
Staff Report to Hearing Examiner
Preliminary Formal Subdivision
File No. PLN22-0122, Laurel Gables

A. APPLICATION

Applicant: James Howton (**Exhibit 2, Application**)

Property Owners: Surya Rao

1702 Shoreline LLC, a Washington limited liability company

Owner's Authorized Agent: James Howton

An application for a Preliminary Formal Subdivision to subdivide two (2) residential parcels into twelve (12) unit lots for single-family attached residences (townhomes) was filed on August 2, 2022 and assigned File No. PLN22-0122 (**Exhibit 2, Application**). In conjunction with this application, an application for Lot Merger was filed and assigned PLN22-0115. The Lot Merger has since been approved (**Exhibit 3, Recorded Lot Merger**), resulting in a single parcel subject to subdivision under PLN22-0122.

This proposed subdivision is being reviewed concurrently with building, site development, and right-of-way permits under the Consolidated Subdivision process set forth in Shoreline Municipal Code (SMC) 20.30.410(A)(3).

B. BACKGROUND

1. SITE CHARACTERISTICS¹

- 1.1 Site addresses: 1702 & 1710 N 185th St
- 1.2 Site tax parcel number: Merger Lot 2807100055
- 1.3 The Site is a rectangular property of approximately 16,740 square feet (0.38 acres).
- 1.4 The Site has frontage on two rights-of-way, N 185th St to the South of the Site and Densmore Ave N to the west of the Site. (**Exhibit 4, Boundary/Topographic Survey**).
- 1.5 The Site currently contains two single-family residences and two small accessory structures. These structures will be demolished to facilitate the future development of the Site.
- 1.6 The Site is generally flat.
- 1.7 There are no critical areas or critical area buffers on the Site.

2. COMPREHENSIVE PLAN LAND USE DESIGNATION AND ZONING

¹ For the purpose of this Staff Report, "Site" means the two (2) parcels merged per Recording No. 20240425000755.

- 2.1 The Comprehensive Plan land use designation for the Site is Station Area 2.
- 2.2 The Site is zoned Mixed-Use Residential 45' (MUR-45') which requires a minimum density of 18 units per acre, or a minimum of 7 units for this Site (**Exhibit 5, Zoning Map**).
- 2.3 Pursuant to SMC 20.40.160, single-family attached residential dwellings are an allowed use in MUR-45' zone.

3. NEIGHBORHOOD CHARACTERISTICS

- 3.1 The Site is located on the east side of Densmore Avenue North, just north of N 185th Street in the Echo Lake neighborhood (**Exhibit 6, Vicinity Map**).
- 3.2 Densmore Avenue North is classified as a Local Secondary Street and North 185th Street is classified as a Minor Arterial.
- 3.3 All adjacent parcels and parcels across Densmore Ave N and N 185th St are zoned MUR-45'.
- 3.4 The Echo Lake neighborhood is located along the northern border of the City at N 205th St, and stretches south to N 185th Street, between Aurora Ave N and I-5. It was developed as a low-density residential area in the 1940s and 1950s. Moderate density multifamily developments (both condominiums and apartments) were developed through the 1960s to the 1980s. Commercial and high-density multifamily development is concentrated along Aurora Ave N. Shoreline Center, which includes the Senior Center, Spartan Recreation Center, ShoreLake Arts and Shoreline Park is a major civic center for the community located in the neighborhood. Echo Lake has recently experienced more development of townhouses, especially along N 185th St since portions of it were included within the City's 185th Street Station Subarea and the MUR zoning was established in 2016.

4. REGULATORY AUTHORITY

- 4.1 SMC 20.30.060 requires Preliminary Formal Subdivisions to be processed as a quasi-judicial or "Type-C" actions. The Hearing Examiner is to hold an open record public hearing and submit a recommendation, supported by findings and conclusions, to the City Council, which will make the final decision on the application.
- 4.2 Applicable regulatory controls set forth in the SMC include:
 - SMC 20.30 – Procedures and Criteria
(Preliminary Subdivisions – SMC 20.30.410 and Subchapter 8 Environmental Procedures)
 - SMC 20.30 – SEPA Planned Actions – SMC 20.30.357, 20.30.565
 - SMC 20.40 – Zoning and Use Provisions
(Station Area Uses – SMC 20.40.160)
 - SMC 20.50 – General Development Standards
(Dimensional and Density Standards – SMC 20.50.020)
 - SMC 20.60 – Adequacy of Public Facilities
 - SMC 20.70 – Engineering and Utilities Development Standards
- 4.3 RCW 58.17.110 Approval/Disapproval of Subdivisions

5. ENVIRONMENTAL

- 5.1 A 12-lot subdivision is subject to environmental review under SEPA.
- 5.2 The Site is located within the 185th Street Station Planned Action Area, established under Ordinance No. 707.
- 5.3 A Planned Action Determination of Consistency application was submitted and reviewed concurrently with the Preliminary Formal Subdivision application, under file number PLN22-0116. Following the review, staff concluded that the proposed subdivision qualified as a Planned Action on June 13, 2023, and issued a Planned Action Notice of Determination on August 25, 2023 (**Exhibit 7, Planned Action Determination of Consistency**).

6. PROCEDURAL HISTORY

- 6.1 Pursuant to SMC 20.30.080, a Pre-application Meeting for the proposed subdivision was held on August 11, 2021.
- 6.2 Pursuant to SMC 20.30.090, a Neighborhood Meeting was held online via zoom, on March 21, 2022 with an online open house held from March 21, 2022 through March 24, 2022 (**Exhibits 8 and 9, Neighborhood Meeting Notice and Neighborhood Meeting Report**).
- 6.3 Application for Preliminary Formal Subdivision (File No. PLN22-0122) was submitted August 2, 2022. The application was determined to be complete on August 5, 2022.
- 6.4 Pursuant to SMC 20.30.120, a Notice of Application for the proposed subdivision was issued on August 26, 2022, with the comment period ending September 9, 2022 (**Exhibit 10, Notice of Application**).
- 6.5 Pursuant to SMC 20.30.180, a Notice of Public Hearing was issued on August 6, 2024, for the Hearing Examiner open record public hearing on August 21, 2024 (**Exhibit 11, Notice of Public Hearing**).

7. PUBLIC AND AGENCY COMMENT

- 7.1 Public Comment – One comment was received during the Notice of Application comment period. The comment, dated August 30, 2022, was regarding protection of the critical root zones for retained trees during development of the Site (**Exhibit 12, Notice of Application Public Comment**).
- 7.2 Agency Comment – No comments were received by any agencies during the Notice of Application comment period.

C. STAFF ANALYSIS

8. PRELIMINARY SUBDIVISION REVIEW CRITERIA (SMC 20.30.410)

The following criteria were used to review the proposed subdivision:

8.1 SMC 20.30.410(B)(1): Environmental:

Criterion (a): Where environmental resources exist, such as trees, streams, geologic hazards, or wildlife habitats, the proposal shall be designed to fully implement the goals, policies, procedures and standards of the critical areas regulations, Chapter 20.80 SMC, Critical Areas, and the tree conservation, land clearing, and site grading standards sections.

Staff Analysis: No critical areas or buffers exist on the Site. As proposed, the subdivision will comply with tree conservation, land clearing and site grading standards specified in SMC Chapter 20.50, Subchapter 5. A significant tree is any healthy tree six (6) inches or greater in diameter at breast height (DBH) excluding those trees that qualify for complete exemptions. Per SMC 20.50.310(B), four (4) significant trees under twenty-four (24) inch DBH are exempt from retention and replacement requirements. There are four (4) significant trees and one (1) dead tree existing on the Site. Significant trees range in size from eight (8) to twenty (20) inches DBH. Onsite significant trees include two (2) Lawson Cypress and two (2) Apple trees. There are four (4) exempt trees and one (1) dead tree proposed for removal. The dead tree does not qualify as a significant tree and the four (4) other trees qualify for removal through the exemption process; therefore, no trees are required to be retained.

Criterion (b): The proposal shall be designed to minimize grading by using shared driveways and by relating street, house site and lot placement to the existing topography.

Staff Analysis: As proposed, the subdivision shows a single vehicular access point from Densmore Avenue N. A shared driveway, contained in a Tract (labeled as Tract A), from this access point will be utilized by all twelve (12) units within the subdivision. Because the Site is generally flat, grading work for the future placement of the buildings and necessary infrastructure will be minimal (**Exhibits 13 and 14, Site Plan and On-Site Grading Plan**).

Criterion (c): Where conditions exist which could be hazardous to the future residents of the land to be divided, or to nearby residents or property, such as floodplains, landslide hazards, or unstable soil or geologic conditions, a subdivision of the hazardous land shall be denied unless the condition can be permanently corrected, consistent with subsections (B)(1)(a) and (b) of this section, Chapter 20.80 SMC, Critical Areas, and Chapter 13.12 SMC, Floodplain Management.

Staff Analysis: There are no existing natural hazardous conditions on the Site for either future residents or nearby residents or property.

Criterion (d): Low impact development (LID) techniques shall be applied where feasible to minimize impervious areas, manage stormwater, and preserve on-site natural features, native vegetation, open space and critical areas.

Staff Analysis: LID techniques and stormwater requirements are reviewed under the 2019 Department of Ecology (DOE) Stormwater Manual. The Public Works Department has indicated the proposed subdivision and associated site development shall conform to the stormwater requirements of the DOE Stormwater Manual as mandated by the City's Engineering Development Manual. Building and site development permits have been reviewed to ensure compliance with applicable requirements.

8.2 **SMC 20.30.410(B)(2): Lot and Street Layout**

Criterion (a): Lots shall be designed to contain a usable building area. If the building area would be difficult to develop, the lot shall be redesigned or eliminated,

unless special conditions can be imposed that will ensure the lot is developed consistent with the standards of this Code and does not create nonconforming structures, uses or lots.

Staff Analysis: The lots will be platted in a linear manner, oriented north-south, six of which have frontage on N 185th Street and the six remaining lots behind these immediately to the north. Each proposed lot is rectangular in shape, containing the necessary footprint for an attached single-family residence and a portion of landscaping, walkways and private open space. As denoted in Section 8.1, Criterion b, vehicular access will be through an access tract (Tract A) off Densmore Ave N. Tracts B and C will provide common outdoor space. Because this is a unit lot subdivision, redevelopment of individual lots will be limited and, a covenant shall be noted on the face of the final plat (see Section 9.4, Criteria E) (**Exhibit 15, Preliminary Plat**).

Criterion (b): Lots shall not front on primary or secondary highways unless there is no other feasible access. Special access provisions, such as shared driveways, turnarounds or frontage streets, may be required to minimize traffic hazards.

Staff Analysis: Six (6) lots have frontage on N 185th Street, which is a Minor Arterial and one (1) lot has frontage on Desmore Ave N with the other five (5) lots fronting on the private access Tract (Tract A). The purpose of Criterion b is to eliminate multiple access points (curb cuts) on primary or secondary roads. Per Section 11.3(D) of the 2022 Engineering Development Manual (EDM) – Access Clearance and Spacing, when a site has multiple street frontages, access from the lowest street classification is preferred for primary access. For the proposed subdivision, all lots are served by a single vehicle access point off Densmore Avenue N, a Local Secondary Street, as opposed to the minor arterial, N 185th Street. (**Exhibit 13, Site Plan**). Both the Shoreline Fire Department and Public Works Department have approved the access as proposed; no vehicle turnaround is required for this proposed subdivision, per Section 12.6(A) of the Engineering Development Manual (**Exhibit 16, Project Reviews Report**).

Criterion (c): Each lot shall meet the applicable dimensional requirements of the Code.

Staff Analysis: SMC Table 20.50.020(2) does not establish a minimum lot width and area for the MUR-45' zoning district. A unit lot subdivision is the subdivision of land for single-family attached dwelling units, in the form of unit lot development, mixed single-family attached development, or zero lot line development in all zones in which these uses are permitted (SMC 20.20.050). Unit lot subdivisions consist of the parent lot, which is the entire site, and must meet the dimensional standards in SMC Table 20.50.020(2), and the individual unit lots, which are the "child" lots that are not required to meet the dimensional standards in SMC Table 20.50.020(2). The unit lot boundaries for this subdivision will include each unit footprint, and a portion of landscaping and walkways, with the individual lot setbacks ranging from 0 feet to 10 feet and lot coverage ranging from 65% to 99%. The parent lot meets the dimensional requirements as identified in Section 9 below. The maximum hardscape for the site overall will be under the 90% maximum allowed per SMC Table 20.50.020(2) (**Exhibit 13, Site Plan**).

Criterion (d): Pedestrian walks or bicycle paths shall be provided to serve schools, parks, public facilities, shorelines and streams where street access is not adequate.

Staff Analysis: Improvements to street frontage, including new sidewalks along the Site's frontages with N 185th Street and Densmore Ave N, are required as a condition of approval. The lots with street frontage will have direct pedestrian access from the public sidewalk to the front entry of each unit, and the remainder that do not have street frontage will be accessed via shared walkways that connect to the public sidewalk (**Exhibit 14, On-Site Grading Plan Site Plan**).

8.3 **SMC 20.30.410(B)(3): Dedications and Improvements**

Criterion (a): The City may require dedication of land in the proposed subdivision for public use.

Staff Analysis: The proposed subdivision requires dedication of a Right-of-Way (ROW) of 15.5 feet on N 185th Street. The ROW dedication is required to be recorded prior to issuance of the associated ROW permit.

Criterion (b): Only the City may approve a dedication of park land.

Staff Analysis: No dedication of park land is required or proposed. Building permits will be conditioned upon the payment of Park Impact Fees pursuant to SMC Chapter 3.70 prior to issuance to address impact to the City's park system.

Criterion (c): In addition, the City may require dedication of land and improvements in the proposed subdivision for public use under the standards of Chapter 20.60 SMC, Adequacy of Public Facilities, and Chapter 20.70 SMC, Engineering and Utilities Development Standards, necessary to mitigate project impacts to utilities, rights-of-way, and stormwater systems. Required improvements may include, but are not limited to, streets, curbs, pedestrian walks and bicycle paths, critical area enhancements, sidewalks, street landscaping, water lines, sewage systems, drainage systems and underground utilities.

Staff Analysis: Improvements are required as a condition of approval within the N 185th Street and Densmore Ave N rights-of-way adjacent to the Site. All required improvements are pursuant to the 2022 Engineering Development Manual

Along N 185th Street, from the centerline of the street, these improvements consist of holding the north 6-inch curbline at its current location, providing a 10.5-foot amenity zone, 6-foot bike path, 6-foot pedestrian path (1.25-foot behind sidewalk) (**Exhibits 13, 17, and 18 Site Plan, Right-of-Way Plan and Right-of-Way Landscaping Plan**).

Along Densmore Ave N from the centerline of the street, these improvements consist of 16-foot to 7-foot half street overlay, 14-foot to 5-foot amenity zone and 8-foot of sidewalk (**Exhibits 13, 17, and 18 Site Plan, Right-of-Way Plan and Right-of-Way Landscaping Plan**).

Building permits will be condition upon the payment of Transportation Impact Fees pursuant to SMC 3.80 prior to issuance to address impacts to the City's transportation network

8.4 SMC 20.30.410(B)(4): Unit Lot Subdivision

Criterion (a): The provisions of this subsection apply exclusively to unit lot development, mixed single-family attached development, or zero lot line development.

This subdivision is a zero lot line development with twelve (12) proposed lots.

Criterion (b): Unit lot, mixed single-family attached, and zero lot line developments may be subdivided into individual unit lots. The development as a whole shall meet the applicable development standards.

Staff Analysis: The proposed subdivision vested to development standards in effect on August 5, 2022. The 12 lots proposed to be created by the proposed subdivision will be structurally independent fee-simple lots for individual townhome units. For the overall Site, all development standards, as noted in Sections 9, 10, and 11 of this report, are being met.

Criterion (c): As a result of the subdivision, development on individual unit lots may modify standards in SMC 20.50.020, Exception 2.

Staff Analysis: The individual unit lots in the proposed subdivision have modified setback and hardscape coverage requirements. The individual lot setbacks range from zero feet to 10 feet and lot coverage ranges from 65% to 99% (**Exhibit 13, Site Plan**). However, the Site overall meets the minimum setback and hardscape requirements not subject to SMC Table 20.50.020(2), Exception 2. (**Exhibit 13, Site Plan**).

Criterion (d): Access easements, joint use and maintenance agreements, and covenants, conditions and restrictions identifying the rights and responsibilities of the property owner(s) and/or the homeowners' association shall be executed for use and maintenance of common garage, parking and vehicle access areas; solid waste storage and/or collection area(s); on-site recreation; landscaping; underground utilities; common open space; exterior building facades and roofs of individual units; and other similar features, and shall be recorded with the King County Recorder's Office. These shall be recorded prior to final plat application or shown on the face of the final plat.

Staff Analysis: A shared access and utilities tract (Tract A) and shared outdoor common space tracts (Tract B and Tract C) will be established as part of the proposed subdivision. At the applicant's discretion, each unit lot may have an undivided interest in Tracts A, B and C or a homeowner's association may be formed for ownership of Tracts A, B and C. Easements are also needed for shared walkways that traverse individual unit lot lines. All covenants, restrictions, and responsibilities of property owners are required to be recorded prior to approval of the final plat, or, in the alternative, shown on the face of the final plat.

Criterion (e): Within the parent lot, required parking for a dwelling unit may be provided on a different unit lot than the lot with the dwelling unit, as long as the right to use that parking is formalized by an easement set forth on the face of the plat.

Staff Analysis: The applicant does not propose parking for dwelling units on a different unit lot. Parking will be limited to within the garages of each proposed townhouse unit.

Criterion (f): The final plat shall note all conditions of approval. The final plat shall also note that unit lots are not separate buildable lots independent of the overall development and that additional development of the individual unit lots may be limited as a result of the application of development standards to the parent lot.

Staff Analysis: This criterion is a mandatory condition of approval for a unit lot subdivision. As a condition of approval, this information shall be included on the face of the final plat.

Criterion (g): For unit lot development, the applicant shall record a covenant on the plat that states, "These units will be considered individual units and part of one structure that cannot be segregated from one another. A unit lot development is defined as one building or one structure in the International Building Code and International Fire Code and National Electrical Code."

Staff Analysis: This criterion does not apply since the units were designed as structurally independent, they are not considered one building or structure under the International Building Code, International Fire Code, or National Electrical Code. The proposed development qualifies as a zero lot line development defined as "a development that contains building(s) configured in such a manner that one or more of the building's sides rest directly on a lot line".

9. SITE DEVELOPMENT STANDARDS (SMC 20.50)

9.1 Densities and Dimensions in the MUR-45' Zone (SMC 20.50.020)

Standard	Regulation	Proposed Parent Lot
Base Density	N/A	N/A
Min. Density	18 du/acre 7 units	31 du/acre 12 units
Min. lot width	N/A	N/A
Min. lot area	N/A	N/A
Min. front yard setback	0 ft. from 185 th St – Post 15.5' ROW Dedication 10 ft. from Densmore Ave N (Non-Arterial Street)	7 ft. from 185 th St – Post 15.5' ROW Dedication 10 ft. from Densmore Ave N (Non-Arterial Street)

Standard	Regulation	Proposed Parent Lot
Min. side yard setbacks	5 ft.	7.4 ft (North Side) 5 ft (East Side)
Min. rear yard setback	5 ft.	N/A*
Base height	45 ft.	40 ft.
Max. building coverage	N/A	N/A
Max. impervious surface	90%	85%

Per SMC Table 20.50.020(2), Footnote 2, except for density and height, all these standards may be modified for unit lot and zero lot line developments for internal lots only.

** The parent lot (merged per recording No. 20240425000755) is a corner lot per SMC 20.50.040(B) and does not include a rear yard.*

9.2 Significant Tree Removal (SMC 20.50.290-370)

There are four (4) significant trees and one (1) dead tree existing on the Site. Significant trees range in size from eight (8) to twenty (20) inches DBH. Onsite significant trees include two (2) Lawson Cypress and two (2) Apple trees. There are four (4) exempt trees and one (1) dead tree proposed for removal. The dead tree does not qualify as a significant tree and the four (4) other trees qualify for removal through the exemption process; therefore, no trees are required to be retained. See Section 8.1 above.

9.3 Parking and Access (SMC 20.50.380-440)

Each dwelling unit must provide one off-street parking space (SMC 20.50.390A). All required parking spaces are proposed to be located within the garages of each townhome unit. The spaces must measure at least 8.5 feet by 20 feet in size.

10. ADEQUACY OF PUBLIC FACILITIES (SMC 20.60)

10.1 Wastewater – City of Shoreline Public Works Department Wastewater Utility staff have reviewed the proposed subdivision and determined that sufficient sewer capacity is currently available, subject to conditions. **(Exhibit 16, Project Reviews Report)**

10.2 Water – Seattle Public Utilities has reviewed the proposed subdivision and has issued a Water Availability Certificate, subject to conditions **(Exhibit 19, Water Availability Certificate, Seattle Public Utilities (SPU))**.

10.3 Fire Protection – The Shoreline Fire Department, a special purpose district separate and distinct from the City, has reviewed the plans for access, water pressure to the site, and proximity to fire hydrants and found the plans satisfactory, subject to conditions. Building permits will be conditioned upon the payment of fire impact fees pursuant to SMC 3.75 prior to issuance **(Exhibit 16, Project Reviews Report)**.

10.4 Surface and Stormwater Management – The Public Works Department has reviewed the proposed subdivision and associated development and determined

that surface water standards as set forth in the Engineering Development Manual, which are based on the 2019 DOE Stormwater Manual shall be satisfied, subject to conditions (**Exhibit 16, Project Reviews Report**).

- 10.5 Streets and Access – The Public Works Department has reviewed the proposed subdivision and associated development and determined that there is adequate access from Densmore Ave N via the proposed shared access driveway. Frontage improvements for N 185th Street and Densmore Ave N, including re-paving of travel lanes (all), new curbs (all), gutters (all), bike lane (N 185th St), sidewalks (all), and an amenity zone (all) will be required prior to final plat approval. Alternatively, the applicant may post a bond or other surety for frontage improvements, as provided in SMC 20.30.440, prior to final plat approval.

11. ENGINEERING AND UTILITY DEVELOPMENT STANDARDS (SMC 20.70)

- 11.1 Right-of-Way Dedication – The proposed subdivision requires a ROW dedication of 15.5 feet on N 185th Street as a condition of approval.

- 11.2 Frontage Improvements – The following frontage improvements are required as a condition of approval and shall be installed by the applicant prior to final plat approval, or the applicant may post a bond or other surety as described in Section 10.5 above.

a) N 185th St:

- i. Re-pair of concrete panels damaged during construction;
- ii. 6-inch curblin at current location;
- i. 10.5-foot amenity zone;
- i. 6-foot bike path;
- i. 6-foot pedestrian path (1.25-feet behind sidewalk)

b) Along Densmore Ave N:

- i. 16-foot to 7-foot half street travel lane (re-paving), measured from the centerline of the right of way;
- ii. 14-foot to 5-foot amenity zone;
- iii. 8-foot sidewalk

- 11.3 Utility Undergrounding – Undergrounding of all utilities per SMC 20.70.430 is required.

C. CONCLUSIONS

Based on the above, Staff concludes the proposed Preliminary Formal Subdivision:

- Has met the applicable requirements of the Shoreline Municipal Code, including SMC Title 20 Unified Development Code.
- Has met the criteria in RCW 58.17.110, Approval or disapproval of subdivision and dedication.
- Will make appropriate provisions for the public health, safety, and general welfare. The units within the proposed subdivision will be connected to public sewer and water systems, subject to conditions set forth by the sewer and water providers. Additional stormwater runoff due to the increase of hardscape on Site will be managed according to current City and State standards. Anticipated traffic impacts will be mitigated through the payment of

Transportation Impact Fees and construction of frontage improvements along Densmore Ave N and N 185th Streets. Impacts to the City's Park System and to the Shoreline Fire Department will be mitigated through Park and Fire Impact Fees. Impacts fees will be due at building permit issuance.

- Will serve the public use and interest. The Site is located within the 185th Street Station Subarea which promotes denser development in proximity to high-capacity transit, specifically Sound Transit's 185th Street light rail station located approximately 3,880 feet (0.73 miles) east of the Site. The denser mixed-use residential zoning is intended to improve walkability and reduce car dependency. The proposed subdivision's creation of 12 unit lots will result in an additional 10 residential units beyond the 2 residential units that currently exist on the Site, thereby helping to address the housing shortage in the Central Puget Sound area. In addition, by increasing density of this type, walkability and social interaction is promoted; car dependency is reduced, resulting in less greenhouse gas emissions and congestion; public services can be provided more efficiently; and more housing types are provided within the City.

D. STAFF RECOMMENDATION

Staff's recommendation to the Hearing Examiner is to forward to the City Council a recommendation of approval for the proposed Preliminary Formal Subdivision application, PLN22-0122, subject to the following conditions:

1. Demolition permits and associated wastewater cap-off permits shall be obtained. The site development permit, building permits, right-of-way permit and all associated development permits shall not be issued until the City has approved demolition permits and wastewater cap-off permits. Failure to apply for or receive approval of demolition permits and wastewater cap-off permits shall render the Preliminary Plat null and void and as such, no Final Plat shall be approved or recorded.
2. Applicant shall comply with all applicable provisions of the Shoreline Municipal Code, specifically SMC Title 20 Unified Development Code.
3. All existing and proposed restrictions, easements, tracts, and their purpose shall be clearly shown on the face of the Final Plat.
4. All utility easements for water service, sewer service, underground power, and telecommunications shall be noted on the face of the Final Plat.
5. A use and maintenance agreement shall be recorded, filed separately, or noted on the face of the Final Plat for all joint access and utility easements/tracts.
6. All stormwater facilities required pursuant to DEV22-1692 shall be complete and pass inspection prior to approval of the Final Plat, or the applicant shall post suitable bond or surety to guarantee the completion of improvements within one year of the approval of the final plat.
7. A stormwater declaration of covenant in a form acceptable to the City shall be recorded with the King County Recorder's Office prior to approval of the final plat and the recording number shall clearly be noted on the final plat. If the applicant has posted a bond or surety, then the declaration of covenant shall be recorded on each lot shown on the final plat prior to release of the bond or surety. Or, in the alternate, covenant language in a form acceptable to the City shall be included on the face of the final plat.
8. A joint use maintenance agreement identifying the rights and responsibilities of property owners within the final plat, or a homeowner's association, shall be executed for the

maintenance and operation of the stormwater facilities and recorded with the King County Recorder's Office prior to approval of the final plat. Or, in the alternative, joint use maintenance agreement language shall be included on the face of the final plat. If the declaration of covenant is used to outline the maintenance requirements, it must expressly be stated on the final plat.

9. The ROW Dedication(s) shall be recorded prior to final plat approval and the recording number(s) shall be shown on the final plat. All frontage improvements required pursuant to ROW22-1694 shall be complete and pass inspection prior to Final Plat approval, or the applicant may post a bond or other surety to guarantee the completion of the improvements within one year of the approval of the final plat.
10. All conditions for access and life safety, as required by Shoreline Fire Department, shall be met:
 - a. Each residential unit will be required to have an NFPA 13D sprinkler system installed per NPPA 13D 2016 Requirements.
 - b. The proposed access road must be a minimum of 20 feet wide and marked as a fire lane with NO PARKING FIRE LANE on one side. As provided in SMC 15,05.050(T), Fire Code Section 503.3, yellow lettering shall be placed on the pavement with a minimum 12-inch tall yellow block lettering with 1-1/2 inch minimum brush stroke at 50-foot intervals.
11. All conditions of the water availability certificate issued by Seattle Public Utilities shall be met:
 - a. New meter location(s) available off the water main(s) in Densmore Ave N.
 - b. One domestic water meter will serve the domestic water needs of a single legal parcel. Separate meters are required for each legal parcel. This may necessitate the installation of water utility improvements by the applicant.
12. All conditions set forth by City of Shoreline Public Works – Wastewater Division required pursuant to WWU22-1826 and WWU22-1828 for new sewer connections shall be met:
 - a. All materials and workmanship in connection with the installation of any sewers connected to the public sewer shall be as specified by City of Shoreline Public Works Department Engineering Development Manual (EDM) Division 4 Wastewater.
 - b. Wastewater easements shall be required in a form acceptable to the City. The easement(s) shall be recorded prior to Final Plat approval and shall be clearly noted on the face of the Final Plat.
13. All new development shall be served with underground power and separate meters for each dwelling unit.
14. Protective fencing shall be installed around the driplines of trees identified by the City in order to ensure their survival during construction.
15. Covenants, conditions and restrictions identifying the rights and responsibilities of the property owner(s) and/or the homeowners' association shall be executed for the use and maintenance of vehicle access areas; walkway areas; solid waste storage and/or collection area(s); on-site common outdoor space; landscaping; underground utilities; exterior building facades and roofs of individual units; and other similar features shall be

recorded, filed separately or noted on the Final Plat. Regarding landscaping, the maintenance agreement shall specifically address maintenance responsibilities of required landscaping.

16. The exact square footage of each lot shall be clearly shown on the face of Final Plat.

17. All addresses shall be shown on the face of the Final Plat. Each unit shall be addressed as follows:

- a. Lot 1 – 1700 N 185th St Unit A
- b. Lot 2 – 1700 N 185th St Unit B
- c. Lot 3 – 1700 N 185th St Unit C
- d. Lot 4 – 1700 N 185th St Unit D
- e. Lot 5 – 1700 N 185th St Unit E
- f. Lot 6 – 1700 N 185th St Unit F
- g. Lot 7 – 18502 Densmore Ave N Unit F
- h. Lot 8 – 18502 Densmore Ave N Unit E
- i. Lot 9 – 18502 Densmore Ave N Unit D
- j. Lot 10 – 18502 Densmore Ave N Unit C
- k. Lot 11 – 18502 Densmore Ave N Unit B
- l. Lot 12 – 18502 Densmore Ave N Unit A

18. The proposed subdivision shall comply with tree conservation, land clearing and site grading standards specified in SMC Chapter 20.50, Subchapter 5, specifically by ensuring proper tree protection measures are installed for offsite trees per arborist recommendations.

19. The following note shall be placed on the face of the Final Plat:

“This subdivision is approved based on SMC 20.30.410.B.4 Zero Lot Line Development standards and Exception (#2) to Table 20.50.020(2) that allows modifications to certain dimensional standards for zero lot line developments. Any future development of the individual lots created by this subdivision may be limited as a result of the application of development standards to the parent lot.”