10:11 PM

Edmonds

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Anonymous

9/21/2023 10:18 PM

Mill creek town center, New downtown Woodinville. I would love to have coffee shops, dining and shops that I can walk to. A very few areas in Shoreline have this.

Anonymous

9/21/2023 10:50 PM

Kirkland, similar to Shoreline with waterfront and economic/residential corridors

Anonymous

9/21/2023 10:49 PM

Downtown Kirkland and Edmonds bowl both have a variety of stores/coffee shops/hardware stores/gifts Most importantly - fun pubs and eateries - both kid friendly and not.

Anonymous

9/21/2023 11:13 PM

MLT buildings on 56th. Hemlock, restaurants, services. Use unused apt. parking spaces for this retail. Have Uber/Lyft/Zip Car Micro-Transit opportunities please!!

Anonymous

9/22/2023 12:39 AM

Many (if not most) European cities have a mix of multi-family residential and commercial services in their cores. Commercial establishments are often small or local as opposed to corporate chains. Surrounding streets are pedestrianized or have a wide median protecting sidewalk users from vehicle traffic. Outdoor seating with shade is frequently found. Buildings are not sterile steel-and-glass cubes but have character and beauty. Coffee shops, bookstores, art galleries, bakeries and restaurants encourage lingering and social interaction while small grocery stores serve visitors as well as residents. Amsterdam, Vienna, Bern, many neighborhoods in London and Paris come to mind.

Anonymous

9/22/2023 03:52 AM

Lake City Way has obviously a lot of issues. Also has some nice restaurants etc in the ground floor commercial. The new mixed development area in Woodinville is terrific.

Anonymous

9/22/2023 05:16 AM

Kirkland - totem lake plaza

Anonymous

9/22/2023 05:20 AM

Wallingford and Fremont. Ballard

Anonymous

9/22/2023 05:33 AM

Mountlake terrace terminal. Parking and small town feeling

Anonymous

Capitol Hill, Edmonds, Kirkland are all great examples of livable,

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9/22/2023 06:37 AM

walksble neighborhoods that have good mixed residential and commercial neighborhoods WITH SIDEWALKS.

Anonymous

9/22/2023 06:44 AM

Mountlake Terrace -in the area where the buildings where Hemlock Brewing is. A mix of eating, drinking , Dr and services like nail salons. All in that same area and located so residents in the buildings and houses can access. Looks like a neighborhood! (Vs just a commuter hub). I like that the area looks like a place I would want to live - when it's just apts it looks like a dorm, or (in one case) kinda like a prison - I don't want to interact with those kind of bldgs.

Anonymous

9/22/2023 07:06 AM

Staying at Air B&Bs in other cities, we loved being able to walk to restaurants and bakeries.

Anonymous

9/22/2023 07:08 AM

I spend a lot of time by the town and country market and on Capitol Hill in seattle and I appreciate the mix of residential and commercial in both areas.

Anonymous

9/22/2023 07:17 AM

Ballard, Bothell, Bellevue, Wallingford, and Mountlake Terrace all have good businesses in the bottom floors of their apartment buildings.

Anonymous

9/22/2023 07:19 AM

Greenwood and Ballard have commercial areas with a variety of businesses and residential buildings. They are very pleasant places to stroll, shoo, eat and windowshop.

Anonymous

9/22/2023 07:38 AM

LFP - I would love to have something like their town center, maybe in the old Sears lot? Because it is on the Interurban Trail this would make it a nice destination for people on or near the Aurora corridor. I also like Greenwood Ballard. Lots of apartments but shops at the bottom mixed with individual houses. This is what we need on 185th. Right now we are just getting new townhomes, which is not what we were told would happen with the rezoning. Greenwood is ok because it's pretty walkable but there aren't a ton of places to gather outside a business. Whatever we do there needs to be a central gathering place so it feels more like a city or neighborhood center. This is what I love about LFP. People go there just to hang out.

Anonymous

9/22/2023 07:56 AM

Columbia City Capitol Hill, 15th Ave Eugene, OR Downtown Edmonds Bellingham Small "downtown" strip surrounded by houses, apartments, and townhomes. Pedestrian, bike, and kid friendly.

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Locally owned restaurants, coffee shops, breweries, corner store, and ice cream shops. Music venues and festivals like jazz/blues walk. Close to transit. Features local artists

Anonymous

9/22/2023 07:48 AM

Ballard is very walkable and has a wide variety of commercial and residential combined.

Anonymous

9/22/2023 07:55 AM

that there was enough parking. enough parking for people from outside the neighborhood to visit while still having parking for residents as well.

Anonymous

9/22/2023 07:55 AM

Maple Leaf, Ballard, Edmonds. They all have restaurants, bars, dessert places you can walk to!

Anonymous

9/22/2023 07:54 AM

Edmonds Queen Anne

Anonymous

9/22/2023 08:05 AM

Edmonds Main Street, Capitol Hill, Snohomish Main Street, La Conner, Stanwood. They all have a nice walking area with a mix of restaurants, shops, bakeries, bars to browse. I would love to see something like this in Shoreline.

Anonymous

9/22/2023 08:10 AM

Greenwood, Magnolia, Queen Anne, etc. Love being able to walk to a mini mart or something, really miss that.

Anonymous

9/22/2023 08:20 AM

Mix of offerings, prioritizing local businesses (esp. those run by people with historically national identities) and mix of price points. If it's too expensive, I'm not going, especially on a family budget.

Anonymous

9/22/2023 09:22 AM

Ballard does an excellent job of providing diverse commercial spaces with many apartment complexes. It is especially enjoyable because they are mostly unique small businesses as opposed to chains.

Anonymous

9/22/2023 08:26 AM

Kirkland has a great mix—lots of variety of business

Anonymous

9/22/2023 08:48 AM

Magnolia - plenty of shopping and restaurants

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Anonymous 9/22/2023 08:55 AM	Fremont, Ballard. Walking down the street, people watching, going in for an unexpected experience, access to commercial needs within walking distance. General full-of-life feeling. Community vibrancy available all the time
Anonymous 9/22/2023 09:08 AM	Pearl District in PDX
Anonymous 9/22/2023 09:02 AM	Edmonds- love the cute shops and restaurants. Ravenna, 65th and Roosevelt, Georgetown - same reasons.
Anonymous 9/22/2023 09:37 AM	Greenwood seattle, Northgate seattle
Anonymous 9/22/2023 09:23 AM	Mountlake Terrace has a good spot with Hemlock Brewing in the first floor of their apartment building. Also Cafe Ladro downtown inside the Tower apartments on 7th and Pine. I feel like coffee shops and restaurants are a no brainer for shoreline as we are lacking in variety of local restaurants/coffee
Anonymous 9/22/2023 09:23 AM	Greenwood in Seattle, downtown Bellevue. We've lived in both neighborhoods and it was really just nice to be able to walk to groceries, coffee shops, and restaurants and almost never having to take the car anywhere or leave the neighborhood for any needs.
Anonymous 9/22/2023 09:53 AM	Ballard, Greenwood. Small, locally owned businesses with a diversity of services (restaurant, coffee, bar, books, home/clothing goods, personal care, hardware, grocery/food stand, etc.)
Anonymous 9/22/2023 09:52 AM	Bothell! Restaurants, corner stores, dog friendly places, everything in one place! Snohomish downtown is good for this too
Anonymous 9/22/2023 10:19 AM	Terrace station with access to quality childcare,
Anonymous 9/22/2023 10:58 AM	Edmonds downtown variety of shops. Mountlake Terrace Nnew apartments have some places we've been to eat and drink.
John Frey 9/22/2023 12:01 PM	Seattle: Ballard, Fremont, Wallingford, Greenlake, Capital Hill, Columbia City Montlake Terrace: 56th Ave W and 236th St SW LFK:

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Town Center Bothell: Downtown

Anonymous

9/22/2023 12:15 PM

Available parking

Anonymous

9/22/2023 12:37 PM

ballard - short walking distance, community engagement, money stays in the community( Hopefully)

Anonymous

9/22/2023 01:29 PM

Ease of access to all of these different services and restaurants was attractive, made me want to live in the apartments around those areas.

Anonymous

9/22/2023 01:58 PM

Lake city, Greenwood, Edmonds

Anonymous

9/22/2023 02:17 PM

Wallingford/ greenwood

Anonymous

9/22/2023 04:32 PM

Lake City, Greenwood, Wallingford, Ballard

Anonymous

9/22/2023 05:51 PM

In China they have many shops and restaurants in or near subway stations. It can make a station a destination as much as it is a stop on a trip. I would like to be able to take the light rail home from work, and be able to buy groceries or food for dinner on my way home, without having to go home and get into a car to do these things. It would help reduce the need for owning 2 cars in a 4 person family.

Anonymous

9/22/2023 07:17 PM

Totem lake in Kirkland

Anonymous

9/22/2023 08:02 PM

19th or 15th on Capitol Hill, hillman and Columbia city... these are places that mix residential and commercial well and seem more like shoreline than say, Broadway. I appreciate great walk scores, as well as local flavor and locally owned places va chains. These areas all have their own personality. They provide a mix of shopping (grocery and retail), restaurants and entertainment.

Anonymous

9/22/2023 08:34 PM

If the commercial space if very tiny they don't seem to rent and remain empty forever. Its important to make it the right size and that people can access it on foot or somewhere to park

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Anonymous

9/22/2023 08:44 PM

Capitol Hill in Seattle has a fantastic mix of commercial and residential. Lots of variety, easily walkable are what I like about that area

Anonymous

9/22/2023 09:09 PM

Trees and green space, walkable paths, small business restaurants with a diverse selection

Anonymous

9/22/2023 09:32 PM

Lynnwood, capital hill

Anonymous

9/22/2023 09:43 PM

Edmonds - restaurant, shops, bar. All local businesses!

Anonymous

9/22/2023 10:01 PM

I love downtown Edmonds; it's so cute and charming! And any area where the main floor/street level of the buildings has commercial space for bakeries, restaurants, game board cafes, therapists offices, clothing stores, accountants offices, etc. - it's all more fun and walkable and interesting than pure residential.

Anonymous

9/22/2023 10:15 PM

Downtown Bothell Area - Apartments up top and restaurants, cafe's, cupcake stores, medical services, on the bottom, public parking is available Woodinville - New area where there are apartments up top and commercial stores on the bottom (Swanky Scoop, Rusty Pelican, Lifted Tacos, etc.), public parking is available Lake Forest Park - Not necessarily lined with apartment buildings but love how the downtown area has so many options (bookstore, grocery store, library, bakery, gym, etc.) within walking distance of residential homes.

Anonymous

9/22/2023 10:25 PM

Woodinville - covered public parking available, good mix of restaurants, cafes, sweets, located within walking distance of each other Bothell - covered public parking available, good mix of restaurants, cafes, located within walking distance of each other Kirkland Urban - covered public parking, lots of disabled parking available, escalator, stairs, elevators, good mix of retail, cafe, grocery store, restaurants, etc.

Anonymous

9/22/2023 11:14 PM

Ballard, Fremont, Wedgewood, Phinney, Maple Leaf, all are a strong mix of smaller retail and residential. Genuine walkability.

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Anonymous

9/22/2023 11:57 PM

Ballard - near Ballard Ave and Market Street. It has sit down dining, establishments, coffee, ice cream, bars, shopping for kitchen, goods, trinkets, museums, movie theater. But that is more solid, play business, without residential on top.. but there's definitely apartments and homes nearby. Greenlake. Mostly on the east side, or over by Tangletown. I mostly like their food/drink and dining options. Roosevelt area. It has sit down dining options, bars, coffee, groceries, Queen Anne, both top of the hill, and lower Queen Anne. And their locations somehow have character. Whether it's the building themselves, or artwork, or good landscaping

Anonymous

9/23/2023 12:18 AM

Edmonds Main Street, Seattle's Phinney Ridge/Greenwood.. mix of FOOD, Cafes and small shops just a couple blocks from both Transit and Residential housing.

Anonymous

9/23/2023 08:04 AM

Edmonds

Anonymous

9/23/2023 12:44 AM

Mill creek , it has the town center with many restaurants and shops.

Anonymous

9/23/2023 01:13 AM

Lots of variety, IE restaurants, quick food options, grocery stores, places to hang out (!!), emphasis on LOCAL or small businesses, unique stores and foods, accessible to mom and pop business. Places with rotating food trucks. COMMUNITY ORIENTED!!

Anonymous

9/23/2023 07:34 AM

Edmonds town center, phinney ridge come to mind. i love that they have both restaurants and shops within walkable distance of each other

Anonymous

9/23/2023 04:24 AM

I like the Piper Creek area around 85th and Greenwood. Parking, walking plaza, stores, restaurants are all laid out.

Anonymous

9/23/2023 04:50 AM

The village at Totem Lake

Anonymous

9/23/2023 06:14 AM

Seattle Capitol Hill, Queen Anne Hill

Anonymous

9/23/2023 06:46 AM

I like what they've done in Wallingford. They've managed to develop the neighborhood while keeping in the spirit an charm of the area.



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They have retail shops and dining but it still feels primarily a neighborhood.

Anonymous

9/23/2023 07:08 AM

Mill Creek town center, Seabrook, Kenmore, greenwood

Anonymous

9/23/2023 07:22 AM

Uvillage. Combination of stores and living. Ballard independent shops and non chain restaurants

Anonymous

9/23/2023 07:31 AM

Bothell. The development in Bothell feels so alive. The apartments are numerous, but they allow space for little green spaces and sitting areas, and there are lots of restaurants and shops with good sidewalks to navigate.

Anonymous

9/23/2023 07:30 AM

The Edmonds downtown is lovely because it is walkable. West seattle junction comes to mind. Both feel like a community hub.

Anonymous

9/23/2023 07:33 AM

Cap Hill/First Hill has lots of businesses (grocery, restaurants, post office) on ground floor of apartments.

Anonymous

9/23/2023 07:37 AM

downtown Edmonds - so much is walkable, bikeable and easy to navigate. I would love the options of several restaurants, shops, coffee, etc in a walkable or bikeable area.

Anonymous

9/23/2023 07:42 AM

Portland oregon.

Anonymous

9/23/2023 08:25 AM

Capitol Hill

Anonymous

9/23/2023 08:48 AM

Ballard, Edmonds, Vancouver BC (kitsilano neighborhood). Not all chain stores, walk-friendly, lots of restaurants

Anonymous

9/23/2023 09:15 AM

Sukhumvit road, Bangkok as mixed use urban transportation corridor (Aurora); Tacoma for variety of uses in lower density mixed use neighborhoods. Single family neighborhoods need commercial amenities within 5-10 minute walk.

Anonymous

Portland's Slab town district was extremely walkable, great

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9/23/2023 09:38 AM

businesses interspersed with houses, and beautiful trees everywhere.

Anonymous

9/23/2023 09:40 AM

Mountlake terrace station, u village, wallingford,

Anonymous

9/23/2023 09:57 AM

Greenwood/Phinney neighborhood in Seattle. Great mix of walkable retail/restaurants

Anonymous

9/23/2023 10:20 AM

Ballard, Wallingford. Lots of variety in small businesses

Anonymous

9/23/2023 10:36 AM

Downtown Edmonds. Clothing, kitchen, home shops, restaurants, coffee shops, bakery, art galleries, gift stores. All within a few blocks.

Anonymous

9/23/2023 11:02 AM

Greenwood, Bothell downtown, both have a healthy mix of retail, restaurants and other services that meet a variety of needs and offer a variety of reasons to visit.

Anonymous

9/23/2023 11:15 AM

Portland! We love the suburban areas with quick access to family owned establishments. And basically any European city & NY.

Anonymous

9/23/2023 11:27 AM

Edmonds, Queen Anne, Greenlake, Greenwood . Nice restaurants, interesting store fronts, hanging baskets and holiday decorations

Anonymous

9/23/2023 11:41 AM

Downtown Edmonds, Mountlake terrace by Richmond pediatrics. I loved the walkability and variety of stores and restaurants

Anonymous

9/23/2023 11:28 AM

Greenwood Ave. Lots of food, coffee, community gathering places. Walkable, good neighborhood feel.

Anonymous

9/23/2023 11:39 AM

More choices within reach

Anonymous

9/23/2023 11:29 AM

Ridgecrest, North City,

Anonymous

9/23/2023 11:43 AM

Greenwood/Phinney ridge...shops restaurants parks library variety of housing, sidewalks

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Anonymous

9/23/2023 11:48 AM

Ballard

Anonymous

9/23/2023 11:53 AM

DT Edmonds, Ballard, Greenwood, Fremont. Walkable neighborhoods with shops, restaurants, grocery. Well marked crosswalks.

Anonymous

9/23/2023 12:04 PM

Downtown Edmonds

Anonymous

9/23/2023 12:17 PM

Downtown Edmonds is the gold standard. Independent businesses enrich a community, I'd really like to see a commercial area that is not simply full of all chain businesses. Mountlake Terrace has pockets of nice development as well - thinking of the area around 23511 56th Ave W with Richmond Pediatrics and Hemlock Brewing.

Anonymous

9/23/2023 12:15 PM

capitol hill, greenlake, ballard, large common areas with diverse businesses and small neighborhood establishments (ridgecrest is starting to have some )

Anonymous

9/23/2023 12:25 PM

Edmonds

Anonymous

9/23/2023 12:28 PM

Greenwood Ave/Wallingford Neighborhood, Ballard

Anonymous

9/23/2023 12:45 PM

Ballard, the alderwood mall residential development, university district I like the mix of restaurants, cafes, bars, stores, and medical/dental, gyms, and other personal health.

Anonymous

9/23/2023 12:45 PM

Downtown Edmonds. Variety of shops. Nails, dinner, drinks, ice cream etc.

Anonymous

9/23/2023 12:58 PM

Phinney, Capitol Hill, Edmonds downtown

Anonymous

9/23/2023 01:16 PM

I love Downtown Edmonds and its variety of restaurants. We rarely dine out in Shoreline but frequent Edmonds.

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Anonymous

9/23/2023 01:25 PM

Phinney ridge. Good mix of different types of commercial spaces (eg bakery, brewery) that I would frequent regularly if available.

Anonymous

9/23/2023 01:38 PM

Edmonds!!!!

Anonymous

9/23/2023 01:50 PM

Edmonds Main Street. Walkable, good mix of different options for cuisines and shopping

Anonymous

9/23/2023 02:01 PM

Bothell, Redmond, central district, Edmonds

Anonymous

9/23/2023 02:20 PM

All of the new revamped downtown areas of Redmond, Bothell, and Woodinville (woodin creek esp. Go the for about 35% or so of dinners and socializing spending.

Anonymous

9/23/2023 02:07 PM

Downtown Edmonds. Walkable, friendly, and something for everyone.

Anonymous

9/23/2023 02:10 PM

Downtown Edmonds Greenwood Walk to cute and fun places to eat drink shop

Anonymous

9/23/2023 02:15 PM

Kirkland urban

Anonymous

9/23/2023 02:18 PM

Ballard and edmonds

Anonymous

9/23/2023 02:48 PM

Downtown Edmonds, downtown Kirkland, parts of Redmond, wallingford, greenlake, fremont, the new totem lake area

Anonymous

9/23/2023 02:52 PM

I travel to Ballard a lot for groceries, clothes, and homegoods(hardware, furniture). I do this because it has a variety of options near each other (Ballard blocks), and end up grocery shopping since it's near.

Anonymous

9/23/2023 02:48 PM

Totem lake , u village

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Anonymous

9/23/2023 03:00 PM

U-village

Anonymous

9/23/2023 03:05 PM

Edmonds, downtown Bellevue, Capital hill in seattle, Burien. The school house in woodenville, Redmond town center, Roosevelt neighborhood in seattle

Anonymous

9/23/2023 03:02 PM

Edmonds, millcreek. I feel Safe and in these places

Anonymous

9/23/2023 03:17 PM

Edmonds. It's lovely to walk around the downtown. Lots of good restaurants. Good mix of shops. Beautiful street trees and parking strip gardens are terrific. Wonderful views not just of water but unobstructed views of interest. Queen Anne for many of the same reasons. It's a lovely place to walk, eat, shop, and people watch without dodging traffic.

Anonymous

9/23/2023 03:13 PM

Edmonds and Green Lake

Anonymous

9/23/2023 03:19 PM

Edmonds, Ballard, Fremont. Lots of life and great shops / restaurants to visit. You could spend the day shopping and not have to travel too far to get home.

Anonymous

9/23/2023 03:15 PM

Ballard Ave nw Capitol Hill

Anonymous

9/23/2023 03:16 PM

Alberta/N Mississippi, Pearl District in Portland. Variety of spaces and sizes and lots of them to choose from!

Anonymous

9/23/2023 03:25 PM

Ballard, Fremont,

Anonymous

9/23/2023 03:23 PM

1. Weekly Street Market 2. Play grounds for kids (even commercial area) 3. Cafes with easy access.

Anonymous

9/23/2023 03:27 PM

Ballard Ave, Occidental Park, Pike Place Market. Areas should prioritize pedestrian and human uses over car storage, including safe and reliable non-car transportation options

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Anonymous

9/23/2023 03:27 PM

Downtown Bothell, Woodinville town center. Nice to walk around, but still good parking availability. Smaller local businesses

Anonymous

9/23/2023 03:27 PM

Downtown Bothell

Anonymous

9/23/2023 03:42 PM

Downtown Edmonds Downtown Redmond Seattle's Greenwood/Phinney neighborhood Seattle's Columbia City neighborhood Seattle's Wallingford neighborhood Downtown Ashland Oregon

Anonymous

9/23/2023 03:48 PM

Downtown Edmonds, Greenlake, Downtown Bothell, Downtown Kirkland. Like that those areas are very walkable, have lots of shops and restaurants and things to do, they feel welcoming and are a place for community.

Anonymous

9/23/2023 03:41 PM

I think Ballard has done a great job of mixing retail ground floor with residential above it. What I love about what Ballard has done is they have small independent local stores. I would love to support Shoreline stores and not national chains.

Anonymous

9/23/2023 03:46 PM

The village at Totem lake. Inviting location to meet with friends and spend time together. Need a good sushi options in shoreline.

Anonymous

9/23/2023 06:24 PM

Edmonds, Ballard. Love kid friendly and vegan friendly options.

Anonymous

9/23/2023 04:05 PM

Edmonds, Mountlake Terrace Condos/Apartments 2nd floor going up, small shops on street level- something besides wine shops and food

Anonymous

9/23/2023 04:04 PM

Edmonds , Bothell They have businesses in the lower level of almost all apt buildings. All sorts of businesses.

Anonymous

9/23/2023 04:09 PM

North city used to be good with locally owned restaurants and even a good dry cleaner. Now that's all going away.

Anonymous

9/23/2023 04:02 PM

Kirkland/Kingsgatet

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Anonymous

9/23/2023 04:05 PM

Totem lake. Good mix of apartments, restaurants, movie theaters and coffee shops.

Anonymous

9/23/2023 04:12 PM

Greenwood, homey feel. Love Ridgecrest, wish we had a bit more here, like the old bingo parlor redeveloped into art studios or something

Anonymous

9/23/2023 04:15 PM

Edmonds: has the best of two worlds. It's calm and peaceful (good use of the seaside) and has a cute downtown that you can wander and find good places to hang out to socialize. We don't have enough coffeshops, restaurants, bars/breweries in Shoreline. We had to go to other neighborhoods to spend quality time with our friends/family.

Anonymous

9/23/2023 04:18 PM

Columbia city in Seattle has dense housing with a good mix of restaurants, coffee shops and retail. Boston has great examples of dense housing with Inclusion of green mini spaces which prevents the feel of concrete jungle and creates more of a neighborhood feel. Would be great to have more walkable retail / dining options in Shoreline

Anonymous

9/23/2023 04:21 PM

Cafes, Lunch spots, Running stores, Clothing stores

Anonymous

9/23/2023 04:25 PM

Edmonds - this is our main area of entertainment / eating / etc. We like how "Main Street USA" it feels, while providing lots of various restaurants, cafes and shops for the whole family. It has an identity - Shoreline lacks any sort of identity.

Anonymous

9/23/2023 04:26 PM

Yes. We've lived in Capitol Hill and Queen Anne. Both were pedestrian friendly. We could walk to groceries, coffee shops, and bakeries.

Anonymous

9/23/2023 04:29 PM

Downtown Edmonds, Fremont, Ballard, Columbia City, University Village. Having access to grocery stores, restaurants, coffee shops within walking distance is very important. We must keep people put of their cars as much as possible.

Anonymous

9/23/2023 04:34 PM

Walkable

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Anonymous

9/23/2023 04:31 PM

Edmonds, Ballard, Wallingford, Phinney Ridge, Green Lake

Anonymous

9/23/2023 04:33 PM

Mountlake Terrace, Northgate, LFP, Kenmore

Anonymous

9/23/2023 04:37 PM

Ballard for unique shops and independently owned business and restaurants

Anonymous

9/23/2023 04:39 PM

Greenlake. I like that everything is walking distance.

Anonymous

9/23/2023 04:43 PM

Edmonds, very walkable and safe.

Anonymous

9/24/2023 08:17 AM

a variety of daily use type shops. market, bakery, coffee, cafe, florist, butcher, sandwich shop

Anonymous

9/23/2023 04:55 PM

Edmonds

Anonymous

9/23/2023 04:57 PM

Edmond with a mix of original stores, beaches and farmer market

Anonymous

9/23/2023 04:59 PM

downtown Edmonds, downtown Kirkland

Anonymous

9/23/2023 05:01 PM

Ballard, Fremont, vegan options, feels alive, Edmonds is also so nice

Anonymous

9/23/2023 05:07 PM

Bothell, woodinville, Edmonds

Anonymous

9/23/2023 05:13 PM

Downtown Edmonds and Mill Creek town center have a good mix of local owned shops, restaurants, activities below housing.

Anonymous

9/23/2023 05:23 PM

Phinney Ridge, Fremont, Ravenna, Roosevelt, Columbia City

Anonymous

Wallingford, seattle

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9/23/2023 05:25 PM

Anonymous

9/23/2023 05:30 PM

Sellwood neighborhood south of Portland Oregon was lovely with multiple grocery stores and a variety of shopping and dining experiences that served multiple different income brackets.

Anonymous

9/23/2023 05:39 PM

European and Asian cities, basically anywhere outside of Seattle, there are apartment buildings with commercial spaces underneath or walkable to commercial areas. You can walk to get groceries, bakery, coffee, bar, restaurants, parks, shopping, playgrounds and transit. You don't have to have a car to get daily needs met. There are sidewalks to safely walk places. Tokyo Japan was the best place-they don't allow cars to park on the street which made walking around the city so pleasant.

Anonymous

9/23/2023 05:50 PM

Fremont - Ballard / Capitol Hill - Queen Anne - cute storefronts and restaurant options all in walking distance - some with streets closed to cars.

Anonymous

9/23/2023 05:49 PM

When we lived in Japan, nearly every block was filled with retail businesses on the ground floor and some kind of housing above. It was wonderful as we could find almost everything within walking distance.

Anonymous

9/23/2023 05:49 PM

Downtown Poulsbo, has art museums and shops, grocery store, Variety of retail, restaurants, cafes, service, bookstores, and community gathering benches

Anonymous

9/23/2023 05:55 PM

Downtown Edmonds, Capitol Hill, Downtown/Old Bellevue (around and west of the park), Greenwood Ave from about the 70s, 80s. Belltown to some extent, although it changes a lot.

Anonymous

9/23/2023 06:03 PM

Edmonds, Greenwood, many more. I like that they have legit interesting local businesses and not just national chains. Please find ways to encourage good local coffee shops, novel restaurants/breweries, gift stores, book shops, boutique food grocery, etc. Our retail situation is pretty sad compared to literally all the cities/neighborhoods that surround us.

Anonymous

9/23/2023 05:51 PM

Edmonds has a great mix, also Bothell

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Anonymous

9/23/2023 05:52 PM

Maple leaf: restaurants, parks, bars, hardware stores.. all within walking distance of people's homes.

Anonymous

9/23/2023 05:52 PM

Edmonds downtown. Good restaurants

Anonymous

9/23/2023 05:54 PM

Ridgecrest pub and drumlin house (good businesses and available parking). Goldfish swim school (useful business and close to residential areas)

Anonymous

9/23/2023 05:57 PM

Pedestrian friendly, vegetarian friendly options

Anonymous

9/23/2023 05:56 PM

Bothell and Woodinville Schoolhouse district have done excellent jobs. Mount lake Terrace even. Shoreline has less commerce now than when we moved there in 2005. Need an assortment of restaurants, coffee shoppes, stores, and boutiques to make the neighborhood vibrant. That was the bill of goods you sold is when the light rail was first introduced. Now it's all townhouses and apts with zero neighborhood appeal.

Anonymous

9/23/2023 06:04 PM

Not a lot of parking available, not going to take the bus to go shopping.

Anonymous

9/23/2023 06:08 PM

Downtown Edmonds. Shoreline does not have a "downtown " where people can gather for a range of activities shopping, eating, bars

Anonymous

9/23/2023 06:05 PM

Woodinville and Bothell are two neighborhoods our family frequent often for dining. I would love to see a similar mix of residential and commercial areas in Shoreline

Anonymous

9/23/2023 06:08 PM

Downtown Edmonds, Phinney/Greenwood, Crown Hill, U-District

Anonymous

9/23/2023 06:15 PM

Downtown Edmonds area - walkable, good food, mix of small business shopping options, coffee shops, hardware store  
Greenwood/Phinney Ridge - coffee shops, restaurants, gift shops, nail salons, yoga studios, etc. Very walkable.

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Anonymous

9/23/2023 06:11 PM

Edmonds? Downtown part is nice and there are houses near by.

Anonymous

9/23/2023 06:11 PM

Edmonds and Mill creek. Lots of shopping and places to eat, but there are still many homes

Anonymous

9/23/2023 06:12 PM

Parts of downtown Ballard have a lively mix of shops. Downtown Edmonds is a wonderful example of residential and commercial blended that was offers a variety of restaurants and retail while being walkable.

Anonymous

9/23/2023 06:14 PM

Edmonds

Anonymous

9/23/2023 06:21 PM

Main street edmonds--it has events, restaurants, chic bars, coffee houses and feels like there is a lot to entertain within walking distance.

Anonymous

9/23/2023 06:37 PM

Paris: lots of pedestrian streets with a mix of residential and commercial, good public transit, lots of grocery stores, schools, and other conveniences within walking distance. Tokyo: shopping malls built into multi-level buildings, little car traffic.

Anonymous

9/23/2023 06:24 PM

Edmonds. I know Edmonds has a lot of just retail and not as much mixed use, but if we could get more restaurants, pubs, taprooms, nail salons, and ice cream store again, etc., I would probably stay here more than going to Edmonds, Greenwood, Ballard, etc.

Anonymous

9/23/2023 06:23 PM

West Seattle Junction Beacon Hill (light rail station area) Queen Anne

Anonymous

9/23/2023 06:38 PM

Downtown Edmonds, Ballard and Phinney mix the 2 well however the buildings don't feel new and flashy but older and novel. They are also 5 story's or under.

Anonymous

9/23/2023 06:42 PM

Edmonds! The downtown area has lots of independent and unique shops and spaces that make it feel warm, lively, and communal. Greenwood and Fremont neighborhoods of Seattle also have this vibe.

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Anonymous

9/23/2023 06:47 PM

Downtown Kirkland has a good mix of apartments and retail/restaurants & services. The businesses are a good mix of national chains and local/regional companies.

Anonymous

9/23/2023 06:49 PM

Ravenna, great mix of restaurants and shops.

Anonymous

9/23/2023 06:55 PM

Eastlake neighborhood in seattle has a good mix of commercial and residential, along a 3/4 mile or 1 mile long area so it's not too crowded together. You can walk to a close shop if you just want a short walk or go further down if you want a longer walk. (Although Eastlake currently has street parking available, it is being taken out by bike lanes and the rapid ride bus. So it will be hard for businesses there once parking is gone — they can't rely only on people like me that walk.)

Anonymous

9/23/2023 06:54 PM

Edmonds. Tho they have actual streets, whereas we're more strip zoned, they have a great collection of establishments, large and small, with great eateries and bars.

Anonymous

9/23/2023 06:59 PM

Greenwood and Phinney in Seattle. Downtown Edmonds. A good mix of restaurants and cafes, grocery stores and libraries, shops.

Anonymous

9/23/2023 07:04 PM

I like the way down town Edmonds is set up with a mix of residential and commercial but still has lots of character.

Anonymous

9/23/2023 07:03 PM

Edmonds, Capitol Hill, Queen Anne, Magnolia

Anonymous

9/23/2023 07:04 PM

Phinney ridge, great functional design, excellent asthetic mix of design of both residential and commercial, quality construction. Ease of walk and bike ability

Anonymous

9/23/2023 07:22 PM

Downtown Edmonds - the walkability and availability of restaurants

Anonymous

9/23/2023 07:22 PM

None really, but Ridgecrest is the best

Anonymous

Edmonds restaurants and shops

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9/23/2023 07:25 PM

Anonymous

9/23/2023 07:51 PM

Edmonds : 5th Ave business area They have had a good mix of business while also making it beautiful and inviting to walk along. Lots of trees, flowers, seating....

Anonymous

9/23/2023 07:44 PM

Edmonds, Downtown Tacoma, Fremont, Ballinger area

Anonymous

9/23/2023 08:10 PM

Ballard, Queen Anne, Edmonds, Redmond; very walkable, Main Street/neighborhood scale, mix of services including boutique and chains

Anonymous

9/23/2023 08:19 PM

Bothell, main street Edmonds main street

Anonymous

9/23/2023 08:21 PM

I work at woodinville high school. There are some great mixed use areas in woodinville/Bothell! Lovely places to visit. Coffee, restaurants, etc.

Anonymous

9/23/2023 08:24 PM

Downtown Bothell - lots of restaurants that are not chain restaurants

Anonymous

9/23/2023 08:31 PM

Central district and Roosevelt/Ravenna of Seattle. I like the vibe, and the walkability.

Anonymous

9/23/2023 08:51 PM

Hemlock State Brewing in MLT, Thornton Place in Northgate- good amount of restaurant choices. The Village at Totem Lake. I liked the mix of sit down and quick serve restaurants, grocery stores, book shops, clothing retail, coffee shops... cinema was nice but not a big must. Outdoor meeting places were nice. Like green area with tables and lawn games or concerts.

Anonymous

9/23/2023 08:28 PM

Walkability, sidewalks!!

Anonymous

9/23/2023 08:33 PM

We live in Shoreline at 195th and Linden. We travel to Edmonds and Seattle for coffee shops and nice restaurants. There are few places in Shoreline that offer these services. Fremont and Ballard do a good job of mixing living with other services.

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Anonymous

9/23/2023 08:38 PM

Greenwood Ave restaurants!

Anonymous

9/23/2023 08:42 PM

I like local restaurants, unique gift shops, salons, veterinarian offices, etc., and easy parking.

Anonymous

9/23/2023 08:51 PM

Ballard and Edmonds

Anonymous

9/23/2023 09:15 PM

Downtown edmonds....super cute, shops, restaurants/bars, farmers market, art, hair salons, housing within walking distance to Main Street, parks, Civic center, etc. Green Lake, Seattle: houses and apartments mixed i with businesses, walkable to lake, has big green spaces and recreation areas.

Anonymous

9/23/2023 09:22 PM

I like downtown Edmonds - the fact that I can walk to restaurants, coffee shops, cocktail bars, the beach, and that there is beautiful public art (such as the roundabout with the Starbucks on the corner and the beautiful centerpiece in the middle). I love Ballard Ave NW for similar reasons - I can browse and walk around, there is interesting artwork to enjoy, if one particular restaurant is full, I can keep walking and find another.

Anonymous

9/23/2023 09:15 PM

Woodinville. I like a variety of stores and not just one kind. Shops, restaurants, smoothie places, nails, massage. Shoreline is lacking in all areas and needs some updates and things that appeal to the area. Would love to see more family establishments or sports areas for children.

Anonymous

9/23/2023 09:14 PM

Greenwood, phinney ridge. I want local restaurants, cafes, etc not just chain businesses. Aurora place has been such a disappointment. We need more walkability, better sidewalks, protected bike lanes/bike racks.

Anonymous

9/23/2023 09:14 PM

Madison St & Mlk in Seattle - quiet but walkable to various services (mini mart, coffee/bakery, nails, restaurants, retail, yoga)

Anonymous

9/23/2023 09:40 PM

Town Center Lake Forest Park, Canyon Park Center, downtown Edmonds I like the variety of restaurants and stores and ease of parking near your destination. It's not easy to park in downtown Edmonds but the the flowers on every corner are so beautiful.

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Anonymous

9/23/2023 09:42 PM

Downtown Kirkland Phinney Ridge Wallingford Ballard Bothell just west of downtown

Anonymous

9/23/2023 09:54 PM

Edmonds

Anonymous

9/23/2023 09:56 PM

Downtown Ballard, Upper Queen Anne, Downtown Edmonds, West Seattle (Junction/Alki)

Anonymous

9/23/2023 10:24 PM

Downtown Edmonds and surrounding neighborhood - a good mix of small business owned restaurants and stores at different price points, not just chain stores/fast food restaurants. Shoreline has too many fast food and national chain stores now. We need more nicer mid-range restaurants, cafes, boutiques, spa services, etc. for upper middle-class families — we need to drive outside the city to find this now. I'd like to see local small business owners get incentives / discounted rent to establish in Shoreline.

Anonymous

9/23/2023 10:30 PM

The blocks around the north east side of GreenLake. There is a grocery store, a drug store, ice cream shop, several apparel shops, quite a few restaurants, a few wine shops or bars, and just in general plenty to do.

Anonymous

9/23/2023 10:31 PM

Downtown Edmonds - an amazing example.

Anonymous

9/23/2023 10:37 PM

Hubby and I assist with apartment housing coordination near UW, Ravenna, QAnne and other areas. We see a lot of buildings. Having small markets where residents can buy food staples with delis seem to be convenient for those both passing by, and living in the units. I have seen pet bathing spots, pizza shops with an outdoor table or two, music shops, laundry. Places for those without cars, or with them.

Anonymous

9/23/2023 11:00 PM

I really like the Roosevelt area, there is a good mix of restaurants and small shops. Edmonds is fantastic for these reasons as well. Greenwood is another example that I feel could be most like Shoreline.

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Anonymous

9/23/2023 10:50 PM

Greenwood has small locally owned conveniences like bottle shops and restaurants.

Anonymous

9/23/2023 10:57 PM

Greenwood

Anonymous

9/23/2023 11:09 PM

Greenwood, Phinney Ridge, Lake City about 20 yrs ago (before all the apt bldgs were built & homeless also moved in). Downtown Edmonds

Anonymous

9/23/2023 11:13 PM

Small local businesses

Anonymous

9/23/2023 11:18 PM

Edmonds and Greenwood

Anonymous

9/24/2023 12:42 AM

Redmond, Novelty Hill Marketplace. Useful planning, restaurant (local Mexican) dry cleaners, salon, local coffee, UPS store, pet store, Quick Mart

Anonymous

9/24/2023 12:09 AM

Queen Anne, Ballard, Edmonds, Columbia City

Anonymous

9/24/2023 01:46 AM

1. Roosevelt in Seattle - it is possible to walk or bike to get groceries, eat at restaurants, and use mass transit. Walking around doesn't mean feeling like you're going to get hit by a car. 2. Jamaica Plain, Boston - easy to walk to restaurants, mass transit, grocery store. Green space and traffic easing make it feel more inviting, safer for pedestrians. There were almost exclusively small businesses, not chains.

Anonymous

9/24/2023 01:55 AM

North city for its main commercial corridor (15th Ave NE) with a little bleed-over to 175th and other side streets keeping commercial use to a central area.

Anonymous

9/24/2023 05:45 AM

Ballard ave near their farmers market. Fun window shopping, clothing, food and treat shops. 24th ave and nw 58th street. Grocery store and gym, restaurant and cafe options.

Anonymous

Ballard seems more dense and relatively easy to walk/bike to areas

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9/24/2023 06:15 AM

Anonymous

9/24/2023 06:34 AM

I LOVE how Bothell redeveloped their downtown. It's beautiful and so walkable. I love that Ravenna has a Main Street with lots of businesses but is surrounded by homes so people can easily walk there. Ballard is obviously amazing - you don't need a car and have any business you could possibly want there at your fingertips. What's particularly important and great about Ballard is there are places for kids like gymnastics classes and martial arts, etc, but also breweries galore (how come Shoreline is the only city without a brew pub restaurant???) and shops for gifts or specialty items. It has everything. I also love Wallingford/45th. I like that old houses were converted to yoga studios and restaurants. I would love to see 185th turn into something that looks more like 45th. Which means it can't all be townhouses - we need businesses there too, at the very least require it at the intersections please!!!!

Anonymous

9/24/2023 06:47 AM

I grew up in old town Monrovia in CA that did it very well. They had a good variety of spaces that had something for everyone. A park to sit in, a playground, a library, a decent variety of foods, a movie theatre, clothing shops, candy shop, ice cream and FroYo shops, hobby shops, toy stores, etc. it had a large variety so everyone in my family had somewhere to go and every weekend we would be given some cash and told to stay in old town and after my parents got off work we would all go out to dinner, stop by the toy store to show our parents what we saw there earlier, stop in for a movie, grab a dessert at the ice cream shop, play in the playground or run around on the grass by the fountain before walking around the corner and going home. They would have regular events and a weekly evening farmers market. In the morning we would walk right out and go to brunch there as well. There was so much variety that everyone in my family had somewhere to go and the places linked together to make a whole day or a whole night without having to go elsewhere.

Anonymous

9/24/2023 07:02 AM

University village, Ballard Ave and 22 Ave NW, main st and 5th Ave (Edmonds), East Greenlake Way N and 4th Ave NE (Shelton)

Anonymous

9/24/2023 06:51 AM

I grew up in the Boston with neighborhood corner stores. Ballard is developing a nice mix of commercial & residential

Anonymous

9/24/2023 07:21 AM

Edmonds downtown

Anonymous

Edmonds, Ballard, Rainier, Wallingford These areas have shops, cure

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9/24/2023 07:41 AM

good restaurants, and services.

Anonymous

9/24/2023 07:44 AM

U Village because of the landscaping. If the landscaping looks nice and lush, the big box construction is easier to handle in my neighborhood.

Anonymous

9/24/2023 08:00 AM

Redmond does a nice job of creating safe lovely cafes, small boutique businesses, and pocket green spaces for the kids and to eat outside. There's clearly a pride in ownership with an intention to create a feeling of neighborhood. The Pearl in Portland is pretty good, not ideal for kids because of density - which makes up most of Shoreline. It's been awhile, but I remember SLU had a good model. Although I haven't been there since the pandemic.

Anonymous

9/24/2023 08:16 AM

Edmonds. We drive there weekly for restaraunts. Shoreline needs more restaraunts outside of aurora.

Anonymous

9/24/2023 09:10 AM

Edmonds, Fremont. Mix of good food with local establishments, clothing retail, furniture retail, bike shops. Comfortable side walks. Inviting gardening

Anonymous

9/24/2023 08:26 AM

Lynnwood, Greenwood

Anonymous

9/24/2023 08:33 AM

Totem Lake in Kirkland (has a cool little courtyard with art and a green space,) Downtown Redmond (green space, good variety of restaurants and shops,) Othello (good restaurants and shops.)

Anonymous

9/24/2023 09:26 AM

Green lake, good mix of open green spaces w walk ability and shops

Anonymous

9/24/2023 09:42 AM

Downtown Edmonds, Remond, downtown Franklin, TN, Temecula, CA, Lake Oswego, OR. They all had a very good ambiance. The places look inviting, clean and beautiful. There is a lot of light and social places to hang out. The shop are really cute and have trendy things to sell. There are clothing shops, home goods shops, grocery stores, book stores, and more. The type of shops that draw people to the area for all their needs. There is also plenty of hang out places to eat and relax- coffee shops, breweries, restaurants, etc. And with the NW being rainy and cold for a lot of the year, it would be nice to have a trendy indoor places to hang out, meet and socialize. A place that

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has wonderful ambiance and feels inviting for all ages to meet up.

Anonymous

9/24/2023 10:10 AM

Bothell, many small local businesses. Lots of parking. Walking and biking

Anonymous

9/24/2023 10:10 AM

Mountlake Terrace. Magnolia. Small communities in a big city. Everything you need is in one spot; hardware, grocery, post office, breakfast cafe, dog store, gym, bank, etc.

Anonymous

9/24/2023 10:40 AM

Greenwood, north city, and Everett have a nice mix of residential and commercial.

Anonymous

9/24/2023 10:46 AM

Downtown Edmonds is great.

Anonymous

9/24/2023 10:55 AM

No

Anonymous

9/24/2023 11:11 AM

In terms of new development, the CD has done a pretty good job allowing new apartment building development with ground floor commercial use that has maintained decent walkability and access to transit. Even downtown Kirkland has done a decent job of the commercial/residential mix.

Anonymous

9/24/2023 10:51 AM

Portland - mix of businesses

Anonymous

9/24/2023 10:52 AM

Downtown Edmonds, with lots of local (not national chain) stores and a variety of amenities. North City used to be more like this, and I hope it will be again. Ground floors of apartment buildings need to have stores/shops/cafes. Parking needs to be plentiful and not too expensive.

Anonymous

9/24/2023 11:01 AM

Edmonds downtown area.

Anonymous

9/24/2023 12:07 PM

Ballard, Capital Hill, south Lake union, Ravenna, university district

Anonymous

Edmonds! Shops and parks close enough to where people live would

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9/24/2023 12:15 PM

be great!

Anonymous

9/24/2023 12:25 PM

South phinney ridge. Combonof grocery, coffee/bakery, bars, etc

Anonymous

9/24/2023 01:31 PM

Greenwood, Ballard, phinney, Fremont. We like small businesses, bars, restaurants, coffee shops, yoga studios. We don't like chains!!!! We LOVE the new doe bay winery, holy mountain, Eli's bakery apartment complex.

Anonymous

9/24/2023 01:41 PM

Old Town, Redmond. Open space, commercial and residential and PARKING.

Anonymous

9/24/2023 02:24 PM

Capital hill, greenwood, green lake, maple leaf

Anonymous

9/24/2023 02:36 PM

Ridgecrest neighborhood in Shoreline downtown Edmonds

Anonymous

9/24/2023 02:50 PM

Main Street Edmonds Ballard Avenue Magnolia village

Anonymous

9/24/2023 03:29 PM

Edmonds - good restaurants and boutiques Ballard - good restaurants

Anonymous

9/24/2023 03:41 PM

Capitol Hill, greenwood, greenlake

Anonymous

9/24/2023 03:54 PM

Ridgecrest is probably the best we have in Shoreline at this time. The commercial activities are concentrated on a block, there is parking and it's walkable and not crowded. There are ample places to hang out - pubs, coffee, movies, and shops.

Anonymous

9/24/2023 04:29 PM

Downtown Edmonds. Lots of dining options and good shopping.

Anonymous

9/24/2023 05:25 PM

Edmonds wall ability good dining options good gift buying stores

Anonymous

Freemont, Ballard, downtown Edmonds

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9/24/2023 05:36 PM

Anonymous

9/24/2023 05:57 PM

"Main Street Cupertino" in California. Lots of restaurants, a small Target, offices and hotels. But it's not too big a complex

Anonymous

9/24/2023 06:41 PM

Edmonds and bothell

Anonymous

9/24/2023 07:24 PM

I think bothell does a good job of mixing commercial and residential business. The sidewalks are highly accessible, the businesses are featured prominently and able to accessed quickly. There is a parking garage however I love the added lane for parking and usually rely on street parking through the corridor or park somewhere off of 5th and walk.

Anonymous

9/24/2023 07:38 PM

Columbia City

Anonymous

9/24/2023 08:04 PM

Toy stores, book and paper notions, coffee shops, quilting shop ; independently owned and operated

Anonymous

9/24/2023 08:49 PM

Woodenville - has a lot of great shops under apartments. We go there frequently because of the type of shops. Lots of restaurants and quality goods I can't find online.

Anonymous

9/24/2023 09:14 PM

Downtown Edmonds is amazing! Walkable Main Street, a lot of local shops. Different kinds of retail. Great farmers market. Totem Lake would be a good model for Shoreline Place. In Shoreline, I'm very jealous of Ridgecrest.

Anonymous

9/24/2023 09:16 PM

Queen Anne, Bothell downtown, uvillage

Anonymous

9/24/2023 09:46 PM

the nice part of Belltown with restaurants that were well lit and had plenty of restaurants, downtown Ballard with all the restaurants

Anonymous

9/24/2023 10:11 PM

U village

Anonymous

-Robson street in Vancouver BC. I like d the mix of diverse

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9/24/2023 10:32 PM

restaurants, stores, cafes and a positive vibe. -23rd Ave in Portland, Oregon

Anonymous

9/24/2023 11:23 PM

Greenwood, Fremont, Stone Way in Wallingford, Ballard all have very good mix of buildings that have both commercial and residential tenants

Anonymous

9/25/2023 12:49 AM

I just want to see these new developments start to include eateries - we need them so badly!

Anonymous

9/25/2023 06:52 AM

Edmonds

Anonymous

9/25/2023 07:36 AM

We need more walkable commercial areas. Fewer monolith apartment houses and more ground level shops! More restaurants for sure.

Anonymous

9/25/2023 07:42 AM

Magnolia, phinney ridge, Bothell, Edmonds, Columbia city, ballard Mix of places to hang out (brewery/coffee shops/bakeries) and shops (would be great to have a drug store in North City again! And a pcc would be fantastic - tired of driving to Edmonds for that). Places for all ages, and where you can meet up with friend and pick up the everyday/essentials.

Anonymous

9/25/2023 08:56 AM

Phinney ridge—a bit too high-brow and expensive but the balance of walkability, the sense of community, etc was lovely. With the light rail, we expect to walk there regularly and would love shops and local businesses to support.

Anonymous

9/25/2023 08:17 AM

Edmonds, Ballard, Fremont

Anonymous

9/25/2023 08:54 AM

No, you have destroyed everything I used to like.

Anonymous

9/25/2023 09:41 AM

N/A

Anonymous

9/25/2023 09:39 AM

Totem Lake. Incredible walkability and small businesses and large established business mix.

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Anonymous

9/25/2023 09:59 AM

Mill Creek Towncenter, Downtown Bothell, Upper Queen Anne (Seattle), Alderwood mall

Anonymous

9/25/2023 10:01 AM

Wallingford, Ballard, Phinney Ridge, Woodinville town center, Bothell Town Center, Redmond Town Center. Good restaurants and gathering spaces incorporated into residential buildings! I really hope to see some small grocery stores encouraged to find ground floor spaces in Shoreline residential buildings

Anonymous

9/25/2023 10:09 AM

Lynnwood 99 area, Northgate area, mountlake terrace

Anonymous

9/25/2023 12:12 PM

Millcreek shopping center (with Central Market/Town and Country), downtown Edmonds, Queen Anne,

Anonymous

9/25/2023 01:57 PM

There are many little pockets of cute, walkable neighborhoods throughout tacoma. When I end up in areas with neat sidewalks with shops, eateries, and housing I find myself jealous. I desperately want shoreline to do better.

Anonymous

9/25/2023 01:52 PM

Eastlake! Variety of commercial (except grocery).

Anonymous

9/25/2023 03:05 PM

Bothell and Mountlake Terrace stand out as examples of great mixed-use developments.

Anonymous

9/25/2023 03:33 PM

The vicinity around 175th and 15th has a great mix of residential and commercial although I miss the Walgreens and have no use for the pet emergency room. I like that there are restaurants, Monka brewing, a grocery, and a salon. The Ridgecrest area with Drumlin, RPH, Aroma Coffee and the Crest Theater is also a lovely neighborhood. There seems to be some stores around there that are never open though. I also think the Wallingford neighborhood in Seattle is great because it has restaurants, bars, grocery and some retail. Other great additions to a neighborhood are doctor's offices, affordable retail, libraries, bookstores, and exercise or kids' activity businesses.

Anonymous

9/25/2023 03:57 PM

Top of Queen Anne and Ballard Ave.

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Anonymous

9/25/2023 05:34 PM

Edmonds. I liked the fact that there is a cafe under a residential building. The grounds are well maintained.

Anonymous

9/25/2023 07:32 PM

I'd argue we still don't have many good mixes of both commercial and residential. I appreciate when there are clustered spaces that create a more walkable friendly environment

Anonymous

9/25/2023 07:54 PM

Ballard bellevue totem lake

Anonymous

9/25/2023 09:17 PM

85th and greenwood, Phinney ridge area. I have to drive down to those areas for a walkable mix of restaurants, bars, shops, etc. We don't even have an ice cream place in Shoreline!

Anonymous

9/25/2023 09:25 PM

Greenwood Ave in Seattle, etc.

Anonymous

9/25/2023 10:50 PM

Downtown Edmonds. Hi walkability. It is a destination. They have restaurants. Parking is easy. Shoreline has no downtown. We always leave shoreline for restaurants and other activities.

Anonymous

9/25/2023 11:14 PM

Edmonds, Green Lake and Ballard. When you can park once and do several things while walking between. (Like, take a child to a park, pick up grocery items and stop for a coffee.

Anonymous

9/25/2023 11:57 PM

Ballard and I think Alderwood mall is doing a great job getting there. I love the variety of businesse (shops, services, restaurants, and bars). commerce and residents providing care and invested in a full and vibrant local community. The mall is attracting lots of new business and the parking lots are full. We need to attract businesses and allow businesses to grow to support the old new residents.

Anonymous

9/26/2023 12:15 AM

Bothell, Edmonds university village- walkable, happy, safe, great variety of restaurants and stores. Great place to connect with others.

Anonymous

9/26/2023 02:50 AM

Ballard, South Lake Union -\*good\* food, bars, workout locations, parking

Anonymous

Port Townsend - adaptive reuse, local businesses, mix of retail,

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9/26/2023 08:08 AM

services, tourism, enjoyable walking environment Downtown LaConner - walkable, interesting local businesses, places to stop and rest. 45th/Wallingford - variety of shops, mostly local/small businesses, lots of adaptive reuse of existing buildings, walkable

Anonymous

9/26/2023 02:22 PM

- 236th St SW/56th Ave. W intersection area in Mountlake Terrace (Quieter area with mix of commercial/restaurant/residential uses) - NE Northgate Way/5th Ave NE intersection in Northgate (Generally too car-centric, but good mix of commercial and residential uses) - Ground floor commercial grocery store/convenience store uses that directly support residents and neighborhood.

Anonymous

9/26/2023 08:25 AM

Ballinger way NE, strip malls with parking area much preferred to under-apartment retail buildings with either no parking or underground parking. Please stick to strip malls and individual storefronts. Don't compress it more for more apartments. This is a nice neighborhood-type area and y'all are slowly turning it into Seattle. Lots of us moved here cause Seattle living is inconvenient and sucks.

Anonymous

9/26/2023 09:58 AM

I like a mix of commercial services with open space that allows for sitting, eating, and possible community stage. The LFP area near First Place Books is an example except it is too small to be comfortable for sitting and much too dark. Hair salons, personal care stores, brewery, cider house, and local business are also some examples.

Anonymous

9/26/2023 12:08 PM

We travel to Ballard, Edmonds and places in between for meals. It would be nice to have a local ice cream and cookie shop in Shoreline, ie, Molly Moon's, Hello Robin, fish & chips, a breakfast and lunch spot similar ambiance to a 76 Bistro in Perrinville. Add more specialty shops and restaurants.

Anonymous

9/26/2023 12:21 PM

Ballard, Mountlake Terrace, U District / Wallingford, Fremont, greenwood

Anonymous

9/26/2023 06:01 PM

Downtown Edmonds has a good mix of retail, restaurants, bars, parks, etc. Lynnwood is also booming with tons of great restaurants and entertainment like Dave and Busters.

Anonymous

Greenwood Ave between about 67th and 85th - there's a

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9/26/2023 08:50 PM

supermarket, hardware store, bookstore, library, lots of restaurants, bakeries, etc. within walkable distance of each other. Some multifamily housing on the street itself, with single-family housing on the adjoining streets. West Seattle Junction. Lots of shops and restaurants on California Ave, apartments there or on the adjoining streets, big supermarkets and drugstores just a short walk away. Plus they have a farmer's market on Sundays in the summer, and a summertime festival that they close the street for. Both of these are walkable streets where you might go with a specific destination in mind, or you might go just because it's a nice, vibrant place to walk and see your neighbors.

Anonymous

9/27/2023 12:09 PM

downtown edmonds, downtown ballard, and the mt vernon riverfront are good local examples. also literally all of NYC. the five-over-one model is proven and excellent.

Anonymous

9/27/2023 12:52 PM

Beacon Hill: Great mix of commercial and residential surrounding the Light Rail station. Columbia City: older neighborhood, but established commercial district is vital. Ballard: often our dining and entertainment destination. West Seattle California/Alaska Junction: great retail, restaurants. Large community parking lots BEHIND the businesses maintains a pedestrian-friendly urban atmosphere at the street level.

Anonymous

9/27/2023 03:49 PM

Do not like all the commercialization within Shoreline!

Anonymous

9/27/2023 08:49 PM

Edmonds

Anonymous

9/27/2023 09:31 PM

Madison Park neighborhood. Perfect mix of all amenities, restaurants, grocery, hardware, art, etc.

Anonymous

9/27/2023 10:29 PM

Edmonds both around Main and 5th and Edmonds Way and 100th have lots of high quality small, local businesses and we end up going there more than we would like because we haven't found as many good options in Shoreline. 85th street in Seattle is also an area with a bunch of great, local businesses we end up frequenting despite the long drive. We would love to be able to eat and recreate in Shoreline more!

Anonymous

9/27/2023 10:51 PM

I think parts of the central district do it nicely but honestly I haven't been that impressed by any Seattle neighborhood's ability to balance

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commercial and residential space. Maybe Wallingford?

Anonymous

9/27/2023 10:38 PM

I like that the commercial spaces provide room for local businesses to become my "close to home" preference. This would increase convenience, walkability, and an overall sense of Shoreline pride and community. I especially love when commercial space is used by locally owned restaurants.

Anonymous

9/28/2023 06:15 AM

Downtown Edmonds stands out- cute, lots of shops and restaurants, walkable.

Anonymous

9/28/2023 11:34 AM

Neighborhoods in Seattle: Capital hill, Columbia city, Junction in W.Seattle. Mountlake Terrace new buildings with retail at the bottom. 56th Ave West area

Anonymous

9/28/2023 01:22 PM

Ballard is a great example of a community hub with a mix of commercial and residential

Anonymous

9/28/2023 04:06 PM

Portland OR is the prime example!! Good mix of quiet and lively places amidst all kinds of neighborhoods

Anonymous

9/29/2023 02:24 PM

In North Seattle: 65th and Roosevelt Way NE, 5th and Northgate Way, 35th AVE between 75th & 60th : Grocery, Gym/activity centers, shopping, coffee and restaurants. Independent / small businesses preferred.

Anonymous

9/30/2023 07:48 AM

the u district, ballard, belltown, queen anne , columbia city. the neighborhood where you can live work shop and play just looks more whole , convenient, fun.

Anonymous

9/30/2023 07:38 PM

Edmonds bowl, Ballard ave & Market St in Ballard - they have bars, pubs, ice cream, book stores, and restaurants

Anonymous

9/30/2023 10:17 PM

Downtown Bothell, downtown Edmonds, area surrounding Green Lake, Columbia City. Outdoor activation areas, dining with outdoor seating, comfortable for kids, arts and culture centers/theatre/things to do. Can walk to multiple establishments. Easy street or garage parking, and still accessible by public transportation.

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Anonymous

10/01/2023 08:08 AM

Ballard, mix of restaurants and stores

Anonymous

10/02/2023 11:13 AM

Maple Leaf coffee shop and restaurants within the neighborhood.  
New condos on 89th and Roosevelt have commercial space below.

Anonymous

10/02/2023 12:18 PM

Phinney Ridge. Lots of dining and shops below apartment buildings.

Anonymous

10/03/2023 11:53 AM

downtown edmonds, safe area to be in for all ages, walkable streets and area, multiple shops, activities, restaurants, to go to in a walkable area, reasonable parking,

Anonymous

10/03/2023 12:30 PM

Greenwood, Phinney Ridge - no unneeded car trips, walking culture, safe neighbors, keeps shopping local, keeps taxes local rather in another city or County for that matter.

Anonymous

10/03/2023 03:30 PM

Ballard, u district fremont

**Optional question** (486 response(s), 169 skipped)

**Question type:** Essay Question

**Q8 | Have you visited developments or neighborhoods with a mix of commercial and residential uses that you did not like? What about them did you not like?**

Anonymous

9/17/2023 05:58 PM

Lynnwood is very spread, businesses are isolated from housing, multiple strip malls with no personality or sense of a downtown or gathering space. Disjointed public transit.

Anonymous

9/18/2023 03:15 PM

Downtown Seattle, feels unsafe

Anonymous

9/18/2023 03:12 PM

Most of the apartment developers only make the easiest and simplest commercial spaces like office space, nail/hair salon, etc. that does not vary much from standard apartment units. These units does not drive food traffic, does not offers hangout environment for the youth, and does not bring "lively vibe" to the community.

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Anonymous

9/18/2023 03:47 PM

to close to traffic, no services I would use, no very charming, no trees or greenery

Anonymous

9/18/2023 04:28 PM

No. They are all mostly fun and full of life. I can foresee them not being as fun if the commercial space is used by large chains that offer subpar quality of food or commercial goods, and do not feel local.

Anonymous

9/18/2023 03:59 PM

Older neighborhoods that are not accessible for customers on wheels (chair, scooter, etc) Steps and doors without accessibility buttons

Anonymous

9/18/2023 04:12 PM

My hesitation with requiring ground floors of apartment buildings to have commercial is that the spaces will all be that generic modern vibe the apartment buildings are going for right now. Also, they aren't necessarily in a walkable town center area, so a broad brush stroke of requirements won't fit each building or area.

Anonymous

9/18/2023 04:16 PM

Yes, most of Shoreline I don't like. Too many corporations with no investment in local community, too little greenspace, car centric, etc.

Anonymous

9/18/2023 05:26 PM

Dirty, unpleasant people hanging around, feeling unsafe.

Anonymous

9/18/2023 06:53 PM

If a building is required to place commercial in an area that is unlikely to attract enough foot traffic, it can take a long time to lease up and can sit a long time empty, which has the opposite effect. There is some sort of density recipe here, and I believe some of the 70' zoned areas will reach the level of density that will allow for vibrant foot traffic and good commercial business; however that very much depends on the vision of council and the good work of the planning department.

Anonymous

9/18/2023 07:49 PM

Throughout Israel, there are cement cube buildings with shops on the bottom and homes above the shops. Worse than a big box store.

Anonymous

9/18/2023 08:27 PM

Can't recall not liking something

Anonymous

9/18/2023 10:07 PM

The Fremont, Eastlake, and Northgate neighborhoods in Seattle. All of them have housing and businesses located on busy, often high

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speed roads, making them less pleasant to live or spend time in. Northgate is especially bad because of how far apart the businesses are.

Anonymous

9/19/2023 11:48 AM

N/A

Anonymous

9/19/2023 02:40 PM

South Lake Union and Downtown Bellevue have no parking and they feel cold and empty. They're very expensive to do much in as far a leisure activities go.

Anonymous

9/20/2023 02:07 PM

Capitol Hill: the streets are dirty and too busy. Hard to find parking, lots of public drug use, parks overrun and often unusable (not all)

Anonymous

9/20/2023 02:15 PM

Typically places with too much asphalt, above ground parking, can make an otherwise attractive area into a concrete jungle.

Anonymous

9/20/2023 03:38 PM

Ballard. 185th. Aurora. Too tall and out of character for neighborhood. Ugly buildings. Crime. Garbage. Feeling unsafe.

Michael W

9/20/2023 03:55 PM

Pretty much all of them; I can't think of a neighborhood that has traffic and infrastructure support for this mix, namely, parking.

Anonymous

9/20/2023 04:26 PM

Lack of greenery and loss of conifers replaced with ornamental trees that usually just die within a year.

Anonymous

9/20/2023 04:42 PM

No

Anonymous

9/20/2023 05:02 PM

Do not like Ballard anymore because it feels very unsafe with drug use/sales, mentally unstable accosting patrons, etc.

Anonymous

9/20/2023 05:22 PM

I don't like mixed commercial with no trees and no parking

Anonymous

9/20/2023 05:29 PM

There's not enough roads in the area to provide safe travels for all of these people.

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Anonymous

9/20/2023 06:10 PM

White Center - too much parking, not pleasant to walk around

Anonymous

9/20/2023 06:36 PM

I live near the McD's on 145th and Bothell Way. Walking around here isn't great - both streets are huge and crowded, and everything's spread out.

Anonymous

9/20/2023 07:17 PM

They can have a lot of services that don't encourage a neighborhood feel and if there's no parking available it makes it really hard to use especially if residents have taken up all the street parking

Anonymous

9/20/2023 07:20 PM

When the commercial spaces are only offices, it doesn't add much to the community feel. Needs to be establishments people use regularly: cafes, restaurants, bars, grocery stores for example, not an insurance agency.

Anonymous

9/20/2023 07:42 PM

Busy intersections with poor safety measures to keep kids safe while at commercial spaces

Anonymous

9/20/2023 08:19 PM

Narrow sidewalks too close to high-speed arterials. Lack of useful community businesses (groceries, drugstores, interesting food service).

Anonymous

9/20/2023 08:39 PM

No

Anonymous

9/20/2023 09:18 PM

Minimarts, fast food, check cashing

Anonymous

9/20/2023 09:23 PM

I'll tell you what I don't like about the mix of commercial and residential or single family homes. You lose your privacy. These tall buildings go up next to your short little house and these people look right into your windows and your backyard. They take up all the parking on the streets. I hate it. Leave the single family neighborhoods as is. Just leave us alone.

Anonymous

9/20/2023 09:53 PM

I don't really care for the way Capitol Hill and Ballard are trying to address mixed use. They don't offer a variety of shops that thrive, too many nail salons and massage places. The restaurants are all very similar in their offerings, they are too "high scale" and not interesting. The lower end options for restaurants aren't very interesting either.

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The buildings themselves are all so dark and sterile; some areas feel like ghost towns at night.

Anonymous

9/20/2023 10:17 PM

North gate. The parking is not easy and the stores are definitely chain and not unique.

Anonymous

9/20/2023 10:23 PM

Ballard. Used to be nice, but impossible to drive and park there.

Anonymous

9/20/2023 10:32 PM

No good parking options, sometimes can be unsafe with people roaming around at night

Anonymous

9/20/2023 10:49 PM

I can't think of a specific example, but neighborhoods where the commercial space is primarily offices don't create that sense of community. It needs to include cafes, stores, pubs, restaurants, places where people more naturally gather, in order to create a vibrant community. Also, not all national chains, but a good mix of local businesses who are invested in the community and the community is invested in them in return.

Anonymous

9/20/2023 11:04 PM

Lack of parking, empty spaces that become an attractive nuisance - rent is too high and there isn't affordable housing

Anonymous

9/20/2023 11:18 PM

I have not

Anonymous

9/20/2023 11:23 PM

Parking

Anonymous

9/20/2023 11:31 PM

Greenlake area is nice but parking is limited

Anonymous

9/20/2023 11:43 PM

Any place where adequate parking is not provided.

Anonymous

9/21/2023 12:24 AM

I don't like that the apartment buildings going up around 180th and 10th all had no floor retail. You should be able to walk from North City on 15th to the train station via 10th and 185th and have good sidewalks and retail the whole way.



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Anonymous

9/21/2023 12:38 AM

Generally not, but some of the newest developments in Ballard or along Stone Way in Wallingford have focused a bit too much on luxury things instead of third places.

Anonymous

9/21/2023 01:04 AM

Parking options poorly placed or required payment.

Anonymous

9/21/2023 01:00 AM

Pet stores instead of housing

Anonymous

9/21/2023 03:32 AM

N/a

Anonymous

9/21/2023 05:07 AM

no parking people who live there did not want to pay for parking and used up all the street parking

Anonymous

9/21/2023 06:27 AM

Shoreline Place. While still in progress this does not feel like it is going in an urban direction and creating a village. Rather we took a mall like complex and turned it into a strip mall with chain restaurants that happens to have some apartments tucked in back. It continues a car centric approach to living in shoreline that is very disappointing.

Anonymous

9/21/2023 06:43 AM

Parking is always challenging.

Anonymous

9/21/2023 06:48 AM

Kirkland and edmonds

Anonymous

9/21/2023 07:05 AM

The new buildings in Ballard (on Market, specifically) dominate the neighborhood and push out what was inviting about the neighborhood as a walkable place. Giant ground-level commercial spaces inhibits a diversity of businesses. A mix of sizes would be nice.

Anonymous

9/21/2023 07:40 AM

Shoreline - what is the goal here?

Anonymous

9/21/2023 07:55 AM

Convenient, sales tax stays within your city. More services for the ever growing neighborhoods.

Anonymous

Apartments/condo complexes that have businesses on ground level

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9/21/2023 08:18 AM

need visible parking for those businesses

Anonymous

NA

9/21/2023 08:24 AM

Anonymous

places that have small specific businesses that a minimum number of people need, such as cigarette shops. places with minimal parking.

9/21/2023 08:42 AM

Anonymous

It seems to me that the retail areas under apartments are not very visible, have a lot of turnover due to not much patronage, and no other area around. Apartments go right up to the street so feels too inner city and not pleasing to shop at or be near.

9/21/2023 08:44 AM

Anonymous

Queen Anne and wedge wood. Parking and sidewalks

9/21/2023 09:00 AM

Anonymous

North City, unfortunately. We have apartment buildings with no first floor public areas, mixed with a whole lot of buildings supporting the construction industry -- not enough to walk to, so many oversized trucks driving across the sidewalk.

9/21/2023 08:58 AM

Oliver Moffat

The North City neighborhood has few shops and is growing and expanding fast. The current usage is dominated by "light industrial" businesses (commercial hardware) with heavy truck traffic. 15th is not safe to walk or bike along because of the high speed traffic and truck traffic. There is no public open space in North City and the neighborhood is an urban heat island that is punishingly hot in the summer time. The apartments dwellers have few public spaces to walk to and few retail shops to walk to.

9/21/2023 09:12 AM

Anonymous

N/A

9/21/2023 09:09 AM

Anonymous

Places where you have a couple stores / businesses randomly appearing in the middle of housing only neighborhoods. Businesses need to be interconnected to drive business and attract customers.

9/21/2023 09:21 AM

Anonymous

I do not like North City now, though I moved here specifically because of the businesses I could walk to... all gone now.

9/21/2023 09:23 AM

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Anonymous

9/21/2023 09:39 AM

Buildings and road size out of scale to pedestrian/biking. Daunting to cross and navigate.

Anonymous

9/21/2023 10:00 AM

Not yet

Anonymous

9/21/2023 10:01 AM

Aurora Avenue- too much traffic, too many cars and buses.

Anonymous

9/21/2023 10:35 AM

South Lake Union. Too, too! Prices are high, parking is a nightmare. It's designed for very young rich professionals. That leaves a lot of us out. Seattle commercial neighborhoods require paid parking - those pay with your phone lots are annoying.

Anonymous

9/21/2023 10:18 AM

Vehicle parking is a problem

Anonymous

9/21/2023 10:25 AM

North City business district is no more. Killed by apartment complexes with no first floor commercial. Entirely the result of stupidity on the part of City of Shoreline, which has the most asinine codes. Note that the Iron Brothers have been able to use a residential area for their business. While developers only want residential development in business district. Bad city planning department and bad city leadership.

Anonymous

9/21/2023 10:31 AM

Ballard is scary. I'd love to visit the shops but when there is no place to park, not living there, it's very difficult to visit the restaurants and shops. They look super cute, but not able to park is huge.

Anonymous

9/21/2023 10:50 AM

Northgate - too heavily tilted toward large commercial developments and large roads to maintain a welcoming residential feel Alderwood - again, too dependent on large format commercial developments to feel like a residential environment despite many new apartment buildings

Anonymous

9/21/2023 10:45 AM

Not really.

Anonymous

9/21/2023 10:51 AM

Yes, I like businesses that are local small businesses rather than the usual Starbucks or another big name business.

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Anonymous

9/21/2023 11:14 AM

The most concerning issues are the homeless erecting tents on sidewalks that deter walking past and going into a business. Same with homeless taking over parking lots and all other open spaces. I know that not all homeless people are drug and/or alcohol addicts or thieves or violent, but people with those issues and prostitution, tend to congregate in the same areas as the homeless encampments. Prime Examples are all along Lake City Way, 125th St NE; 15th Ave NE; Aurora - now including NORTH of 145th. I have lived in north Seattle (135th St NE; and 146th St & Corliss Ave N) for my entire life (67 years) and I have seen and experienced some good growth and lots of decline in services and living conditions. 145th Steet on both sides - Seattle & Shoreline is full of litter. I just walked the block between Corliss & Meridian and there was so much broken glass, food wrappers and other trash, as well as tree branches, that it was difficult to walk. Because my property boarders 145th, that same trash is also thrown into my yard. The bus stops are full of trash, there isn't even a small trash can tied to the pole - but then I doubt that Shoreline would provide pick-up and cleaning services as it seems that the city is more concerned with giving big developers more leniency in not following their original "visions" for the developments of the townhomes, condo's and apartment's to have open spaces for walking, enjoying nature and playgrounds. I don't like parking lots of mixed use space that require you to pay to park - it should be free, and I don't shop or do other business at locations that require me to pay. I also won't park in garages or lots that don't have security I don't want my car getting broken into or me getting mugged; or watching people shoot up, defecate, or have sex as I get to the business and back to my car. For the following question # 9, you did not specify HOW FAR the business is from my home and that plays a very large component of whether I would drive or walk; as does the weather; and the above noted issues. Public transit is very inconvenient and does not work with my schedule nor does it go to places that I work at or do business at.

Anonymous

9/21/2023 01:24 PM

If there is no where for people to sit/hang out, it doesn't make any community.

Anonymous

9/21/2023 12:13 PM

In general I like neighborhoods with a mix of commercial and residential housing. In Montlake Terrace, my pediatrician is above the Atlas 236 Apartments. I do not like how the trash cans for the apartment block the sight distance getting into and out of the parking garage. I don't believe the trash bins always sit out, but when they are put out, it is VERY hard to see pedestrians, or cars coming on 55th Ave W.

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Anonymous

9/21/2023 12:28 PM

Belltown, Pioneer Square, Rainier Valley, Intnt'l District, West Seattle, Delridge, u District, White Center, Eastlake — too crowded, traffic jams, some unsafe, no grocery stores, crummy storefronts

Anonymous

9/21/2023 12:26 PM

UVillage. Crap to get into and out of.

Anonymous

9/21/2023 12:45 PM

Haven't visited any.

Anonymous

9/21/2023 12:47 PM

I'm glad they are putting businesses in over by Central market but I'm disappointed that they will all be chains.

Anonymous

9/21/2023 01:08 PM

Lived on Stoneway Ave in Fremont for 5 years. I most enjoyed the numerous gyms and food establishments available. There were some extended vacancies in new developments, which were ultimately filled by a men's apparel and an umbrella store - those were not useful.

Anonymous

9/21/2023 01:16 PM

Tall building block the light, parking can be hard to find

Anonymous

9/21/2023 01:23 PM

Wallingford - the building were too tall and came too close to the sidewalks so it was like a canyon.

Anonymous

9/21/2023 01:36 PM

No parking

Anonymous

9/21/2023 01:49 PM

No parking, poor signage (can't find what I'm looking for). Rental prices being so high that storefronts sit empty. Urban blight.

Anonymous

9/21/2023 02:19 PM

Shoreline is looking like a failed example so far.

Anonymous

9/21/2023 03:21 PM

What places like Rome, Italy get wrong is the narrow sidewalks. If the space isn't wide enough to walk and have space to enjoy, then that is sensed by the observer. Too many engineers are designing spaces for the minimum amount of space required to transit a passage which is about 3-feet wide per person. When that is used as a standard for a sense of space, the space feels enclosed or confined and is not enjoyable. Crime, grime, and bad odors are also unpleasant when we

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start mixing uses which is why many U.S. cities get opposition to the mixture. No big city is immune to this. See the pee splash guards of London, England or watch the sunrise of the streets of Paris and how store owners wash the pee and trash from the sidewalks before people start inhabiting the area. We need curb management from the business owners to help out and keep places clean.

Anonymous

9/21/2023 03:25 PM

Aurora & 130th where there are huge parking lots between the roadway and commercial spaces.

Anonymous

9/21/2023 03:40 PM

yes i don't like the vagrants/drug addicts and mentally ill homeless wandering free committing crimes openly with no consequences harassing, hurting and endangering the participating law-abiding tax paying public. so more people we should definatly have more police and laws that allow them to get those people out of there. no loitering no trespassing no littering no theft no drug use or sales, property damage, public defecation, these are the things i dont like.

Anonymous

9/21/2023 03:24 PM

Blank building fronts like an apt building with no services.

Anonymous

9/21/2023 03:46 PM

The Greenlake neighborhood is frustrating because there is nice retail, but very little parking to access it. Our public transportation system is NOT good enough for people to exist without cars, as much as we would like to.

Anonymous

9/21/2023 03:44 PM

crime

Anonymous

9/21/2023 03:56 PM

When there isn't adequate parking

Anonymous

9/21/2023 05:04 PM

Being able to walk to a variety of business is wonderful. Our city lacks in car-free opportunities. This also creates places that young people can gather and find community.

Anonymous

9/21/2023 05:35 PM

NA

Anonymous

9/21/2023 05:43 PM

Parking is challenging/frustrating. Traffic can be a hazard for families with young children.

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Anonymous

9/21/2023 06:17 PM

No comment

Anonymous

9/21/2023 06:51 PM

When they filled by only larger retailers, lack of diversity of options or only national chains. I want my community to incentivize locally owned small businesses to open.

Anonymous

9/21/2023 07:48 PM

Shoreline Town Center subarea, Shoreline Place \* Not easy to walk/bike to \* Limited destinations worth going to \* Limited to no bike parking \* Limited sidewalk network that connects to these places \* Many major arterials of fast moving traffic (nosily/polluted/dangerous to cross) \* Way too much parking - large empty parking lots instead of interesting/easy places to walk to \* Cars are the priority in these areas

Anonymous

9/21/2023 07:48 PM

The challenge in Shoreline may be the availability of parking close enough to encourage patronage. Many of the new apartment building going up in Shoreline are in areas where only street parking is available and when the said apartments don't even offer a parking spot for every resident (or force residents to pay for a parking spot) it means they will end up parking on the street which further diminishes parking for anyone that would want to park and walk to various establishments. I can't envision where Shoreline would put a parking garage as mentioned I. The question below - I'd like to see more eating establishments, and gift stores, maybe a stationery store, ice cream shop.

Anonymous

9/21/2023 08:13 PM

If there is no underground parking in all of these new apartments, you guys really messed up. There are already too many cars parked on the streets in some areas.

Anonymous

9/21/2023 08:13 PM

Lynnwood, WA Alderwood Mall area. Too commercial and sterile. No charm.

Anonymous

9/21/2023 08:12 PM

Aurora Corridor in Shoreline

Anonymous

9/21/2023 08:29 PM

I am not sure where to put this comment so will put it here. North City used to have more businesses and services before all the apt buildings went up. No businesses have occupied the first floor of the apt buildings. It would be great to have more shops and services.

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There is no parking so maybe that's a deterrent.

Anonymous

9/21/2023 09:30 PM

trash; an atmosphere of not-caring; graffiti; dirty streets; disrespectful interactions and communications; not honoring differences; violent atmosphere; repressive police force;

Anonymous

9/21/2023 09:34 PM

I don't like when there's limited parking or when the retail options and food joints aren't good.

Anonymous

9/21/2023 09:45 PM

Just being able to walk to places and feel like a part of the community within a close walk. So it becomes more personal. If only living space there is no neighborhood connections cause everyone has to drive to go places and leave the close community

Anonymous

9/21/2023 10:02 PM

If there was a lack of parking, or apartment parking that overflowed into neighboring streets.

Anonymous

9/21/2023 10:10 PM

Green lake. Good businesses and restaurants mixed in with the park and lake but no parking. Lake city. Not welcoming and too spread out.

Anonymous

9/21/2023 10:17 PM

When the streets are not cared for such as it being dirty or -I'm very sorry to say, due to my own traumatic experiences- people who are unhoused and/or needing mental health support being on the street and thus I don't feel safe walking around with my young child.

Anonymous

9/21/2023 10:11 PM

Ballard. No parking

Anonymous

9/21/2023 10:18 PM

I haven't seen any areas like thos I did not like.

Anonymous

9/21/2023 10:50 PM

Ease of access, choices Don't like traffic!

Anonymous

9/21/2023 11:13 PM

Yes. People will frequent shops that are close by! Feel invested in their neighborhood and will want to support!

Anonymous

9/22/2023 12:39 AM

Ground floor commercial that is comprised of chain stores and gyms. Parking and vehicle traffic directly adjacent to walkways. Lack of

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trees and other greenery. Shops that are too expensive for residents. No outdoor seating or social areas. "Hostile walk environments."

Anonymous

9/22/2023 03:52 AM

There has to be adequate parking. The reality is that people have to have cars and not having both resident and commercial parking of the street will be counterproductive. The stations alone will almost certainly have inadequate parking. If Shoreline is traffic hell it will not be the draw you might want. Trees. Lake City is an urban street. But the Woodinville has parking, nice sidewalks and street trees.

Anonymous

9/22/2023 05:16 AM

Seattle - capital hill station. So many vacant ground floors. Charge the building owners a vacancy fee, encourage them to fill it.

Anonymous

9/22/2023 05:17 AM

Parking

Anonymous

9/22/2023 06:44 AM

I don't like when there are no restaurants/services. When it's only places like insurance companies, I don't want to hang out and only stop for one thing and then leave.

Anonymous

9/22/2023 07:38 AM

Ballard on 15th Ave between 65th and 85th. It's just loads of apartments with a few shops but terrible parking and no connection between the buildings. It feels like the mixed use version of a crappy strip mall. I have zero incentive to get out and walk or linger anywhere.

Anonymous

9/22/2023 07:56 AM

Ugly cookie cutter apartments, mega corporations that don't contribute to neighborhood culture.

Anonymous

9/22/2023 07:48 AM

Lack of parking is a challenge if I'm traveling to the area. I also hate seeing new commercial spaces sit vacant for years. Require owners to reduce their rental fees until spaces are filled, and limit rental increases for commercial tenants. Also, we need more street trees and more approachable sidewalks and street frontage spaces to make it more pleasant to walk in shoreline.

Anonymous

9/22/2023 07:55 AM

did not like the lack of parking. Like a variety of options for dining/coffee/shopping. There needs to be permit only parking for residents in areas like this! Some of us have disabilities and are elderly. As our neighborhood is changing, parking is going to become more and more limited. I personally do not want to have to park

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blocks away from my house, nor would it be safe for me.

Anonymous

9/22/2023 08:05 AM

No

Anonymous

9/22/2023 08:10 AM

Sure, but it's very hard to pin down. Crappy, cheap businesses seem to spring up in crappy, cheap areas. I'm not sure which causes which.

Anonymous

9/22/2023 09:22 AM

Capital Hill has lost many of our small businesses and feels more mass commercial and I don't spend much time there anymore.

Anonymous

9/22/2023 09:08 AM

No

Anonymous

9/22/2023 09:02 AM

No

Anonymous

9/22/2023 09:53 AM

Any new developments that doesn't have ground floor retail, like the condos that went up in North City where the post office used to be.

Anonymous

9/22/2023 09:52 AM

N/a

John Frey

9/22/2023 12:01 PM

Alderwood Mall and Northgate are examples of a mall format that incorporates or is surrounded by apartments that does not appeal to me. The Aurora Ave and Greenwood Ave corridors are also not appealing

Anonymous

9/22/2023 12:15 PM

Lack of parking

Anonymous

9/22/2023 12:37 PM

generally run down or empty stor fronts.

Anonymous

9/22/2023 04:32 PM

Rainier beach. Not enough mixed residential use/housing

Anonymous

9/22/2023 05:51 PM

Capital Hill has noisy bars that are too active at night for families with young children.

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Anonymous

9/22/2023 08:02 PM

I don't like places with a lot of chain stores.

Anonymous

9/22/2023 08:44 PM

Parking can sometimes be difficult; it is important that the commercial space have parking to accommodate client parking

Anonymous

9/22/2023 09:09 PM

chain restaurants, lack of greenery and trees

Anonymous

9/22/2023 09:43 PM

Lack of parking

Anonymous

9/22/2023 10:01 PM

I don't love the big box stores or where there's just giant parking lots in front that make it feel less pedestrian friendly and less cute and charming.

Anonymous

9/22/2023 10:15 PM

Can't think of any specific examples but not having public parking options may hinder business.

Anonymous

9/22/2023 10:25 PM

Downtown Kirkland - paid parking required near restaurants, shops, public parking is available at library but it's a bit of a walk

Anonymous

9/22/2023 11:57 PM

I cannot think of some thing specific. But locations that have a humongous parking lot and is more car-oriented/parking lot is not appealing. Being able to walk around in a neighborhood is cool to get food, drink, ice cream. Or having parking or parking lots is fine, but when it's not interesting, no artworks, no landscaping or character, that's not appealing.

Anonymous

9/23/2023 12:18 AM

North City in Shoreline has a weird stop/start vibe. Mostly because there isn't a large enough mix to drop by.. (needs more food & recreation options like art/cafe/bookstore, etc).

Anonymous

9/23/2023 12:44 AM

Lack of parking

Anonymous

9/23/2023 01:13 AM

As much as I DON'T like admitting that parking is important (because I'm the scheme of things, it should be de-emphasized), it still factors in if I have time to go to a place or not. I'd prefer to walk or travel

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otherwise, but sometimes being able to park in a reasonable time frame is important.

Anonymous

9/23/2023 07:34 AM

aurora corridor has shops and housing, but it's not a pleasant place to be. too much traffic, business look run down from the outside, it can be hard to turn into businesses from the opposite direction.

Anonymous

9/23/2023 04:24 AM

Yes. I used to live Downtown (First Hill, Capitol Hill). Parking is really tough.

Anonymous

9/23/2023 06:14 AM

My primary issue with mixed use development is the tendency to only rent to national chains. Local business is passed over. West Seattle development is an example of that.

Anonymous

9/23/2023 07:22 AM

Lake city. Only a few restaurants draw us there. Shops don't.

Anonymous

9/23/2023 07:31 AM

For me what makes it unpleasant is when there's a ton of apartments crammed together and then a tiny strip of shops that end up getting filled with nail salons and dispensaries. Especially if it's on a busy street and the sidewalk is small.

Anonymous

9/23/2023 07:30 AM

I dislike areas of California that feel like "strip malls" or other areas on a highway where it is not walkable. I dislike areas with big parking lots in front or where you have to drive a block because it's not walkable

Anonymous

9/23/2023 07:37 AM

Some lacked businesses I wanted to visit. Parking can also be challenging in some spaces.

Anonymous

9/23/2023 07:42 AM

Chain restaurants

Anonymous

9/23/2023 08:25 AM

South lake Union

Anonymous

9/23/2023 08:48 AM

Lynnwood— to car dependent, all big box and chain stores. Lake City Way— no town "center", businesses close frequently, unsafe

Anonymous

University Village (too car centric, not enough people living there),

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9/23/2023 09:15 AM

Capitol Hill (too exclusive)

Anonymous

9/23/2023 09:40 AM

Nothing! We need more retail and services to support so much residential development

Anonymous

9/23/2023 10:20 AM

South lake union. Poor balance of office, residential and commercial

Anonymous

9/23/2023 10:36 AM

Downtown. Not enough open space, natural light.

Anonymous

9/23/2023 11:02 AM

Shouldn't just be services like nail salons and dry cleaners, no reason to visit unless you need those things.

Anonymous

9/23/2023 11:15 AM

When it had chain commercial restaurants or similar

Anonymous

9/23/2023 11:27 AM

Aurora Ave, Lynwood, Capital Hill. Do not feel safe in Capital Hill and no parking. Homeless , Prostitution and Drug Activity on Aurora. Lynnwood is just a mess

Anonymous

9/23/2023 11:28 AM

I can't think of specifics but generally don't like commercial areas with a strip mall feel

Anonymous

9/23/2023 11:43 AM

Chain restaurants fast food

Anonymous

9/23/2023 11:48 AM

Shoreline There are no commercial offerings

Anonymous

9/23/2023 11:53 AM

Nowhere in particular, but places without nearby parking or with safety issues (crime or unsafe streets) will discourage us from going

Anonymous

9/23/2023 12:15 PM

lynnwood- have to drive everywhere

Anonymous

9/23/2023 12:58 PM

Lynnwood , lack of local/small businesses

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Anonymous

9/23/2023 01:38 PM

Shoreline. Giant soulless boxes with no retail.

Anonymous

9/23/2023 02:01 PM

Shoreline

Anonymous

9/23/2023 02:20 PM

Any place without enough free and easy parking w

Anonymous

9/23/2023 02:18 PM

Lack of parking

Anonymous

9/23/2023 02:48 PM

in general, place without enough car access or parking. As an older person I mostly need to drive to bad knees, etc.

Anonymous

9/23/2023 02:52 PM

Ease of driving access and parking made retail under apartments viable for me. No parking = no shopping.

Anonymous

9/23/2023 03:05 PM

Often time there is a lack of safe bike parking and not enough separation between people and cars

Anonymous

9/23/2023 03:17 PM

Woodinville. Too much preference given to traffic and parking.

Anonymous

9/23/2023 03:19 PM

N/A

Anonymous

9/23/2023 03:15 PM

I don't like when there isn't good bike infrastructure or when pedestrian access is sacrificed for parking

Anonymous

9/23/2023 03:23 PM

1. Homeless Camp 2. Loudness at night

Anonymous

9/23/2023 03:27 PM

Developments that prioritize car storage heavily are unpleasant, stressful and unsafe

Anonymous

9/23/2023 03:27 PM

Ones I haven't liked have felt overly corporate, with everything being a chain. Expansive parking lots and high traffic through central areas

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Anonymous

9/23/2023 03:30 PM

Ravenna, ballad

Anonymous

9/23/2023 03:42 PM

Eastern European-style blocky buildings Ballard's apartments They are terrible pedestrian -un friendly buildings I despise narrow sidewalks Terrible landscaping

Anonymous

9/23/2023 03:48 PM

I don't like it when those places don't have anywhere to park or parking is expensive.

Anonymous

9/23/2023 03:41 PM

I think this fails when there are not destination shops.

Anonymous

9/23/2023 04:05 PM

Lack of parking, lack of diversity of options

Anonymous

9/23/2023 04:04 PM

Shoreline.....on Aurora .....massive apts with empty lower levels. Do better Shoreline !!! We shouldn't have to leave Shoreline for services or good quality food and coffee or bars. We are seriously lacking....it's pathetic to have so much housing or future housing in anticipation of the stupid light rail stations that are two years out and nothing to offer anyone or to entice anyone to want to live here. It's embarrassing and sad.

Anonymous

9/23/2023 04:09 PM

Yes. There was either none or not enough disabled parking. I live with multiple disabilities.

Anonymous

9/23/2023 04:02 PM

Too many niche establishments

Anonymous

9/23/2023 04:05 PM

Crowded parking lots

Anonymous

9/23/2023 04:12 PM

Anywhere parking lot focused, like Irvine, CA

Anonymous

9/23/2023 04:15 PM

Issaquah: very sterile/stereotypical new American downtown.

Anonymous

9/23/2023 04:18 PM

Giant apartment blocks without any green space or connection to the surrounding area are unappealing.

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Anonymous

9/23/2023 04:21 PM

Super urban, polluted, and attracted grifters and panhandlers

Anonymous

9/23/2023 04:25 PM

Almost all of Shoreline. There is no intentionality - and therefore no "soul". It's almost like there was no forethought into the expansion or development of the city. Nothing about any neighborhood in Shoreline makes me want to stay awhile. Shoreline has such potential, but so far has become a collection of condo and apartment buildings.

Anonymous

9/23/2023 04:26 PM

I think it's great to create density when one can live and eat in close vicinity. It makes the neighborhood feel alive.

Anonymous

9/23/2023 04:29 PM

125th and Lake City Way. The drug use and homeless problem has become a huge problem.

Anonymous

9/23/2023 04:33 PM

No parking, sketchy businesses that attract crime

Anonymous

9/23/2023 04:37 PM

I want diversity of businesses. Local products. Independently owned shops. I don't like chain stores

Anonymous

9/23/2023 04:39 PM

Lynwood. Lots of businesses, but not very walkable.

Anonymous

9/24/2023 08:17 AM

too many commercialized big chain stores. im not likely to visit retail shops as often as cafes and restaurants

Anonymous

9/23/2023 04:55 PM

Shoreline. Safety issues, too spread out. Not walkable.

Anonymous

9/23/2023 04:57 PM

The one with only chained restaurants and stores, and everything had to go by car

Anonymous

9/23/2023 04:59 PM

N/A

Anonymous

9/23/2023 05:01 PM

No vegan options



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Anonymous

9/23/2023 05:07 PM

To much very specific business Lynwood did this in place and it's not worth walking by or parking sideways for one tiny business all it is, is miracle ear, tax help and nail salon . Food or drink is where lots of business bring people. Most people shop online and window shop only . Bring the food and drink and people will stop there.

Anonymous

9/23/2023 05:13 PM

Large chain restaurants and shops

Anonymous

9/23/2023 05:23 PM

Honestly, Shoreline. With a few notable exceptions, we don't have good, local restaurants, pubs, or shops.

Anonymous

9/23/2023 05:25 PM

No

Anonymous

9/23/2023 05:30 PM

My current neighborhood between Costco and Fred Meyers is extremely difficult to live in as a person with mobility difficulties and a small child as there are no nearby places to get quick, affordable, necessities that aren't made inaccessible by the severe hills in both directions.

Anonymous

9/23/2023 05:39 PM

I do not like places that prioritize car parking and make it difficult and not safe for people walking, biking and traveling not using a car.

Anonymous

9/23/2023 05:50 PM

Dislike -places that look super commercial and corporate - chains.

Anonymous

9/23/2023 05:49 PM

I don't like the developments leaving no room for outdoor tables and gathering

Anonymous

9/23/2023 05:55 PM

Shoreline along Aurora, North City although it's improving. There's no reason to take a stroll through those areas. Businesses are mostly not that appealing, and everything is far apart.

Anonymous

9/23/2023 06:03 PM

Current town and country is pretty sad. Greenwood and 145th area is almost to a decent spot in terms of diversity but not very walkable.

Anonymous

Lake City, I used to live there and was excited when they tried having

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9/23/2023 05:51 PM

retail space but it either didn't get rented or went to things like smoke shops

Anonymous

N/a

9/23/2023 05:52 PM

Anonymous

If there's no parking or very challenging parking i can almost guarantee we won't frequent it.

9/23/2023 05:54 PM

Anonymous

Unsafe, limited parking, stores that were not particularly useful

9/23/2023 05:57 PM

Anonymous

Need to have some parking somewhere

9/23/2023 05:56 PM

Anonymous

Not a lot of parking available, not going to take the bus to go shopping.

9/23/2023 06:04 PM

Anonymous

Any developments or neighborhoods with uninteresting national chains

9/23/2023 06:08 PM

Anonymous

Did not like when it's only big box stores or chain restaurants. Prefer small local business options.

9/23/2023 06:15 PM

Anonymous

Mountlake Terrace, they have new buildings with ground floor just empty.

9/23/2023 06:11 PM

Anonymous

No

9/23/2023 06:11 PM

Anonymous

Lack of parking

9/23/2023 06:12 PM

Anonymous

Lake city

9/23/2023 06:14 PM

Anonymous

The current aurora corridor. Lots of residential, but very limited sit down restaurants, and very few of them are in walking distance from each other, which is nice to have when you are walking around a

9/23/2023 06:21 PM

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neighborhood and want to grab a meal without much forethought in planning. We have a severe lack of coffee shops and bakeries, other than the chain offerings of Starbucks and Costco (if that counts...).

Anonymous

9/23/2023 06:37 PM

No. They are almost always superior to neighborhoods that are residential-only or commercial-only.

Anonymous

9/23/2023 06:24 PM

Bellevue shopping, All of the mixed use buildings look exactly the same. It gets confusing, too easy to get lost.

Anonymous

9/23/2023 06:23 PM

Lake City Way - too much traffic!

Anonymous

9/23/2023 06:38 PM

High rises downtown Seattle/lower Queen Anne with grocery stores, restaurants, delis etc...are not inviting. Lower body height with residence setback from the retail feel more inviting.

Anonymous

9/23/2023 06:42 PM

Renton - from the residential areas, it seems impossible to walk anywhere you'd want to go.

Anonymous

9/23/2023 06:47 PM

Roosevelt Station area in North Seattle. There are numerous new apartment buildings in the Roosevelt neighborhood with retail/service business (which is great) but there is no safe and accessible parking available for patrons.

Anonymous

9/23/2023 06:49 PM

West Seattle, too many apartments vs not enough parking and businesses. Totally lost it's "small neighborhood" feel.

Anonymous

9/23/2023 06:55 PM

Can't think of anything

Anonymous

9/23/2023 06:54 PM

North City has been destroyed.

Anonymous

9/23/2023 06:59 PM

North City has a lot of potential, but there needs to be more desirable places. The loss of Leena's was big. I hate to see apartment buildings like the ones on 15th with nothing on the ground floor. There's opportunity there for coffee shops, restaurants, gift shops.

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Anonymous 9/23/2023 07:04 PM	N/A
Anonymous 9/23/2023 07:03 PM	Strip malls
Anonymous 9/23/2023 07:04 PM	Strip mall style developments don't appeal at all. I don't love the Columbia city development. Housing is much too tall
Anonymous 9/23/2023 07:22 PM	Lack of streetlight at night time
Anonymous 9/23/2023 07:51 PM	Yes. Parks or seating areas for cafes are on the dark (north side) of buildings. Walking areas are not pedestrian friendly. No parks at all or none for children. Sterile building styles. Too many parked cars. I miss Europe's pedestrian zones.
Anonymous 9/23/2023 08:19 PM	seems like a lot if them are just lobbies or exercise rooms, not too much retail.
Anonymous 9/23/2023 08:21 PM	N/a
Anonymous 9/23/2023 08:24 PM	When it's used as office space
Anonymous 9/23/2023 08:51 PM	Yes, did not like lack of parking/street only parking, and non-interesting restaurants. Some developments weren't clean (trash, graffiti) or decent curb appeal (landscaping).
Anonymous 9/23/2023 08:33 PM	Yes. There is nothing about them that I don't like. I've been so disappointed that the new apartment buildings going up near our home (and there are many!) don't offer this mix.
Anonymous 9/23/2023 08:42 PM	No street parking. All expensive national chain burger places.
Anonymous 9/23/2023 09:22 PM	Most of Aurora Ave in Shoreline would fit this description - the road is too busy to feel relaxed walking around. There is no centralized area with a high concentration of great restaurants and interesting shops.

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There's no place I can window shop or browse when I'm on a date night with my husband, or if we wanted to walk around with our two young boys (age 5 and 2).

Anonymous

9/23/2023 09:14 PM

Chains with no local character, lack of walkability, bad quality sidewalks that are too close to speeding cars

Anonymous

9/23/2023 09:14 PM

Lake City & 125th - no parking

Anonymous

9/23/2023 09:40 PM

Cedar Plaza, Mountlake Terrace. It's seedy and run down and has only boring chain restaurants.

Anonymous

9/23/2023 09:54 PM

N/A

Anonymous

9/23/2023 10:24 PM

Commercial signage should be classy and fit with the architecture. Would appreciate foliage /gardens throughout the mixed use space.

Anonymous

9/23/2023 10:30 PM

It is really hard when there is no dedicated parking for these areas. I think the assumption is that people would take transit in, but that really discourages a lot of people from using the space. I think it is also important to have some separation between the businesses and the street. So having a nice wide sidewalk and maybe some green space so that people feel that they aren't just in a busy corridor , but rather somewhere that they can come and enjoy.

Anonymous

9/23/2023 10:31 PM

The majority of the recently built residential constructions lack commercial space.

Anonymous

9/23/2023 10:37 PM

Adequate parking nearby is needed to use them.

Anonymous

9/23/2023 10:50 PM

Ballard - too dense and no small businesses left unless you're right on market.

Anonymous

9/23/2023 10:57 PM

Lynnwood 196th. No local business shops, only large chain stores. Nothing is walkable, nor enjoyable to walk.

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Anonymous

9/23/2023 11:09 PM

Shoreline Aurora Corridor between 190th & 205th. Greenwood Ave N between 105th & 155th. North City is starting to join this category as well

Anonymous

9/23/2023 11:13 PM

All focused on 'beauty' ie lashes, mult hair salons, in one complex. Much prefer restaurants and goods

Anonymous

9/24/2023 12:42 AM

I have not

Anonymous

9/24/2023 12:09 AM

Lack of parking in Queen Anne

Anonymous

9/24/2023 01:46 AM

Sandy Springs, Atlanta - mixed use areas had some cafes and stores, but there were so many parking spaces that it was hot and hazardous to walk around. It was difficult to get to any mass transit, having a bike barely helped and there were not enough bike racks. There was not enough green space or common areas. The businesses were overwhelmingly chains.

Anonymous

9/24/2023 01:55 AM

The idea of smaller commercial islands scattered throughout neighborhoods seems appealing but should be kept small in keeping with respect to existing single-family neighborhoods. Traffic and parking being my biggest concern and also a lack of pedestrian friendly infrastructure (sidewalks and crosswalks). Many single-family neighborhoods have been without sidewalks and crosswalks since their inception yet have been contributing property taxes to Shoreline since incorporation. Please prioritize supporting existing single-family neighborhoods first. New construction seems to get all the love while everyone else is left out in the cold. More sidewalks, crosswalks, parks and off-leash dog parks, please.

Anonymous

9/24/2023 06:34 AM

Shoreline - because it's zoned for businesses but not required so only townhouses and massive apartments without enough parking are going in and STILL no new businesses. I wish so badly Town Center or Westminister triangle would have developed the way Bothell did - massive sidewalks catering to pedestrians and restaurants with outdoor seating. Beautiful apartments and condos with rooftop terraces. It's really disheartening living here knowing traffic is going to get so much worse and very little about this development is going to get people out of cars if no new businesses are going in. :(

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Anonymous

9/24/2023 06:47 AM

Mountlake terrace is not done with theirs but, while it is very cute, it feels like a waste. They put in places that won't hold people to an area and instead will pull them in and push them back out and they're very specific and not places to be. Doctors offices mostly. There's no reason for me to go to downtown mountlake terrace but there is for me to go to Edmonds or Snohomish because there are things to do there.

Anonymous

9/24/2023 07:02 AM

Aurora by Lowe's, Aurora and N 165th st.

Anonymous

9/24/2023 06:51 AM

Too many of the same, like coffee shops.

Anonymous

9/24/2023 07:21 AM

If they offered only national chains

Anonymous

9/24/2023 07:41 AM

Chain crap restaurants, and junk stores.

Anonymous

9/24/2023 07:44 AM

In Ballard the townhomes and condos and apartment complexes are WAY too big and look so out of scale with the homes.

Anonymous

9/24/2023 08:00 AM

I just drove through the neighborhood around UW. It looked like once it thrives, but now there are empty spaces and lots of graffiti. Not kid friendly. It's nice when theirs deeper sidewalks so I don't feel my kids will run into the street. There are some places in Lynnwood that have tried and failed at the "activated" streets model. It's better than apartments all the way down to the ground though.

Anonymous

9/24/2023 08:16 AM

15th ave in shoreline. Many businesses leaving. Need to revitalize and require ground level commercial, otherwise we are a bedroom community.

Anonymous

9/24/2023 09:10 AM

Ballard. Parking or accessing via public transit from shoreline is a nightmare.

Anonymous

9/24/2023 09:26 AM

Car forward/car first attitudes

Anonymous

There are a lot of places all over that have tried to create this type of

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9/24/2023 09:42 AM

feel but didn't quite succeed. I really like the LFP Town Center but it does fall a bit short. The area down by MOD Pizza and Starbucks is really popular to hang out in. But the rest of the town center doesn't have a lot to offer other than Third Place Books. The commons is nice and big but old and dated. And the restaurants are okay and liked more by older people that grew up going to them. Other places that have failed have been because they felt dirty or unsafe, or they had dated stores that don't draw crowds of all ages. A good place needs to draw audiences of all generations, be aesthetically pleasing and have social places for people to hang out.

Anonymous

9/24/2023 10:10 AM

Lack of parking. Poor choice of retail. Too many chain businesses

Anonymous

9/24/2023 10:10 AM

Yes. Building too close together. Not enough greenery. Too small of parking spots. Not enough parking spots. Paying too much for parking.

Anonymous

9/24/2023 10:40 AM

The current new development around the aurora corridor has few businesses. What I would love is some small independent coffee shops and restaurants.

Anonymous

9/24/2023 10:46 AM

I don't like what is happening to North City. You're destroying our neighborhood and harming those who once took pride in calling it home.

Anonymous

9/24/2023 10:55 AM

No

Anonymous

9/24/2023 11:11 AM

Downtown Bellevue, for example. Wide, multi-lane streets, enormous parking garages, with car/people conflicts make me not want to walk around. If I'm able to visit multiple businesses on foot after arriving by transit and not have to constantly dodge car traffic, I am much more likely to patronize a neighborhood.

Anonymous

9/24/2023 10:51 AM

Lake City - too many homeless people make it frightening

Anonymous

9/24/2023 10:52 AM

Immense difficulty parking!!



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Anonymous

9/24/2023 11:01 AM

Ballard is losing its town charm with so many apt/condo build ups

Anonymous

9/24/2023 12:07 PM

Nothing, they are fine.

Anonymous

9/24/2023 01:31 PM

When they have chain businesses downstairs

Anonymous

9/24/2023 01:41 PM

Ballard- the super tall buildings around 15th are overwhelming, and the small businesses need to be local!! We don't need more chains.

Anonymous

9/24/2023 02:50 PM

When the business are all national franchise. A mix of services and local owned shops.

Anonymous

9/24/2023 03:54 PM

North City - too busy and not walkable, with a somewhat random assortment of businesses. Meridian Park / Aurora corridor has lots of potential but the development needs to be done mindfully so we don't end up with a hodgepodge.

Anonymous

9/24/2023 04:29 PM

North City, needs more restaurants and shops, not very walkable.

Anonymous

9/24/2023 05:57 PM

Difficult parking.

Anonymous

9/24/2023 08:04 PM

No large corporations, please

Anonymous

9/24/2023 08:49 PM

Lack of parking for those who do not live in the immediate area.

Anonymous

9/24/2023 09:14 PM

Too many big box stores or national chains. No local flavor.

Anonymous

9/24/2023 09:16 PM

Capitol Hill, Ballard, don't like the bro culture

Anonymous

9/24/2023 09:46 PM

Northcity doesn't make sense to me with it's new apartments with nothing at ground floor - seems wasted, and closed off.

## Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

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Anonymous

9/24/2023 10:30 PM

not enough good places to eat

Anonymous

9/24/2023 11:23 PM

No

Anonymous

9/25/2023 07:36 AM

Lack of parking.

Anonymous

9/25/2023 07:42 AM

North City doesn't have enough businesses to be vibrant as is.

Anonymous

9/25/2023 08:56 AM

I don't love that we currently have no small businesses with exception of 7-11 along 185th. It's real shame.

Anonymous

9/25/2023 08:54 AM

No. You have taken away a lot of habitat from animals and as they move into people's backyards for safety, they are killed by humans whether it be intentional or by accident.

Anonymous

9/25/2023 09:41 AM

N/A

Anonymous

9/25/2023 10:01 AM

Yes, little frontage space for pedestrian movement and relaxation. It's critical to create spaces where people feel comfortable gathering and spending their money on dining out, groceries, activities, etc.

Anonymous

9/25/2023 10:09 AM

Lake City, we do not need more nail salons, we need places to eat and functional businesses that provide services we have to drive to seattle for

Anonymous

9/25/2023 01:57 PM

North City. It's all construction material: doors, lumber, flooring, more doors...

Anonymous

9/25/2023 03:33 PM

Lynnwood seems to have large areas with apartment buildings, huge parking lots and chain stores. I think healthier, diverse communities, have a mix of apartments, condos, and single family homes in the same neighborhood along with parks, schools, groceries and other retail shops.

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Anonymous  
9/25/2023 03:57 PM  
A lot of them seem to have banks, and other businesses (tax,) that aren't really needed regularly.

Anonymous  
9/25/2023 07:32 PM  
N/A

Anonymous  
9/25/2023 07:54 PM  
Roosevelt area

Anonymous  
9/25/2023 09:17 PM  
University Village - it's sterile and the shops are all expensive. A lot of chains as well and not local businesses. It's geared towards a wealthier demographic. We need a mix of businesses to cater to everyone.

Anonymous  
9/25/2023 09:25 PM  
Yes. When they are not built for pedestrians but still car centric. Examples are narrow sidewalks, no crosswalks and so on.

Anonymous  
9/25/2023 10:50 PM  
I do not like your ugly massive apartment buildings with no retail. Aurora should be a mix of retail, more, and more retail. Set back apartments. Make sure there is parking. Annex or use eminent domain on Richmond Beach road to build a promenade or mall.

Anonymous  
9/25/2023 11:14 PM  
Parking lots that don't account for humans moving in and out of their cars.

Anonymous  
9/25/2023 11:57 PM  
When they are just retail space, we need to attract restaurants, coffee shops, bakeries, and unique quality shops. Making the space be retail ready and not help restaurants we will end up with a bunch of empty retail.

Anonymous  
9/26/2023 12:15 AM  
Shoreline- there's not a lot of spaces that are walkable to restaurants, stores ,community spaces

Anonymous  
9/26/2023 02:50 AM  
Udistrict -crime is on the rise

Anonymous  
9/26/2023 08:08 AM  
Thornton Creek/Northgate - too insular and feels like an enclave, businesses seem lackluster (watershed kitchen is the exception - faces outward and has an active patio area, feels more lively) Any mixed use directly on Aurora - not a very walkable environment and

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housing seems sub par

Anonymous

9/26/2023 02:22 PM

- Condominium centered residential developments with boutiques and other luxury brands as ground floor uses: Inaccessible to most income levels, boutiques provide some local employment but little neighborhood wealth circulation as most customers would be people visiting rather than residents. - Though needed to support a growing population and retain proximity to major transit, commercial uses on the ground floor of mixed use buildings on busy/car-centric corridors like HWY 99 are less appealing to visit via car.

Anonymous

9/26/2023 08:25 AM

Yes. The things to dislike are: 1. Usually no parking or crappy parking. (Street parking is No parking, pay-to-park garages are crappy parking) 2. Their prices are almost always too high because the landlords upcharge for the rental of the storefront because its directly under customers. The stores then upcharge customers to make up the difference. 3. They promote more apartments and reduce the overall ownable land for residential home purposes. Further driving up prices of reality.

Anonymous

9/26/2023 09:58 AM

Washington is dark and dreary during the fall and winter. LFP 'food court' is an example of a place that is just too dark and drab. Stairs and elevators are not what I would enjoy. Elevators are often dirty and stairs are just too steep.

Anonymous

9/26/2023 06:01 PM

Parking can be challenging

Anonymous

9/26/2023 08:50 PM

I can't think of any.

Anonymous

9/27/2023 12:09 PM

everett is constantaly disappointing. it feels underdeveloped and uncrated. soulless.

Anonymous

9/27/2023 12:52 PM

Lake City (around 125th): Lots of potential here, but still feels "in-progress." The storefronts south of 125th lack curb appeal, but great diversity of options. North of 130th feels very auto-centric. Slowing down the traffic and greenscape around 125th is the ideal mix. There are waves of people experiencing homelessness that camp in the business corridor, but that generally does not prevent me from supporting businesses there. Some off street parking BEHIND the NW corner of 125th and Lake City Way definitely helps those

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businesses, and makes it easy for me to support them. I live in North City which has a lot of potential but suffers from an auto-centric, postwar, setback design that degrades the pedestrian experience and is not a retail destination for anyone but residents. The business mix is currently dominated by Lumber, Home Improvement, and Auto Repair – none that attract pedestrian interest. Pinehurst/125th & 15th Ave NE shows what might happen if North City were more densely built, but has many of the same setback design issues that prevent it from becoming an attractive pedestrian destination.

Anonymous

9/27/2023 03:49 PM

Don't like any of them!!!! Destroying Shoreline!

Anonymous

9/27/2023 06:05 PM

I haven't really done things in either #7 or #8. I have noticed that the ground floor business spaces around north Seattle seem to be largely vacant. My preference is to park once and have options of where to shop which LFP Town Center has, groceries, drug store, eating out, etc.

Anonymous

9/27/2023 08:49 PM

Shoreline so far

Anonymous

9/27/2023 09:31 PM

The amount of traffic is unappealing

Anonymous

9/27/2023 10:29 PM

I think there are some I am less likely to go to as someone who isn't local because they often are built for walkable neighborhoods and have minimal parking available. I would love to be able to have these types of facilities within walking distance of our home. We regularly walk to the business we frequent in North City.

Anonymous

9/27/2023 10:51 PM

I think street parking is generally a nuisance. I'm also not looking for big box stores like target or something, I'm more interested in having a variety of local businesses especially more local food options. It doesn't need to be a huge stretch either. It can be focused on one main street. I think the downtown North City area is ripe for this--just a few blocks on 15th north of 175th with a little shopping district. I think a lot of places in the region let the commercial areas expand too much in size but not in number. Rather than having one or two big commercial centers I think having several smaller hyper local commercial areas would be nice.

Anonymous

Yes, I don't like when ample residential and commercial parking is not

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9/27/2023 10:38 PM

made available. I also don't particularly like when commercial space is dominated by national/global companies (I'd prefer to support local PNW businesses).

Anonymous

No

9/28/2023 06:15 AM

Anonymous

No

9/28/2023 11:34 AM

Anonymous

Lake City isn't great due to the homeless population in the area.

9/28/2023 01:22 PM

Anonymous

Example of North City and stretches of Aurora where there's more Marijuana and bars. Not very family friendly or safe feeling to walk.

9/29/2023 02:24 PM

Anonymous

some times there is alot of trash , bums open air drug deals and crime , so we dont want that to happen in shoreline, so I would suggest more police presence in those areas

9/30/2023 07:48 AM

Anonymous

no consideration for additional parking needs

9/30/2023 07:38 PM

Anonymous

all the empty space. There are so many places throughout Seattle that have vacant storefronts in new residential building. I would like to see those space be temporarily used by pop-up establishments or non-profits looking for temporary space for programs, or arts/performance space, while the commercial real estate company works to find a permanent tenant. Also banks or really expensive high end stores.

9/30/2023 10:17 PM

Anonymous

Downtown Seattle, crime

10/01/2023 08:08 AM

Anonymous

None

10/02/2023 11:13 AM

Anonymous

Shoreline aurora corridor. The commercial is almost worthless because of the unsafe area due to the number of people on drugs behaving erradically, theft, etc. This area in return looks poor because the the business are being broken into and areas are damaged or

10/03/2023 11:53 AM

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abused. Ballard has nice looking buildings with shops, but again the abusive behavior of the population there make it unsafe and theft is high (AKA Target pulling out of the neighborhood), Mill Creek has done a decent job, the roads were poorly designed so it is hard to get in and out and therefore trying to walk around is more dangerous/not get hit by a car.

Anonymous

10/03/2023 12:30 PM

All of Europe, they have been doing it .... a wee bit more than us. Everything is walking distance from groceries to barbers 5 blocks of your residence

**Optional question** (349 response(s), 306 skipped)

**Question type:** Essay Question

**Q9 | Rank your preference for the following ways you would see yourself traveling to a business on a ground floor of an apartment building. (Rate your highest preference as a 1 and your lowest preference as a 5.)**

OPTIONS	AVG. RANK
Walk or bike	2.13
Drive and park in the garage attached to my destination	2.30
Drive and park on the street within a reasonable distance of my destination	2.37
Use public transit (e.g. bus, light rail)	3.36
Other	4.30

*Optional question (597 response(s), 58 skipped)*

*Question type: Ranking Question*

**Q10 | If you selected "other" in the previous question, please tell us how you would see yourself traveling to a business on a ground floor of an apartment building.**

Anonymous

9/18/2023 01:09 PM

Self transport - car

Anonymous

Designated parking is a must. The existing apartment building in

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9/18/2023 03:12 PM

Shoreline contains insufficient parking space, so the near by neighborhood street is littered with parked cars. Lack of parking is a major deterrence for short term visits.

Anonymous

9/18/2023 03:39 PM

Uber or other shared ride

Anonymous

9/18/2023 05:26 PM

Uber

Anonymous

9/18/2023 07:49 PM

I am reaching the age that driving will be my #1 mode of travel, unless the destiny is close enough to walk and the products are not too heavy to carry home.

Anonymous

9/18/2023 08:27 PM

Electric bike

Anonymous

9/18/2023 10:07 PM

For businesses out of walking distance that have poor access by bike/transit, I prefer to park in a garage at the edge of the business/residential area and walk to my destination. This reduces the noise and safety impacts on people who live there.

Anonymous

9/19/2023 11:48 AM

Safetyness

Anonymous

9/19/2023 02:40 PM

Ride share service

Anonymous

9/20/2023 05:02 PM

Uber/Lyft

Anonymous

9/20/2023 11:04 PM

Car service

Anonymous

9/20/2023 11:31 PM

Driving and able to park close to the retail

Anonymous

9/21/2023 07:40 AM

Uber/Lyft



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Anonymous

9/21/2023 07:55 AM

Walk,

Anonymous

9/21/2023 08:16 AM

I probably would not travel to a business on a ground floor of an apartment building.

Anonymous

9/21/2023 09:00 AM

Had to use all the numbers

Oliver Moffat

9/21/2023 09:12 AM

I prefer to walk or bike to shops near my home and don't hate having to drive because the roads are unsafe because there are no sidewalks and the truck traffic is too high.

Anonymous

9/21/2023 09:23 AM

It depends on how close to my home the business is. If I gave to take 4 buses plus light rail I would drive. Bus service is too grueling for older folks, long waits and too much walking sometimes

Anonymous

9/21/2023 09:31 AM

Elderly

Anonymous

9/21/2023 10:01 AM

Ride Share- Uber, Lyft or ride with a friend.

Anonymous

9/21/2023 10:25 AM

Scooter?

Anonymous

9/21/2023 10:31 AM

Carpooling or uber

Anonymous

9/21/2023 10:50 AM

Uber

Anonymous

9/21/2023 10:57 AM

Make sure we have street trees for ease of walking

Anonymous

9/21/2023 01:32 PM

take the elevator in a building from my apartment to the ground floor, buy what I need. No need for 'transportation' when the need can be fulfilled in the same building

Anonymous

I would drive there and park in a parking lot. This is the problem with

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9/21/2023 02:32 PM

the 15th Ave NE North City center, the parking situation is already strange for some of the existing businesses and will get worse as more apts go in.

Anonymous

9/21/2023 03:21 PM

The issue for other lies in the premise of the question. The place is otherized and seen as elsewhere than a place someone already is at. I would much like to live in a walkable area where I don't have to transit to arrive.

Anonymous

9/21/2023 03:40 PM

uber or lift, but we need businesses for the people in the immediate vicinity to walk to. people who live a block or two away

Anonymous

9/21/2023 03:56 PM

Either drive or walk

Anonymous

9/21/2023 04:20 PM

With my mobility scooter on a SIDEWALK!

Anonymous

9/21/2023 05:43 PM

Uber/Lyft

Anonymous

9/21/2023 06:21 PM

uber/lyft or scooter rental

Anonymous

9/21/2023 06:51 PM

I also think some retail spaces will become launch points for more delivery services (food, grocery, supplies). So they or 3rd party service would travel to me. The age of on-demand delivery is well upon us, so any planning for vehicles should incorporate

Anonymous

9/21/2023 08:13 PM

Someone could drop me off, then park.

Anonymous

9/21/2023 09:30 PM

virtually - using Zoom or another video conferencing application.

Anonymous

9/21/2023 10:10 PM

Ride share

Anonymous

9/21/2023 10:49 PM

Drive

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Anonymous

9/22/2023 08:10 AM

Scooter?

Anonymous

9/22/2023 09:52 AM

Drive and park

Anonymous

9/22/2023 04:32 PM

Drive to transit station then use transit

Anonymous

9/22/2023 05:51 PM

Dropped off by ride share, or shareable transport (Lime scooters, etc)

Anonymous

9/22/2023 08:44 PM

Rideshare/uber

Anonymous

9/22/2023 09:32 PM

Walking

Anonymous

9/22/2023 10:01 PM

Elevator or stairs?

Anonymous

9/23/2023 01:13 AM

Rideshare/rental scooters would be a great addition. That might actually make me rate it #1 or 2.

Anonymous

9/23/2023 07:33 AM

No preference on garage vs street - but having some availability is important.

Anonymous

9/23/2023 07:42 AM

Have it attached to current places with parking lots such as town and country

Anonymous

9/23/2023 09:15 AM

Skateboard

Anonymous

9/23/2023 11:43 AM

I selected other because I will not be taking public transportation until it doesn't smell like pee or drugs and the police don't have to follow the buses because of potential crime

Anonymous

9/23/2023 12:58 PM

Small parking lot

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Anonymous

9/23/2023 02:20 PM

Rideshare or rideshare scooter or bikeshare

Anonymous

9/23/2023 02:52 PM

With friends

Anonymous

9/23/2023 03:19 PM

Possibly getting dropped off and picked up later

Anonymous

9/23/2023 03:23 PM

Rental Vehicle, Rental Bike or Scooter

Anonymous

9/23/2023 03:27 PM

Taxi or other non-personally owned car service

Anonymous

9/23/2023 04:05 PM

Uber or Lift

Anonymous

9/23/2023 04:09 PM

If it was very close, and there were good curb cuts, I would go in my wheelchair.

Anonymous

9/23/2023 04:25 PM

Ride share with friends

Anonymous

9/23/2023 04:59 PM

getting dropped off

Anonymous

9/23/2023 05:07 PM

Drop me off

Anonymous

9/23/2023 05:57 PM

Public Parking lot nearby

Anonymous

9/23/2023 05:56 PM

Visiting a friend in building. That's why you need to require parking to be built.

Anonymous

9/23/2023 06:04 PM

Uber

Anonymous

9/23/2023 06:24 PM

Ride share

---

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Anonymous

9/23/2023 06:42 PM

N/A

Anonymous

9/23/2023 06:47 PM

Car hire as I live too far to walk, and public transit as it exists now is a joke.

Anonymous

9/23/2023 07:22 PM

Ideally parking would be free or validated with patronage to a business

Anonymous

9/23/2023 07:26 PM

Ride from friends

Anonymous

9/23/2023 08:04 PM

Uber or dropped off by someone (friend/family)

Anonymous

9/23/2023 08:19 PM

someone could drop me off and pick me up. There's not going to be a single spot of parking in the neighborhoods after 1000 new residents move in.

Anonymous

9/23/2023 08:38 PM

Carpool

Anonymous

9/23/2023 09:15 PM

? Carpool or drop off

Anonymous

9/23/2023 09:40 PM

Get dropped off or uber.

Anonymous

9/24/2023 01:46 AM

Drive and park in a garage outside of Shoreline, a town where cars are only guests, then take transit or walk to my destination.

Anonymous

9/24/2023 06:05 AM

You have to select other in order to rank all 5

Anonymous

9/24/2023 07:21 AM

Na

Anonymous

My use of the business boil down to safety for me and my kids. And

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9/24/2023 08:00 AM

ease to get there. Cafes and small businesses are best..

Anonymous

Carpooling

9/24/2023 10:10 AM

Anonymous

Ride share or family/friend drop off.

9/24/2023 10:10 AM

Anonymous

Uber or Ride Sharing

9/24/2023 10:55 AM

Anonymous

Carpool with friends

9/24/2023 10:51 AM

Anonymous

Skateboarding

9/24/2023 12:07 PM

Anonymous

not sure

9/24/2023 02:36 PM

Anonymous

Street parking with designated parking spots

9/24/2023 04:35 PM

Anonymous

Bike

9/24/2023 07:38 PM

Anonymous

N/A

9/25/2023 09:41 AM

Anonymous

Not sure

9/25/2023 07:32 PM

Anonymous

jog

9/25/2023 09:25 PM

Anonymous

Scooter or ebike

9/25/2023 10:50 PM

Anonymous

I never go to these kinds of shops because of the crappy parking and high costs of goods there.

9/26/2023 08:25 AM

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Anonymous

9/26/2023 08:50 PM

I only selected "other" because you said we had to select 1 through 5 and there were only 4 other options.

Anonymous

9/27/2023 12:52 PM

It all depends on how far it is from my SFH

Anonymous

9/27/2023 03:49 PM

Not at all! I'll travel outside Shoreline!!!

Anonymous

9/27/2023 08:49 PM

Drive

Anonymous

9/27/2023 10:29 PM

Get dropped off

Anonymous

9/27/2023 10:51 PM

Not sure I just don't particularly want to drive.

Anonymous

9/27/2023 10:38 PM

Using a rideshare service like Uber or Lyft

Anonymous

9/30/2023 07:48 AM

uber , lyft

Anonymous

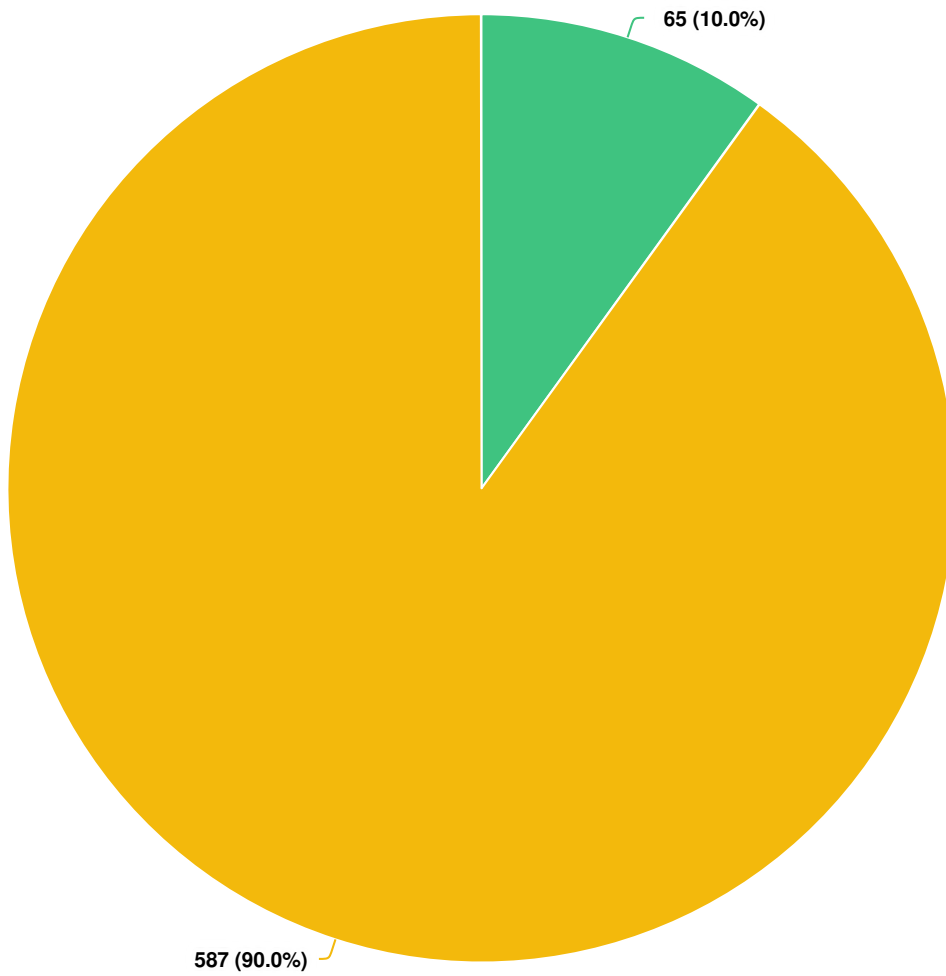
10/03/2023 11:53 AM

Ride share

**Optional question** (99 response(s), 556 skipped)

**Question type:** Single Line Question

**Q11 | Do you own or manage a business in Shoreline?**



**Question options**

- Yes
- No

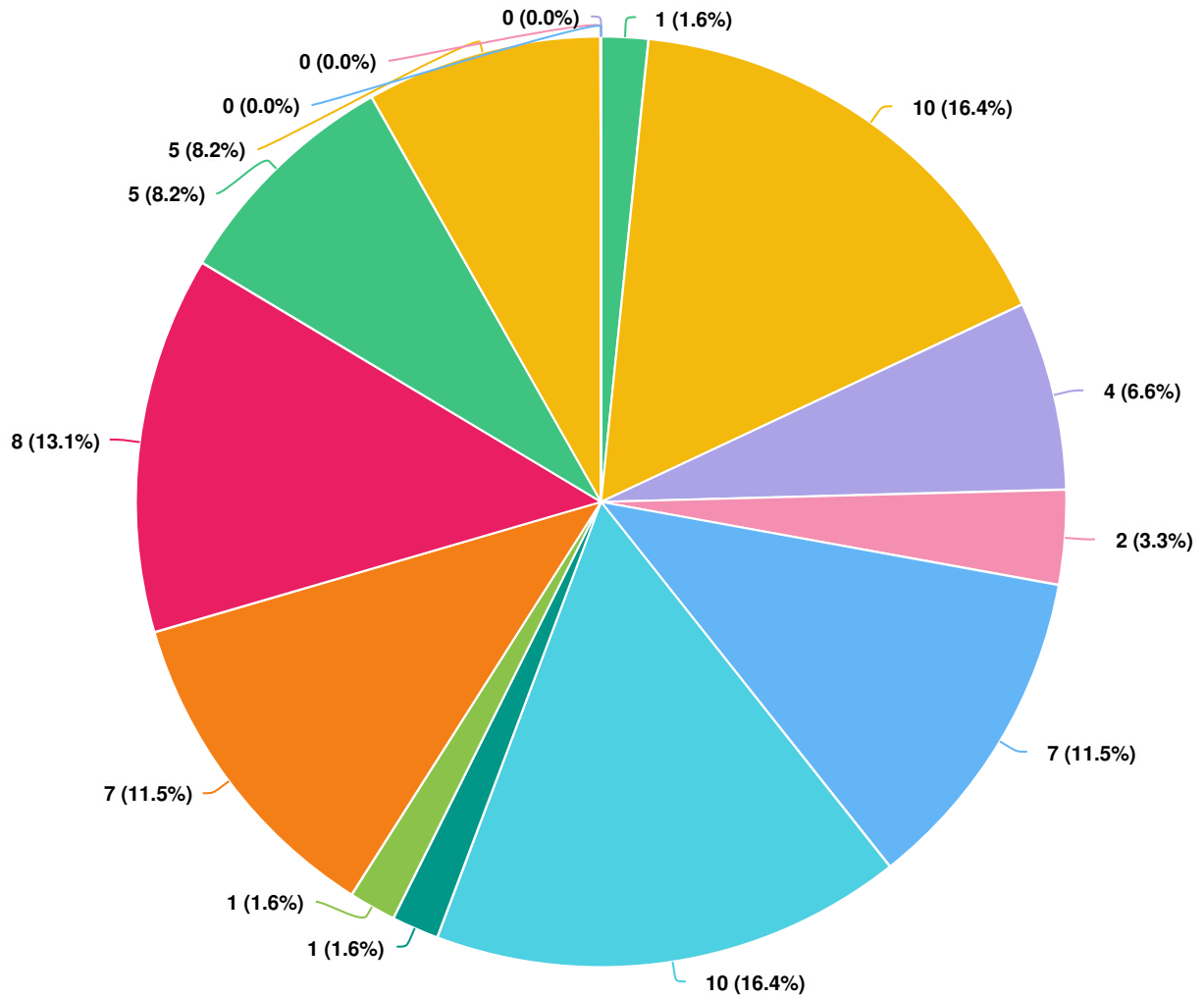
*Optional question (652 response(s), 3 skipped)  
Question type: Radio Button Question*



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## Q12 | What neighborhood is your business located in?



### Question options

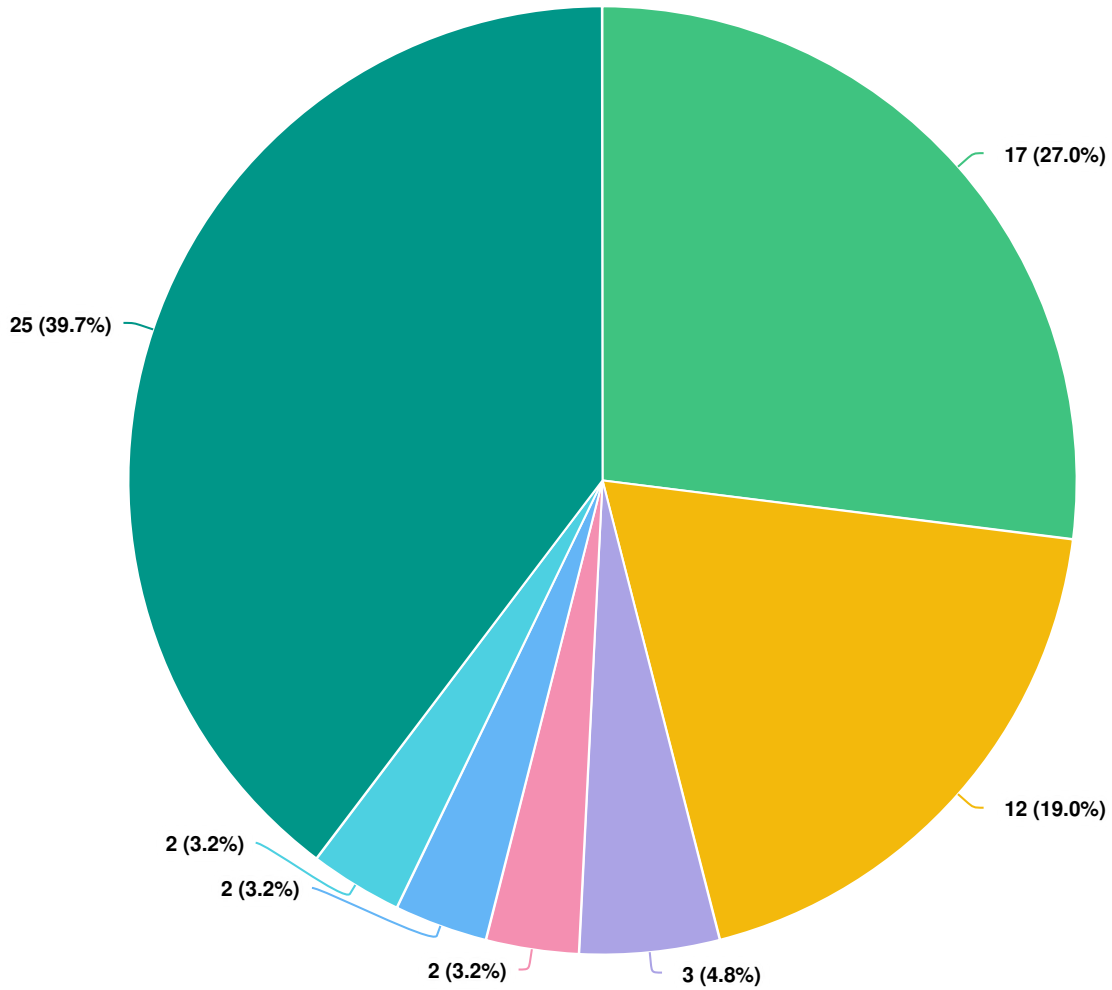
- Ballinger
- Echo Lake
- Highland Terrace
- Hillwood
- Meridian Park
- North City
- Parkwood
- Richmond Beach
- Richmond Highlands
- Ridgecrest
- Westminster Triangle
- I don't know
- Briarcrest
- Innis Arden
- The Highlands

Optional question (61 response(s), 594 skipped)  
Question type: Dropdown Question

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## Q13 | Is your business located in one of these areas?



### Question options

- Aurora Corridor
- Shoreline North/185th Street Station Subarea
- Shoreline South/148th Street Station Subarea
- Shoreline Place Community Renewal Area
- Town Center
- I don't know
- No, my business is not located in one of these areas

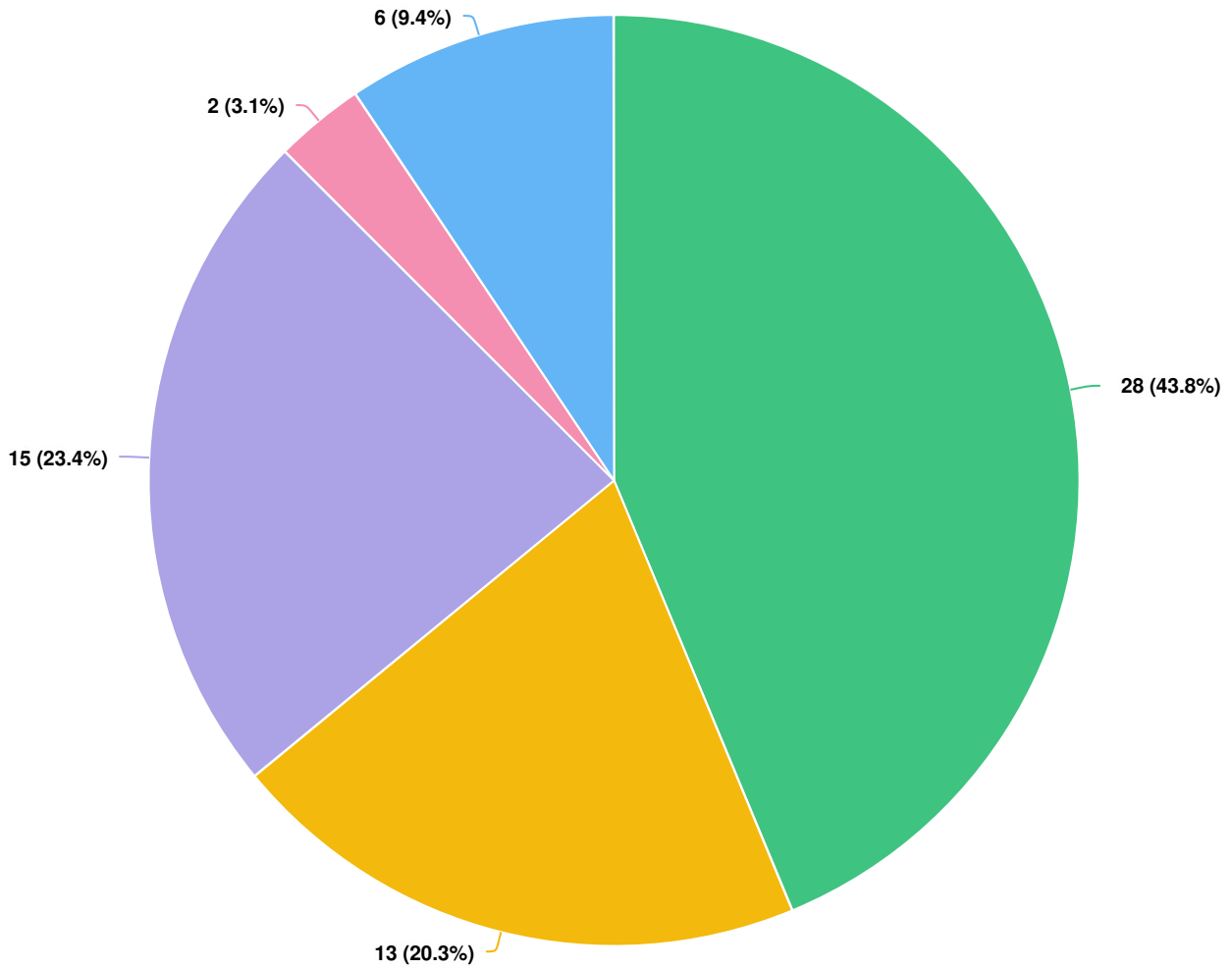
Optional question (63 response(s), 592 skipped)

Question type: Radio Button Question

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**Q14** How important to you is it for your business or development to be within or near a neighborhood center or corridor that offers a broad range of goods, services, and activities?



### Question options

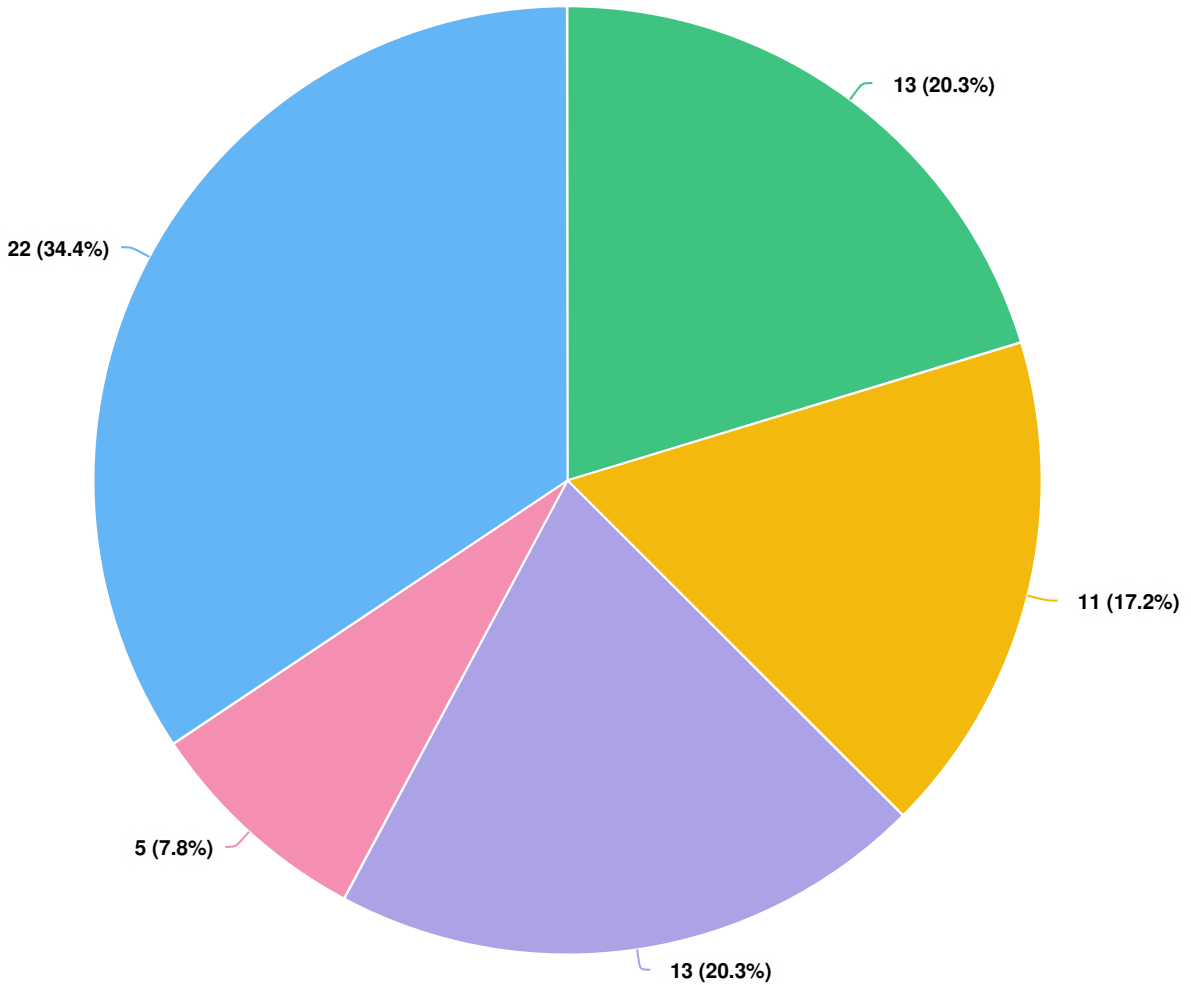
- Very important
- Somewhat important
- Neutral
- Somewhat unimportant
- Very unimportant

Optional question (64 response(s), 591 skipped)  
Question type: Radio Button Question

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**Q15** | As a business owner, how likely would you be to consider locating, relocating or expanding your business into the ground-floor space of an apartment building?



### Question options

Very likely   Somewhat likely   Neutral   Somewhat unlikely   Very unlikely

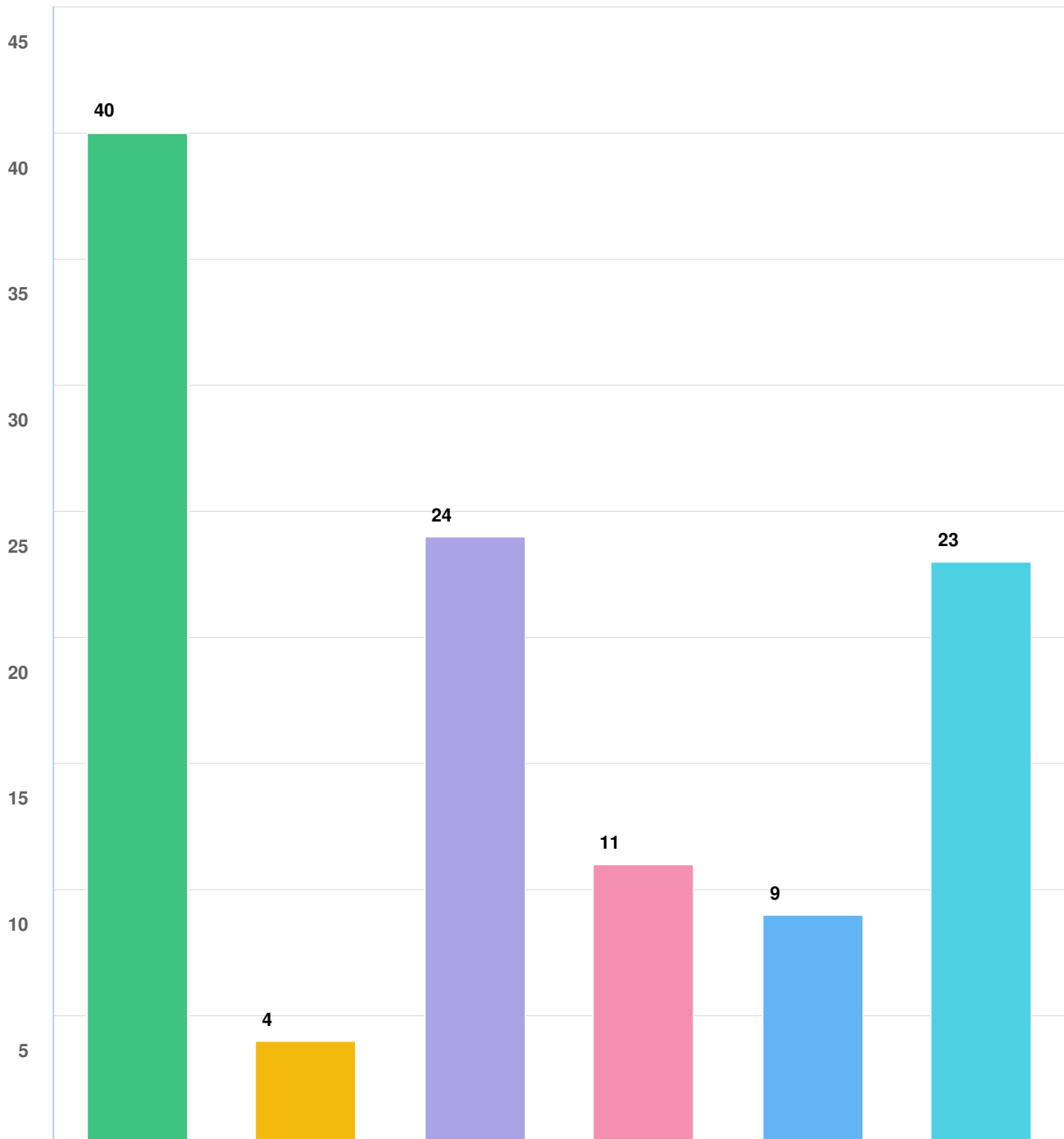
Optional question (64 response(s), 591 skipped)

Question type: Radio Button Question

# Att. C - Ground Floor Commercial Survey Results

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**Q16** For what reasons would you be less likely to locate, relocate or expand into the ground floor space of new mixed-use buildings? (Pick any/all that apply):



**Question options**

- New space may be too expensive
- New space may not meet my design motif or aesthetic
- Concerns about adequate parking for customers and/or staff
- May not be in right location
- Tenant spaces not the right size/dimension
- Other (please specify)

Optional question (65 response(s), 590 skipped)

Question type: Checkbox Question

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**Q17 | As you have traveled around the region or elsewhere, can you provide examples of neighborhoods or streets with a mix of commercial and residential uses that you believed were particularly successful or supportive of businesses? What about them was successful?**

Anonymous

9/18/2023 03:37 PM

Ballard, Seattle

Anonymous

9/18/2023 03:47 PM

coffee shops, cafes, knick-knack shops, art shops, sorry no places come to mind at the moment

Anonymous

9/18/2023 04:28 PM

Central Seattle Neighborhood have seen major development and ground floor business. The neighborhood looks incredible, is clean, and now walkable. One thing that Shoreline lacks is walkable commercial space. We need pedestrian patrons that can stop by and shop leisurely.

Anonymous

9/18/2023 04:12 PM

What was once the Ballard industrial area is now a thriving couple of streets with breweries. While it's sad that the industrial businesses got priced out of the area, or manufacturing declined, it's nice to see how these businesses as a group help each other and make an otherwise unattractive neighborhood into a hip happenin' destination locale.

Anonymous

9/18/2023 04:19 PM

NA

Anonymous

9/18/2023 05:26 PM

same areas I mentioned

Anonymous

9/18/2023 10:30 PM

Redmond Bothell These are examples of cities newly invented as opposed to established Seattle neighborhoods which are harder to compare to Shoreline because of the history and density.

Anonymous

9/19/2023 12:58 PM

West Seattle, California Ave SW

Anonymous

9/19/2023 04:12 PM

Melrose Market in CapHill. The old Sears would be perfect for this business model! Lots of little shops and restaurants and bars all mixed together, all open air with specific assigned seating areas as well as mingle seating areas.

# Att. C - Ground Floor Commercial Survey Results

Ground Floor Commercial Survey : Survey Report for 15 September 2023 to 09 October 2023

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Anonymous

9/20/2023 05:02 PM

Edmonds downtown/Main Street. Plenty of parking, enough variety to attract all kinds of people. Beautiful fountain in the middle, many restaurants.

Anonymous

9/20/2023 11:04 PM

Queen Anne and Capital hill are successful.

Anonymous

9/21/2023 10:35 AM

Mountlake Terrace has created a town center that has great possibilities. Residential above commercial near the rail station. Getting a stable mix of uses takes awhile but I'm sure the center will succeed. There is a Montessori School in walking distance of the rail station - something dreamed about but rarely seen. Redmond also has created a town center and lively node around city hall and the library. They have great looking townhouses that open onto sidewalks.

Anonymous

9/21/2023 01:03 PM

Downtown Bellevue is a good example with mixed multifamily residential and commercial spaces including coffee shops, small restaurants, delis, etc...

Anonymous

9/21/2023 01:23 PM

Ballard seems to have a good mix though parking makes it challenging for businesses and residents alike. Though small, Greenwood has a good mix of retail, residential, and office.

Anonymous

9/21/2023 01:36 PM

North city

Anonymous

9/21/2023 03:56 PM

See previous response. What makes them successful is there enough of them to make a draw to the public.

Anonymous

9/21/2023 05:35 PM

Miami: South Beach, Mid Town, North Beach, Calle Ocho, Ft.Lauderdale River walk

Anonymous

9/22/2023 08:10 AM

Same as previous answers

Anonymous

9/22/2023 09:09 PM

the buildings use greenery, texture, art and design to make the space welcoming and healthy to be in

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Anonymous

9/23/2023 07:31 AM

A good mix of businesses supports businesses. If people feel comfortable parking and walking a short way on a nice sidewalk, they're more likely to check out the shops along the way.

Anonymous

9/23/2023 11:39 AM

Ease of access

Anonymous

9/23/2023 02:20 PM

Everything about the development at Woodin Creek and surrounding blocks in Woodinville

Anonymous

9/23/2023 03:25 PM

Ballard, Fremont

Anonymous

9/23/2023 04:37 PM

Ballard and Phinney neighborhoods have a lot of local support from residents. I think there is plenty of support in Shoreline and a desire for a more urban neighborhood

Anonymous

9/23/2023 04:55 PM

Edmonds. Walkable city, easy to shop and park. Variety of services

Anonymous

9/23/2023 05:01 PM

Edmonds, just pleasant

Anonymous

9/23/2023 05:57 PM

In safe and walkable area with parking

Anonymous

9/23/2023 06:54 PM

Edmonds Lots of community events. Great mix of commercial spaces.

Anonymous

9/23/2023 07:51 PM

Edmonds downtown.

Anonymous

9/23/2023 09:22 PM

I am a mental health therapist, and it would be great to have my office be within walking distance of the light rail. That would increase my accessibility for potential clients who wanted to take the light rail to see me and avoid Seattle traffic.

Anonymous

9/24/2023 12:42 AM

I'm right on the Edmonds border of Shoreline and find myself drawn to a large variety of restaurant choices, easily waled streets, weekend markets, big variety of fun shops, or. Kitchen goods, toy store, bakery,



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garden shops, well landscaped spaces and visual arts; ie. Foundations, sculptures, murals. All important components of civic pride.

Anonymous

9/24/2023 08:16 AM

Edmonds. Walkable. Many businesses together so attracts more people.

Anonymous

9/24/2023 10:55 AM

No answer

Anonymous

9/24/2023 05:25 PM

The medial complex near Fred Meyer. Clean. Businesses have been there long term. Stable rent.

Anonymous

9/25/2023 07:36 AM

Downtown Edmonds is inviting and walkable.

Anonymous

10/02/2023 11:13 AM

The areas around green lake seem to work well with the combination of mixed use

Anonymous

10/03/2023 03:30 PM

Fremont

**Optional question** (37 response(s), 618 skipped)

**Question type:** Essay Question

**Q18 | Have you visited developments or neighborhoods with a mix of commercial and residential uses that you believe were not successful? What about them was not successful?**

Anonymous

9/18/2023 03:47 PM

The homelessness issue, ended up closing down all the businesses and made it impossible to have a business

Anonymous

9/18/2023 04:28 PM

Bad planning, prioritizing cars, and stop, shop, and leave experience, instead of walking and browsing will not be as successful as a shopping zone/street/area like we see in other neighborhoods.

Anonymous

9/18/2023 04:12 PM

The U-district as always seemed to suffer. Also Greenwood is a rotating door of failed businesses, but pretty sure that's because of the majority landlord in that area is a known awful person.

# Att. C - Ground Floor Commercial Survey Results

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Anonymous

9/18/2023 04:19 PM

NA

Anonymous

9/18/2023 05:26 PM

same answer

Anonymous

9/19/2023 04:12 PM

The businesses in Roosevelt have experienced a dip since parking was taken away and bike lanes added. I love a bike'able city but only a small percentage of the population can bike to work. For example- I went to a gym in Roosevelt right off 65th. I worked out with a group of 60 & 70 year olds that relied on the parking spots outside of the gym. We would work out and maybe grab a coffee. The older generation had to stop coming to our gym because the parking was blocks away AND the neighborhood sidewalks weren't well maintained and/or had feces or needles or tents. Why don't I bike to work your wondering? The main reason was school carpool and the second reason was living on Camano Island. I don't understand the bike lane thing. I understand massive bike trails connecting all over the city. But biking with cars is dangerous, only for the brave and only for folks that have that luxury in their schedules. Make sure the cars can visit the businesses

Michael W

9/20/2023 03:55 PM

Using Ballard as an example, there are parking and traffic challenges getting to most commercial/residential businesses

Anonymous

9/20/2023 05:02 PM

Ballard; see answer above.

Anonymous

9/20/2023 11:04 PM

Ballard, Lake city are horrible Ballard is a failure. Unoccupied space or space with dog washes and massage parlors are a blight

Anonymous

9/21/2023 10:35 AM

Success is a troubling word. Places that are lively and offer a mix of things to buy, eat, look at may not be making a profit. A successful experience for me might not be sufficient for an owner to survive. Reconsider using the word successful - it means too many different things.

Anonymous

9/21/2023 01:03 PM

Price is key and those commercial spaces that fail are usually failing because of high rents, expenses, lack of or expensive parking. The city can encourage commercial spaces by giving incentives to developers (as it is done in the city of Bellevue) to make businesses pencil out. The last thing the city wants is enforcement of commercial

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spaces that remain vacant due to cost and fees.

Anonymous

9/21/2023 03:56 PM

When they aren't anchored by 2-3 businesses that seem essential

Anonymous

9/21/2023 05:35 PM

NA

Anonymous

9/22/2023 08:10 AM

Same as previous

Anonymous

9/22/2023 09:09 PM

no consideration for design, lack of greenery and greenspace

Anonymous

9/23/2023 02:20 PM

Roosevelt station off the light rail stop in Seattle. Not enough parking, too busy of streets, not enough spaciousness feelings

Anonymous

9/23/2023 03:25 PM

They are successful

Anonymous

9/23/2023 07:51 PM

Yes. They aren't successful because they're built right next to the street. So they cast a tall shadow and offer no inviting entrance to the buildings. A terraced entry with trees, patios/plazas to welcome people in to shop, wander, sit and shop would be nice.

Anonymous

9/24/2023 12:42 AM

I have not personally, but when I've passed them, I am not attracted to stop at all when the standard national chains are offered, or. Subway, Dominos, Amazon drop station, etc.

Anonymous

9/24/2023 08:16 AM

15th. Not enough businesses to draw crowds.

Anonymous

9/24/2023 10:55 AM

No

Anonymous

9/25/2023 07:36 AM

The Aurora corridor right now! Businesses are few and far between. There's little in the way of character. And the stupid grocery land wars back in 2010's screwed us all over.

Anonymous

Parking on the street can fill up neighborhoods at times which makes

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10/02/2023 11:13 AM

it difficult for people who live near to find parking

**Optional question** (23 response(s), 632 skipped)

**Question type:** Essay Question

## Q19 | Do you believe there are any regulations or incentives the City could consider to support successful ground-floor commercial space?

Anonymous

9/18/2023 03:47 PM

House the homeless, get them off the streets

Anonymous

9/18/2023 04:28 PM

Required commercial space with local friendly rental rate. Promote the local entrepreneurs, and business people.

Anonymous

9/18/2023 04:12 PM

I think incentives rather than regulations should be favored. Of course, any business with late hours or loud noise is going to be a bother to residents. Single businesses in single apartment buildings probably won't do well, but clusters of businesses can draw enough diversity of customers to help all boats rise. An example: On Richmond Beach drive near where I live, I like that there is a grocery store (QFC), a few restaurants and coffee spots, but having a gift store/post office, a yoga studio and dry cleaner, gas stations and pharmacy, really make that a cluster of businesses I go to because I can get more than one errand done. Think in clusters not single locations.

Anonymous

9/18/2023 04:19 PM

Yes

Anonymous

9/18/2023 05:26 PM

Partner with the Chamber and Small Biz Development folks to offer classes, trainings for new businesses so they have a good idea what it takes to be successful.

Anonymous

9/19/2023 12:58 PM

<https://www.spur.org/news/2020-06-24/how-cities-can-support-ground-floor-business-survival>

Anonymous

9/19/2023 04:12 PM

Just make sure it's safe. No drugs or toxic waste or people sleeping around the businesses.

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Anonymous

9/20/2023 05:02 PM

I don't know

Anonymous

9/20/2023 11:04 PM

They should require restaurant space, and hospitality- not just food banks and healthcare

Anonymous

9/21/2023 07:25 AM

i think that developers / property owners / property managers should be required to provide ground-floor commercial space, and they should incentivize businesses that serve the community and the residents of the community to move in, even if that means some sort of move in bonus or rent reduction to get them in there. again, adding all these people without businesses/services that are useful and enjoyable just creates a lot of problems. same with not providing proper parking for all of these new residents.

Anonymous

9/21/2023 10:35 AM

Free parking. A mix that attracts shoppers for an extended visit - eating and shopping. Services do not necessarily attract people who want a safe, enjoyable meal out with some browsing. Services such as professional offices do not generate energy.

Anonymous

9/21/2023 01:03 PM

Incentive is always preferred and a better alternative to simple city code requirements. Some city offer residential developers incentives like increased FAR for residential units, or reduction in city impact fees (Traffic, Fire, and/or Park impact fees) to encourage developers to offer commercial space which is riskier to generate revenue for the landlord.

Anonymous

9/21/2023 01:23 PM

Help with build-out costs. Smaller frontage and offices behind.

Anonymous

9/21/2023 05:04 PM

Require ground floor retail full stop. Do not allow a loop hole if the developer cannot rent the space during pre-construction. Incentivize small and local businesses, and provide support for small and local businesses so that they stand a chance against the chains.

Anonymous

9/21/2023 05:35 PM

I believe promoting shoreline as a more walkable lively experience that incorporates family friendly day time spots and evening date night spots I also think encouraging the Apts to have more affordable rental rates would help

Anonymous

Rent abatement, tax breaks, clean up of homeless campers,

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9/21/2023 08:12 PM

improved crime prevention

Anonymous

9/22/2023 08:10 AM

I think simply that zoning allowing this would take care of it.

Anonymous

9/23/2023 07:31 AM

Making it easy for local businesses so it's not all chains feels very important

Anonymous

9/23/2023 11:39 AM

Yes nut not sure what that would look like

Anonymous

9/23/2023 02:20 PM

Apple parking requirements for 4-hour or less spaces along with pedestrian areas and such as I believe the designs for the old Sears Shoreline place complex appear to be shaping on. I think the city is on to a good track with the light rail station corridors and 145th and 185th streets turning into what the survey is about. Just make sure there's enough side street or on-site parking if you are going to allow for tenant space like restaurants, bars and other facilities like salons, nail places, financial advisors, etc

Anonymous

9/23/2023 03:19 PM

Please add enough parking for residents and their vehicles + visiting spaces + retail parking.

Anonymous

9/23/2023 03:25 PM

Create a night life corridor.

Anonymous

9/23/2023 04:37 PM

Many of the new buildings in North City don't offer commercial spaces even though they may have space. I'd like to see incentives for those spaces to be commercial

Anonymous

9/23/2023 04:55 PM

Tenant improvement incentives and security enhancements to buildings. Partnerships with local law enforcement to make walking enticing and evening activities welcoming

Anonymous

9/23/2023 05:01 PM

Yes! We desperately need some character!

Anonymous

9/23/2023 06:54 PM

Community events where people meet each other and share pov.

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Anonymous

9/23/2023 07:51 PM

It's all in the design. Beauty will get you everything. Sterility, nothing.

Anonymous

9/23/2023 09:22 PM

Having accessible and affordable parking nearby and/or within walking distance of the light rail.

Anonymous

9/24/2023 12:42 AM

Option for longer term leases at steady rates. One dedicated parking space for commercial tenants. Require sustainable recycling.

Anonymous

9/24/2023 06:57 AM

Tax incentives, advertising support, moving cost support

Anonymous

9/24/2023 08:16 AM

Incentives with building code

Anonymous

9/24/2023 10:55 AM

Probably. However I am not aware of them.

Anonymous

9/25/2023 07:36 AM

ENFORCE IT. Stop permitting the huge apartment buildings with no attached commercial space!

Anonymous

9/28/2023 01:22 PM

Access is very important. Easy parking.

Anonymous

10/02/2023 11:13 AM

I think any new housing with multiple units should have some retail space

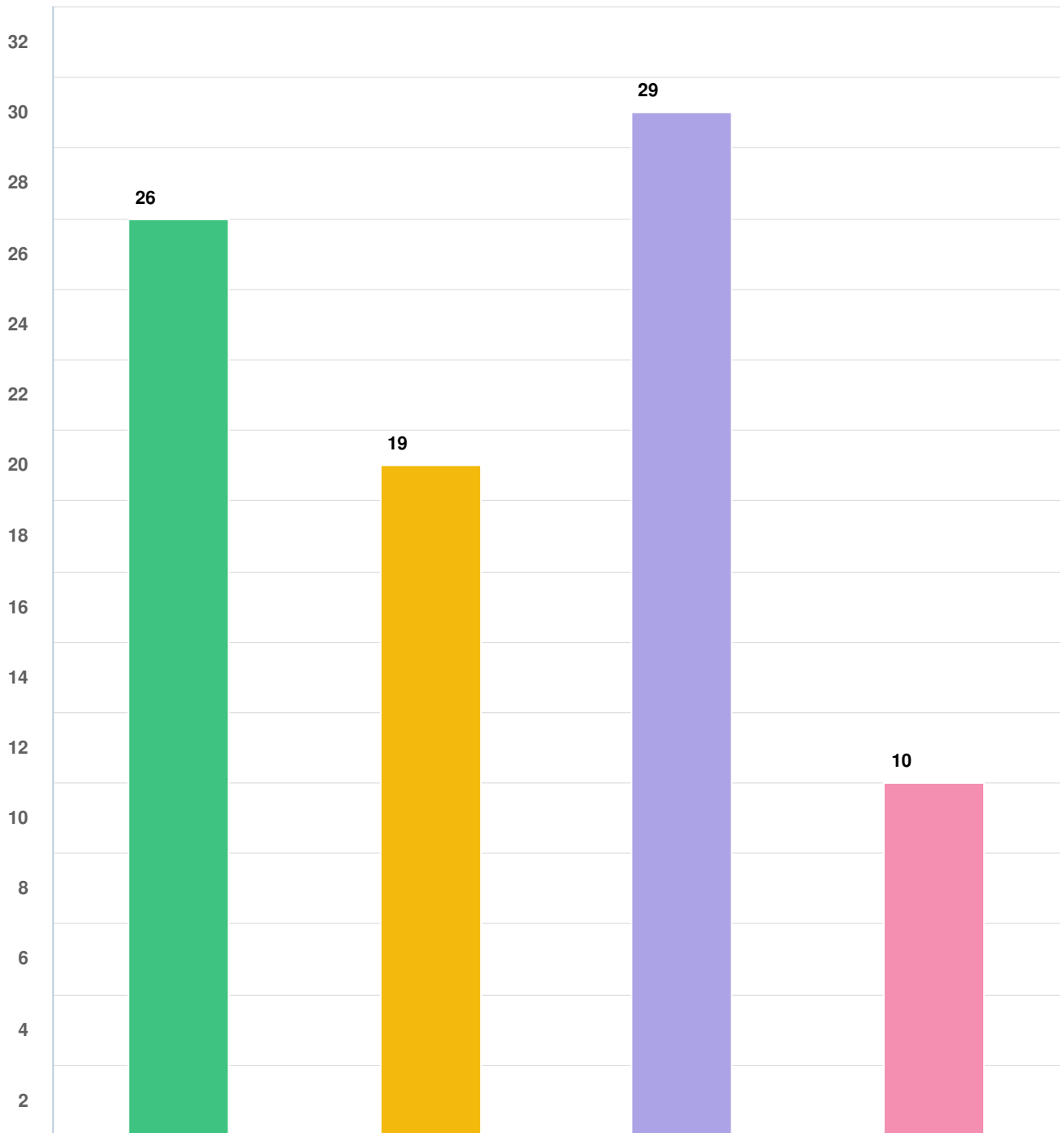
**Optional question** (35 response(s), 620 skipped)

**Question type:** Essay Question

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**Q20** For what reasons would you be more likely to locate, relocate or expand into the ground floor space of an apartment building? (Pick any/all that apply):



### Question options

- Locating in a mixed-use building or mixed-use area may offer potentially more near-by customers
- New space may better meet my business's needs (size, amenities, systems, etc.)
- New mixed-use buildings may be located in high-visibility locations which would help my business
- Other (please specify)

Optional question (51 response(s), 604 skipped)

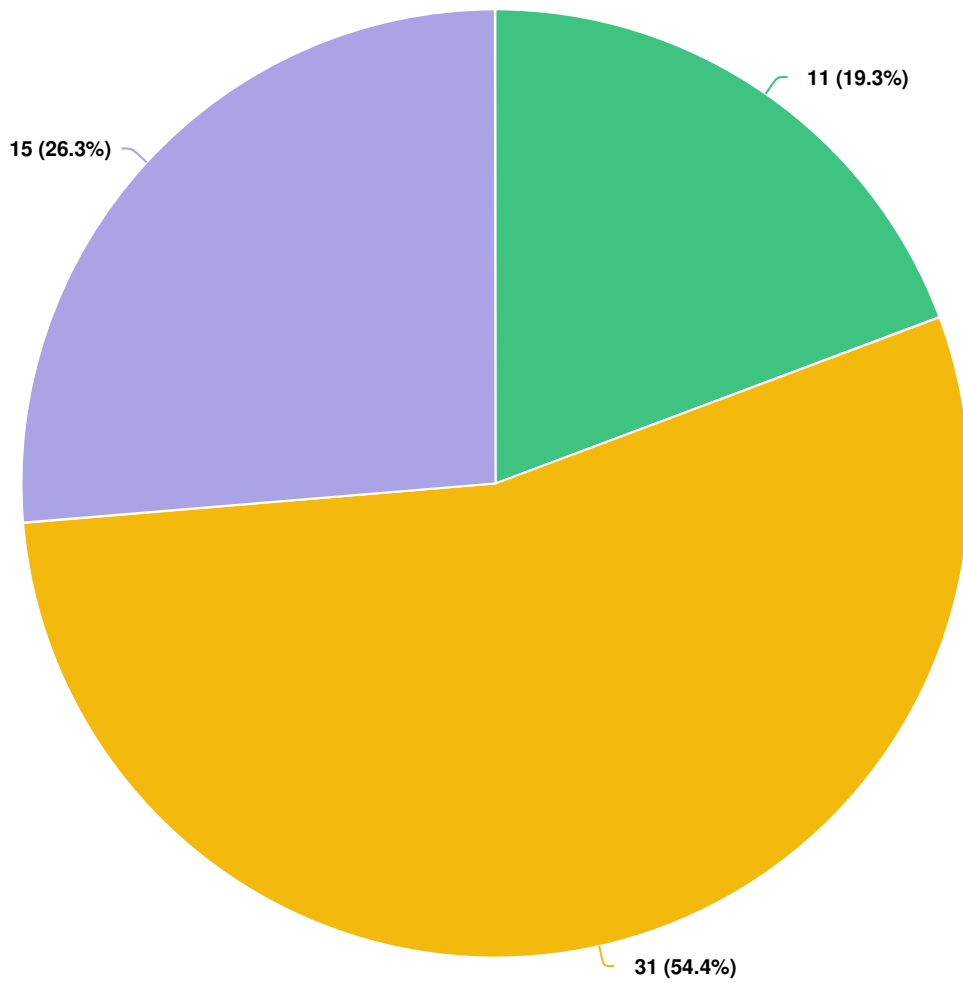
Question type: Checkbox Question



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**Q21** Providing parking on-site for ground-floor commercial establishments in new developments is often quite costly. While additional, dedicated parking may be convenient, it usually requires the rent for the ground-floor commercial space to be substant...



### Question options

- A
- B
- C

Optional question (57 response(s), 598 skipped)

Question type: Radio Button Question

**PLANNING COMMISSION AGENDA ITEM**

CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Transit Bus Bases and Individual Transportation and Taxi Facilities Development Code Amendments

**DEPARTMENT:** Planning & Community Development

**PRESENTED BY:** Cate Lee, Senior Planner  
Andrew Bauer, Planning Manager

Public Hearing  
 Discussion

Study Session  
 Update

Recommendation Only  
 Other

**INTRODUCTION**

On July 17, 2023, the City Council unanimously adopted Ordinance No. 991 which enacted an emergency six-month citywide moratorium that prohibited the City from accepting, processing, and/or approving all applications or permits for any transit bus bases and individual transportation and taxi facilities. City Council directed staff to work with the Planning Commission, proponents for transit bus bases and individual transportation and taxi facilities, and the public to draft Development Code amendments to resolve the moratorium within the initial six-month period.

Tonight, staff will provide an overview of these general types of uses, background of these types of uses operating in the City, and an overview of how other cities regulate these uses. Staff is also seeking direction on proposed Development Code amendments for the Planning Commission’s consideration at a future meeting.

**BACKGROUND**

City Council Moratoria

Prior to the moratorium, Shoreline Municipal Code (SMC) Title 20 permitted transit bus bases to be located in 14 of the City’s 21 zoning districts subject to approval of a Special Use Permit. SMC Title 20 also permitted individual transportation and taxi facilities in four (4) of the City’s zoning districts, either outright or subject to a Conditional Use Permit, depending on the zone.

Over the years the City has implemented several major zoning changes, such as the rezones around the light rail station areas, that increase density and closely examine uses allowed within these places. Because transit bus bases and individual transportation and taxi facilities have specific needs and impacts and have not been evaluated since incorporation, staff recommended the enactment of a moratorium on the filing, acceptance, processing, and/or approval of all applications or permits for these uses to preserve the public welfare in all zones to allow time for staff to review, analyze and recommend appropriate regulations regarding these uses.

## **7b. SR - Transit Bus Bases and Individual Transportation and Taxi Facilities**

On July 17, 2023, the City Council unanimously adopted Ordinance No. 991 which enacted an emergency six-month moratorium that prohibited the City from accepting, processing, and/or approving all applications or permits for any transit bus bases and individual transportation and taxi facilities. Moratoria are regulated by the RCW 36.70A.390 and RCW 35A.63.220.

The staff report, meeting minutes and video for this Council action can be found at the following links:

- [Staff Report](#)
- [Meeting Minutes](#)
- [Video](#)

On August 14, 2023, the City Council held a public hearing on Ordinance No. 991 that was required to be held within 60 days of the adoption of a moratorium by the above referenced RCW provisions. The staff report, public comments, meeting minutes and video for this Council action can be found at the following links:

- [Staff Report](#)
- Public Comments:
  - [Sharon Lechner - Black Brandt LLC](#): Written comment provided here was also the verbal comment provided at the meeting.
  - [King County Metro](#): Written comment provided here was also the verbal comment provided at the meeting.
- [Meeting Minutes](#)
- [Video](#)

### Transit Bus Bases and Individual Transportation and Taxi Facilities in Shoreline

As noted above, under the City's code Transit Bus Bases require a Special Use Permit. SMC Chapter 20.20, Definitions, provides a definition for "transit base" which means:

An establishment for the storage, dispatch, repair and maintenance of coaches, light rail trains, and other vehicles of a public transit system.

SMC 20.20 does not define "individual transportation and taxi facilities" and appears to be a relic of pre-incorporation zoning of King County. King County Code 21A.06.635 defines this use as:

An establishment engaged in furnishing individuals or small group transportation by motor vehicle, including only uses located in SIC Industry Group Nos. 412 Taxi Cabs and 4119 Local Passenger Transportation, Not Elsewhere Classified.

The word "facilities" in the use name indicates something beyond the actual service of the taxi, such as vehicle storage, repair, maintenance, and dispatch.

There are two (2) facilities operating in the City that meet the definition of Transit Bus Base.

There are no facilities operating in the City that are considered Individual Transportation and Taxi Facilities. Examination of business license data from June 2023 indicates that

## 7b. SR - Transit Bus Bases and Individual Transportation and Taxi Facilities

there are currently eight (8) taxi or rideshare operators in the City, but these are essentially home occupations, where the person with the license has one (1) vehicle they park at their residence, then provide the service of transporting individuals from location to location in the vehicle at various locations in the Seattle metro region. This use is different than the Individual Transportation and Taxi Facilities use, which is a transportation and taxi facility, in the form of a parking lot and, potentially, a building where vehicles are repaired and that serves as a dispatch office for the use.

The two (2) transit bus bases currently operating in Shoreline are detailed below.



*Aerial Map of Shoreline Bus Bases*

### **North Base**

The King County Metro North Base bus base is located and operating in the Meridian Park neighborhood, situated just west of I-5, where N 165<sup>th</sup> St dead ends. The property consists of six (6) separate parcels, totaling 12.53 acres. It is located with the King County Solid Waste transfer station to the north, has direct access to I-5 to the east, is adjacent to unopened ROW with single family homes to the south, and McCormick Park and a Seattle City Light substation to the west. Selection and development of this site took most of the 1980s. In 1987, construction began, and it was operational by 1990, well before Shoreline was incorporated in 1995.

The approval process for the North Base was through King County ("Metro Council"). The SEPA/NEPA (State Environmental Policy Act/National Environmental Policy Act) documents for the site indicate the use was undefined and was not in King County's code at the time, so the actual approval process that occurred is unclear based on available records, however, it appears at least some mitigation was provided through the SEPA/NEPA process. Most of the site is zoned R-6, but one parcel that is 2.8 acres,

## **7b. SR - Transit Bus Bases and Individual Transportation and Taxi Facilities**

is zoned R-18. The Comprehensive Plan land use designation is “Public Facility” for the entire site.

### ***Access Van Site***

The other transit base is operating in the Ridgecrest neighborhood at the southwest corner of 5<sup>th</sup> Ave NE and NE 165<sup>th</sup> St, with frontage extending south to NE 163<sup>rd</sup> St. It is being used as an Access Van storage, repair and dispatch site. The property consists of one (1) 2.58-acre parcel. It is located with the Crest theater to the north, a café, auto shop and homes to the east, and single-family homes to the south and west. The site was originally developed in the 1950s as a bingo hall and grocery store at various points. The site is zoned CB (Community Business) with a Comprehensive Plan land use designation of Mixed Use-2.

### Transit Bus Bases and Individual Transportation and Taxi Facilities in Other King County Jurisdictions

Staff conducted research into other jurisdictions in King County that have bus bases, looking at zoning code/development code regulations, as well as the approval of the specific sites. Staff also researched individual transportation and taxi facilities development regulations. What follows in this section is a summary of this research, see **Attachment A** Bus Base Research Summary Packet for further detail.

Most jurisdictions separate out the two uses (bus and taxi) and one (Redmond) groups them together. The two uses are mostly allowed in heavier commercial zoning districts and/or industrial zoning districts. The individual transportation and taxi facilities use tends to be allowed in commercial districts and industrial districts with a more streamlined approved process, such as permitted by right or an administrative conditional use process (no public hearing); while the bus base use tends to be allowed in fewer commercial districts and industrial districts, often with a more rigorous review process, such as a public hearing. The approval process varies from an administrative approval to a public hearing before the Hearing Examiner or City Council.

King County’s regulations for such uses, similar to Shoreline’s existing regulations, allow both uses in many zoning districts, subject to a Special Use permit. This is not surprising given that when Shoreline was incorporated in 1995 it simply adopted Title 21A of King County Code ([Ordinance No. 11](#)), to serve as is development regulations. While areas of the City’s code have changed since incorporation, for certain uses the code still retains the original King County language.

When a land use approval is required as a conditional use or special use, there are fairly standard decision criteria across the jurisdictions researched for such approvals. These criteria are:

- Consistency with the Comprehensive Plan; and
- Compliant with the rest of the Zoning/Development Code; and
- Compatible in appearance and quality of development with properties in the immediate vicinity; and
- Adequately served by public facilities (e.g., streets, utilities); and
- Not detrimental to uses or property in the immediate vicinity.

## **7b. SR - Transit Bus Bases and Individual Transportation and Taxi Facilities**

The jurisdictions researched have unique criteria added to a conditional use or special use approval beyond the common themes listed above. The unique decision criteria for a conditional use or special use include (combined list from various cities' codes):

- The size of the site is adequate for the proposed use.
- The traffic generated by the proposed use will not unduly burden the traffic circulation system in the vicinity.
- Adequate buffering devices such as fencing, landscaping or topographic characteristics protect adjacent properties from adverse effects of the proposed use, including adverse visual or auditory effects.
- Any other similar considerations to address potential impacts to public infrastructure, nearby properties, or the community generally, may be applied if appropriate to a particular case.
- It will not materially endanger the health, safety and welfare of the community.
- The location, size and height of buildings, structures, walls and fences, and screening vegetation for the special use shall not hinder or discourage the appropriate development or use of neighboring properties.
- The benefits to the public that would be provided by the use shall outweigh the negative impacts of the use.
- The conditional use must be denied if it is determined that the negative impacts cannot be mitigated satisfactorily. Otherwise, adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest.
- In areas covered by Council-adopted Neighborhood Plans adopted after 1983, uses shall be consistent with the recommendations of the plans.
- The proposed use must meet or exceed the same standards for parking, landscaping, yards and other development regulations that are required in the district it will occupy.
- If an unclassified use, the use shall, to the maximum extent feasible, mitigate all significant adverse environmental impacts on public and private properties. Full consideration shall be given to:
  - Alternative locations and/or routes that reduce or eliminate adverse impacts; and
  - Alternative designs that reduce or eliminate adverse impacts.
- For uses in residential areas, applicants must demonstrate that there is no reasonable nonresidential alternative site for the use.
- For uses in residential areas, applicants must demonstrate that the use provides some tangible benefit for the neighborhood.

Seattle is a bit unique and has decision criteria specific to the bus base use. Those additional criteria are:

- The bus base has vehicular access, suitable for use by buses, to a designated arterial improved to City standards.
- The Council may require mitigating measures, which may include, but are not limited to:
  - Noise mitigation,
  - An employee ridesharing program,
  - Landscaping and screening,
  - Odor mitigation,

## **7b. SR - Transit Bus Bases and Individual Transportation and Taxi Facilities**

- Vehicular access controls, and
- Other measures to ensure the compatibility of the bus base with the surrounding area.
- The amount of industrial land occupied by the facility shall be minimized. To avoid disruption of the industrial function of the area, the presence of the facility shall not obstruct the operation or likely expansion of existing industrial uses.
- The location of the facility shall not result in significant displacement of viable industrial uses or support activities.
- The amount of land occupied by the facility that has access to industrial shorelines or major rail facilities shall be minimized.
- A transportation plan may be required to prevent conflicts with nearby industrial uses. The Director shall determine the level of detail to be disclosed in the plan based on the probable impacts and/or scale of the proposed facility.

The common factors in all the decision criteria are ensuring consistency and compliance with adopted plans and codes, as well as proximity to or provision of adequate public facilities such as streets and required utilities and minimizing/eliminating impact to surrounding properties.

### King County Metro Bases

The sites of the other King County Metro bus bases researched by staff are within light or heavy industrial areas with proximity to arterial roads intended for heavy trucking use. In addition to Shoreline, staff identified large bus bases in the cities of Bellevue, Seattle, and Tukwila; access van sites in the cities of Bellevue, Kent, and Seattle; and a vanpool site in the city of Redmond. See Attachment A Bus Base Research Summary Packet for further detail.

### DISCUSSION

Outlined below are topics for discussion and consideration in developing draft Development Code amendments. The Planning Commission's direction on these topics will inform draft amendments that will be presented at a future meeting.

### Use Definition

The current uses in the SMC are transit bus bases and individual transportation and taxi facilities. "Transit base" is defined, while "Individual transportation and taxi facilities" is not. The SMC defines "Transit base" as "An establishment for the storage, dispatch, repair and maintenance of coaches, light rail trains, and other vehicles of a public transit system."

Both the North Base and Access Van Site current uses have the key elements in the definition: vehicle storage, vehicle dispatch, and vehicle repair/maintenance. These same elements, minus perhaps the vehicle repair/maintenance, are also present with individual transportation and taxi facilities.

Staff recommends changing and renaming the uses according to the size of the vehicles stored/repared/dispatched rather than differentiating the two uses as public versus private ownership/operation. This is because there is no functional difference in

## **7b. SR - Transit Bus Bases and Individual Transportation and Taxi Facilities**

the use between being privately or publicly owned/operated, rather the difference in the two uses is the vehicle size stored, repaired and maintained, with large fleet vehicles having more impact in terms of noise, odor, and wear on roadways. For example, the use names could be “Fleet Base, Major” to describe those with vehicles equal to or greater than 30 feet long, and “Fleet Base, Minor” to describe those with vehicles less than 30 feet long.

King County Metro staff has indicated the following length for their fleet:

- Articulated Bus: 60’
- Standard Bus: 35-40’
- Access Van: 20-25’
- Vanpool Van: 18-20’

Hence the new definitions would be:

- Fleet Base, Major: A vehicle storage use where vehicles equal to or greater than 30 feet in length are stored, repaired, maintained, and dispatched.
- Fleet Base, Minor: A vehicle storage use where vehicles less than 30 feet in length are stored, repaired, maintained, and dispatched.

Staff recommends renaming the uses to “Fleet Base, Major” and “Fleet Base, Minor” and using the definitions outlined above, with the only difference being the vehicle length as this will more clearly articulate the nature and potential impacts of these uses.

### **Discussion Questions:**

1. Does the Commission support the staff recommendation to change the use definitions to “Fleet Base, Major” and “Fleet Base, Minor” use names?
2. If changed to “Fleet Base, Major” and “Fleet Base, Minor”, discuss these definitions as they appear above.
3. If the Commission recommends keeping the existing names, discuss suggested edits on the “individual transportation and taxi facilities” use definition listed here: “A vehicle storage use in which private transportation by car, van, or limousine for a market-rate fee is provided. Such uses generally include dispatching offices and facilities for vehicle repair and maintenance.”

### **Permitted Zoning Districts**

Shoreline Municipal Code (SMC) Title 20 currently permits transit bus bases to be located in 14 of the City’s 21 zoning districts, subject to approval of a Special Use Permit. SMC Title 20 also currently permits individual transportation and taxi facilities in four (4) of the City’s zoning districts, three as a permitted use, and one as a conditional use.



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The research of other jurisdictions showed that these uses are generally allowed in heavier commercial and industrial zones where streets are intended for heavier truck traffic and impact on surrounding properties are minimized since they are similar type uses. Shoreline, however, does not have any industrial zoned land, the most intense commercial district is Mixed Business (MB), followed by Community Business (CB). The purpose of each of these zoning districts is included as **Attachment B** – Zoning District Purpose Statements.

However, there are certain CB zones where fleet bases are not appropriate and would be inconsistent with the Comprehensive Plan or other adopted visioning plans, such as smaller neighborhood centers with a stated vision and purpose in the Comprehensive Plan that support certain uses that are inconsistent or incompatible with a transit base use. Properties zoned CB along a state highway (e.g., Ballinger Way, NE 145<sup>th</sup> St) are more appropriately positioned, due to the nature of a state road, to accommodate a fleet base.

For both uses, staff recommends allowing them in the Mixed Business (MB) zone, Community Business (CB) zone but only if the site has frontage on a state highway (e.g. Ballinger Way, 145<sup>th</sup> St, Aurora), or in the R-4 through R-48 zones where the property is of a minimum size, the use is consistent with the Comprehensive Plan, and the site has frontage and access to a limited access highway. All uses would be subject to additional criteria. See **Attachment C** – Zoning Map.

Staff recommends various approval processes for each use, as outlined in the following section.

**Discussion Question:** Does the Commission agree with the staff recommended zoning districts and locations where each use would be allowed?

### **Approval Process and Decision Criteria**

Shoreline Municipal Code (SMC) Title 20 currently permits transit bus bases to be located in 14 zoning districts, subject to approval of a Special Use Permit. SMC Title 20 also currently permits individual transportation and taxi facilities in four (4) of the City's zoning districts, three as a permitted use and one as a conditional use.

The research of other jurisdictions shows that the bus base use is mostly allowed as a Permitted use, with no additional criteria, in the industrial zone, and is allowed in commercial zones as a conditional use. There are exceptions to this, such as King County, where it is allowed as special use in many zoning districts, and Tukwila, where it is only allowed subject to approval by City Council. The research of other jurisdictions shows that the individual transportation and taxi facilities use is mostly allowed as a Permitted use, with no additional criteria, but only in the more intense commercial zones.

The City already has decision criteria for Special Uses and Conditional Uses (see Attachment A – Bus Base Research Summary Packet), but more specific decision

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criteria should be added to address the unique nature of fleet bases in order to ensure impacts on the surrounding neighborhood is considered and where possible mitigated. Some criteria to consider include:

- The size of the site is adequate for the use.
- Adequate buffering devices such as fencing, landscaping or topographic characteristics protect adjacent properties from adverse effects of the use, including adverse visual or auditory effects. Consideration should be given to whether certain features, such as a fence, would be consistent with the zone or the code requirements.
- Any other similar considerations to address potential impacts to public infrastructure, nearby properties, or the community generally, may be applied if appropriate to a particular case.
- The use shall be denied if it is determined that the negative impacts cannot be mitigated satisfactorily. Where adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest, the use may be allowed subject to such conditions.
- In areas covered by Subarea plans listed in Appendix B of the Comprehensive Plan, uses shall be consistent with the recommendations of the plans.
- The use shall meet or exceed the same standards for parking, landscaping, yards and other development regulations that are required in the district it will occupy.
- The use shall, to the maximum extent feasible, mitigate all significant adverse environmental impacts on public and private properties. Full consideration shall be given to:
  - Alternative locations and/or routes that reduce or eliminate adverse impacts; and
  - Alternative designs that reduce or eliminate adverse impacts.
- For uses in residential areas, applicants shall demonstrate that there is no reasonable nonresidential alternative site for the use.
- The use has vehicular access, suitable for use by buses, to a designated arterial improved to City standards.

Staff recommends that the use Fleet Base, Major be Permitted in the MB zone as a Special Use, Permitted in the CB zone as a Special Use, and allowed as a Special Use in the R-4 through R-48 zones when the site is a minimum of 10 acres and abuts a limited access state highway with a direct access. For such locations, the underlying zone designation should not restrict the use if compatible with the Comprehensive Plan.

Staff recommends that the use Fleet Base, Minor be Permitted in the MB zone as a Conditional Use and be Permitted in the CB zone as Conditional Use, and allowed as a Special Use in the R-4 through R-48 zones when the site is a minimum of 10 acres and abuts a limited access state highway with a direct access. For such locations, the underlying zone designation should not restrict the use if compatible with the Comprehensive Plan. The use is not appropriate in the TC-1 zone and MUR-70' zone, as this use is auto-oriented and contrary to the underlying vision and purpose of those

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zones. Staff recommends deleting the individual transportation and taxi facilities use from these zoning districts.

Staff also recommends adding the following additional Conditional Use and Special Use decision criteria for both major and minor fleet base uses:

- In the Community Business (CB) zone, the use is only allowed when the site has frontage on a state highway.
- In the R-4 through R-48 zones, the use is only allowed when the site is a minimum of 10 acres in size and abuts a limited access highway from which it has direct vehicular access.
- In areas covered by Subarea plans listed in Appendix B of the Comprehensive Plan, or Planned Action Ordinances, uses shall be consistent with the recommendations of the plans or ordinance.
- Adequate buffering devices such as fencing, landscaping or topographic characteristics protect adjacent properties from adverse effects of the use, including adverse visual or auditory effects. Consideration should be given to whether certain features, such as a fence, would be consistent with the zone or the code requirements.
- Any other similar considerations to address potential impacts to public infrastructure, nearby properties, or the community generally, may be applied if appropriate to a particular case.
- The use shall meet or exceed the same standards for parking, landscaping, design and other development regulations that are required in the district it will occupy.
- The use has vehicular access, suitable for use by the size of vehicle stored and repaired at the site (e.g., buses), to a designated arterial improved to City standards.
- The use shall, to the maximum extent feasible, mitigate all significant adverse environmental impacts on public and private properties. Full consideration shall be given to:
  - Alternative locations and/or routes that reduce or eliminate adverse impacts; and
  - Alternative designs that reduce or eliminate adverse impacts.

### **Discussion Questions:**

1. Does the Commission agree with the staff recommended approval processes?

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2. Does the Commission agree with the staff recommended additional decision criteria?

### **PUBLIC ENGAGEMENT**

At the City Council public hearing on August 14, 2023, there were two public comments, provided by the property owner of the Access Van Site and King County Metro:

- [Sharon Lechner - Black Brandt LLC](#): Written comment provided here was also the verbal comment provided at the meeting.
- [King County Metro](#): Written comment provided here was also the verbal comment provided at the meeting.

The comments expressed concern about the moratorium and the ability to locate on another site in Shoreline.

City staff and King County Metro staff met on September 12, 2023 to discuss Metro's siting needs, the research done so far by City staff, and next steps in working together to find an appropriate location for the Access Van Site.

### **NEXT STEPS**

With direction received this evening, staff will prepare code amendments and bring them back for review by Planning Commission at the November 16<sup>th</sup> meeting, or as otherwise directed.

*Please advise if the Commission would like this topic as a study item at the November 2, 2023 meeting, or if this topic will move to a Public Hearing and recommendation from the Commission on November 16, 2023.*

### **TENTATIVE SCHEDULE**

- 11/2: Planning Commission meeting (if necessary) to respond to questions or requests for info prior to hearing
- 11/16: Planning Commission Public Hearing and recommendation
- 12/11: City Council discussion and review of Planning Commission recommendation
- 1/8: City Council meeting, potential action
- 1/17: Moratorium Expires (*if not extended or permanent regulations not adopted on 1/8*)

### **RECOMMENDATION**

There is no recommendation at this time. The purpose of tonight's meeting is to introduce these issues to the Commission and seek direction for staff to return with draft code amendments at a future meeting.

### **ATTACHMENTS**

Attachment A – Bus Base Research Summary Packet  
Attachment B – Zoning District Purpose Statements  
Attachment C – Zoning Map

**Transit Bus Base and Individual Transportation and Taxi Research**

Outline:

- Determining the similar use
- Defining the use
- Allowed in which zoning districts?
  - When a conditional use or special use, what are the criteria for approval?
- What is the corresponding Comprehensive Plan category of the zoning district where it is allowed?
- What are the site/locational characteristics of the existing bus, access van and vanpool bases?

Overview: Based on research conducted some jurisdictions separate out the two uses (bus and taxi) and others group them together. These uses are mostly allowed in heavier commercial zoning districts and/or industrial zoning districts. The exception is King County which allows them in many zoning districts, subject to a Special Use permit. Also, Tukwila has a unique approval process for Mass Transit which is an unlisted use. The corresponding Comprehensive Plan Map categories are similarly commercial or industrial categories, none contain the “Public Facilities” designation. The sites of the other King County Metro bus bases are within light or heavy industrial areas with proximity to arterial roads intended for heavy trucking use. Staff identified large bus bases in the cities of Bellevue, Seattle, Shoreline and Tukwila; access van sites in the cities of Bellevue, Kent, Seattle and Shoreline; and a vanpool site in the City of Redmond.

The information presented in this summary packet begins with broad concepts, eventually leading to more detail as follows:

- Table 1: Regulatory Framework Summary
  - Brief overview of the uses, zoning districts they are allowed, special approval processes, corresponding comprehensive plan categories and policy summary.
- Table 2: Use Definitions
  - Full definitions of the uses.
- Table 3A: Regulatory Framework Details – Transit Bus Base
  - Further detail beyond the summary Table 1.
- Table 3B: Regulatory Framework Details – Individual Transportation and Taxi
  - Further detail beyond the summary Table 1.

## **Att. A - Transit Bus Base - Bus Base Research Summary Packet**

- Table 4: Approval Criteria
  - Details the approval criteria from other jurisdictions
- Table 5: Existing Bus Base Locations - Site Level Analysis
  - Contains site level analysis of existing bus base locations in King County.

### Research Methods:

- MRSC inquiry (see email)
- Look at permitted uses chart in each jurisdiction's zoning code
- Look at zoning map and comprehensive plan map for identified transit bus bases in Bellevue, Kent, Redmond, Seattle, and Tukwila
- Contacted city staff to clarify/confirm code interpretation (see emails)

Table 1: Regulatory Framework Summary

CITY/JURISDICTION	SIMILAR USE NAME	PERMITTED ZONING DISTRICTS	SPECIAL APPROVAL PROCESS SUMMARY	CORRESPONDING COMPREHENSIVE PLAN CATEGORY AND POLICY SUMMARY
<b>Bellevue</b>	<ul style="list-style-type: none"> <li>Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters</li> <li>Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services.</li> </ul>	Heavier commercial and lighter industrial districts, some office districts	Allowed in some office districts as a Conditional Use (see Part <a href="#">20.30B</a> )	Matches the naming of the zoning districts, there is no “Public Facilities” designation
<b>Kent</b>	<ul style="list-style-type: none"> <li>Transit operations and maintenance facilities</li> <li>Commercial parking lots or structures</li> </ul>	Heavier commercial and industrial districts	Allowed as a minor conditional use or a conditional use	Broader categories than zoning, and follows general structure of zoning districts, but does not match exactly, there is no “Public Facilities” designation
<b>King County</b>	<ul style="list-style-type: none"> <li>Transit Base</li> <li>Individual Transportation and Taxi</li> </ul>	Special use in many zoning districts but only allowed by right in the Industrial district	Special use permit review procedures specified in K.C.C. <a href="#">21A.42</a>	Broader categories than zoning, and follows general structure of zoning districts, but does not match exactly, there is no “Public Facilities” designation
<b>Redmond</b>	<ul style="list-style-type: none"> <li>Road, Ground Passenger, and Transit Transportation</li> </ul>	Permitted use in more intense commercial districts, business park and industrial districts	N/A	Matches the naming of the zoning districts, there is no “Public Facilities” designation
<b>Seattle</b>	<ul style="list-style-type: none"> <li>Bus base</li> <li>Transportation services, personal</li> </ul>	<ul style="list-style-type: none"> <li>Bus base is a conditional use in intense commercial districts and industrial districts</li> <li>Transportation services, personal is a permitted use in commercial districts and industrial districts</li> </ul>	Bus base is a Council Conditional Use in the commercial districts where allowed, and an Administrative Conditional Use in industrial districts where allowed	Broader categories than zoning, and follows general structure of zoning districts, but does not match exactly, there is no “Public Facilities” designation
<b>Shoreline</b>	<ul style="list-style-type: none"> <li>Transit Bus Base</li> <li>Individual Transportation and Taxi</li> </ul>	<ul style="list-style-type: none"> <li>Transit Bus Base is a special use in all R districts and most commercial districts</li> <li>Individual Transportation and Taxi is a conditional use or permitted use in a few commercial districts</li> </ul>	Conditional or Special use approval process	The large bus base site has the “Public Facilities” designation, while the smaller access van site has a designation of “Mixed Use 2”
<b>Tukwila</b>	<ul style="list-style-type: none"> <li>Mass Transit Facilities</li> <li>Rental of vehicles not requiring a commercial driver’s license</li> </ul>	<ul style="list-style-type: none"> <li>Mass Transit Facilities is an unlisted use in all zoning districts</li> <li>Rental of vehicles permitted in some heavier commercial districts and industrial</li> </ul>	Unclassified uses are subject to TMC <a href="#">18.66</a> and are processed pursuant to TMC 18.108.050, which requires approval by City Council	Matches the naming of the zoning districts, there is no “Public Facilities” designation

Table 2: Use Definitions

CITY/JURISDICTION	Transit Bus Base and Individual Transportation and Taxi
Bellevue	<ul style="list-style-type: none"> <li>• No definition for “Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters” use or ““Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services” use</li> <li>• Bellevue staff referred to the <a href="#">Standard Land Use Coding Manual</a>, but this manual contains a system for organizing land uses and does not contain definitions</li> </ul>
Kent	<ul style="list-style-type: none"> <li>• “Commercial parking lots or structures” use is not specifically defined but “Lot” and “Structure” are defined as follows:               <ul style="list-style-type: none"> <li>○ Lot means a parcel of land of at least sufficient size to meet minimum zoning requirements for use, coverage, and area, and to provide such yards and other open spaces as are required in this title. Such lot shall have frontage on an improved public street, or on an approved private street, and may consist of:                   <ul style="list-style-type: none"> <li>▪ A single lot of record;</li> <li>▪ A portion of a lot of record;</li> <li>▪ A combination of complete lots of record and portions of lots of record;</li> <li>▪ A parcel of land described by metes and bounds;</li> <li>▪ provided, that in no case of division or combination shall any residual lot or parcel be created which does not meet the requirements of this title. 15.02.225</li> </ul> </li> <li>○ Structure means that which is built or constructed, or an edifice or building of any kind or any piece of work composed of parts joined together in some definite manner, and includes posts for fences and signs, but does not include mounds of earth or debris. 15.02.510</li> </ul> </li> <li>• Transit operations and maintenance facilities: Transit operations and maintenance facilities means facilities that serve the primary purpose of storing, refueling, cleaning, repairing, refurbishing, rehabilitating, reconstructing, renovating, rebuilding, improving, or otherwise maintaining transit vehicles. Transit operations and maintenance facilities are characterized as being used to support the function of fixed route or fixed track transit systems, but not serving passengers directly. Transit operations and maintenance facilities may include, but are not limited to, buildings or structures, including office space, as well as outdoor storage space and large areas of track to support said facilities. 15.02.527.5</li> </ul>
King County	<ul style="list-style-type: none"> <li>• Individual transportation and taxi: An establishment engaged in furnishing individual or small group transportation by motor vehicle, including only uses located in SIC Industry Group and Industry Nos.: A. 412-Taxicabs; and B. 4119-Local Passenger Transportation, not elsewhere Classified. 21A.06.635</li> <li>• Transit base: An establishment for the storage, dispatch, repair and main-tenance of coaches, light rail trains, and other vehicles of a public transit system. 21A.06.1295</li> </ul>
Redmond	<ul style="list-style-type: none"> <li>• Road, Ground Passenger, and Transit Transportation: The provision of road, ground passenger, and transit transportation systems, such as bus and rail systems, including supporting infrastructure. This definition excludes towing operators and auto impoundment yards. Chapter 21.78</li> </ul>
Seattle <sup>1</sup>	<ul style="list-style-type: none"> <li>• Bus bases: "Bus base." See "Vehicle storage and maintenance" under "Transportation facility."</li> <li>• Transportation facility: "Transportation facility" means a use that supports or provides a means of transporting people or goods from one location to another. Transportation facilities include but are not limited to the following:               <ul style="list-style-type: none"> <li>○ 6. Vehicle storage and maintenance: "Vehicle storage and maintenance" means a use in which facilities for vehicle storage and maintenance are provided. Vehicle storage and maintenance uses include but are not limited to:                   <ul style="list-style-type: none"> <li>▪ a. "Bus base" means a transportation facility in which a fleet of buses is stored, maintained, and repaired.</li> <li>▪ e. "Transportation services, personal" means a vehicle storage and maintenance use in which either emergency transportation to hospitals, or general transportation by car, van, or limousine for a fee is provided. Such uses generally include dispatching offices and facilities for vehicle storage and maintenance.</li> </ul> </li> </ul> </li> </ul>
Shoreline	<ul style="list-style-type: none"> <li>• Individual transportation and taxi: None.</li> <li>• Transit Base: An establishment for the storage, dispatch, repair and maintenance of coaches, light rail trains, and other vehicles of a public transit system. SMC 20.20.048</li> </ul>
Tukwila	<ul style="list-style-type: none"> <li>• Mass transit facilities shall include structures and infrastructure for public or private transportation systems having established routes and schedules such as transit centers, commuter and light rail facilities, both rail lines and stations, monorails, people movers and other similar mass transit facilities but not including incidental improvements such as bus stops. 18.06.568</li> </ul>

<sup>1</sup>“Essential public facilities” within the City of Seattle means airports, sewage treatment plants, jails, light rail transit systems, and power plants. So, it does not include bus bases.



Table 3A: Regulatory Framework Details – Transit Bus Base

CITY/JURISDICTION	APPLICABLE USE	PERMITTED ZONING DISTRICTS	NOTES ON REVIEW PROCESS
<b>Bellevue</b> <a href="#">(Title 20 Land Use Code)</a>	<ul style="list-style-type: none"> <li>“Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters” use</li> <li>“Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services” use</li> </ul>	<ul style="list-style-type: none"> <li>Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters                             <ul style="list-style-type: none"> <li>LI (Light Industry) – Permitted Use</li> <li>GC (General Commercial) – Permitted Use</li> <li>CB (Community Business) – Permitted Use</li> <li>BR-GC (BelRed General Commercial) – Conditional Use</li> <li>F1 (Factoria Land Use District 1) – Permitted Use</li> </ul> </li> <li>Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services                             <ul style="list-style-type: none"> <li>LI (Light Industry) – Permitted Use</li> <li>GC (General Commercial) – Conditional Use</li> <li>BR-MO/MO-1 (BelRed Medical Office/Node) – Conditional Use</li> <li>BR-OR/OR-1 OR-2 (BelRed Office Residential/Nodes) – Conditional Use</li> <li>BR-GC (BelRed General Commercial) – Conditional Use</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Bellevue staff stated that they agree that “Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters” would be the closest classification but they were not sure that captures the primary use which would be more like a storage yard for the buses. They would have to consult the Standard Land Use Coding Manual. There could be an argument for classifying it under “Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services.” This is something they would decide collaboratively and not something they could definitively answer without a specific proposal. So both uses are included in this research.</li> <li>They do this analysis on a case by case basis after reviewing the scope and, if necessary, consult the manual</li> <li>Where allowed as a Conditional Use, approval is subject to Part <a href="#">20.30B</a> Conditional Use Permit, there are 5 decision criteria, requires a public hearing before the hearing examiner</li> </ul>
<b>Kent</b> <a href="#">(Title 15 Zoning)</a>	<ul style="list-style-type: none"> <li>“Transit operations and maintenance facilities” use</li> </ul>	<ul style="list-style-type: none"> <li>CM (Commercial Manufacturing) – Conditional Use</li> <li>I3 (Heavy Industrial) – Conditional Use</li> </ul>	<ul style="list-style-type: none"> <li>Conditional use permit review is specified in KCC 15.09.030, requires a public hearing before the Hearing Examiner, who makes the decision</li> </ul>
<b>King County</b> <a href="#">(Title 21A Zoning)</a>	<ul style="list-style-type: none"> <li>“Transit Base” use</li> </ul>	<ul style="list-style-type: none"> <li>R1-8, R12-48 (Urban Residential - R (base density in dwellings per acre)) – Special Use</li> <li>NB (Neighborhood Business) – Special Use</li> <li>CB (Community Business) – Special Use</li> <li>RB (Regional Business) – Special Use</li> <li>O (Office) – Special Use</li> <li>I (Industrial) (15) – Permitted</li> </ul>	<ul style="list-style-type: none"> <li>Special use permit review procedures specified in K.C.C. <a href="#">21A.42</a> <ul style="list-style-type: none"> <li>Reviewed subject to the criteria in K.C.C. chapter 21A.44.050 and to the procedures and criteria in K.C.C. chapter 20.22 for action subject to approval by the council. There are six criteria and they are similar to ours in Shoreline (we have eight).</li> </ul> </li> <li>Footnote 15 to this use in the Industrial zoning district: For I-zoned sites located outside the urban growth area designated by the King County Comprehensive Plan, uses shown as a conditional or special use in K.C.C. 21A.08.100.A, except for waste water treatment facilities and racetracks, shall be prohibited. All other uses, including waste water treatment facilities, shall be subject to the provisions for rural industrial uses in K.C.C. chapter 21A.12.</li> </ul>
<b>Redmond</b> <a href="#">(Chapter 21 Redmond Zoning Code)</a>	<ul style="list-style-type: none"> <li>“Road, Ground Passenger, and Transit Transportation” use</li> </ul>	<ul style="list-style-type: none"> <li>GC (General Commercial) – Permitted</li> <li>BP (Business Park) – Permitted</li> <li>MP (Manufacturing Park) – Permitted</li> <li>I (Industry) – Permitted</li> </ul>	<ul style="list-style-type: none"> <li>This use is permitted by right, so there is no land use approval process beyond the typical site plan review and approval process</li> </ul>
<b>Seattle</b> <a href="#">(Title 23 Land Use Code)</a>	<ul style="list-style-type: none"> <li>“Bus base” use</li> </ul>	<ul style="list-style-type: none"> <li>C1 (Commercial 1) – Council Conditional Use</li> <li>C2 (Commercial 2) – Council Conditional Use</li> <li>IB (Industrial Buffer) – Administrative Conditional use</li> </ul>	<ul style="list-style-type: none"> <li>Procedures for land use approvals are in <a href="#">Chapter 23.76</a>, Procedures for Master Use Permits and Council Land Use Decisions</li> <li>Administrative conditional use (CU)</li> </ul>

CITY/JURISDICTION	APPLICABLE USE	PERMITTED ZONING DISTRICTS	NOTES ON REVIEW PROCESS
		<ul style="list-style-type: none"> <li>• IC (Industrial Commercial) – Administrative Conditional use</li> <li>• IG1 (General Industrial 1) – Administrative Conditional use</li> <li>• IG2 (General Industrial 2) – Administrative Conditional use</li> </ul>	<ul style="list-style-type: none"> <li>○ Type II Decision, Director's Decision, Appealable to Hearing Examiner</li> <li>• Council Conditional Use (CCU)                             <ul style="list-style-type: none"> <li>○ Type IV Decision, Council Land Use Decisions (Quasi-Judicial)</li> <li>○ There is a Hearing Examiner open record pre-decision hearing and recommendation to Council</li> <li>○ The Council's decision to approve, approve with conditions, remand, or deny the application for a Type IV Council land use decision shall be based on applicable law and supported by substantial evidence in the record</li> </ul> </li> </ul>
<p><b>Shoreline</b> (<a href="#">Title 20</a> Development Code)</p>	<ul style="list-style-type: none"> <li>• “Transit Bus Base” use</li> </ul>	<ul style="list-style-type: none"> <li>• R-4, R-6, R-8, R-12, R-18, R-24, R-48 (Residential zones) – Special Use</li> <li>• TC-4 (Town Center-4) – Special Use</li> <li>• NB (Neighborhood Business) – Special Use</li> <li>• CB (Community Business) – Special Use</li> <li>• MB (Mixed Business) – Special Use</li> </ul>	<ul style="list-style-type: none"> <li>• Special Use permits are a Type C land use action, with a public hearing before the Hearing Examiner, who makes the decision, in accordance with criteria in SMC 20.30.330</li> </ul>
<p><b>Tukwila</b> (<a href="#">Title 18 Zoning</a> and <a href="#">Table 18-6: Land Uses Allowed by District</a>)</p>	<ul style="list-style-type: none"> <li>• “Mass Transit Facilities” use</li> </ul>	<ul style="list-style-type: none"> <li>• Unlisted use in all zoning districts</li> </ul>	<ul style="list-style-type: none"> <li>• Metro's South Base was established prior to annexation of the area into Tukwila in 1989, therefore the City has treated it as an existing use.</li> <li>• Mass Transit Facilities are an unclassified use in all zones. Unclassified uses are subject to TMC <a href="#">18.66</a>. Applications for unclassified use permits shall be Type 5 decisions and shall be processed pursuant to TMC 18.108.050, which requires approval by City Council. There are 10 criteria to guide the City Council in granting an unclassified use permit.</li> <li>• The City has allowed intensification, such as the currently proposed electrification of the fleet and associated charging facilities, without additional land use approvals as they consider the underlying use to be unchanged.</li> </ul>

Table 3B: Regulatory Framework Details – Individual Transportation and Taxi

CITY/JURISDICTION	APPLICABLE USE	PERMITTED ZONING DISTRICTS	NOTES ON REVIEW PROCESS
<b>Bellevue</b> <a href="#">(Title 20 Land Use Code)</a>	<ul style="list-style-type: none"> <li>“Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters” use</li> <li>“Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services” use</li> </ul>	<ul style="list-style-type: none"> <li>Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters                             <ul style="list-style-type: none"> <li>LI (Light Industry) – Permitted Use</li> <li>GC (General Commercial) – Permitted Use</li> <li>CB (Community Business) – Permitted Use</li> <li>BR-GC (BelRed General Commercial) – Conditional Use</li> <li>F1 (Factoria Land Use District 1) – Permitted Use</li> </ul> </li> <li>Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services                             <ul style="list-style-type: none"> <li>LI (Light Industry) – Permitted Use</li> <li>GC (General Commercial) – Conditional Use</li> <li>BR-MO/MO-1 (BelRed Medical Office/Node) – Conditional Use</li> <li>BR-OR/OR-1 OR-2 (BelRed Office Residential/Nodes) – Conditional Use</li> <li>BR-GC (BelRed General Commercial) – Conditional Use</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Bellevue staff stated that they agree that “Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters” would be the closest classification but they were not sure that captures the primary use which would be more like a storage yard for the buses. They would have to consult the Standard Land Use Coding Manual. There could be an argument for classifying it under “Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services.” This is something they would decide collaboratively and not something they could definitively answer without a specific proposal. So both uses are included in this research.</li> <li>They do this analysis on a case by case basis after reviewing the scope and, if necessary, consult the manual</li> <li>Where allowed as a Conditional Use, approval is subject to Part <a href="#">20.30B</a> Conditional Use Permit, there are 5 decision criteria</li> </ul>
<b>Kent</b> <a href="#">(Title 15 Zoning)</a>	<ul style="list-style-type: none"> <li>“Commercial parking lots or structures: use</li> </ul>	<ul style="list-style-type: none"> <li>DC (Downtown Commercial) – Minor Conditional Use</li> <li>DCE (Downtown Commercial Enterprise District) – Minor Conditional Use</li> <li>MTC-1 (Midway Transit Community-1) – Minor Conditional Use</li> <li>MTC-2 (Midway Transit Community-2) – Minor Conditional Use</li> <li>MCR (Midway Commercial/Residential) – Minor Conditional Use</li> <li>I1 (Industrial Business) – Minor Conditional Use</li> <li>I2 (Mixed Industrial) – Minor Conditional Use</li> <li>I3 (Heavy Industrial) – Minor Conditional Use</li> </ul>	<ul style="list-style-type: none"> <li>A minor conditional use permit is processed as a Process II land use application, a notice of application is sent but there is no public hearing, the decision is made by the planning director and can be appealed to the Hearing Examiner (see 12.01 and 15.09.032 KCC)</li> </ul>
<b>King County</b> <a href="#">(Title 21A Zoning)</a>	<ul style="list-style-type: none"> <li>“Individual Transportation and Taxi” use</li> </ul>	<ul style="list-style-type: none"> <li>CB (Community Business), Permitted 25</li> <li>RB (Regional Business), Permitted</li> <li>O (Office), Permitted 10</li> <li>I (Industrial) (30), Permitted</li> </ul>	<ul style="list-style-type: none"> <li>Allowed in CB (Community Business) subject to footnote 25 which says “Limited to private road ambulance services with no outside storage of vehicles.”</li> <li>Allowed in the Office zoning district subject to footnote 10 which says “Limited to office uses.” I think this means no vehicle storage, just an office base for the taxi service.</li> <li>Allowed in I (Industrial) subject to footnote 30 which says “For I-zoned sites located outside the urban growth area designated by the King County Comprehensive Plan, uses shall be subject to the provisions for rural industrial uses in K.C.C. chapter 21A.12.”</li> </ul>
<b>Redmond</b> <a href="#">(Chapter 21 Redmond Zoning Code)</a>	<ul style="list-style-type: none"> <li>“Road, Ground Passenger, and Transit Transportation”</li> </ul>	<ul style="list-style-type: none"> <li>GC (General Commercial), Permitted</li> <li>BP (Business Park), Permitted</li> <li>MP (Manufacturing Park), Permitted</li> <li>I (Industry), Permitted</li> </ul>	<ul style="list-style-type: none"> <li>This use is permitted by right, so there is no land use approval process beyond the typical site plan review and approval process</li> </ul>

CITY/JURISDICTION	APPLICABLE USE	PERMITTED ZONING DISTRICTS	NOTES ON REVIEW PROCESS
<p><b>Seattle</b>  <a href="#">(Title 23 Land Use Code)</a></p>	<ul style="list-style-type: none"> <li>• “Transportation services, personal” use</li> </ul>	<ul style="list-style-type: none"> <li>• NC3 (Neighborhood Commercial 3), Permitted</li> <li>• C1 (Commercial 1), Permitted</li> <li>• C2 (Commercial 2), Permitted</li> <li>• IB (Industrial Buffer), Permitted</li> <li>• IC (Industrial Commercial), Permitted</li> <li>• IG1 (General Industrial 1), Permitted</li> <li>• IG2 (General Industrial 2), Permitted</li> </ul>	<ul style="list-style-type: none"> <li>• This use is permitted by right, so there is no land use approval process beyond the typical site plan review and approval process C1, P, Commercial 1</li> </ul>
<p><b>Shoreline</b>  <a href="#">(Title 20 Development Code)</a></p>	<ul style="list-style-type: none"> <li>• “Individual transportation and taxi” use</li> </ul>	<ul style="list-style-type: none"> <li>• CB (Community Business) – Conditional Use</li> <li>• MB (Mixed Business) – Permitted Use</li> <li>• TC-1 (Town Center-1) – Permitted Use</li> <li>• MUR-70’ (Mixed Use Residential-70’) – Permitted Accessory Use</li> </ul>	<ul style="list-style-type: none"> <li>• Conditional Use permits are a Type B land use action, a notice of application is sent but there is no public hearing, the decision is made by the PCD director and can be appealed to the Hearing Examiner, the decision criteria are listed in SMC 20.30.300</li> <li>• In MUR-70’, accessory means thirty percent (30%) of the gross floor area of a building or the first level of a multi-level building</li> </ul>
<p><b>Tukwila</b>  <a href="#">(Title 18 Zoning and Table 18-6: Land Uses Allowed by District)</a></p>	<ul style="list-style-type: none"> <li>• Rental of vehicles not requiring a commercial driver’s license</li> </ul>	<ul style="list-style-type: none"> <li>• RC (Regional Commercial), Permitted</li> <li>• RCM (Regional Commercial Mixed-use), Permitted</li> <li>• C/L I (Commercial/Light Industrial), Permitted</li> <li>• LI (Light Industrial), Permitted</li> <li>• HI (Heavy Industrial), Permitted</li> <li>• MIC/L (Manufacturing Industrial Center/Light), Permitted</li> <li>• MIC/H (Manufacturing Industrial Center/Heavy), Permitted</li> <li>• TVS (Tukwila Valley South), Permitted</li> <li>• TSO (Tukwila South Overlay), Permitted</li> </ul>	<ul style="list-style-type: none"> <li>• Tukwila does not have a category for Taxi Dispatch Service, but staff has determined it is similar to this use</li> <li>• RC (Regional Commercial), Permitted 37, Automotive rentals must have an enclosed showroom with no outdoor storage of vehicles. Pre-existing legally established uses in the TIB Study Area, as set forth in Figure 18-60, on December 15, 2020, are exempt from the enclosed showroom requirement, provided the use is limited to the existing parcel(s) currently occupied on that date.</li> </ul>

Table 4: Approval Criteria

CITY/JURISDICTION	Transit Bus Base Approval Criteria
<p><b>Bellevue</b> (see Part <a href="#">20.30B</a>)</p>	<p>The City may approve or approve with modifications an application for a Conditional Use Permit if:</p> <ol style="list-style-type: none"> <li>1. The conditional use is consistent with the Comprehensive Plan; and</li> <li>2. The design is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and</li> <li>3. The conditional use will be served by adequate public facilities including streets, fire protection, and utilities; and</li> <li>4. The conditional use will not be materially detrimental to uses or property in the immediate vicinity of the subject property; and</li> <li>5. The conditional use complies with the applicable requirements of this Code.</li> </ol>
<p><b>Kent</b> (see <a href="#">15.09.030</a> and <a href="#">15.09.032 KCC</a>)</p>	<p>A conditional use permit shall only be granted after the hearing examiner has reviewed the proposed use to determine if it complies with the standards and criteria set forth below and in accordance with the requirements for Process III applications under Chapter 12.01 KCC. A conditional use permit shall only be granted if such finding is made.</p> <ol style="list-style-type: none"> <li>1. The proposed use in the proposed location will not be detrimental to other uses legally existing or permitted outright in the zoning district.</li> <li>2. The size of the site is adequate for the proposed use.</li> <li>3. The traffic generated by the proposed use will not unduly burden the traffic circulation system in the vicinity.</li> <li>4. The other performance characteristics of the proposed use are compatible with those of other uses in the neighborhood or vicinity.</li> <li>5. Adequate buffering devices such as fencing, landscaping or topographic characteristics protect adjacent properties from adverse effects of the proposed use, including adverse visual or auditory effects.</li> <li>6. The other uses in the vicinity of the proposed site are such as to permit the proposed use to function effectively.</li> <li>7. The proposed use complies with the performance standards, parking requirements and other applicable provisions of this title.</li> <li>8. If the proposed use is an essential public facility as defined by RCW 36.70A.200, the applicant has demonstrated appropriate provisions for public health, safety, welfare, and long-term maintenance. The person or organization that owns or operates the facility shall be primarily responsible for the operation and maintenance of the facility itself, as well as the conduct of the individuals served by the facility on and in the immediate vicinity of the lot, to the maximum extent permitted by law, regardless of whether the person or organization contracts with a third party for the provision of any services related to the facility itself or its occupants.</li> <li>9. Any other similar considerations may be applied that may be appropriate to a particular case.</li> </ol> <p>A minor conditional use permit shall only be granted after the planning director has reviewed the proposed use to determine if it complies with the standards and criteria set forth below, and in accordance with the requirements for Process II applications under Chapter 12.01 KCC.</p> <ol style="list-style-type: none"> <li>1. The size of the site is adequate for the proposed use.</li> <li>2. The performance characteristics (as outlined in KCC 15.08.050) and operational aspects of the proposed use are compatible with those of other uses in the neighborhood or vicinity.</li> <li>3. Adequate buffering devices such as fencing, landscaping or topographic characteristics protect adjacent properties from adverse effects of the proposed use, including adverse visual or auditory effects.</li> <li>4. Any other similar considerations to address potential impacts to public infrastructure, nearby properties, or the community generally, may be applied if appropriate to a particular case.</li> </ol>
<p><b>King County</b> (see K.C.C. <a href="#">21A.44</a>)</p>	<p>A special use permit shall be granted by the county, only if the applicant demonstrates that:</p> <ol style="list-style-type: none"> <li>1. The characteristics of the special use will not be unreasonably incompatible with the types of uses permitted in surrounding areas;</li> <li>2. The special use will not materially endanger the health, safety and welfare of the community;</li> <li>3. The special use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood;</li> <li>4. The special use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area or conditions can be established to mitigate adverse impacts;</li> <li>5. The location, size and height of buildings, structures, walls and fences, and screening vegetation for the special use shall not hinder or discourage the appropriate development or use of neighboring properties; and</li> </ol>

CITY/JURISDICTION	Transit Bus Base Approval Criteria
	<p>6. The special use is not in conflict with the policies of the Comprehensive Plan or the basic purposes of this title.</p>
<p><b>Redmond</b></p>	<p>N/A (no special approval process for this use)</p>
<p><b>Seattle</b> (see <a href="#">23.47A.006</a> and <a href="#">23.50.014</a>)</p>	<p>Council Conditional Use (in Commercial zones)</p> <ul style="list-style-type: none"> <li>• In C1 and C2 zones, new bus bases for 150 or fewer buses, and existing bus bases that are proposed to be expanded to accommodate additional buses, according to the following standards and criteria. <ul style="list-style-type: none"> <li>○ The bus base has vehicular access, suitable for use by buses, to a designated arterial improved to City standards; and</li> <li>○ The lot includes adequate buffering from the surrounding area and the impacts created by the bus base have been effectively mitigated.</li> <li>○ The Council may require mitigating measures, which may include, but are not limited to: <ul style="list-style-type: none"> <li>▪ 1) Noise mitigation,</li> <li>▪ 2) An employee ridesharing program,</li> <li>▪ 3) Landscaping and screening,</li> <li>▪ 4) Odor mitigation,</li> <li>▪ 5) Vehicular access controls, and</li> <li>▪ 6) Other measures to ensure the compatibility of the bus base with the surrounding area.</li> </ul> </li> </ul> </li> </ul> <p>Administrative Conditional Use (in Industrial zones)</p> <ul style="list-style-type: none"> <li>• All conditional uses are subject to the procedures set forth in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions, and shall meet the following criteria: <ol style="list-style-type: none"> <li>1. The use shall be determined not to be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.</li> <li>2. The benefits to the public that would be provided by the use shall outweigh the negative impacts of the use.</li> <li>3. Landscaping and screening, vehicular access controls and other measures shall insure the compatibility of the use with the surrounding area and mitigate adverse impacts.</li> <li>4. The conditional use shall be denied if it is determined that the negative impacts cannot be mitigated satisfactorily. However, adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest.</li> <li>5. In areas covered by Council-adopted Neighborhood Plans that were adopted after 1983, uses shall be consistent with the recommendations of the plans.</li> </ol> </li> <li>• Bus bases may be permitted as a conditional use in the General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC) zones according to the following criteria: <ol style="list-style-type: none"> <li>1. The amount of industrial land occupied by the facility shall be minimized. To avoid disruption of the industrial function of the area, the presence of the facility shall not obstruct the operation or likely expansion of existing industrial uses;</li> <li>2. The location of the facility shall not result in significant displacement of viable industrial uses or support activities;</li> <li>3. The amount of land occupied by the facility that has access to industrial shorelines or major rail facilities shall be minimized; and</li> <li>4. A transportation plan may be required to prevent conflicts with nearby industrial uses. The Director shall determine the level of detail to be disclosed in the plan based on the probable impacts and/or scale of the proposed facility.</li> </ol> </li> </ul>
<p><b>Shoreline</b> (see SMC <a href="#">20.30.300</a> and <a href="#">20.30.330</a>)</p>	<ul style="list-style-type: none"> <li>• A conditional use permit may be granted by the City, only if the applicant demonstrates that: <ol style="list-style-type: none"> <li>1. The conditional use is compatible with the Comprehensive Plan and designed in a manner which is compatible with the character and appearance with the existing or proposed development in the vicinity of the subject property;</li> <li>2. The location, size and height of buildings, structures, walls and fences, and screening vegetation for the conditional use shall not hinder neighborhood circulation or discourage the permitted development or use of neighboring properties;</li> <li>3. The conditional use is designed in a manner that is compatible with the physical characteristics of the subject property;</li> <li>4. Requested modifications to standards are limited to those which will mitigate impacts in a manner equal to or greater than the standards of this title;</li> <li>5. The conditional use is not in conflict with the health and safety of the community;</li> <li>6. The proposed location shall not result in either the detrimental over-concentration of a particular use within the City or within the immediate area of the proposed use, unless the</li> </ol> </li> </ul>

CITY/JURISDICTION	Transit Bus Base Approval Criteria
	<p>proposed use is deemed a public necessity;</p> <ol style="list-style-type: none"> <li>7. The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood; and</li> <li>8. The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area or conditions can be established to mitigate adverse impacts on such facilities.</li> </ol> <ul style="list-style-type: none"> <li>• A special use permit may be granted by the City only if the applicant demonstrates that:             <ol style="list-style-type: none"> <li>1. The special use will provide a public benefit or satisfy a public need of the neighborhood in which it is located, district, City or region;</li> <li>2. The characteristics of the special use will be compatible with the types of uses permitted in surrounding areas;</li> <li>3. The special use will not materially endanger the health, safety and welfare of the community;</li> <li>4. The proposed location of the special use shall not result in either the detrimental over-concentration of particular uses within the City or within the immediate area of the proposed special use, unless the proposed special use is deemed a public necessity;</li> <li>5. The special use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood;</li> <li>6. The special use will be supported by adequate public facilities and services and will not adversely affect public facilities and services to the surrounding area or conditions can be established to mitigate adverse impacts;</li> <li>7. The location, size and height of buildings, structures, walls and fences, and screening vegetation for the special use shall not hinder or discourage the development or use of neighboring properties; and</li> <li>8. The special use is not in conflict with the goals and policies of the Comprehensive Plan.</li> </ol> </li> </ul>
<p><b>Tukwila</b> (see TMC <a href="#">18.66</a>)</p>	<p>The City Council shall be guided by the following criteria in granting an unclassified use permit:</p> <ol style="list-style-type: none"> <li>1. Where appropriate and feasible, all facilities shall be undergrounded.</li> <li>2. The proposed use will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity.</li> <li>3. The proposed use shall meet or exceed the same standards for parking, landscaping, yards and other development regulations that are required in the district it will occupy.</li> <li>4. The proposed development shall be compatible generally with the surrounding land uses.</li> <li>5. The proposed development shall to the maximum extent feasible be consistent with and promote the goals, objectives, and policies of the Comprehensive Land Use Policy Plan and applicable adopted area plans.</li> <li>6. The proposed unclassified use shall, to the maximum extent feasible, mitigate all significant adverse environmental impacts on public and private properties. Full consideration shall be given to:             <ol style="list-style-type: none"> <li>(a) alternative locations and/or routes that reduce or eliminate adverse impacts; and</li> <li>(b) alternative designs that reduce or eliminate adverse impacts.</li> </ol> </li> <li>7. In the event that a proposed essential public facility of a countywide or statewide nature creates an unavoidable significant adverse environmental or economic impact on the community, compensatory mitigation shall be required. Compensatory mitigation shall include public amenities, incentives or other public benefits which offset otherwise unmitigated adverse impacts of the essential public facility. Where appropriate, compensatory mitigation shall be provided as close to the affected area as possible.</li> <li>8. For uses in residential areas, applicants shall demonstrate that there is no reasonable nonresidential alternative site for the use.</li> <li>9. For uses in residential areas, applicants shall demonstrate that the use provides some tangible benefit for the neighborhood.</li> <li>10. Secure community transition facilities shall be meet the following additional criteria:             <ol style="list-style-type: none"> <li>(a) No facility shall house more than four persons or the number of persons requested by DSHS after DSHS both demonstrates a need for additional beds in compliance with Chapter 71.09 RCW and it demonstrates compliance with Chapter 71.09 RCW's "equitable distribution" requirements.</li> <li>(b) The facility shall be located in relation to transportation facilities in a manner appropriate to the transportation needs of the secure community transition facility residents.</li> </ol> </li> </ol>

Table 5: Existing Bus Base Locations - Site Level Analysis

CITY/JURISDICTION	FACILITY/LOCATION	ZONING DISTRICT AND CORRESPONDING COMPREHENSIVE PLAN CATEGORY	SITE AND SURROUNDING AREA CHARACTERISTICS	LAND USE/PERMITTING APPROVAL PROCESS
<b>Bellevue</b>	<ul style="list-style-type: none"> <li>• Bellevue Base</li> <li>• 1790 124th Ave NE</li> </ul>	Zoning and Comprehensive Plan Category: BR-R (BelRed-Residential)	<ul style="list-style-type: none"> <li>• Located with self-storage, material yard and warehouses to the north, warehouse to the east, critical area stream and warehouse to the south</li> <li>• Located on 2-3 lane road, varies by stretch (124<sup>th</sup> Ave NE)</li> <li>• Less than ½ mile from I-405 and ¼ mile from SR 520</li> </ul>	<ul style="list-style-type: none"> <li>• There are no underlying land use approvals on these sites outside of Critical Areas Permits, the reason being that there were likely no design guidelines in place when these lots were developed in the 1980s so there are no underlying entitlement permits</li> </ul>
<b>Bellevue</b>	<ul style="list-style-type: none"> <li>• East Base</li> <li>• 1975 124th Ave NE</li> </ul>	Zoning and Comprehensive Plan Category: BR-OR-2 (BelRed-Office Residential-Node 2)	<ul style="list-style-type: none"> <li>• Located with a former factory and self-storage to the north, self-storage to the east, Safeway distribution center to the south, and Sound Transit station to the west</li> <li>• Located on 2-3 lane road, varies by stretch (124<sup>th</sup> Ave NE)</li> <li>• Less than ½ mile from I-405 and ¼ mile from SR 520</li> </ul>	<ul style="list-style-type: none"> <li>• There are no underlying land use approvals on these sites outside of Critical Areas Permits, the reason being that there were likely no design guidelines in place when these lots were developed in the 1980s so there are no underlying entitlement permits</li> </ul>
<b>Bellevue</b>	<ul style="list-style-type: none"> <li>• Access Vans</li> <li>• 2000 118th Ave SE</li> </ul>	Zoning and Comprehensive Plan Category: R-20 (Multifamily Medium Density)	<ul style="list-style-type: none"> <li>• Located with a King County Parks &amp; Recreation Department utility yard to the north, I-405 to the east, multifamily residential to the south, and Mercer Slough Nature Park (City of Bellevue) to the west</li> <li>• Located on a 2 lane road</li> <li>• Located just west of I-405</li> </ul>	<ul style="list-style-type: none"> <li>• Shared tenant space and use in a larger industrial setting developed in the 1960s to 1980s, no recent permitting history</li> </ul>
<b>Kent</b>	<ul style="list-style-type: none"> <li>• Access Vans</li> <li>• 8657 S 190th Street</li> </ul>	Zoning: I2 (Mixed Industrial) Comprehensive Plan Category: MIC (Manufacturing/Industrial Center)	<ul style="list-style-type: none"> <li>• Located with warehouse and manufacturing to the north and east, industrial storage to the south, and a PSE substation to the west</li> <li>• Located on a private street in an industrial park setting, with the closest public street (E Valley Hwy) being a 5-lane road</li> <li>• Less than a ¼ mile from SR 167</li> </ul>	<ul style="list-style-type: none"> <li>• One tenant in a larger industrial park setting developed in the late 1970s, no recent permitting history</li> </ul>
<b>Redmond</b>	<ul style="list-style-type: none"> <li>• Redmond Van Pool Center</li> <li>• 18655 NE Union Hill Road</li> </ul>	Zoning and Comprehensive Plan Category: MP (Manufacturing Park)	<ul style="list-style-type: none"> <li>• Located with the Microsoft Millenium Campus to the north, a material yard to the east, Costco to the south, and a UPS facility and associated parking lots to the west</li> <li>• Located at the intersection of a five-lane road (Union Hill Road) and a two-lane road (188<sup>th</sup> Ave NE)</li> </ul>	<ul style="list-style-type: none"> <li>• The initial site was permitted in 1996-1998 timeframe, it is unclear if it was subject to any special land use approval process at that time, but is unlikely as this use is Permitted outright in the MP zoning district</li> </ul>



CITY/JURISDICTION	FACILITY/LOCATION	ZONING DISTRICT AND CORRESPONDING COMPREHENSIVE PLAN CATEGORY	SITE AND SURROUNDING AREA CHARACTERISTICS	LAND USE/PERMITTING APPROVAL PROCESS
Seattle	<ul style="list-style-type: none"> <li>Atlantic Base</li> <li>1555 Airport Way S</li> </ul>	<ul style="list-style-type: none"> <li>Zoning: IG2 U/85 (General Industrial 2)</li> <li>Future Land Use Map category: Manufacturing Industrial Centers</li> </ul>	<ul style="list-style-type: none"> <li>About ½ mile from SR 520</li> <li>Located with the Central Base to the north, manufacturing to the east, warehouses to the south and a warehouse and King County Metro Information Distribution Center to the west</li> <li>Located next to I-5 and I-90</li> </ul>	<ul style="list-style-type: none"> <li>Developed in the 1970s/1980s so approval process is unclear</li> </ul>
Seattle	<ul style="list-style-type: none"> <li>Central Base</li> <li>640 S Massachusetts St (1500, 1508 &amp; 1514 6<sup>th</sup> Ave S)</li> </ul>	<ul style="list-style-type: none"> <li>Zoning: IG2 U/85 (General Industrial 2)</li> <li>Future Land Use Map category: Manufacturing Industrial Centers</li> </ul>	<ul style="list-style-type: none"> <li>Located with auto repair to the north, manufacturing and I-5 to the east, Atlantic Base to the south, and King County Metro Information Distribution Center and King County Metro Employee Parking Garage to the west</li> <li>Located next to I-5 and I-90</li> </ul>	<ul style="list-style-type: none"> <li>Developed in the 1970s/1980s so approval process is unclear</li> </ul>
Seattle	<ul style="list-style-type: none"> <li>Ryerson Base</li> <li>1220 4th Ave S</li> </ul>	<ul style="list-style-type: none"> <li>Zoning: IG2 U/85</li> <li>Future Land Use Map category: Manufacturing Industrial Centers</li> </ul>	<ul style="list-style-type: none"> <li>Located with warehouses to the north, warehouse, King County Metro Information Distribution Center and King County Metro Employee Parking Garage to the east, warehouses to the south, and T-Mobile park and interstate ramp to the west</li> <li>Located next to I-5 and I-90</li> </ul>	<ul style="list-style-type: none"> <li>Developed in the 1970s/1980s so approval process is unclear</li> </ul>
Seattle	<ul style="list-style-type: none"> <li>Access Vans (South Park)</li> <li>8100 8<sup>th</sup> Ave S</li> </ul>	<ul style="list-style-type: none"> <li>Zoning: IB U/45</li> <li>Future Land Use Map category: Manufacturing Industrial Centers</li> </ul>	<ul style="list-style-type: none"> <li>Located with warehouses to the north, a park and residential uses to the east, residential to the south, and both residential and manufacturing uses to the west</li> <li>Located ¼ mile east of SR 99 and one block west of the Duwamish River</li> </ul>	<ul style="list-style-type: none"> <li>Appears to be a parcel assemblage over time, with one building dating back to the 1920s and the others in the 1960s and 1970s</li> <li>KC Metro purchased the property in 2021 for \$11,500,000 but appears a subcontractor was operating at the property for Metro since about 2005</li> </ul>
Shoreline	<ul style="list-style-type: none"> <li>North Base</li> <li>2160 N 163rd St</li> </ul>	<ul style="list-style-type: none"> <li>Zoning: R-6, R-18</li> <li>Future Land Use Map category: Public Facility</li> </ul>	<ul style="list-style-type: none"> <li>Located with King County Solid Waste transfer station to the north, I-5 to the east, single family homes to the south, and McCormick Park and a Seattle City Light substation to the west</li> <li>Located next to I-5</li> </ul>	<ul style="list-style-type: none"> <li>Began construction in 1987 and was operational by 1990 before Shoreline was incorporated, the approval process through King County ("Metro Council")</li> <li>The SEPA/NEPA documents for the site indicate the use was undefined/not in King County's code at the time, the approval process is unclear based on available records, but appears at some mitigation was provided</li> </ul>

CITY/JURISDICTION	FACILITY/LOCATION	ZONING DISTRICT AND CORRESPONDING COMPREHENSIVE PLAN CATEGORY	SITE AND SURROUNDING AREA CHARACTERISTICS	LAND USE/PERMITTING APPROVAL PROCESS
<b>Shoreline</b>	<ul style="list-style-type: none"> <li>• Access Vans</li> <li>• 16325 5th Ave NE</li> </ul>	<ul style="list-style-type: none"> <li>• Zoning: CB (Community Business)</li> <li>• Future Land Use Map category: Mixed Use-2</li> </ul>	<ul style="list-style-type: none"> <li>• Located with the Crest theater to the north, a café, auto shop and homes to the east, and single-family homes to the south and west</li> <li>• Located with frontage on three 2-lane streets</li> </ul>	<p>through the SEPA/NEPA process</p> <ul style="list-style-type: none"> <li>• City records indicate a Tenant improvement permit was issued in June 2012 for offices and vehicle repair with the tenant name of Veolia Transportation Services Inc.</li> </ul>
<b>Tukwila</b>	<ul style="list-style-type: none"> <li>• South Base</li> <li>• 12100 East Marginal Way S</li> <li>• 12400 E Marginal Way S</li> </ul>	<ul style="list-style-type: none"> <li>• Zoning and Comprehensive Plan Category: MIC/L (Manufacturing/Industrial Center – Light Industrial)</li> </ul>	<ul style="list-style-type: none"> <li>• Located with SR 599 to the north and east, single-family homes/lots to the south, and the KC South Facilities and Intergate Technology Campus to the west</li> <li>• Located next to SR 599 and close to SR 99</li> </ul>	<ul style="list-style-type: none"> <li>• The original site was developed in the 1980s before it was annexed into Tukwila, so the approval process through King County is unclear</li> <li>• The Group Health Property was purchased by King County Metro in 2018 for \$22,000,000. In 2019, it went through an Unclassified Use Permit approval (City Council level) to provide parking for up to 126 KC Metro Buses and buildings for offices and vehicle maintenance. The existing parking garage was retained for employee parking.</li> </ul>
<b>Tukwila</b>	<ul style="list-style-type: none"> <li>• South Facilities</li> <li>• 11911 East Marginal Way South</li> </ul>	<ul style="list-style-type: none"> <li>• Zoning and Comprehensive Plan Category: MIC/H (Manufacturing/Industrial Center – Heavy Industrial)</li> </ul>	<ul style="list-style-type: none"> <li>• Located with SR 599 to the north, KC Metro South Base to the east, Intergate Technology Campus to the south, and SR 99 to the west</li> <li>• Located next to SR 599 and SR 99</li> </ul>	<ul style="list-style-type: none"> <li>• The site was developed in the 1980s before it was annexed into Tukwila, so the approval process through King County is unclear</li> </ul>





# KENT

## pt. A - Transit Bus Base - Bus Base Research Summary Packet



Manufacturing

Warehouse

S 190th St

90th Ave S

PSE  
Substation

**ACCESS VAN SITE**

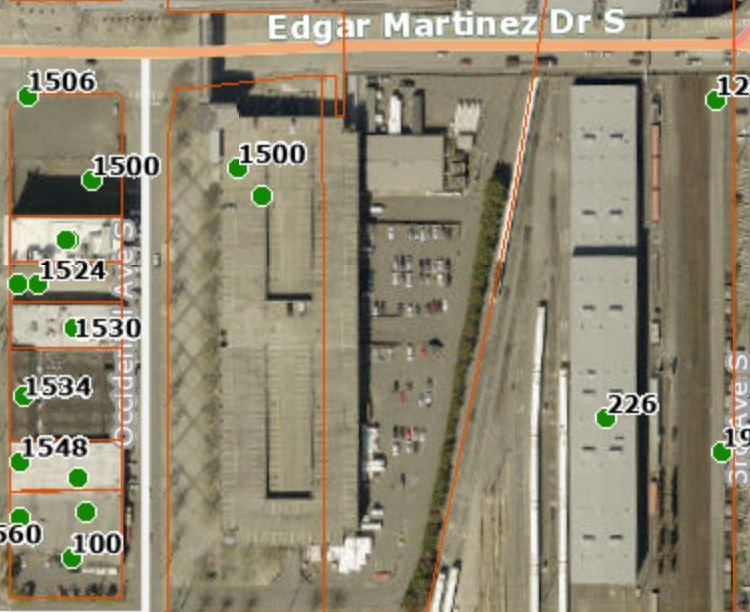
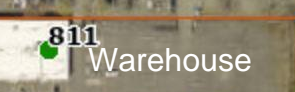
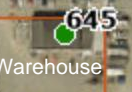
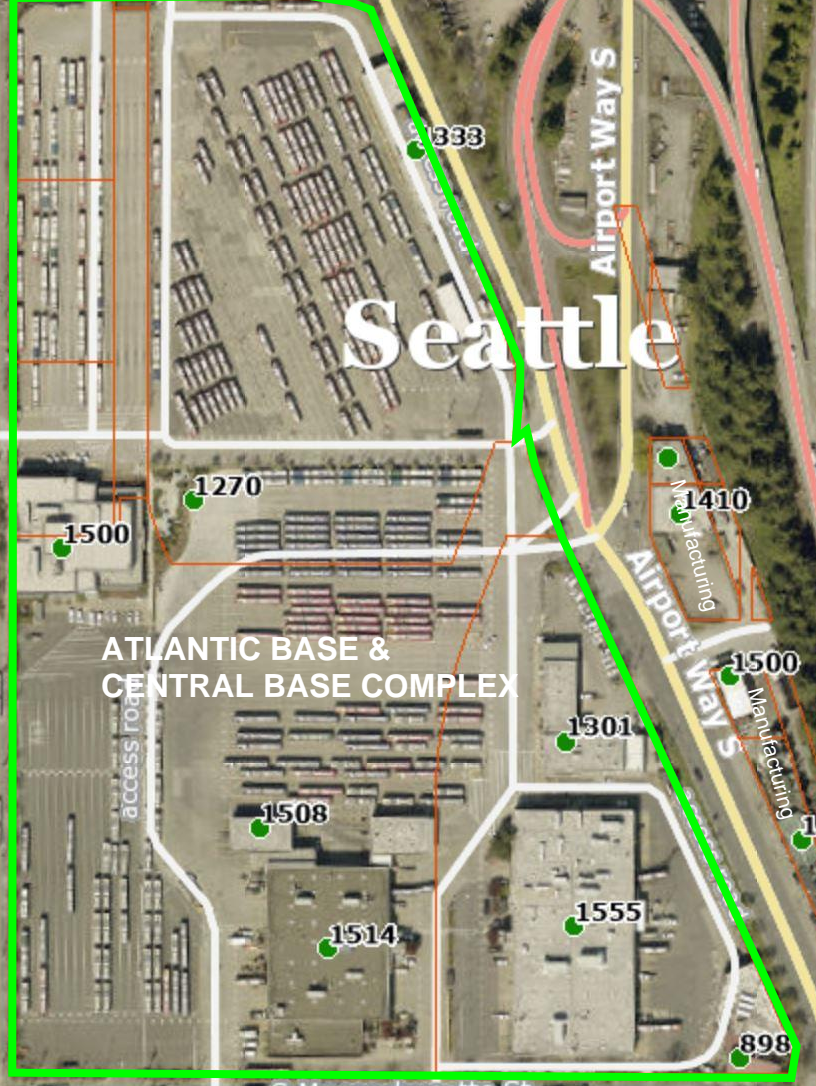
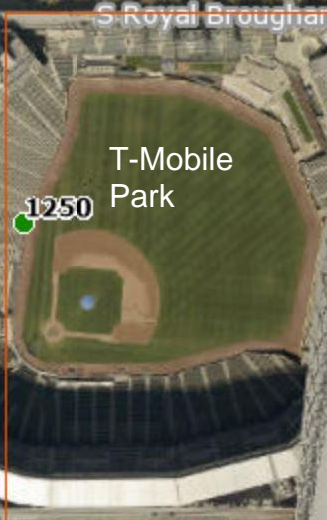
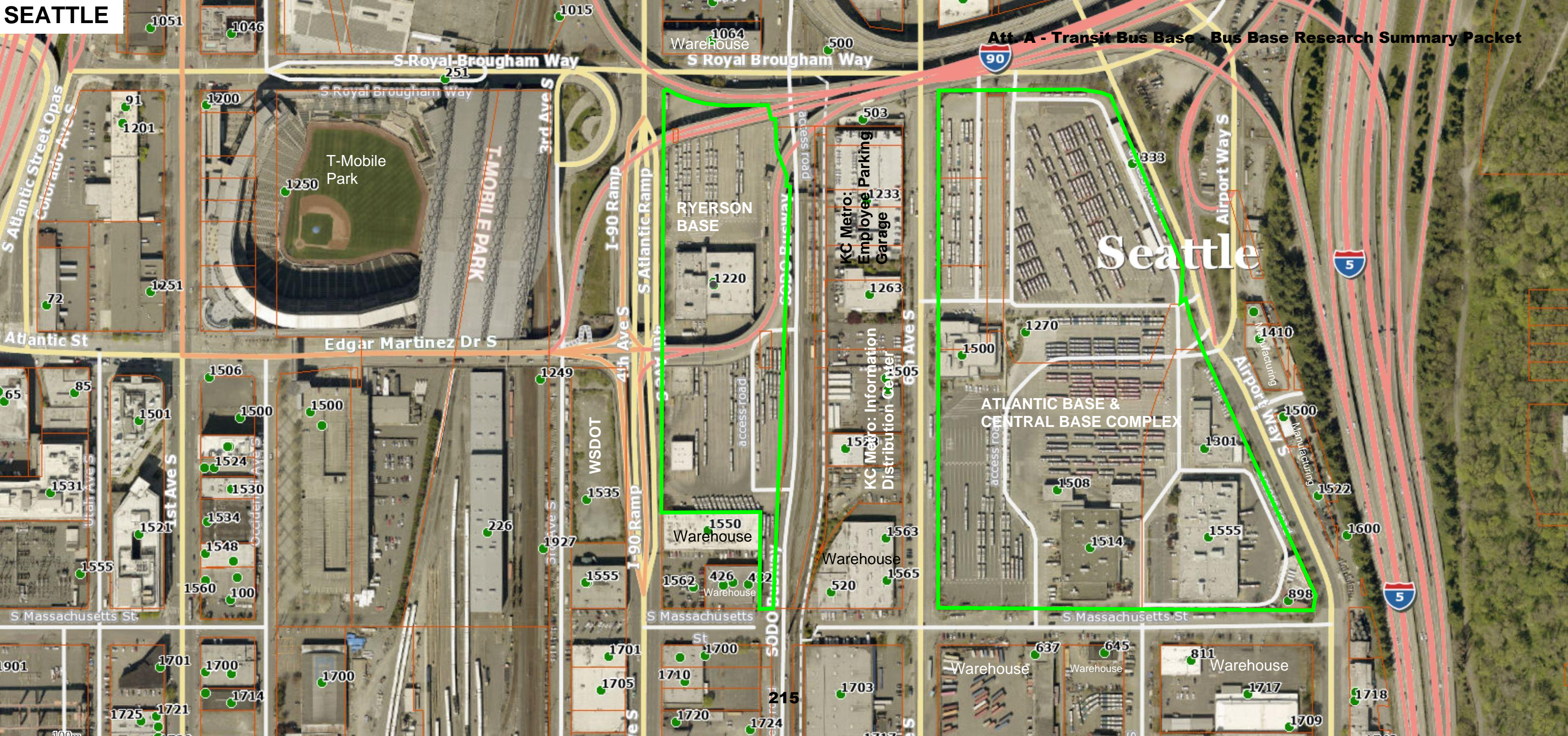
Warehouse

Industrial Storage

S 192nd St

213





# SEATTLE

## Att. A - Transit Bus Base - Bus Base Research Summary Packet





# SHORELINE

## Att. A - Transit Bus Base - Bus Base Research Summary Packet



King County  
Solid Waste

Single Family Homes

access road

McCormick Park

Seattle  
City Light

**NORTH  
BASE**



**ACCESS  
VAN SITE**

Single Family Homes

Multifamily  
Homes

Crest Theater

Convenient  
store

Single Family Homes

Care  
Auto  
Repair

Single Family Homes

Single Family Homes

Single Family Homes

**217**

NE 162nd St

N 161st Pl

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

NE 161st St

NE 161st St

NE 161st St

NE 161st St

NE 161st St

NE 161st St

**Att. A - Transit Bus Base - Bus Base Research Summary Packet**

**SOUTH FACILITIES**

**SOUTH BASE**

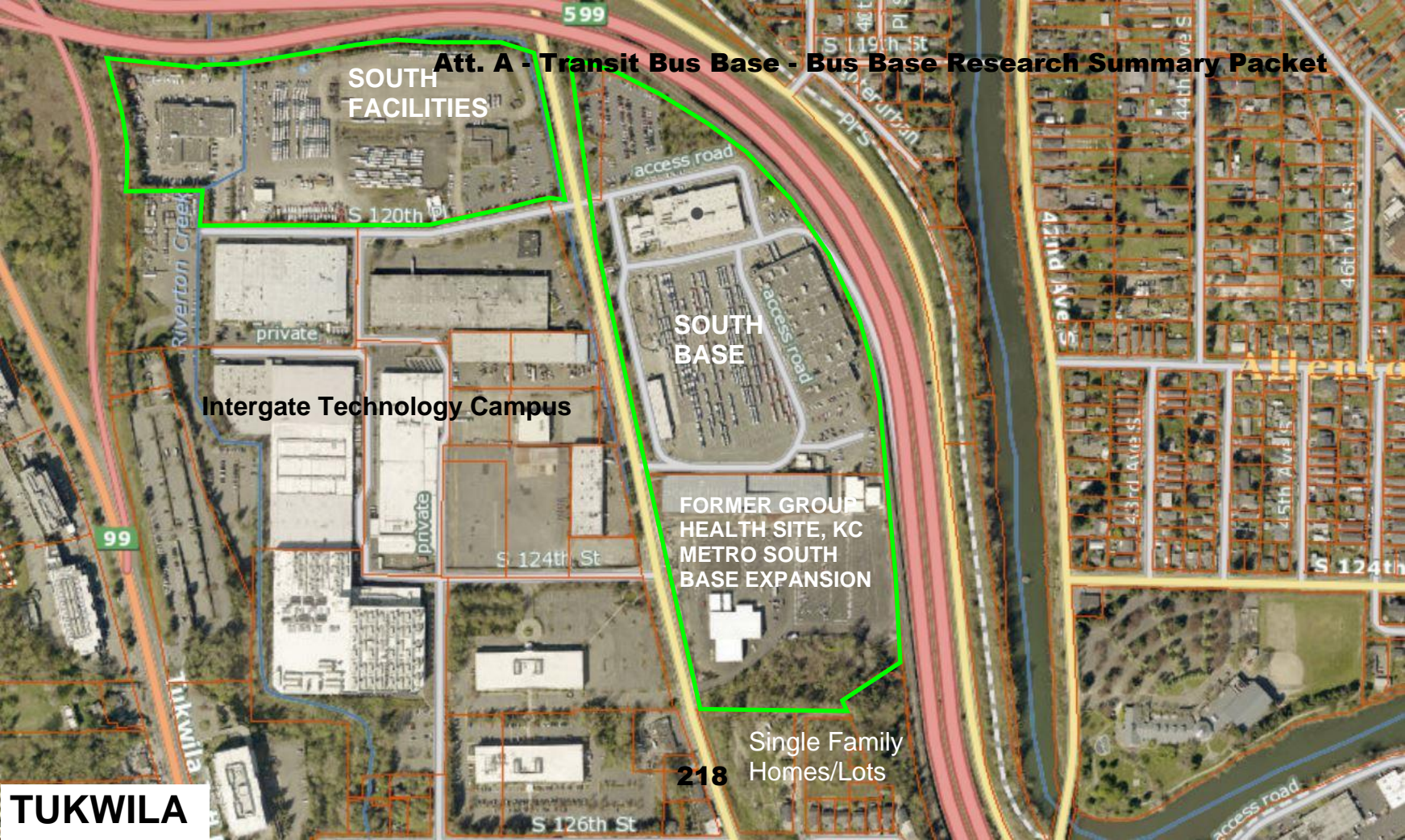
**Intergate Technology Campus**

**FORMER GROUP HEALTH SITE, KC METRO SOUTH BASE EXPANSION**

**Single Family Homes/Lots**

**218**

**TUKWILA**



**Attachment B – Zoning District Purpose Statements**

20.40.030 Residential zones.

- A. The purpose of low density residential, R-4 and R-6 zones, is to provide for a mix of predominantly single detached dwelling units and other development types, such as accessory dwelling units and community facilities that are compatible with existing development and neighborhood character.
- B. The purpose of medium density residential, R-8 and R-12 zones, is to provide for a mix of single-family homes, duplexes, triplexes, townhouses, and community facilities in a manner that provides for additional density at a modest scale.
- C. The purpose of high density residential, R-18, R-24, R-48, and TC-4 zones, is to provide for a mix of predominantly apartment and townhouse dwelling units and other compatible uses.

20.40.040 Nonresidential zones.

- A. The purpose of the neighborhood business (NB) zone is to allow for low intensity office, business and service uses located on or with convenient access to arterial streets. In addition these zones serve to accommodate medium and higher density residential, townhouses, and mixed-use types of development, while serving as a buffer between higher intensity uses and residential zones.
- B. The purpose of the community business zone (CB) is to provide location for a wide variety of business activities, such as convenience stores, retail, personal services for the local community, and to allow for apartments and higher intensity mixed-use developments.
- C. The purpose of the mixed business zone (MB) is to encourage the development of vertical and/or horizontal mixed-use buildings or developments along the Aurora Avenue and Ballinger Way corridors.
- D. The purpose of the town center zones (TC) is to provide for a central location that connects the major east-west and north-south connections in the City with a district that has the highest intensity of land uses, civic developments, and transportation-oriented design.

20.40.045 Campus zones.

- A. The purpose of the campus zone is to provide for the location of charitable, educational, health, rehabilitative or other institutions and ancillary or compatible uses to the primary institutions located on the same site.
- B. Specific areas have been established to implement the appropriate objective of each different campus zone as follows:
  - 1. CRISTA Campus Zone (CCZ). CRISTA Ministries is an approximately 55-acre campus that provides such services and uses as education, senior

## **Att. B - Transit Bus Base - Zoning District Purpose Statements**

care and housing, broadcasting, headquarters for humanitarian missions, relief and aid to those in need and specialized camps.

2. Fircrest Campus Zone (FCZ). The Fircrest Campus is an approximately 83-acre site with existing uses that include the Fircrest School, a state-operated residential habilitation center and two not-for-profit tenants.
  3. Public Health Laboratory Zone (PHZ). The Public Health Laboratory is an approximately seven-acre campus that provides diagnostic and analytical services for the assessment and monitoring of infectious, communicable, genetic and chronic diseases and environmental health concerns for the State of Washington.
  4. Shoreline Community College Campus Zone (SCZ). Shoreline Community College is an approximately 79-acre state-operated community college. The college provides academic, professional, technical and workforce training programs, continuing education and community involvement programs to meet the lifelong learning needs of the community.
- C. All development within campus zones shall be governed by a master development plan reviewed pursuant to SMC 20.30.060 and 20.30.353.

### 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 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.

### 20.40.050 Special districts.

- A. Planned Area (PA). The purpose of the PA is to allow unique zones with regulations tailored to the specific circumstances, public priorities, or

## **Att. B - Transit Bus Base - Zoning District Purpose Statements**

opportunities of a particular area that may not be appropriate in a City-wide land use district.

1. Planned Area 3: Aldercrest (PA 3). Any development in PA 3 must comply with the standards specified in Chapter 20.93 SMC.
- B. 185th Street Light Rail Station Subarea Plan. The 185th Street Light Rail Station Subarea Plan establishes three zoning phases. Phase 1 zoning is delineated and shown on the City's official zoning map. Phase 2 and 3 zoning is shown by an overlay. Property within the Phase 2 overlay will be automatically rezoned on March 1, 2021. Phase 3 will be automatically rezoned on March 1, 2033.



Geographic Information System

# Zoning 2022

### Zoning Designations

- MUR-35'; Mixed Use Residential (35' height)
- MUR-45'; Mixed Use Residential (45' height)
- MUR-70'; Mixed Use Residential (70' height)
- MB; Mixed Business
- CB; Community Business
- NB; Neighborhood Business
- TC-1; Town Center 1
- TC-2; Town Center 2
- TC-3; Town Center 3
- TC-4; Town Center 4
- R-4; Residential, 4 units/acre
- R-6; Residential, 6 units/acre
- R-8; Residential, 8 units/acre
- R-12; Residential, 12 units/acre
- R-18; Residential, 18 units/acre
- R-24; Residential, 24 units/acre
- R-48; Residential, 48 units/acre
- PA 3; Planned Area 3
- PA 4; Planned Area 4
- CCZ, FCZ, PHZ, SCZ; Campus
- CZ; Contract Zone

### Zoning Phase

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

### Future Zoning Designations

- MUR-35'; Mixed Use Residential (35' height)
- MUR-45'; Mixed Use Residential (45' height)
- MUR-70'; Mixed Use Residential (70' height)

### Other Map Features

- Street Classification**
- Interstate
  - Principal Arterial
  - Minor Arterial
  - Collector Arterial
  - Local Primary
  - Local Secondary
  - Outside City Limits
- Other Features**
- School
  - Link Station
  - Burlington Northern Rail
  - Planned Action Area
  - Park
  - Tax Parcel
  - City Boundary

0 500 1,000 2,000 Feet



Representation of Official Zoning Map  
Adopted by City Ordinance Nos: 292, 811, 836, 837, & 838  
Shows amendments through Feb 01, 2022.

Printed: 11/16/2022  
Request ID: 34442

