

ORDINANCE NO. 30

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, APPROVING AND ADOPTING AN AMENDMENT TO THE INTERIM COMPREHENSIVE PLAN AND AMENDING ORDINANCE NO. 10 OF THE CITY OF SHORELINE, WASHINGTON.

WHEREAS, the City of shoreline will incorporate on August 31, 1995; and

WHEREAS, the City Council adopted, by Ordinance No. 10, an Interim Comprehensive Plan at a public hearing on June 26, 1995; and

WHEREAS, the adopting ordinance was published in the official City newspaper on June 28, 1995, and became effective on July 3, 1995; and

WHEREAS, the Planning and Community Development Committee of the City of Shoreline has recommended an amendment to the Interim Comprehensive Plan, incorporating an Aurora Avenue Corridor Redevelopment Zone; and

WHEREAS, a Determination of Non-Significance was issued on June 26, 1995, and no appeal was filed; and

WHEREAS, the City Council conducted a Public Hearing on this proposed amendment on July 12, 1995; NOW THEREFORE,

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Amendment of the Interim Comprehensive Plan and Ordinance No. 10. The Interim Comprehensive Plan and Ordinance No. 10 are hereby amended as follows:

A. **Statement of Purpose:** The present King County Comprehensive Plan was developed through an intensive process of public participation and is an effective starting point for the City of Shoreline's Interim Comprehensive Plan. However, Shoreline residents have come together as a new City, in large part because of a desire to have local land use visions and policies be locally generated; a goal a County-wide plan can not achieve.

A key area of concern, not reflected within the King County Comprehensive Plan, is the long term redevelopment of Aurora Avenue through the City of Shoreline. In June of 1993, a study of the Aurora Avenue Corridor was completed, by the King County Council, at the prompting of Shoreline area leaders. Over 140 area residents and business owners along the corridor participated in the process, the results of which were not incorporated in the King County Comprehensive Plan.

The purpose of this Plan amendment is to address the many concerns expressed about the Aurora Avenue corridor. It is hoped that by providing this policy direction, the City can achieve its goals of enhanced economic vitality, neighborhood and public investment protection, creation of an urban boulevard, successful mixed-use and multiple-use zones, increased use by adjoining neighborhoods of local shopping facilities, increased commercial and residential redevelopment opportunities, and increased use of the Aurora Avenue corridor as a public transportation corridor, rather than a single-occupancy vehicle through trip corridor.

In order for the City of Shoreline to achieve its goals, be consistent with a regional emphasis on strong urban places, and be consistent with the Growth Management Act requirement of sustainable urban services, the community must have a recognized and viable city center and Aurora Avenue represents the single best opportunity to achieve these goals. Further, it is the intent of this Plan Amendment to create the policies necessary to support private sector reinvestment in a somewhat predictable environment, while continuing an accepted practice of open, active community involvement.

B. Public Involvement: The Shoreline Transition Team Zoning and Land Use Committee recognized the implementation of an Aurora Avenue redevelopment zone as an important first step in the incorporation process, one that should be taken in conjunction with adoption of an Interim Zoning Code. The many public meetings and participation by volunteers in the Aurora Avenue Corridor Study, and public hearings conducted on June 19, 1995, and June 26, 1995, by the City Council, further emphasized this effort as an important part of becoming a new King County city.

C. Important Findings: During the Aurora Avenue Corridor Study, as well as in subsequent meetings of the Shoreline Transition Team Zoning and Land Use Committee, several findings were important to the determination of need for a policy to encourage the redevelopment of the Aurora Avenue corridor, including:

1. The Growth Management Act requires cities to provide sustainable urban services through land use planning and if funding for public services falls short, land use plans must be reassessed to assure locally accepted levels of service can be attained;
2. The Aurora Avenue corridor is currently lined by commercial uses on relatively shallow lots;
3. Metro's Regional Transit Project has considered this corridor as a possible alternative for the North Corridor Rail Alignment;
4. Significant redevelopment of the corridor can occur without implementation of the Metro proposal;

5. The vision of corridor redevelopment is supported by community aspirations and compatible with anticipated market realities;
6. The corridor is heavily auto-oriented, with little pedestrian traffic, which is inconsistent with community aspirations;
7. The Aurora Avenue corridor is the commercial center for the western Shoreline area, but there is growing pressure from regional and community shopping and business districts outside of the Shoreline area;
8. This competition is resulting in Shoreline being a net exporter of employment and retail sales, which is not consistent with the community's aspiration to be a full service urban area;
9. Participants in the Aurora Avenue Corridor Study believed the high traffic volume, poor building appearance and lack of sidewalks and pedestrian areas to be a weakness of the area;
10. The community conducted a visual preference survey, in which present images of the Aurora Avenue Corridor rated poorly; and
11. Reinvestment and redevelopment with incentives for creating good design in specific clusters at NW 205th, N 175th, and between N 160th and N 155th, connected by commercially viable mixed-use, pedestrian friendly corridors along Aurora Avenue, are key to Shoreline becoming a full service community.

D. Corridor Limits: The Aurora Avenue Corridor Redevelopment Area is more specially defined to be contained generally within the following boundaries:

BEGINNING AT THE INTERSECTION OF AURORA AVENUE N. WITH THE NORTH KING COUNTY LINE, THENCE WESTERLY ALONG THE NORTH KING COUNTY LINE, SAID LINE ALSO BEING NEAR THE CENTER LINE OF N. 205TH STREET, TO THE INTERSECTION OF FREEMONT AVENUE NORTH; THENCE SOUTHERLY ALONG THE CENTER LINE OF FREEMONT AVENUE NORTH TO THE INTERSECTION OF N. 200TH STREET; THENCE EASTERLY ALONG THE CENTERLINE OF N. 200TH STREET TO THE INTERSECTION OF LINDEN AVENUE N.; THENCE SOUTHERLY ALONG THE CENTERLINE OF LINDEN AVENUE N. TO THE INTERSECTION OF N. 175TH STREET; THENCE EASTERLY ALONG THE SOUTH RIGHT-OF-WAY LINE OF N. 175TH STREET A DISTANCE OF ONE-HUNDRED AND THIRTY FEET, MORE OR LESS, TO A POINT INTERSECTING WITH THE EAST PROPERTY LINE OF SHORELINE KING COUNTY SCHOOL DISTRICT #412 PROPERTY LINE, AS SHOWN ON THE SHORELINE COMMUNITY PLAN ZONING MAP, AS REVISED, AND ALSO SHOWN ON KROLL PAGE 214E; THENCE SOUTHERLY ALONG SAID EAST PROPERTY BOUNDARY A DISTANCE

APPROXIMATELY 633.36 FEET; THENCE WESTERLY A DISTANCE OF APPROXIMATELY 120.04 FEET, MORE OR LESS, STILL ALONG THE SHORELINE KING COUNTY SCHOOL DISTRICT NO. 412 BOUNDARY; THENCE SOUTHERLY A DISTANCE OF 643.29 FEET; THENCE CONTINUING IN A SOUTHERLY DIRECTION ALONG WHAT WOULD BE THE CENTER LINE OF LINDEN AVENUE N., TO THE INTERSECTION OF N. 160TH STREET; THENCE WESTERLY ALONG THE CENTERLINE OF N. 160TH STREET TO THE INTERSECTION OF DAYTON AVENUE N.; THENCE SOUTHERLY ALONG THE CENTERLINE OF DAYTON AVENUE N. TO THE INTERSECTION OF WESTMINSTER WAY N.; THENCE NORTH EASTERLY ALONG THE CENTERLINE OF WESTMINSTER WAY N. TO THE INTERSECTION OF 150TH STREET; THENCE EASTERLY ALONG THE CENTERLINE OF N. 150TH STREET TO THE INTERSECTION WITH LINDEN AVENUE N.; THENCE SOUTHERLY ALONG THE CENTERLINE OF LINDEN AVENUE N. TO THE INTERSECTION OF N. 145TH STREET; THENCE EASTERLY ALONG THE SOUTH CITY LIMIT LINE OF SHORELINE, SAID LINE ALSO APPROXIMATING THE CENTERLINE OF N. 145TH STREET TO A POINT APPROXIMATELY 237.2 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF AURORA AVENUE N., SAID POINT ALSO BEING THE EAST BOUNDARY OF THE RB ZONE AS SHOWN ON THE SHORELINE COMMUNITY PLAN ZONING MAP AS REVISED; THENCE NORTHERLY ALONG SAID RB ZONING DISTRICT EAST BOUNDARY A DISTANCE OF APPROXIMATELY 854.01 FEET; THENCE EASTERLY CONTINUING ALONG SAID RB ZONING DISTRICT LINE A DISTANCE OF APPROXIMATELY 164.28 FEET; THENCE NORTHERLY A DISTANCE OF APPROXIMATELY 581.11 FEET; THENCE EASTERLY A DISTANCE OF APPROXIMATELY 139.97 FEET; THENCE NORTHERLY A DISTANCE OF APPROXIMATELY 250 FEET, CONTINUING ACROSS THE RIGHT-OF-WAY OF N. 152ND STREET AND ON NORTHERLY APPROXIMATELY 213.61 FEET; THENCE WESTERLY A DISTANCE OF APPROXIMATELY 190 FEET, TO THE EAST LINE OF THE AREA MORE COMMONLY KNOWN AS THE PARKWOOD PLAZA SHOPPING CENTER, THENCE NORTHERLY 464.68 FEET; THENCE EASTERLY, CONTINUING ALONG SAID RB ZONING DISTRICT LINE A DISTANCE OF APPROXIMATELY 18.97 FEET; THENCE NORTH EASTERLY A DISTANCE OF APPROXIMATELY 94.03 FEET; THENCE NORTHERLY, CONTINUING ALONG SAID RB ZONING DISTRICT BOUNDARY TO THE CENTERLINE OF N. 155TH STREET; THENCE WESTERLY ALONG SAID CENTERLINE OF N. 155TH STREET TO THE INTERSECTION OF MIDVALE AVENUE N.; THENCE NORTHERLY ALONG THE CENTERLINE OF MIDVALE AVENUE N. TO THE INTERSECTION OF N. 160TH STREET; THENCE WESTERLY ALONG THE CENTERLINE OF N. 160TH STREET TO THE EAST BOUNDARY OF WHAT IS COMMONLY KNOWN AS THE NORTH COAST TRANSPORTATION COMPANY OR OLD "INTERURBAN RIGHT-OF-WAY" LINE; THENCE NORTHERLY ALONG SAID EASTERN BOUNDARY TO ITS INTERSECTION WITH A POINT APPROXIMATELY 502.67 FEET SOUTH OF THE N. 175TH STREET SOUTH RIGHT-OF-WAY LINE, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF THE PROPERTY COMMONLY REFERRED TO AS THE GIANT LAND COMPANY ON THE KROLL MAP SERIES; THENCE EASTERLY A DISTANCE OF APPROXIMATELY 396

FEET TO THE EAST BOUNDARY OF SAID PROPERTY; THENCE NORTHERLY A DISTANCE OF APPROXIMATELY 221.67 FEET; THENCE WESTERLY A DISTANCE OF APPROXIMATELY 25 FEET; THENCE NORTHERLY A DISTANCE OF APPROXIMATELY 291 FEET, MORE OR LESS, TO THE SOUTH RIGHT-OF-WAY LINE OF N. 175TH STREET; THENCE ON NORTHERLY TO THE CENTERLINE OF SAID N. 175TH STREET; THENCE EASTERLY ALONG SAID CENTERLINE A DISTANCE OF APPROXIMATELY 90 FEET; THENCE NORTHERLY TO THE NORTH RIGHT-OF-WAY LINE OF N. 175TH STREET AND CONTINUING ON ALONG THE EAST BOUNDARY OF THE RB ZONING DISTRICT AS SHOWN ON THE SHORELINE COMMUNITY PLAN ZONING MAP AS REVISED, A DISTANCE OF APPROXIMATELY 301.8 FEET; THENCE WESTERLY ALONG SAID RB ZONING DISTRICT LINE TO THE CENTERLINE OF STONE AVENUE N.; THENCE NORTHERLY ALONG THE CENTERLINE OF STONE AVENUE N. TO THE INTERSECTION OF N. 185TH STREET; THENCE WESTERLY ALONG THE CENTERLINE OF N. 185TH STREET TO THE INTERSECTION WITH MIDVALE AVENUE N.; THENCE NORTHERLY ALONG THE CENTERLINE OF MIDVALE AVENUE N. TO IT'S INTERSECTION WITH THE EAST PROPERTY LINE OF THE NORTH COAST TRANSPORTATION COMPANY, ALSO COMMONLY KNOWN AS THE "OLD INTERURBAN RIGHT-OF-WAY"; THENCE NORTH EASTERLY ALONG SAID EAST PROPERTY LINE TO IT'S INTERSECTION WITH THE CENTERLINE OF ASHWORTH AVENUE N. AND CONTINUING NORTHERLY ALONG SAID CENTERLINE TO THE NORTH RIGHT-OF-WAY LINE OF N. 200TH STREET; THENCE CONTINUING NORTHERLY ALONG THE EAST PROPERTY LINE OF THE AREA COMMONLY KNOWN AS THE AURORA VILLAGE SHOPPING CENTER, SAID LINE ALSO BEING THE EAST RB ZONING DISTRICT LINE AS SHOWN ON THE SHORELINE COMMUNITY CENTER ZONING MAP AS REVISED; THENCE CONTINUING NORTHERLY ALONG SAID EAST BOUNDARY TO A POINT APPROXIMATELY 290 FEET SOUTH OF THE SOUTH RIGHT-OF-WAY LINE OF N. 205TH STREET; THENCE EASTERLY A DISTANCE OF APPROXIMATELY 350 FEET; THENCE NORTHERLY A DISTANCE OF APPROXIMATELY 263.88 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF N. 205TH STREET; THENCE ON NORTHERLY TO THE NORTH SHORELINE CITY LIMIT LINE, SAID LINE ALSO APPROXIMATING THE CENTERLINE OF N. 205TH STREET; THENCE WESTERLY ALONG SAID LINE TO THE POINT OF BEGINNING.

E. General Development Policies: It is the intent of this Plan Amendment to define the general policies and vision of the community that will guide private developers through land assemblage and project design on an interim basis. It is not the intent of this Plan Amendment to institute a process of rezoning by the City of Shoreline, without further public involvement and development of a specific Shoreline Growth Management/Comprehensive Plan, based upon local vision. General development policies, then, are as follows:

1. In order to create a more human scale along the Aurora Avenue corridor, new blocks should be limited to frontages of between 200 and 300 feet, with longer blocks providing for pedestrian linkages;
2. Mid-block alleys with maximum 20 foot rights-of-way should be provided for access and emergency vehicles;
3. Pedestrian linkages should be encouraged;
4. Incentives for public plazas should be encouraged;
5. New side street intersections at the major clusters (205th, 175th, 160th) should be limited;
6. Mixed-use development, with street level retail uses should be encouraged throughout the corridor;
7. At least one-half of the frontage of any lot along Aurora Avenue should be occupied by a building;
8. Access to parking lots along Aurora Avenue should be limited with a maximum of one driveway per 200 feet;
9. Parking should be located beside, behind or beneath buildings and surface parking should be screened with appropriate landscape materials;
10. New development should provide an eight foot sidewalk and four foot landscape area along Aurora Avenue;
11. At least one-half of the surface area of street level facades, along Aurora Avenue, should be comprised of transparent glass;
12. Buildings should not generally exceed four stories in height along Aurora Avenue;
13. Whenever possible, canopies, overhangs or awnings should be installed along the facades facing Aurora Avenue to protect pedestrians from rainfall;
14. New signs should be mounted on building facades, either parallel or perpendicular [free-standing (except for monument-style) signs should be discouraged and billboards should be prohibited];
15. New buildings should be encouraged to be visually interesting;

16. Outdoor public spaces should be encouraged, particularly with large retail areas and restaurants;
17. Density incentives should be provided to multifamily projects using underground parking;
18. Multifamily buildings should not exceed three stories, although a fourth story may be permitted through the use of a pitched roof, dormers for windows and limited additional area (no more than 75% of the floor area below it);
19. Residential and mixed use buildings should incorporate pitched roof forms;
20. Adjacent and nearby single-family areas should be buffered from more intensive uses of the land through building orientation, landscaping, and open space;
21. Distinctive and consistent street lighting along Aurora Avenue should be incorporated in new projects;
22. To convert Aurora Avenue into an Urban Boulevard, medians should be incorporated into turning lane channels, with sufficient area for landscaping within the median;
23. Key intersections should include elements that call attention to the presence of pedestrians;
24. Shared and structured parking should be encouraged; and
25. Curb-side parking should be encouraged along Aurora Avenue where appropriate.

F. Use Limitations: During the redevelopment process, uses within the Aurora Avenue Corridor Redevelopment Area should be limited by location, as identified below.

1. Motor vehicle, boat and mobile home dealer;
2. Gasoline service station;
3. Drive-through retail and service uses;
4. Car washes;

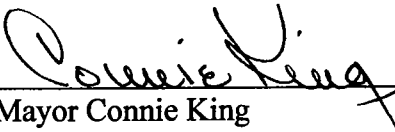
5. Retail and service uses with outside storage, e.g. lumber yards, miscellaneous equipment rental or machinery sales;
6. Wholesale uses;
7. Recreation/cultural uses as set forth in K.C.C. 21A.08.040, except parks, sports clubs, theaters, libraries and museums;
8. SIC Major Group 75 (Automotive repair, services and parking) except 7521 (automobile parking; but excluding tow-in parking lots);
9. SIC Major Group 76 (Miscellaneous repair services), except 7631 (Watch, clock and jewelry repair);
10. SIC Major Group 78 (Motion pictures), except 7832 (theater) and 7841 (video tape rental);
11. SIC Major Group 80 (Health services), except offices and outpatient clinics (801-804);
12. SIC Industry Group 421 (Trucking and courier service);
13. Public agency archives;
14. Self-service storage;
15. Manufacturing land uses as set forth in K.C.C. 21A.08.080, except 2759 (Commercial printing); and
16. Resource land uses as set forth in K.C.C. 21A.08.090.

G. Miscellaneous Provisions: It is the intent of the City of Shoreline to encourage the redevelopment of the Aurora Avenue Corridor in such a way as to create a viable and sustainable city center. Consequently, to encourage this process, the City may develop incentives to attract development to the Aurora Avenue Redevelopment Corridor, including priority permit review, transfer of density credits, streamlined permit review through SEPA, reduced mitigation fees, tax abatement, and tax increment financing.

Section 2. Severability. If any section, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

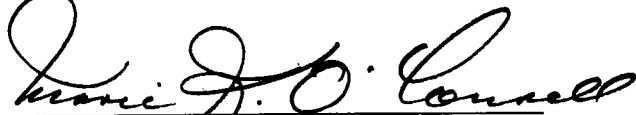
Section 3. Effective Date and Publication. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force five (5) days after the date of publication or the date of incorporation as the law may require.

PASSED BY THE CITY COUNCIL ON JULY 12, 1995.



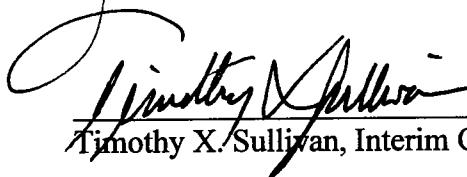
Mayor Connie King

ATTEST:



Marie K. O'Connell, Interim City Clerk

APPROVED AS TO FORM:



Timothy X. Sullivan, Interim City Attorney

Date of Publication: 7/12/95.
Effective Date 7/20/95.