

# AGENDA PLANNING COMMISSION REGULAR MEETING



Thursday, May 5, 2011  
7:00 p.m.

Shoreline City Hall  
Council Chamber  
17500 Midvale Ave. N

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR'S COMMENTS	7:03 p.m.
5. APPROVAL OF MINUTES	7:08 p.m.
a. None	
6. GENERAL PUBLIC COMMENT	7:10 p.m.
<i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.</i>	
7. PUBLIC HEARING <i>Legislative Public Hearing</i>	7:15 p.m.
a. <b>Town Center Subarea Plan and Development Code</b>	
1. Staff Overview and Presentation of Preliminary Staff Recommendation	
2. Questions by the Commission to Staff	
3. Public Testimony	
4. Discussion and Final Questions by the Commission	
5. Continue Public Hearing to June 2	
8. DIRECTOR'S REPORT	9:15 p.m.
9. UNFINISHED BUSINESS	9:20 p.m.
10. NEW BUSINESS	9:22 p.m.
11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	9:24 p.m.
12. AGENDA FOR May 19	9:27 p.m.
13. ADJOURNMENT	9:30 p.m.

*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. For up-to-date information on future agendas call 801-2236.*

## WHO WE ARE

The Shoreline Planning Commission is a 7-member volunteer advisory body to the City Council. The purpose of the Planning Commission is to provide guidance and direction for Shoreline's future growth through continued review and improvement to the City's Comprehensive Plan, Development Code, shoreline management, environmental protection and related land use documents. The Planning Commission members are appointed by the City Council and serve a four year term.

## WHAT IS HAPPENING TONIGHT

Planning Commission meetings may have several items on the agenda. The items may be study sessions or public hearings.

### Study Sessions

Study sessions provide an opportunity for the Commissioners to learn about particular items and to have informal discussion with staff prior to holding a public hearing. The Commission schedules time on its agenda to hear from the public; however, the Chair has discretion to limit or extend time limitations and the number of people permitted to speak. The public is encouraged to provide written comment to the Commission; however, since Commissioners are volunteers and may not have time to check email every day, if written comments are not included in the agenda packet and are offered during a study session, they may not have time to read them until after the meeting.

### Public Hearing

The main purpose of a public hearing is for the Commission to obtain public testimony. There are two types of public hearings, legislative and quasi-judicial. Legislative hearings are on matters of policy that affect a wide range of citizens or perhaps the entire jurisdiction and quasi-judicial hearings are on matters affecting the legal rights of specific, private parties in a contested setting. The hearing procedures are listed on the agenda. Public testimony will happen after the staff presentation. Individuals will be required to sign up if they wish to testify and will be called upon to speak generally in the order in which they have signed. Each person will be allowed 2 minutes to speak. In addition, attendees may want to provide written testimony to the Commission. Speakers may hand the Clerk their written materials prior to speaking and they will be distributed. For those not speaking, written materials should be handed to the Clerk prior to the meeting. The Clerk will stamp written materials with an exhibit number so it can be referred to during the meeting. Spoken comments and written materials presented at public hearings become part of the record.

## CONTACTING THE PLANNING COMMISSION

Written comments can be emailed to [plancom@shorelinewa.gov](mailto:plancom@shorelinewa.gov) or mailed to Shoreline Planning Commission, 17500 Midvale Avenue N, Shoreline WA 98133.

[www.shorelinewa.gov/plancom](http://www.shorelinewa.gov/plancom)

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

**AGENDA TITLE:** Public Hearing on Town Center Subarea Plan and Development Code  
**DEPARTMENT:** Planning and Development Services  
**PRESENTED BY:** Joseph W. Tovar, Director, FAICP  
Paul Cohen, Senior Planner

**I. RECOMMENDATION**

Staff recommends that the Planning Commission begin the public hearing process on the Town Center Subarea Plan and Code on May 5<sup>th</sup>. At the conclusion of public comment and Planning Commission questions, we recommend that you by motion continue the hearing to June 2. Between May 5 and June 2 the staff will provide the Planning Commission with the Draft Environmental Impact Statement as well as any additional research or text drafting that the Planning Commission asks us to undertake.

At the June 2 hearing the Commission may be ready to begin drafting potential amendments to the proposed actions, however, it would be appropriate not to reach final conclusions or vote on motions until you close the hearing on June 16.

Staff recommends that the hearing be continued again until your June 16 meeting date in order to allow the Final EIS to be entered into your record, and so that the staff can bring back any potential amendments for your consideration in strikethrough and underlining format. At the June 16 meeting, you could close the public hearing, vote on amendments to the draft Subarea Plan and Code, and forward a final recommendation to the City Council.

**II. BACKGROUND**

**A. Policy Direction from City Council**

The City Council, in its Goals for 2010-2011, has identified as a major priority adoption of amendments to the Comprehensive Plan such as the Town Center Subarea Plan, as well as creating permit processes that are more timely and predictable. The specific goal, overview and objectives are as follows:

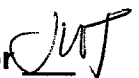
**Goal 1 Implement the adopted Community Vision by updating the Comprehensive Plan and key development regulations** in partnership with residents, neighborhoods, and businesses

Approved By:

Project Manager



Planning Director



**Goal Overview:** To implement the adopted Community Vision, which integrates the Environmental Sustainability, Housing and Economic Development Strategies with citizen input received at the vision and values workshops conducted in 2008. This will be accomplished through drafting various elements of the Comprehensive Plan, Southeast Area Neighborhoods Subarea Plan, Town Center Subarea Plan, new tree regulations and permit process adjustments.

**Major Objectives:**

- Adopt the Town Center Subarea Plan
- Make the permit process clear, timely and predictable through Subarea Plans, Planned Actions and other appropriate planning tools

The staff and Planning Commission have attempted to embody this policy direction in the current draft of the Town Center Subarea Plan and Code. The overall objective is to create an attractive, compact, walkable and mixed-use center that meets the City's goals for economic and environmental sustainable, as well as social equity.

The Subarea plan capitalize on the area's close-in regional location and good transit service to create a focal point for much of the City's future commercial and residential growth. At the same time, the Town Center Subarea Plan seeks to connect, respect and protect the single family neighborhoods that adjoin it immediately to the east and west of the Aurora corridor.

The Town Center Code places a greater emphasis on regulating the three-dimensional form and visual character of new development, as opposed to traditional zoning which usually focused in more detail on the specific land uses within those forms. The site and building design standards are profusely illustrated to clearly convey to project applicants the form and character that the community wishes to see in new Town Center development.

The Town Center Code also places a greater focus on the relationship and orientation of buildings to the public realm of adjoining streets, walkways and public spaces. In this way, the Code seeks to provide greater certainty about the actual form and character of what gets built while making the City's decision-making process attractive for future investment decisions. Likewise, by adopting the Town Center Code as a SEPA Planned Action, the environmental review of new projects can be greatly expedited and folded into the administrative design review process that is another innovative process feature.

**B. Public outreach and the evolution of the proposals**

Creating a Town Center for Shoreline has been a perennial topic for the City since incorporation in 1995.

- In 1996 the City Council identified this area as a commercial and civic center in their Visioning Map.



- In a 1998 community exercise, citizens identified the general area around N.175th and Aurora Avenue as the "Heart of Shoreline".
- In 2003 the Planning Commission recommended that the City adopt the Central Shoreline Subarea Plan, which roughly corresponded to the present boundaries of the proposed Town Center.

After a four year hiatus, the City launched its current Town Center Planning efforts.

- In 2007 the City launched the effort with:
  - Council adoption of five Town Center framework goals for the Comprehensive Plan.
  - Council adoption of thirteen interim Strategic Points to help provide context for the design work of two major public projects in Town Center: Mile 2 of the Aurora Project and the new City Hall.
  - A Shoreline Speaker Series featured regional and national experts on planning and design issues, still on the City's website as streaming video at <http://shorelinewa.gov/index.aspx?page=181>
    - February: Mark Hinshaw on "Housing and Demographic Trends and Innovative Responses."
    - March: Gene Duvernoy on "Cascade Agenda Cities."
    - April: Amalia Leighton on "Creating and Implementing Green Infrastructure."
    - May: Ron Sher on "A discussion of Community Gathering Places."
    - August: Dan Burden on "Walkable and Pedestrian friendly communities."
- January 2008, the Planning Commission hosted a design charrette with the public to inventory existing conditions and brainstorm possible future design themes.
- April 2009, the City Council adopted a Citywide Vision that identifies the lands along Aurora Avenue N between N 175th and 185th Streets as the core of an emerging Town Center.
- July 2009 – Town Center walkabout with the Planning Commission and interested citizens.
- August 2009 – Planning Commission reviewed synthesis of past relevant actions and projects, updates on the aurora project, economic development potential and the public outreach program for the Town Center effort.
- October 2009 – Planning Commission hosted a Town Center Open House to review preliminary land use, circulation and design concepts with the public.
- October 2009 – City launches Town Center Subarea Facebook Page at <https://www.facebook.com/ShorelineTownCenter>
- January 2010 – Planning Commission workshop to discuss project background, transportation issues and coordination with the transportation master plan.
- April 2010 – Town Center Charrette with the public to explore form and design issues in Town Center and vote in a visual preference survey.
- June 2010 – Staff workshop with Richmond Highlands and Meridian Park Neighborhood Associations to solicit input on ways to connect and protect residential neighborhoods adjacent to Town Center.

- July and August 2010 – Planning Commission meetings to review results of public outreach and preliminary discussion of design standards for inclusion in Town Center Code.
- September 2010 – reviewed draft of Town Center Subarea Plan and Code with Planning Commission.
- January 2011 – Draft Town Center Subarea Plan and Code posted to City website and released for public review.
- April 2011 – Planning Commission study session to hear staff update on preliminary public comment on draft Subarea Plan and Code.

### **III. ANALYSIS OF THE PROPOSED ACTIONS**

The proposed Town Center Subarea Plan and Code have been reviewed pursuant to the requirements of the State Environmental Policy Act (SEPA), RCW 43.21C. The Planning Commission will also review the actions for compliance with the provisions of SMC 20.30.340 as to the subarea plan and SMC 20.30.350 as to the development code. These analyses are presented below.

#### **A. SEPA**

The City has prepared a draft EIS to evaluate the likely environmental consequences of the Town Center Subarea Plan and Town Center Code. The City proposes to adopt these documents as a SEPA “Planned Action”, per RCW 43.21C.031. The purpose of a Planned Action is to shift environmental review forward from the time a permit application is made to an earlier phase in the development process.

As such, future development proposals within the Town Center boundaries that are consistent with the development assumptions of the subarea would be exempt from SEPA. Future projects would still be subject to all applicable codes and regulations.

The draft EIS (DEIS) will be distributed to the Council on approximately May 10. The staff report transmitting the DEIS will provide an explanation of the methodology used to prepare the document, as well as the mechanics of how the Planned Action review would be incorporated with the design review and building permit reviews described in the proposed Town Center Code.

#### **B. Comprehensive Plan Amendment Criteria – 20.30.340**

- The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies, and the other provisions of the Comprehensive Plan and City policies; or

*The amendment is supported state, county, and city goals and policies. The GMA supports urban growth, reduce sprawl, economic development, housing, transportation, and citizen participation. The County-wide policies FW-11 supports concentration of development in urban growth areas and accommodation of the 20-year population projection and employment forecast*

*including to promote a land use pattern than can be served by public transportation. The Shoreline Comprehensive Plan policies support the amendments particularly under Goal LU VIII – “Change the Aurora Corridor from a commercial strip to distinctive centers with variety, activity, and interest by:*

*Balancing vehicle, transit, and pedestrian needs*

*Creating a “sense of place” and improving image for each center*

*Protecting neighborhoods*

*Encouraging thriving businesses*

*Using sound marketing principles*

*Policy LU25: Pursue opportunities to improve the City’s image by creating a sense of place on the Aurora Corridor for doing business and attracting retail activity.*

*Policy LU27: Ensure street design and urban design is distinctive in the center part on the Aurora Corridor, from 175<sup>th</sup> through 185<sup>th</sup>.*

- The amendment addresses changing circumstances, changing community values, incorporates a sub area plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan; or

*2009 Shoreline City-wide Vision Statement and Framework Goals:*

*“You’ll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.”*

*“Aurora Avenue is Shoreline’s grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the City.”*

*“As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by*

*the vibrant Town Center, which is focused between 175th and 185th Street. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations."*

*FG 2: Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.*

*FG 4: Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.*

*FG 9: Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.*

*FG 10: Respect neighborhood character and engage the community in decisions that affect them.*

*FG 14: Designate specific areas for high density development, especially along major transportation corridors.*

- The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare. (Ord. 238 Ch. III § 7(f), 2000).

*The amendment will benefit the community by focusing much of future growth into a district that is best served by transit, circulation and central to Shoreline and to provide centralized, pedestrian access to public events, amenities and services.*

#### **C. Development Code Amendment Criteria – 20.30.350**

- The amendment is in accordance with the Comprehensive Plan; and

*See Comprehensive Plan Amendment Criteria above.*

- The amendment will not adversely affect the public health, safety or general welfare; and

*The amendment is planned to mitigate potential impacts while providing a safe, attractive, pedestrian accessible district that directs most of the future growth from the single family neighborhoods.*

- The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline. (Ord. 238 Ch. III § 7(g), 2000).

*The amendment is consistent with the majority of the citizens and property owners who commented, were surveyed, and participated in Town Center community meetings. The major intent is to provide a neighborhood district for the entire city that draws economic vitality.*

#### **IV. PLANNING COMMISSION AND PUBLIC COMMENT TO DATE**

##### **A. Issues raised by the Commission at April 7 Study Session**

1. Transition Overlay - The overlay is applied to the Town Center where adjacent property is zoned either R-4 or R-6. The purpose is to provide buffers and transitions between the Town Center and the adjoining single family neighborhoods by modifying building bulk, landscape, and access. The Commission raised the issue of how the Transition Overlay would remain applicable if adjoining parcels were to be rezoned and if parcels are small and isolated. The only current example of two R-6 properties along Midvale north of N 185<sup>th</sup> are actually access easement tracts and cannot be built for single family. It is unknown why they were not rezoned to match the properties they access. *Staff recommends adding to section 20.92.040.B "The Transition Overlay shall be applied to all Town Center zones that abut or that are directly across streets with R-4 or R-6 zoning and that have or potentially have residential development."*
2. Parking Standards – Two issues were raised by the Commission regarding parking. First, was the concern that the proposed parking requirement is less than the current requirement in the MUZ zone. For example, the proposed parking ratio of .75 stalls per bedroom is half of the requirement for studio and one-bedroom units in the MUZ zone. The proposed parking requirement is equivalent for 2 and 3 bedroom units in MUZ. The proposed parking requirement for commercial space is between 25% and 40% less than the current requirements. *Staff recommends that the parking standard revert to the current standards but keep the proposed criteria to reduce parking as incentive to reduce traffic and encourage other forms of transportation.* Second, the criteria to reduce parking standards include public parking or transit stops within 1/4 mile radius. *Staff agrees that the standard should change to a more standard practice of calculation on the ratio of straight line distance divided by the actual walking route distance.*
3. Full Site Improvements Threshold – The Commission asked why the Town Center proposal removes one of the thresholds for full site improvements - "expand the square footage of an existing structure by 20%, as long as the original building footprint is a minimum size of 4,000 square feet." This criterion is proposed to be removed in Town Center only under 20.92.010.C because it doesn't take into consideration the size of the entire lot and therefore the proportionality of required, full site improvements. For example, the minimal 800 square foot addition (20% of 4,000 square feet) on a 130,000 square foot site would require full site landscape, parking, drainage, walkways, signage, and

street frontage improvements. The intent of this threshold is to prevent incremental development from avoiding full site improvements. *However, staff is not convinced of this threshold's standard or effectiveness.*

4. Traffic Impact Studies – The Commission raised the issue of more clarity when a traffic study would be required under 20.92.050.E. The upcoming Transportation Master Plan and EIS will be analyzing the impacts of traffic for the Town Center overall. All individual developments that meet the current threshold for a traffic study will complete one. The intent is to analyze whether additional traffic is projected onto non-arterial streets so that mitigating measures can be required by the City Engineer in collaboration with the impacted neighborhood. *Staff recommends redrafting 20.92.050.E to reflect the above clarification.*
5. Property Tax Exemption (PTE) – This method is to encourage housing development is articulated in the proposed Policy TC-4. The Commission asked if this exemption applies to the property value before or after redevelopment. The PTE program has been applied to the assessed value of the new development.
6. Planned Action Plan – The Commission has asked how the Planned Action Plan is being implemented. The Planned Action intent is being implemented through the Planned Action EIS which is being completed concurrently with the subarea plan and development code.
7. Subarea Plan Area Map – The Commission noted that a map of the Town Center needs to be inserted into the Subarea Plan. *Staff will insert a map that includes the Town Center boundaries and streets.*
8. Land Use Table – The Commission asked that specific uses be listed under each of the land use categories and along with conditional and special uses permits when required. *Staff suggest the land use chart should directly refer to the development code general land use table 20.40.120 with the exception that conditional and special uses permits will not be required.*

#### **B. Public Comment to date**

There is only one comment letter included in Exhibit 6 since the April 7 meeting because all other comment letters have been available to the Commission previous to April 7. See internet address:  
[http://cosweb.ci.shoreline.wa.us/uploads/attachments/pds/towncenter/comment\\_letters.pdf](http://cosweb.ci.shoreline.wa.us/uploads/attachments/pds/towncenter/comment_letters.pdf) for previous comment letters.

#### **V. NOTICE AND SCHEDULE**

A 15 day notice was placed in the newspaper for the May 5 public hearing was noticed 14 days prior in the newspaper. In addition, a courtesy a notice was sent out for the hearing to all property owners in the Town Center, Shoreline Area News, a 300 person

mailing list, the City's newsletter *Currents*, and on 6 sign large white sign boards posted throughout the Town Center.

The City is currently preparing a Draft Environmental Impact Statement (EIS), which will be available for public review on May 10, 2011. A copy of the DEIS will be provided to the Planning Commission prior to the June 2, 2011 continued public hearing on the Town Center Subarea Plan and Code. The Draft EIS comment period will end on or about June 10, 2011.

Between the May 5 Planning Commission public hearing and the June 2 continued hearing, the staff will prepare responses to questions or suggestions posed by the public or the Commissioners at the May 5 meeting. We will also provide the Planning Commissioners with a copy of the Draft EIS. We do not expect the Commission to finish its deliberations and to forward its recommendations sooner than the conclusion of the June 16 meeting, so we will provide the Final EIS into your record before you close the hearing.

Assuming you finish your deliberations on June 16, staff has tentatively scheduled to review your recommendations with the City Council beginning on July 5. We hope that the Council will be able to adopt the Town Center Subarea Plan and Development Code before their August 8 meeting.

## **VI. ATTACHMENTS**

Attachment 1 - List of Exhibits

Attachment 2 - Notice of Public Hearing (Exhibit 2)

Attachment 3 - Proposed Town Center Subarea Plan, 4/29/11 (Exhibit 3)

Attachment 4 - Proposed Town Center Development Code, 3/31/11 (Exhibit 4)

Attachment 5 - SEPA Checklist (Exhibit 5)

Attachment 6 - Comment letters (Exhibit 6)

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**PUBLIC HEARING RECORD**  
**Town Center Subarea Plan and Zoning**  
*May 5, 2011 / List of Exhibits*

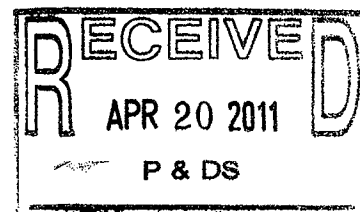
- Exhibit 1** May 5, 2011 Staff Report “Public Hearing on Town Center Subarea Plan and Development Code”
- Exhibit 2** Notice of Public Hearing
- Exhibit 3** Proposed Town Center Subarea Plan dated 4/29/11
- Exhibit 4** Proposed Town Center Development Code dated 3/31/11
- Exhibit 5** SEPA Checklist
- Exhibit 6** Comment Letters

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KIM SULLIVAN/PLANNING DEPT  
17500 MIDVALE AVE N  
SHORELINE, WA 981334905



Re: Advertiser Account #6391000  
Ad #: 796682900

## Affidavit of Publication

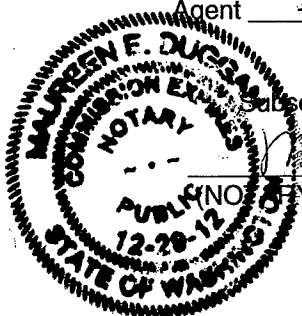
4123496 / 2

STATE OF WASHINGTON  
Counties of King and Snohomish

The undersigned, on oath states that he/she is an authorized representative of The Seattle Times Company, publisher of The Seattle Times of general circulation published daily in King and Snohomish Counties, State of Washington. The Seattle Times has been approved as a legal newspaper by orders of the Superior Court of King and Snohomish Counties.

The notice, in the exact form annexed, was published in the regular and entire issue of said paper or papers and distributed to its subscribers during all of the said period.

Newspaper	Publication Date
The Seattle Times	04/18/11



Agent Debbie Collantes Signature Debbie Collantes

Subscribed and sworn to before me on April 19, 2011  
(DATE)

Maureen E. Duggan MAUREEN E. DUGGAN  
(NOTARY SIGNATURE) Notary Public in and for the State of Washington, residing at Seattle

**seattletimes.com**

**Advertiser Account #6391000**

**Ad # 796682900**

**Ad TEXT:** Notice of Public Hearing  
of the Planning Commission  
for the Town Center Subarea  
Plan and Development Code  
Amendments

The City is proposing the  
creation of a Town  
Center plan that is located  
between N. 188th and  
N. 170th and between Fremont  
Ave N. and Stone  
Ave N. The plan is to guide  
development into a  
distinctive district that  
encourages public  
services, retail services,  
improved design  
standards, residences, a park,  
single-family  
protections, and a walkable  
environment that is  
served by Bus Rapid Transit.

The City expects to issue a  
Draft EIS which may  
include mitigation measures  
under applicable  
codes, and the project review  
process may  
incorporate or require  
mitigation measures. The  
Draft EIS and its comment  
period will be  
publicly noticed when  
completed.

Interested persons are  
encouraged to provide  
oral and/or written comments  
regarding the above  
project at an open record public  
hearing. The  
hearing is scheduled for May 5,  
2011 at 7 PM in  
the City Council Chambers, City  
Hall at 17500  
Midvale Ave N., Shoreline, WA.

Copies of the proposed subarea  
plan and  
development code  
amendments, and SEPA  
Checklist  
are available for review at the  
City Hall, 17500  
Midvale Avenue North.

Questions or More Information:  
Please contact  
Paul Cohen, Planning and  
Development Services at  
(206) 801-2551.

Any person

requiring a disability  
accommodation  
should contact the City Clerk at  
(206) 801-2230  
in advance for more  
information. For TTY  
telephone service call (206)  
546-0457. Each  
request will be considered  
individually  
according to the type of  
request, the  
availability of resources, and  
the financial  
ability of the City to provide the  
requested  
services or equipment.

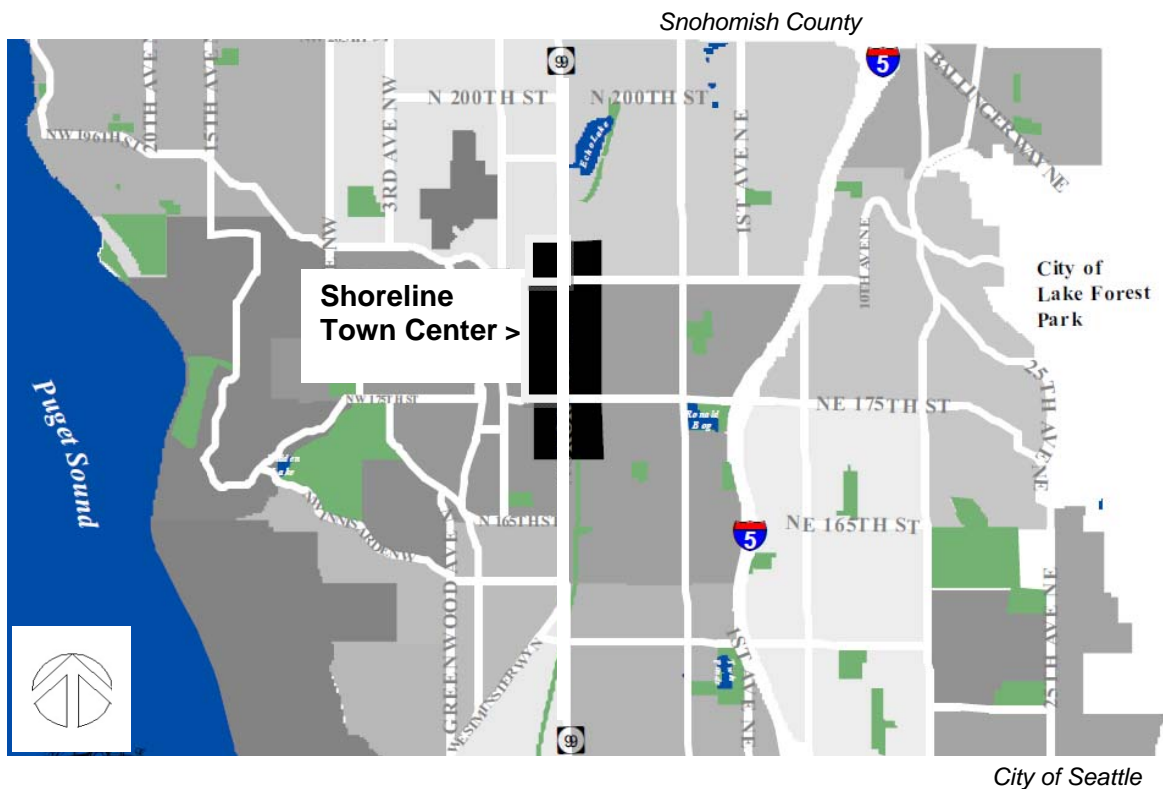
DRAFT 4/29/11



## Shoreline Town Center Subarea Plan

### Introduction

Located on the middle mile of the City's three mile long Aurora corridor (State Route 99), Town Center is the geographic center of the City of Shoreline. It is at the crossroads of three of the City's most heavily traveled roads, N. 175<sup>th</sup> St, N. 185<sup>th</sup> St., and Aurora/SR 99, and serves as the civic and symbolic center of the community. See Fig. 1. Early in the life of the new City of Shoreline, a citizen survey identified this area as the "Heart of Shoreline."



**Fig.1** *Town Center is the Heart of Shoreline*

Shoreline's settlement began in the early 20<sup>th</sup> century in this area around Judge Ronald's original homestead and the Ronald schoolhouse. In the early 1900's, the North Trunk (red brick) Road and Interurban electric railway traversed this area, linking it to Seattle and Everett. The "Ronald Station" was located in the vicinity of the proposed Park at Town Center.





Fig.2 Town Center boundaries and gateways

Growing dramatically after World War II, Shoreline became an auto-oriented suburb characterized by large areas of relatively low residential density, which lacked urban amenities and services such as parks and sidewalks. During the post-war decades, the Aurora/SR 99 corridor developed as a strip commercial highway, with a tremendous diversity of businesses. While these businesses largely met local and regional needs, the highway itself became congested, chaotic, unattractive and unsafe.

Several of the civic facilities typically found in traditional downtowns began to locate in and around the Town Center area in the 1960's. These include the Shorewood High School, the Shoreline Fire Department Headquarters, and the Ronald Sewer District Office and Yard. Commercial and apartment uses also began to locate in this area, including grocery, drug store and other retail stores and personal services. These still co-exist with businesses serving a larger market area, such as auto dealerships.

The emergence of regional shopping malls at Alderwood and Northgate in the 1970's began to erode Shoreline's primary market for certain retail goods and services. With the City's incorporation in 1995, additional civic pieces of an emerging Town Center came into being. The Interurban Trail through Town Center was completed in 2005 and the new City Hall opened in 2009. In 2011 Aurora Avenue North through Town Center was rebuilt as a Boulevard, design work began on a new park at Town Center and construction began on a new Shorewood High School, with buildings located immediately adjacent to the Town Center.

In 2009, the City adopted a city-wide Vision Statement which articulated the community's preferred future for the year 2030. The Vision integrated many of the policy objectives of the City's adopted strategies for Economic Development, Housing, and Environmental Sustainability. The Vision identifies Town Center as a focal point for much of the City's future growth accommodation, and many of the framework goals provide a broad outline for much of the content of the Town Center Subarea Plan.

Achieving the City's Vision and the objectives of the Town Center Subarea Plan will be influenced by regional market factors, individual investment decisions, and state and regional growth management policies. High capacity transit service will arrive on Aurora by 2013 in the form of bus rapid transit service, while regional light rail service is scheduled for 2023, linking Shoreline to the broader region.

The growth management development strategy for the Central Puget Sound region, Vision 2040, forecasts adding 1.7 million people and 1.4 million jobs with only a negligible increase in the size of the region's urban growth area. See Fig. 3. Combined with state climate change targets to reduce greenhouse gas emissions and vehicle miles traveled, there will be strong market and regional public policy pressures on close-in cities such as Shoreline to accommodate growth.



Shoreline's ability to accommodate these pressures while maintaining the community's reputation as one of America's best places to live, will be a major challenge. Implementation of a clearly articulated Town Center Subarea Plan will be one important strategy to help Shoreline meet that challenge.



**Fig. 3** Shoreline's place within the Vision 2040 Urban Growth Area

### **Town Center Vision Statement**

*Shoreline Town Center in 2030 is the vibrant cultural and civic heart of the City with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events. People of diverse cultures, ages, and incomes enjoy living, working, and interacting in this safe, healthy, and walkable urban place.*

*Once a crossroads on the Interurban electric railway that connected Seattle and Everett, Shoreline's Town Center has evolved into a signature part of the City. The Center stands out as a unique and inviting regional destination while gracefully fitting in with its surrounding landscape and neighborhoods. Connections to neighborhoods and the region are convenient and accessible through a system of paths, roads, and public transit. Citizens, business owners, and city officials are justifiably proud of the many years of effort to create a special and livable place that exemplifies the best of Shoreline past, present, and future.*



*Town Center is anchored along N. 175<sup>th</sup> St. by the City Hall complex, Shorewood High School, the Shoreline Fire Department Headquarters, and the Ronald Sewer Offices and Yard. The linear park at Town Center between Aurora Boulevard and Midvale Avenue North provides a green thread through the center of the area. City Hall serves not only is the seat of government, but also provides an active venue for many other civic functions. The north end of Town Center includes the revitalized historic five-point interchange at Firlands.*

*Town Center is a physically and visually attractive, inviting, and interesting place where form and function come together to promote a thriving environment for residents, businesses, and visitors. Notable features include a number of green open spaces both large and intimate, enclosed plazas, storefronts opening onto parks and wide sidewalks, underground and rear parking, numerous ground-floor and corner retail options within mixed-use buildings, and internal streets within large blocks and other pathways that provide safe, walkable connections throughout the Center area east, west, north, and south.*

*Building heights range from one to three stories within transition areas adjacent to single-family residential areas along Linden and Stone avenues, up to six stories in mixed-use buildings along sections of Aurora Boulevard, while buildings in the Midvale and Firlands areas are generally four to five-story mixed-use structures. Building materials, facades, designs, landscaped setbacks, as well as public art and green infrastructure features represent a wide variety of styles and functions while maintaining a harmonious look and feel.*

*The City of Shoreline has long been committed to the realization of the three E's of sustainability -- environmental quality, economic vitality and social equity -- and Town Center has successfully integrated these values to achieve sustainable development.*



**Fig. 4** *Principles of Sustainable Development*

### Environmental Quality

*While respecting elements of its historic character, Town Center has become a model of environmentally sound building and development practices. The buildings themselves are state-of-the-art energy efficient and sustainable structures with zero carbon impacts. Town Center's tree canopy and native vegetation are all part of a strategic system for capturing and treating stormwater on site and protecting and enhancing overall environmental quality. Major transit stops along the mature Aurora Boulevard provide quick and convenient connections to major centers elsewhere in the region. Civic spaces and parks have been designed for daily use and special events.*

### Economic Vitality

*Town Center attracts a robust mix of office, service, and retail development. The boulevard boasts an exciting choice of shops, restaurants, entertainment, and nightlife. The Center is a model of green industry and economic sustainability that generates the financial resources that help support excellent city services, with the highest health and living standards. As a result, Town Center's success helps to make Shoreline one of the most fiscally sound and efficiently run cities on the West Coast.*

### Social Equity:

*Town Center offers a broad range of job opportunities and housing choices that attract a diversity of household types, ages, and incomes. Attention to design allows the public gathering places to be accessible to all. People feel safe here day and night. Festivals, exhibits, and performances attract people of all ages and cultural backgrounds.*

### Summary:

*Town Center is thoughtfully planned and built, yet all the choices feel organic and natural, as if each feature and building is meant to be here. Town Center is a place people want to be in Shoreline in 2030, and is positioned to continue to grow gracefully and sustainably for decades.*

## **Town Center Goals**

**Goal TC-1** Create a Town Center that embodies the sustainability values of environmental quality, economic vitality and social equity.

**Goal TC-2** Create a Town Center that is complete, compact, and connected to its neighborhoods and the region.

**Goal TC-3** Create a "sense of place" in Town Center that provides a focal point for Shoreline's civic life and community-wide identity.

**Goal TC-4** Create an economically and culturally thriving Town Center through the coordinated efforts of the City, the School District, business organizations, community non-profits, and neighborhood associations.

## **Town Center Policies**

**Policy TC-1** Create a safe, attractive, and walkable Town Center that links mixed use, mid-rise buildings, a broad range of housing choices, major civic amenities, public gathering places, and bus rapid transit service.



**Fig.5** *Mid-rise, mixed use buildings provide pedestrian scale and access at street level*

**Policy TC-2** Publicize innovative “green infrastructure” including City Hall, Shorewood High School, and Aurora boulevard as models for private projects in Town Center.



LOW IMPACT IMAGE  
BUT NOT SILVA CELL

**Fig. 6** *The LEED GOLD City Hall, LEED SILVER Shorewood High School, and low-impact drainage facilities in the Aurora project set a high bar for sustainability in new projects*

**Policy TC-3** Promote a blend of civic, commercial, and residential uses in Town Center.

**Policy TC-4** Increase the variety of housing choices in Town Center and increase opportunities for moderate cost housing. Reduce new housing construction costs and incentivize affordable housing in Town Center by reducing parking requirements and pursuing an aggressive program of Property Tax Exemptions.

**Policy TC-5** Encourage additional retail, service, grocery, and restaurant uses to serve people who live or work in Town Center or within walking distance of it.

**Policy TC-6** Leverage federal, state and other investments and market Town Center as a high value location for private investment and business starts.



**Fig. 7** *The Interurban Trail, Aurora Project and Bus Rapid Transit service*

**Policy TC-7** Give clear visual indication of Town Center's boundaries with gateway treatments, such as signs and landscaping.



**Fig. 8** *Examples of town center entry signs*

**Policy TC-8** Create a hierarchy of Boulevard, Storefront, and Greenlink streets to serve different mobility and access roles within Town Center.



**Fig. 9** *A hierarchy of boulevards, storefront streets and greenlink streets*

**Policy TC-9** Post public “wayfinding” signs to direct motorists and bicyclists to public destinations within and near Town Center.



**Fig 10.** Wayfinding signs can be located in medians, behind sidewalks, or on poles

**Policy TC-10** Create a seamless network of safe, convenient, and attractive walkway improvements within Town Center that also connects to all streets, the Interurban Trail, high capacity transit on Aurora, and adjacent neighborhoods.

**Policy TC-11** Connect Town Center to other parts of Shoreline and the region by promoting multi-modal transportation choices including high capacity transit on Aurora, frequent local bus service, bicycle paths, and improved pedestrian walkways.

**Policy TC-12** Create safe and attractive pedestrian crossings of Aurora, walkways to better link uses within Town Center, and more direct and attractive walkways from adjacent neighborhoods.

**Policy TC-13** Reduce the noise, visual, and safety impacts of traffic on Aurora Avenue as it passes through the Town Center.

**Policy TC- 14** Encourage the removal of the western leg of the intersection at N. 182th and Aurora if re-development of lands at N. 180<sup>th</sup> and Aurora enables the installation of a fully signalized mid-block intersection at that location.

**Policy TC-15** Consider the creation of new rights of way or the vacation of other rights of way in order to facilitate better vehicular and pedestrian circulation. Encourage parcel aggregation and more comprehensive site development designs in order to create a more pedestrian friendly environment and promote mixed use development.



**Policy TC-16** Protect adjacent residential areas from impacts generated by developments in Town Center. Create a medium density buffer between the commercial uses in Town Center and the single family neighborhoods east of Midvale and limit lighting, signage, and noise impacts. Orient commercial uses west of Aurora so that they have primary access and impacts oriented toward Aurora, rather than to the neighborhood west of Linden.

**Policy TC-17** Reconfigure Midvale Avenue N. between N. 175<sup>th</sup> St. and N. 182<sup>nd</sup> St. as a low speed, pedestrian-friendly lane with back-in angle parking to support mixed use development on the east side and public uses in the Town Center Park.



**Fig. 11** *Midvale Ave N. concept with landscaping, crosswalks, and back-in angle parking*

**Policy TC-18** Recognize the environmental and aesthetic value of existing stands of prominent trees, promote a green built environment by adopting the U.S. Green Building Code, and launch a recognition program for innovative private projects that exemplify the sustainability vision for Town Center.

**Policy TC-19** Develop the park at Town Center as a memorable, green, open space and link it to the City Hall Civic Center. Program both of these spaces for celebrations, public gatherings, and informal “third places.”



**Fig. 12** *Farmers' markets, parades, lawn sports, and wi-fi access are several possible park uses*

**Policy TC-20** Enhance the sustainability of adjacent residential neighborhoods through targeted investments in green street links to Town Center, and focused programs to enhance energy conservation and carbon neutrality.

**Policy TC-21** Encourage structured parking for commercial, multifamily, and mixed use developments, and reduce parking requirements in recognition of the availability of transit, on-street parking, walkability, and housing types.

**Policy TC-22** Where feasible, minimize surface parking lots and locate them in rear or side yards and screen them with landscaping, low walls or fences, arbors, and other treatments to soften visual impacts.

**Policy TC-23** Celebrate the heritage of the community through preservation, education and interpretation of artifacts and places in or near Town Center. Work with the Shoreline Historical Museum to explore the possibilities for a “Town Center Heritage Walk” and programs to help activate the Park at Town Center.



**Fig. 13** *Town Center history: the Red Brick Road, Ronald School House, Interurban Station*

**Policy TC-24** Abate the remaining billboards, or re-locate them out of the Town Center, and craft a form-based sign code that orients and sizes commercial signage based on the function and speed of serving streets and walkways.

**Policy TC-25** Create a form-based development code and streamlined permit process that consolidates environmental review and design review into a single expedited administrative permit review. Adopt illustrated and clear design standards with a menu of options and opportunities for design flexibility.

**Policy TC-26** Adopt Town Center design standards and a design review process so that new projects respect existing architectural patterns (e.g., building forms, roof shapes, fenestration, materials, etc.) that provide context and human scale.



**Fig. 14** *Town Center roof shapes of various pitches, materials, colors*

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**DRAFT – 3/31/11**

# **Town Center Zone**

<b>20.92.010</b>	<b>Purpose</b>
<b>20.92.020</b>	<b>Zoning, Land Use, and Form</b>
<b>20.92.030</b>	<b>Street Types and Pedestrian Circulation Map</b>
<b>20.92.040</b>	<b>Neighborhood Protection Standards</b>
<b>20.92.050</b>	<b>Street Frontage Design Standards</b>
<b>20.92.060</b>	<b>Site Design Standards</b>
<b>20.92.070</b>	<b>Building Design Standards</b>
<b>20.92.080</b>	<b>Sign Design Standards</b>
<b>20.30.297</b>	<b>Design Review Approval</b>
<b>20.50.021</b>	<b>MUZ Design Review Amendments</b>
<b>20.91.040</b>	<b>Ridgecrest Design Review Amendments</b>
<b>20.20</b>	<b>Definitions</b>

**20.92.010 Purpose.**

- A. Establish standards for the Town Center Zone. These standards implement the policies of City of Shoreline Comprehensive Plan and Town Center Subarea Plan through code requirements for use, form, design, and process.
- B. Some standards within this chapter apply only to specific types of development and zones as noted. Standards that are not addressed in this chapter will be supplemented by the development standards in Chapter 20.50 SMC. In the event of a conflict between standards, the standards of this chapter shall prevail.
- C. Set forth a procedure designating certain land use actions within the boundaries of the geographic area described in the Town Center Zone Subarea Plan as Town Center Zone as “planned actions” consistent with RCW 43.21.031, WAC 197-11-164 to 197-11-172, and SMC 20.30.640.
- D. Planned action projects that are within the scope of the planned action EIS determination shall not require a SEPA threshold determination and shall be reviewed as ministerial decisions by applying the provisions of the Development Code. Proposed projects that are not within the scope of the planned action EIS shall require environmental review under SEPA
- E. Design Review Approval under SMC 20.30.297 is required for all development proposals prior to approval of any construction permit. A permit applicant wishing to modify any of the standards in this chapter may apply for a design departure under SMC 20.30.297.

**20.92.015 Threshold – Required for site improvements.**

The purpose of this section is to determine how and when the provisions for site improvements cited in the Town Center District development standards apply to development proposals. Full site improvements are required if the development is:

- completely new development; or
- The construction valuation exceeds 50 percent of the existing site and building valuation.

**20.92.020 Zones, Land Use, and Form.****A. Town Center Zones**

In order to implement the vision of the Comprehensive Plan's Town Center Subarea Plan, there are Town Center (TC) zones established as shown in Figure 20.92.030.

1. Four zones are delineated within the Town Center that has general and specific design standards.
  - a. TC-1: This zone allows for a broad range of uses similar to TC-2 with the exception to allow vehicle sales, leasing, and servicing.
  - b. TC-2: This zone includes property fronting on Aurora Avenue, N. 175<sup>th</sup> and N. 185<sup>th</sup> streets and provides the widest range of uses and development potential with pedestrian activity primarily internal to the sites.
  - c. TC-3: This zone is oriented toward smaller arterials with a wide range of uses that focus pedestrian activity primarily along street frontages.
  - d. TC-4: This zone is oriented around Stone Avenue and limits the residential heights, uses and vehicle circulation to protect the adjacent single family neighborhoods.
2. Transition Overlay: This overlay provides a transition from higher intensity development to lower intensity uses and protects adjoining single family neighborhoods from large building heights, traffic, and inappropriate land uses.

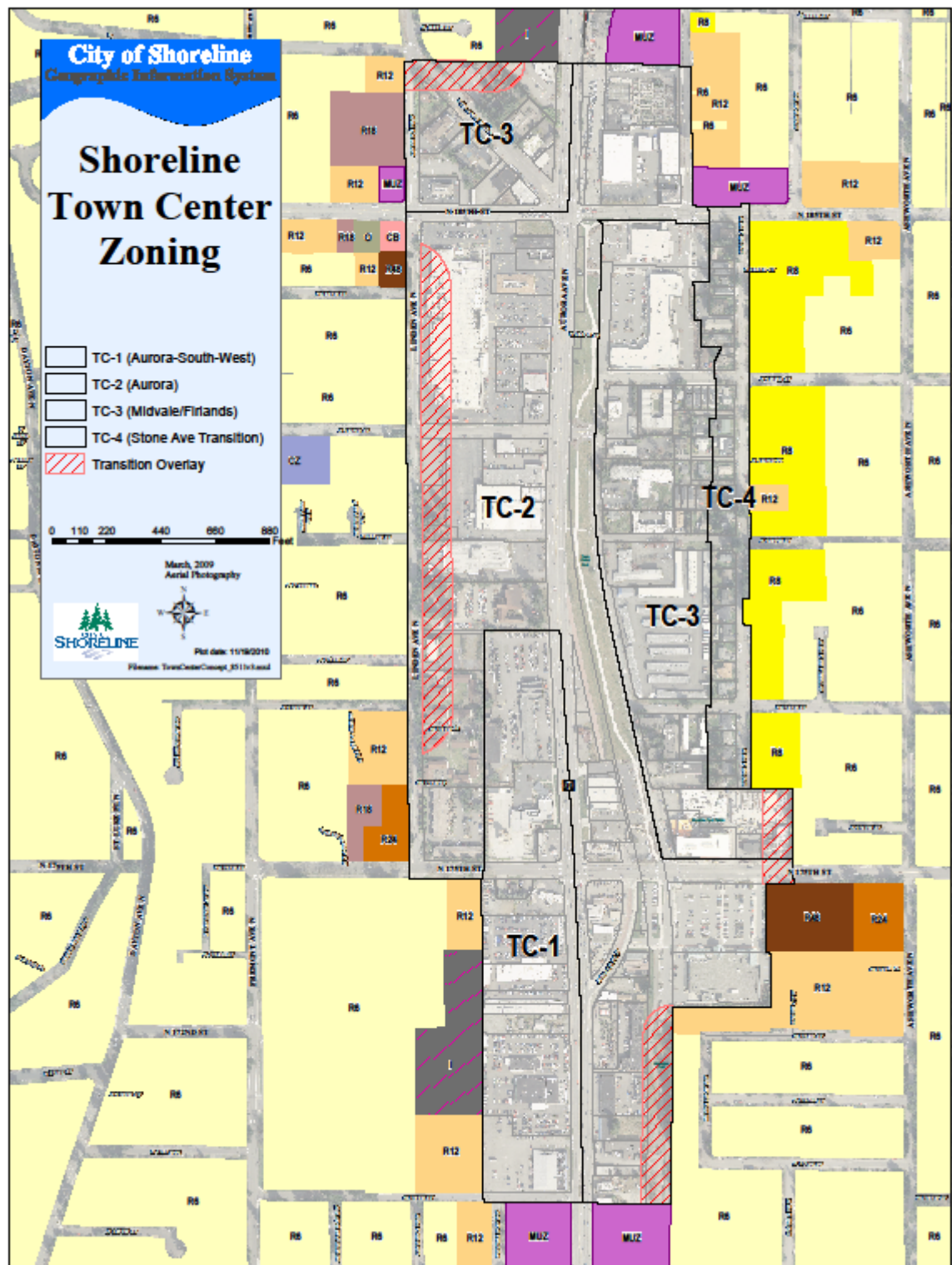


Figure 1. 20.92.020

- B. Table 20.92.020(A) lists general categories of permitted land uses for each of the Town Center zones. The general categories for permitted uses include all of the specific uses listed in the corresponding tables cited, except for those listed in this table as “prohibited uses.” If further clarification is required, the Director shall issue an administrative determination consistent with the provisions of this Chapter and the policy guidance of the Town Center Subarea Plan.

**Table 20.92.020(A) Land Use Chart**

General Land Use Category	Specific uses listed in Table	TC-1 Aurora SW	TC-2 Aurora	TC-3 Midvale /Firlands	TC-4 Stone Ave Resid.
Detached Single Family	20.40.120				
Duplex, Apt, Single Family Attached	20.40.120				
Group Residences	20.40.120				
Lodging	20.40.120	<b>PERMITTED USES</b>			
Health Facility	20.40.140				
Government Facility	20.40.140				
Automotive fueling and service Stations	20.40.130				
Retail, Eating, and Drinking	20.40.130				
Personal and Business Services	20.40.130				
Vehicle Sales, Leasing, and Service(2)	20.40.130				
Gambling Uses					
Wrecking Yards		<b>PROHIBITED USES</b>			
Industrial Uses					
Adult Use Facility					

**Table 20.92.020(A)**

**Table 20.92.020(B) Form.**

	<b>TC-1 <i>Aurora SW</i></b>	<b>TC-2 <i>Aurora</i></b>	<b>TC-3 <i>Midvale/ Firlands</i></b>	<b>TC-4 <i>Stone Ave Res</i></b>	<b>Transition Overlay</b>
Minimum Front Yard Setback (1)(2)(3)	0-10 ft (6)	0-10 ft	0-10 ft	15 ft	15 ft
Minimum Side Yard Setback from Nonresidential Zones (4)	0 ft	0 ft	0 ft	5 ft (5)	5 ft (5)
Minimum Rear Yard Setback from Nonresidential Zones	0 ft	0 ft	0 ft	5 ft	0 ft
Minimum Side & Rear Yard (Interior) Setback from R-4 & R-6	15 ft	15 ft	15 ft	5ft	20ft
Minimum Side & Rear Yard Set- back from R-8 through R-48 and TC-4	15 ft	15 ft	15 ft	5 ft	15 ft
Maximum Height (5)	70 ft	70 ft	70 ft	35 ft	35 ft
Maximum Hardscape Area	95%	95%	95%	75%	75%

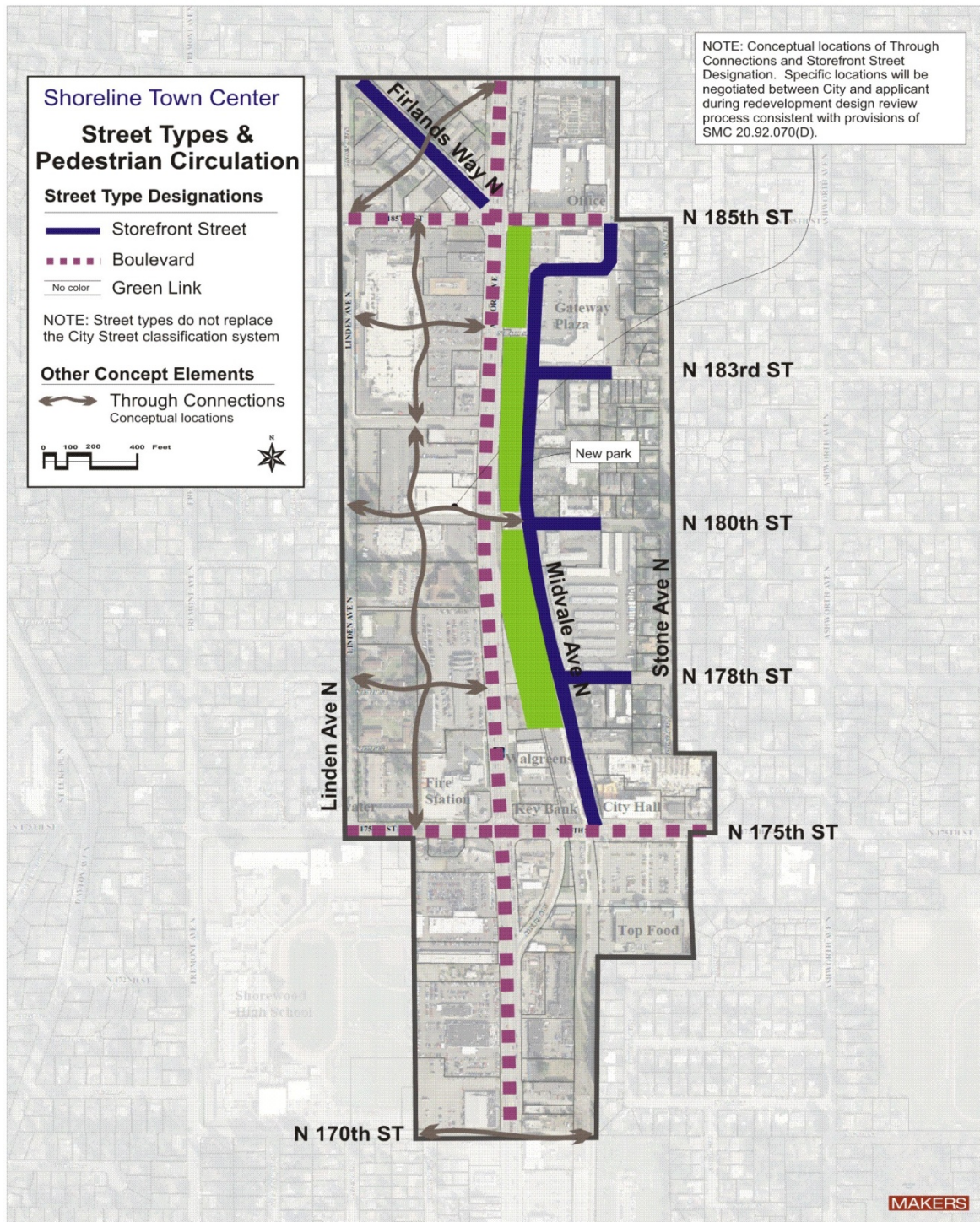
*Exceptions to Table 20.92.040(A).*

- (1) Unenclosed porches and covered entry features may project into the front yard setback by up to 6 feet. Balconies may project into the front yard setback by up to 2 feet.*
- (2) Additional building setbacks may be required to provide right-of-way and utility improvements.*
- (3) Front yard setbacks are based on the applicable street designation. See figure 20.92.020 for the street designation and SMC 20.92.070(B) for applicable front yard setback provisions.*
- (4) These may be modified to allow zero lot line developments for internal lot lines only.*
- (5) See section 20.92.050.C for height step-back standards.*
- (6) Front yards may be used for outdoor display of vehicles to be sold or leased in the TC-1 zone.*



## 20.92.030 Street Types and Pedestrian Circulation.

This map illustrates site-specific design elements to be implemented by code for street types and Through Connections.



**20.92.040 Neighborhood Protection Standards.****A. Purpose**

- Minimize negative impacts of Town Center development on adjacent single family neighborhoods.
- Enhance residential neighborhoods on both sides of Linden and Stone Avenue North.

**B. Applicability**

Unless specifically noted, the standards herein apply to properties within zone TC-4 and the Transition Overlay identified in the Town Center Zoning Map in figure 20.92.030 and other Town Center properties that are directly adjacent to those zones.

**C. Building Heights**

The maximum building height is 35 feet for the first 50 horizontal feet from the front property line. For each subsequent 20 feet from the property line an additional 10 feet in height is allowed up to the maximum height of the underlying zoning.

**D. Site Access**

Direct commercial vehicular and service access to a parcel shall not be from Stone or Linden Avenues unless no other access is available or practical as determined by the City.

**E. Traffic Impacts**

All development in the Town Center shall conduct a traffic impact study and implement traffic mitigation measures which are approved by the city's traffic engineer, to mitigate potential cut-through traffic or parking impacts to single family neighborhoods.

**F. Setbacks and Buffers**

Buildings in zones TC-2 and TC-3 shall have a 15-foot wide, Type I landscape with an 8-foot solid fence or wall adjacent to zone TC-4 and R-6 parcels in addition to any required open space.

**G. Tree Preservation**

20 percent of all healthy, significant trees for each parcel must be preserved in TC-4 and Transition Overlays portions of private property per SMC 20.50.290.



**20.92.050 Street Frontage Design Standards.****A. Purpose**

- Enhance the appeal of street frontages to encourage people to walk and gather.
- Establish frontage standards for different streets to:
  - Reinforce site and building design standards in each zone.
  - Provide safe and direct pedestrian access within the Town Center and from adjacent neighborhoods.
  - Minimize conflicts between pedestrians, bicyclists, and vehicular traffic and parking.

**B. Applicability**

The standards in this section apply only to the sidewalks and the amenity zone in the public rights-of-way. These standards shall meet the City's Engineering Design Guidelines. Where there is a conflict, the Director shall determine which applies.

**C. Design**

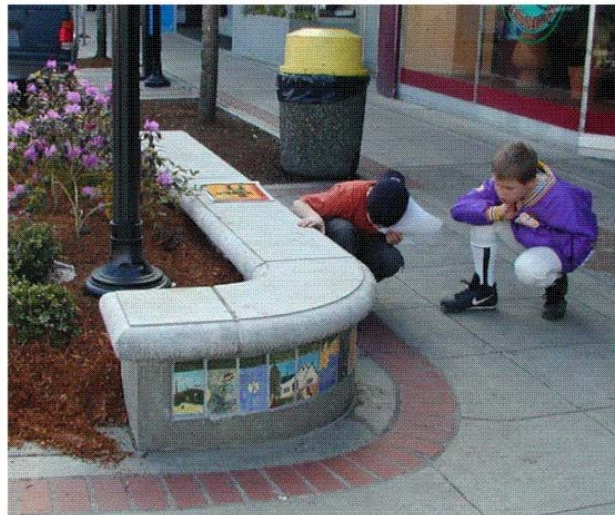
1. Storefront, Greenlink, and Boulevard Street frontages, as depicted on Figure 20.92.030, shall have:

- a. A minimum 10 feet for Storefront streets, 8 feet for Greenlink streets and 7 feet for Boulevard streets of unobstructed sidewalk widths and all streets with 5 feet of amenity zone widths;
- b. Storefront, Boulevard, and Greenlink streets shall have street trees spaced on average 30 feet either in tree pits and grates or in amenity strips;
- c. Storefront and Green Link streets may have breaks in the amenity strip and tree distribution to allow for driveways, site distancing, utilities, crosswalks, bike racks, and benches or sitting walls. In place of amenity strips, street trees in grated pits are required parallel to street parking;
- d. Each development on a Storefront street shall provide a minimum 8 feet of bench or sitting wall;
- e. Both sides of Storefront and Greenlink Streets shall have on-street parking and curb bulb-outs at block ends and pedestrian crossings. On-street parking is optional only if adequate street rights-of-way width do not exist;
- f. Utility appurtenances such as signal boxes, hydrants, poles, or other obstructions shall not be placed in the public sidewalk; and
- g. When improved, Firlands Way within the Town Center shall expose and restore the brick road bed underneath. If restoration of the brick road is unfeasible or cannot meet City road standards then the City shall design a slow street that allows traffic and pedestrians to mix.

2. Rights-of-Way Lighting

- a. One to two-foot candles and maximum 15-foot height for sidewalk areas. Lighting shall be located on private property or mounted on building facades.

- b. Maximum 25-foot height for street light standards, designed using the Aurora Avenue model and color, modified to meet the 25-foot maximum height, and spaced to meet City illumination standards.



**20.92.060 Site Design Standards.****A. Purpose**

- Promote and enhance public walking and gathering with attractive and connected development to:
  - a. Promote distinctive design features at high visibility street corners.
  - b. Provide safe routes for pedestrians and disabled people across parking lots, to building entries, and between buildings.
- Promote economic development that is consistent with the Town Center Subarea Plan

**B. Site Frontage**

Site design standards for landscaping, walkways, public places, and open space may be combined if their separate minimum dimensions and functions are not compromised.

Development abutting street frontages as designated within the Town Center per figure 20.92.030 shall meet the following standards.

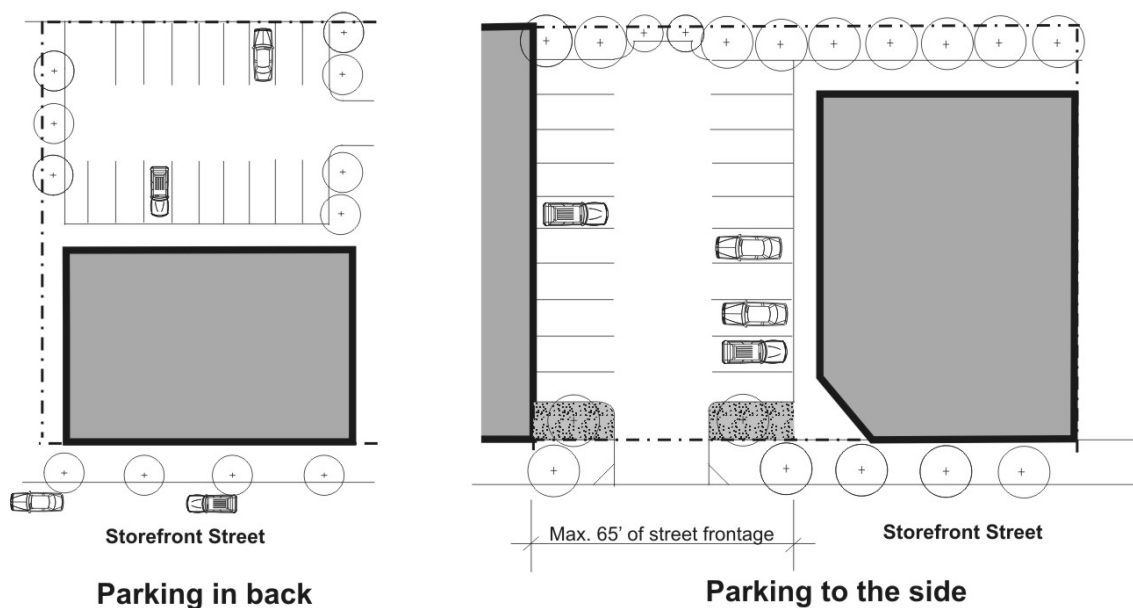
**1. Storefront Streets**

- a. Buildings shall be placed at the property line or back of planned sidewalk if on private property. However, buildings may be setback further if Public Places (as specified in SMC 20.92.070(F)) are included or a utility easement is required between the sidewalk and the building;
- b. Minimum transparent window area is 60 percent of the ground floor facade placed between the heights of 30 inches and 8 feet above the ground for each front facade;
- c. The primary building entry shall be on a street frontage and, if necessary, recessed to prevent door swings over sidewalk or an open entry to an interior plaza or courtyard from which building entries are accessible;
- d. Minimum weather protection at least five feet in depth, along at least 80 percent of the facade width, including building entries; and
- e. Surface parking along Storefront Streets is not more than 65 lineal feet of the site frontage. Parking lots are not allowed at street corners. No parking or vehicle circulation is allowed between the right-of-way and the building front facade. Sites with less than 100 feet lineal feet of frontage are exempt from this standard. See 20.92.070(E)(2) for parking lot landscape standards.





***Storefront and Boulevard buildings***



***Parking lot locations along Storefront streets.***

**2. Green Link Streets**

- a. Minimum front yard setback is 15 feet. Porches and entry covers may project 6 feet into the front yard setbacks;
- b. Transparent window area is 15 percent of the entire façade;
- c. Building entries shall be visible and accessible from a street front sidewalk. An entrance may be located on the building side if visible;
- d. Minimum weather protection is 5-foot deep over building entries;

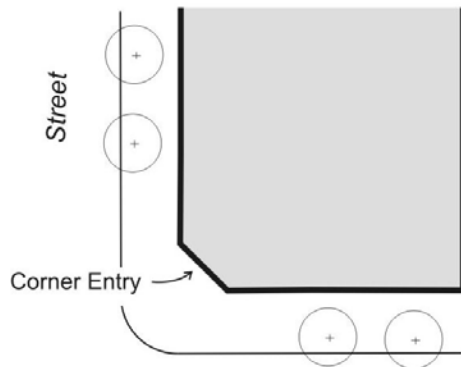
- e. Landscaped front yards may be sloped or terraced with maximum 3 foot high retaining walls; and
  - f. Surface parking is no more than 65 lineal feet of the site frontage and setback 10 feet from property line. Parking lots are not allowed at street corners. No parking or vehicle circulation is allowed between the right-of-way and the building front facade. See 20.92.060(F)(3) for parking lot landscape standards.
3. Boulevard Streets
- a. Developments abutting Boulevard Streets have the option of using Storefront Street or Green Link Street standards or a combination of both standards.
  - b. Surface parking along Boulevard Streets shall not be more than 50 percent of the site frontage. Parking lots are not allowed at street corners. No parking or vehicle circulation are allowed between the right-of-way and the building front facade. Sites with less than 100 lineal feet of frontage are exempt from this standard. See 20.92.070(E)(2) for parking lot landscape standards.



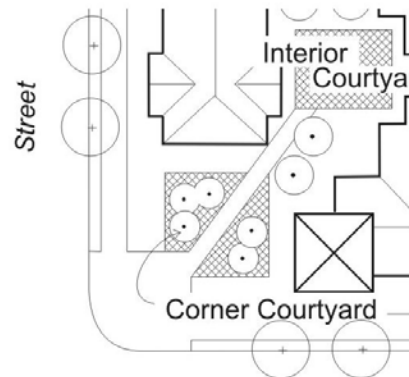
***Landscaped yards***

**C. Street Corners**

- 1. All development proposals located on street corner sites shall include one of the following three design treatments on both sides of the corner.
  - a. Locate a building within 15 feet of the street corner. All such buildings shall comply with building corner standards in paragraph (2) below;
  - b. Provide public places, as set forth in SMC 20.92.070(F) at the corner leading directly to building entries; or
  - c. Landscape 20 feet of depth of Type II landscaping for the length of the required building frontage. Include a structure on the corner that provides weather protection or site entry. The structure may be used for signage (SMC 20.92.100).



Building placed up to the street corner with entry



Public place adjacent to the corner

### ***Corner Developments***

2. Buildings using option 1.a above shall provide at least one of the elements listed below for 40 lineal feet of both sides form the corner:
  - a. 20-foot beveled building corner with entry (included in the 80 lineal feet of corner treatment).
  - b. Distinctive façade (i.e. awnings, materials, offsets) and roofline design.
  - c. Balconies on all floors above the ground floor.
  - d. Minimum 15-foot dimension sculpture or building-mounted artwork
  - e. Other unique treatment as determined by the Director.



***Building corners***

### **D. Through-connections and Walkways**

1. Developments shall include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail. A



public easement for pedestrian access through properties and city blocks between streets shall be provided for Through-connections, as generally illustrated in the Town Center Concept Plan (SMC 20.92.030).

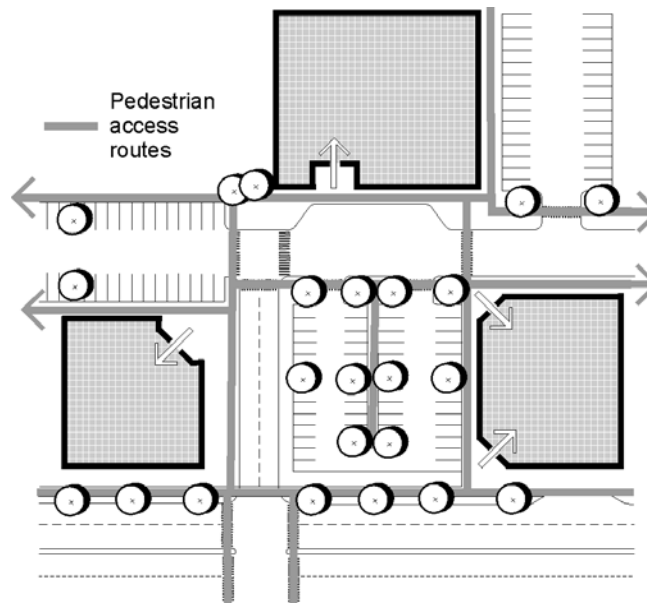
Walkways and Through-connections shall be connected and may be combined as long as standards of both can be met. The east-west connection aligned with N.180th may be a combination of vehicle access or street and a pedestrian Through-connection. North-south connections can be used as alley access or as a Storefront Street.



***Through-connections***

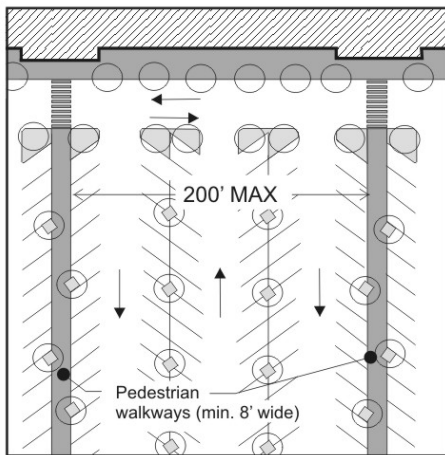
- a. All buildings shall have visible, clear, and illuminated walkways between the main building entrance and a public sidewalk. The walkway shall be at least eight feet wide;
- b. Continuous pedestrian walkway shall be provided to the entries of all businesses and the entries of multiple commercial buildings;
- c. For sites abutting underdeveloped land, the Director may require walkways and Through-connections stub-outs at property lines so that future, adjoining development can connect with the pedestrian system;





***Well-connected walkway network***

- d. Raised walkways at least 8 feet in width shall be provided for every three, double-loaded aisle or every 200 feet of parking area. Walkway crossings shall be raised a minimum 3 inches above drives;
- e. Walkways shall conform to the Americans with Disabilities Act (ADA); and



***Parking lot walkway***

- f. Internal walkways along the front facade of buildings 100 feet or more in length must meet Storefront or Boulevard Street standards set forth in SMC 20.92.060(C).



***Internal walkways adjacent to storefronts should be designed to look and function like public sidewalks, including walkway widths and amenity areas.***

- g. Deciduous street-rated trees shall be provided every 30 feet on average in grated tree pits if the walkway is 8 feet wide or in planting beds if greater than 8 feet wide. Pedestrian scaled lighting shall be provided.

#### E. Vehicle Parking and Landscaping

##### 1. Minimum Off-street Parking

Parking shall be provided at the following rate:

- a. Residential – .75 space / bedroom.
- b. Retail – 1 space / 400 net square feet.
- c. Civic / Office – 1 space / 500 net square feet.

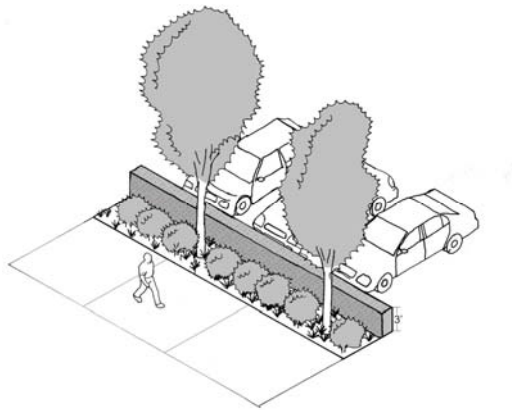
Reductions up to 50 percent may be approved by Director using combinations of the following criteria.

- a. On-street parking along the parcel's street frontage.
- d. A transit stop within ¼ mile radius.
- e. An off-street public parking lot within ¼ mile radius.
- f. Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demand.
- g. Commute trip reduction program.
- h. Neighborhood meeting to discuss impacts of traffic and parking.
- i. High-occupancy vehicle (HOV) parking.
- j. Conduit for future electric vehicle charging spaces equivalent to the number of required handicapped parking spaces.

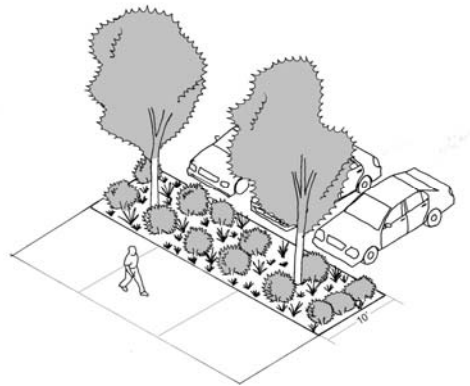
##### 2. Parking lot landscaping

The following provisions shall supplement the landscaping standards set forth in Subchapter 7 of SMC 20.50.450. Where there is a conflict, the standards herein shall apply. All parking lots, vehicle display, and loading areas shall meet the following requirements.

- a. Provide a 5-foot wide, Type II landscape that incorporates a continuous masonry wall between 3 and 4 feet in height. The landscape shall be between the public sidewalk or residential units and the wall (see SMC 20.50.460 for details); or
- b. Provide at least 10-foot wide, Type II landscaping.
- c. Vehicle display areas are not required to landscape with trees or shrubs. Transparent security fencing is permitted up to 8 feet. Fencing shall be made of metal other than chain link, razor, barbed, or cyclone material.
- d. Trees shall be placed interior to parking lots at a ratio of one every 10 parking spaces in curbed planters with a minimum dimension of 5 feet.
- e. All parking lots shall be separated from residential development by the required setback and planted with Type I landscaping.



***2a. Parking lot planting buffer with low wall.***



***2b. 10-foot parking lot buffer with Type II landscaping.***

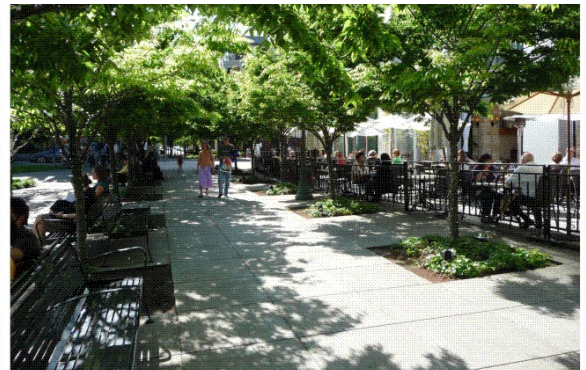
#### **F. Public Places**

1. Public places are required on parcels greater than  $\frac{1}{2}$  acre with commercial or mixed use development at a rate of 1,000 square feet per acre. Public places may be covered but



not enclosed. This standard can also be used to meet the standards of walkways as long as the function and minimum dimensions of the public place are met.

2. On parcels greater than 5 acres;
  - a. Buildings border at least two sides of the public place;
  - b. The public place shall be at least 5,000 square feet with no dimension less than 40 feet; and
  - c. 80 percent of the area shall be with surfaces for people to stand or sit on.
3. On parcels between 1/2 and 5 acres;
  - a. Public places are required to have a minimum dimension of 20 feet; and
  - b. 80 percent of the area shall have surfaces for people to sit or stand on.
4. The following design elements are required for public places:
  - a. Physically accessible and visible from the public sidewalks, walkways, or Through-connections;
  - b. Pedestrian access to abutting buildings;
  - c. Pedestrian-scaled lighting (subsection H below);
  - d. Seating and landscaping with solar access at least half of a day, year-round; and
  - e. Not located adjacent to dumpster or loading areas.



*Public Places*

**G. Multifamily Open Space**

1. All multifamily development shall provide open space.
  - a. Provide 800 square feet per development or 50 square feet per unit of open space, whichever is greater;
  - b. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum 20-foot dimension including park, playground, roof-top decks or courtyards. This standard can also be used to meet the standards of walkways as long as the function and minimum dimensions of the open space are met;
  - c. Required landscaping can be used for open space if it does not prevent access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to parking lots and service areas without screening; and
  - d. Open space shall provide seating that has solar access at least half of a day, year-round.



***Multifamily open spaces***

**H. Outdoor Lighting**

1. All publicly accessible areas on private property shall be illuminated as follows:
  - a. Minimum of one half-foot candles and maximum 25-foot pole height for vehicle areas;
  - b. One to two-foot candles and maximum 15-foot pole height for pedestrian areas;
  - c. Maximum of four-foot candles for building entries with the fixture placed below second floor; and
  - d. All private fixtures shall be full cut-off, dark sky rated and shielded to prevent direct light from entering neighboring property.

**I. Service Areas and Mechanical Equipment**



1. All developments shall provide a designated location for trash and recycling storage and collection. Such elements shall meet the following standards:
  - a. Located to minimize visual, noise, odor, and physical impacts to pedestrians and residents;
  - b. Paved with concrete, screened, and covered in materials or colors that match the building; and
  - c. Located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic nor require that a hauling truck project into any public right-of-way.



***Trash/recycling closure with consistent use of materials and landscape screening.***

2. Mechanical Equipment
  - a. Utility equipment shall be located and designed to minimize their visibility to the public. Preferred locations are off alleys, service drives, within or under buildings or other locations away from the street. Meters and similar equipment shall not intrude into pedestrian areas.



***Utilities consolidated and separated by landscaping elements.***

- b. All rooftop mechanical equipment shall be screened, or colored to be an integral element of the building and minimize visual impacts from the ground level of adjacent streets and properties.



**20.92.070 Building Design Standards.****A. Purpose**

- Emphasize quality building articulation, detailing, and durable materials.
- Reduce the apparent scale of buildings and add visual interest.

**B. Façade Articulation**

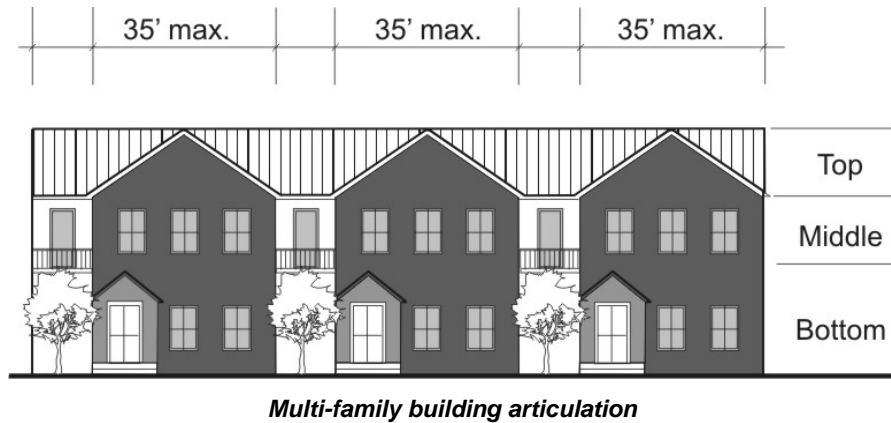
1. All building facing Storefront Streets per Figure 20.92.020 shall include one of the two articulation features set forth in (a) or (b) below no more than every 40 lineal feet facing a street, parking lot, or public place. Building facades less than 60 feet wide are exempt from this standard.



***Storefront articulation***

All buildings facing Boulevard Streets per Figure 20.92.020 shall include one of the two articulation features below no more than every 80 lineal feet facing a street, parking lot, or public place. Building facades less than 100 feet wide are exempt from this standard.

- a. For the height of the building, each façade shall be offset at least 2 feet in depth and 4 feet in width if combined with a change in siding materials. Otherwise, the façade offset shall be at least 10 feet deep and 15 feet wide.
  - b. Vertical piers at the ends of each façade section that project at least 2 inches from the façade and extend from the ground to the roofline.
  - c. Minimum, ground level, interior building space dimension is 12-foot height and 20-foot depth
2. All multifamily buildings or residential portion of a mixed use building facing any street shall provide the following articulation features at least every 35 feet of facade facing a street, park, and public place or open space.
    - a. Vertical building modulation 18 inches deep and 4 feet wide if combined with a change in color or building material. Otherwise, minimum depth of modulation is 10 feet and minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and
    - b. Distinctive ground or first floor façade, consistent articulation of middle floors, and a distinctive roofline or articulate on 35 foot intervals.



**Multi-family building articulation**

### 3. Roofline Modulation

Rooflines shall be modulated at least every 120 feet by emphasizing dormers, chimneys, stepped roofs, gables, or prominent cornices or walls. Rooftop appurtenances are included as modulation. Modulation shall consist of a roofline elevation change of at least four feet every 50 feet of roofline.

### 4. Maximum Façade

A building exceeding 150 feet in length along the street front shall have a minimum 30-foot wide section that is offset at least by 20 feet through all floors.



**Façade widths using a combination of façade modulation, articulation, and window design.**

**5. Windows**

Buildings shall recess or project individual windows above the ground floor at least two inches from the façade or incorporate window trim at least four inches in width or a color that contrasts with the façade color.



***Window trim design***

**6. Secondary Entry**

Weather protection at least 3 feet deep and 4 feet wide is required over each secondary entry;



***Covered secondary public access***

**7. Façade Materials**

- a. Metal siding shall have visible corner moldings and trim and shall not extend lower than six feet above grade. Masonry, concrete, or other durable material shall be incorporated between the siding and the grade. Metal siding shall be factory finished, with a matte, non-reflective surface.



***Masonry or concrete near the ground and proper trimming around windows and corners.***

- b. A singular style, texture, or color of concrete block shall not comprise more than 50 percent of a façade facing a street or public space.



***The left image uses smooth gray blocks on the vertical columns and beige split-faced blocks above the awnings. The storefront in the right image uses gray split face and some lighter, square, smooth-faced blocks below the storefront windows.***

- c. Synthetic stucco must be trimmed and sheltered from weather by roof overhangs or other methods and are limited to no more than 50 percent of façades containing an entry and shall not extend below 2 feet above the grade.





*Concrete near the ground level and a variety of other surface materials on the façade.*

8. Prohibited materials.
  - a. Mirrored glass, where used for more than 10 percent of the façade area.
  - b. Chain-link fencing.
  - c. Fiberglass sheet products.
  - d. Plywood siding.

**20.92.080 Sign Design Standards.****A. Purpose**

- Require signage that is both clear and of appropriate scale for the project.
- Enhance the visual qualities of signage through the use of complementary sizes, materials and methods of illumination.
- Require signage that contributes to the character of Shoreline's Town Center.

**B. Applicability**

The sign standards herein shall supplement the provisions of SMC 20.50.540. Where there is a conflict, the provisions herein shall apply.

**C. Permitted Illumination**

1. Channel lettering or individual back-lit letters mounted on a wall or individual letters placed on a raceway, where only light shines through the letters.
2. Opaque cabinet signs where light only shines through letter openings.
3. Shadow lighting, where letters are backlit, but light only shines through the edges of the letters.
4. Neon signs
5. Externally lit signs



*Individual backlit letters (left image), opaque signs where only the light shines through the letters (center image), and neon signs (right image).*

**D. Monument Signs**

1. One sign is permitted per frontage, per property, and regardless of the number of tenants. An additional monument signs is permitted on a property if the frontage length is greater than 250 feet and the signs are at least 150 feet apart.
2. Use materials and architectural design elements that are consistent with the architecture of the buildings.
3. Signs in Zone TC-3: Maximum height: 6 feet and maximum area: 50 square feet per sign face.
4. Signs in zones TC-1 and TC-2 when placed along Aurora Avenue, N. 175th or N. 185<sup>th</sup> streets. Maximum height: 12 feet and maximum area: 100 square feet per sign.

5. Signs may be placed up to the front property line if site distancing and public safety standards are met.
6. Signs shall be setback from the side property lines at least 20 feet.



***Monument sign***

#### **E. Building Signs**

1. Each tenant or commercial establishment is allowed one building sign - wall, projecting, marquee, awning, or banner sign per facade that face the adjacent streets or customer parking lot.
2. Building signs shall not cover windows, building trim, edges, or ornamentation.
3. Building signs may not extend above the parapet, soffit, the eave line, or on the roof of the building.
4. Each sign area shall not exceed 25 square feet for Zone TC -3 and 50 square feet for zones TC-1 and TC-2.
5. The sign frame shall be concealed or integrated into the building's form, color, and material.



***Signs are centered on architectural features of the building.***

6. Projecting, banner, and marquee signs (above awnings) shall clear sidewalk by 9 feet and not project beyond the awning extension or 8 feet, whichever is less. These signs may project into public rights-of-way for storefront buildings, subject to City approval.





***Projecting sign***

**F. Under-awning Signs**

1. Not extend within 1-foot of the awning outer edge and the building façade;
2. Minimum clearance of 9 feet between the walkway and the bottom of the sign;
3. Not exceed 2 feet in height; and
4. One sign per business.

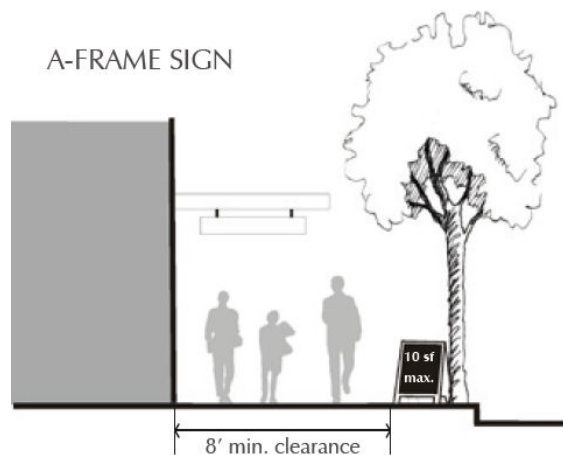
**G. Windows signs are exempt from permits but cannot exceed 25 percent of the window area**



***Under-awning signs***

**H. A-Frame or Standing Signs**

1. One sign per business;
2. Must be directly in front of the business;
3. Cannot be located within the 8 foot sidewalk clearance on designated Storefront Street and 5 feet on all other sidewalks and internal walkways;
4. Shall not be placed in landscaping, within 2 feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps.
5. Shall not exceed 6 square feet per side; and
6. No lighting of signs is permitted.



***A-Frame sign***

**I. Transition Overlay and Zone TC-4 Signs**

All signs in the Transition Overlay and Zone TC-4 shall meet residential sign standards of SMC 20.50.540(B).

**J Prohibited signs**

1. Pole signs.
2. Billboards.
3. Electronic changing message or flashing signs.
4. Backlit awnings used as signs.
5. Other signs set forth in SMC 20.50.550.

**Table 20.30.040 – Summary of Type A Actions and Target Time Limits for Decision, and Appeal Authority**

Action Type	Target Time Limits for Decision	Section
<b>Type A:</b>		
1. Accessory Dwelling Unit	30 days	20.40.120, 20.40.210
2. Lot Line Adjustment including Lot Merger	30 days	20.30.400
3. Building Permit	120 days	All applicable standards
4. Final Short Plat	30 days	20.30.450
5. Home Occupation, Bed and Breakfast, Boarding House	120 days	20.40.120, 20.40.250, 20.40.260, 20.40.400
6. Interpretation of Development Code	15 days	20.10.050, 20.10.060, 20.30.020
7. Right-of-Way Use	30 days	12.15.010 – 12.15.180
8. Shoreline Exemption Permit	15 days	Shoreline Master Program
9. Sign Permit	30 days	20.50.530 – 20.50.610
10. Site Development Permit	60 days	20.20.046, 20.30.315, 20.30.430
11. Deviation from Engineering Standards	30 days	20.30.290
12. Temporary Use Permit	15 days	20.40.100, 20.40.540
13. Clearing and Grading Permit	60 days	20.50.290 – 20.50.370
14. Planned Action Determination	28 days	20.90.025
15. Design Review	28 days	20.30.297

An administrative appeal authority is not provided for Type A actions, except that any Type A action which is not categorically exempt from environmental review under Chapter 43.21C RCW or for which environmental review has not been completed in connection with other project permits shall be appealable. Appeal of these actions together with any appeal of the SEPA threshold determination is set forth in Table 20.30.050(4). (Ord. 531 § 1 (Exh. 1), 2009; Ord. 469 § 1, 2007; Ord. 352 § 1, 2004; Ord. 339 § 2, 2003; Ord. 324 § 1, 2003; Ord. 299 § 1, 2002; Ord. 244 § 3, 2000; Ord. 238 Ch. III § 3(a), 2000).

**20.30.297 Design Review (Type A)**

Design Review approval shall be granted by the Director upon his/her finding that:

1. The design meets the requirements of the applicable code subsections.
2. The design improves the function, continuity, connection, or pedestrian interest from building to building or site to site.
3. The choice of materials and architectural elements is compatible with the context of other development in the vicinity.
4. Departures from the design standards in the applicable chapter shall be consistent with the purposes or intent of each subsection or be justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.
  - a. For the Town Center District, dimensional standards in Table 20.92.030 regarding setbacks and building envelope cannot be modified by Design Review.

**20.50.021 Development in the mixed-use zone (MUZ)**

Development in the MUZ zone shall meet the following requirement:

- A. All developments in the MUZ zone ~~are subject to administrative design review as approved by the Director. The Director is authorized to adopt and amend design guidelines by administrative order~~ are subject to Design Review Approval in SMC 20.30.297.

**20.91.040 Administrative Design review. (Ridgecrest Planned Area)**

- A. **Applicability.** ~~Administrative~~ Design review will be required for developments in Ridgecrest Commercial Planned Area 2 that are 1.5 acres or more and that meet one of the thresholds in SMC 20.50.125.
- ~~B.~~ **Standards for Approval.** When design review is required, the applicant will demonstrate that plans satisfy the criteria in SMC 20.30.297. ~~20.91.050 unless approved as a design departure by the department director consistent with the intent of each subsection.~~
- C. **Design Modifications. Departures.** A permit applicant wishing to modify any of the standards in this chapter may apply for a design departure under SMC 20.30.297. ~~A design departure will be approved if it is consistent with the intent of each subsection and it meets or exceeds the standard design objective. The director's decision may be appealed to the hearing examiner with substantial weight given to the director's decision.~~

**20.20 Definitions.**

The following definitions apply to Chapter 20.

Building articulation	The emphasis to architectural elements (like windows, balconies, entries, etc.) that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces. See SMC 20.92.180 for applicable standards.
Banner sign	A sign constructed of cloth, canvas, or other similar light weight material that can easily be folded or rolled, but does not include paper or cardboard.
Boulevard Street	Refers to a street and/or segment of a street where there's an option for commercial storefronts or landscaped setbacks along the street with the option of ground floor residential or commercial uses.
Frontages	Facilities between the curb and private development along streets – typically curbs, amenities, and sidewalks.
Green Link Street	Refers to a street and/or segment of a street envisioned to have or maintain landscaped building setbacks along the street. See Figure 20.92.030 for the location of designated Landscaped Streets and SMC 20.92.070(B)(3) for the description and applicable standards for properties fronting on designated Landscaped Streets.
Modulation	A stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls.
Public places	See SMC 20.92.140 for the description, standards, and guidelines for public places.
Roofline Modulation	Refers to a variation in roof form. See SMC 20.92.180 for provisions.
Storefront	A pedestrian-oriented façade placed up to the edge of a public sidewalk. See SMC 20.92.070(C)(1).
Storefront Street	Refers to a street or segment of a street where envisioned to have storefronts placed up to the edge of the sidewalk. See figure 20.92.030 for the location of designated Storefront Streets and SMC 20.92.070(B)(1) for the description and applicable standards for properties fronting on designated Storefront Streets.
Transparent window	A window that is capable of transmitting light so that objects or images can be seen as if there were no intervening material variation in roof form.

Trellis	A frame supporting open latticework used as a screen or a support for growing vines or plants.
Walkways	On-site hard surfaces for pedestrian and non-motorized circulation.

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## STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

### Planning and Development Services

#### *Purpose of Checklist:*

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

#### *Instructions for Applicants:*

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

*Public notice is required for all projects reviewed under SEPA. Please submit current Assessor's Maps/Mailing Labels showing:*

- Subject property outlined in red.
- Adjoining properties under the same ownership outlined in yellow.
- All properties within 500' of the subject property, with mailing labels for each owner.

**NOTE:** King County no longer provides mailing label services. Planning and Development Services can provide this for a fee or provide you instructions on how to obtain this information and create a mail merge document to produce two sets of mailing labels for your application.

#### *Use of Checklist for nonproject proposals:*

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply". IN ADDITION complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "propose," and "affected geographic area," respectively.

**Part Eleven – 197-11-960****SEPA Rules****TO BE COMPLETED  
BY APPLICANT****EVALUATION FOR  
AGENCY USE ONLY****A. BACKGROUND**

1. Name of proposed project, if applicable:

**Town Center Subarea Plan and Development Regulations  
Planned Action Ordinance**

2. Name of applicant:

**City of Shoreline**

3. Address and phone number of applicant and contact person:

**City of Shoreline  
17500 Midvale Ave N  
Shoreline, WA 98133**

**Contact:**

**Paul Cohen  
Senior Planner  
206-801-2554  
pcohen@shorelinewa.gov**

4. Date checklist prepared:

**November 17, 2010**

5. Agency requesting checklist:

**City of Shoreline**

6. Proposed timing or schedule (including phasing, if applicable):

**March 2011 – Planning Commission Public Hearing and  
Recommendation to City Council  
April 2011- City Council adoption of Planned Action Ordinance,  
Subarea Plan, Development Regulations, and FEIS**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

**No plans exist for future additions, expansion, or further activity related to or connected with this proposal. As the proposal is a Planned Action, any additions or expansion beyond the level of development analyzed in this document will require an addendum or supplemental analysis pursuant to SEPA regulations.**

8. List any environmental information you know about that has been prepared or will be prepared, directly related to this proposal.

**In 2007, the City prepared SEPA and NEPA environmental documents for the Aurora Corridor Improvement Project: N 165<sup>th</sup> Street-N 205<sup>th</sup> Street (SEPA Checklist and MDNS and NEPA Environmental Classification Summary ). The proposal area boundaries for the Town Center Subarea Plan are contained entirely within the boundaries of the Aurora Corridor Improvement Project, so this proposal will rely heavily on the SEPA/NEPA analysis for that project, including the accompanying discipline reports. The transportation section will also rely on traffic modeling prepared by DKS Associates for the City's update of it's Transportation Master Plan (TMP). Traffic modeling for the TMP will be completed by November 2010.**

**The following technical reports were prepared to support the Aurora Corridor SEPA/NEPA environmental documentation:**

- **Air Quality Technical Memorandum. 2007. Prepared by Jones & Stokes for the City of Shoreline. June.**
- **Cultural Resources Report. 2007. Prepared by Cultural Resource Consultants, Inc. for the City of Shoreline. August.**
- **Environmental Justice Discipline Report. Prepared by Jones & Stokes for the City of Shoreline. October.**
- **Geology Technical Memorandum. 2007. Prepared by Jones & Stokes for the City of Shoreline. June.**
- **Hazardous Materials Discipline Report. 2007. Prepared by Jones & Stokes for the City of Shoreline. July.**
- **Land Use Discipline Report. Prepared by Jones & Stokes for the City of Shoreline. October.**
- **Public Utilities and Services. 2007. Prepared by Jones & Stokes for the City of Shoreline. July.**
- **Noise Discipline Report. 2007. Prepared by Jones & Stokes for the City of Shoreline. August.**
- **Social, Economic, and Relocation Discipline Report. Prepared by Jones & Stokes for the City of Shoreline. October.**
- **Transportation Discipline Report. Prepared by CH2M Hill and Jones & Stokes for the City of Shoreline. August.**
- **Visual Quality Discipline Report. Prepared by Jones & Stokes for the City of Shoreline. August.**

1/2010

**17500 Midvale Avenue North, Shoreline, Washington 98133-4905**

Telephone (206) 801-2500 Fax (206) 546-8761 [pds@shorelinewa.gov](mailto:pds@shorelinewa.gov)

The Development Code (Title 20) is located at [mrsc.org](http://mrsc.org)

- **Water Quality Discipline Report. Prepared by Jones & Stokes and SvR Design for the City of Shoreline. August.**
- **Wetlands and Other Waters of the US Discipline Report. 2007. Prepared by Jones & Stokes for the City of Shoreline. August.**

**In addition, the City of Shoreline has also reviewed the environmental analysis prepared for the Draft Environmental Impact Statement for the City of Shoreline Comprehensive Plan (issued November 17, 1997) and Final Environmental Impact Statement for the City of Shoreline Comprehensive Plan (issued November 2, 1998), as well as the SEPA Checklist and EIS Addendum for the City of Shoreline Comprehensive Plan Update 2004 – 2005 (issued September 14, 2004).**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

**No pending applications for government approvals of other proposals that would directly affect this Proposal have been identified. As part of the Aurora Corridor Project, the City of Shoreline has recently acquired right-of-way through much of the subarea to allow for road and sidewalk construction. Construction on that project is ongoing and is expected to be completed in Summer 2011.**

10. List any government approvals or permits that will be needed for your proposal, if known.

**Planned Action Ordinance, City of Shoreline  
Comprehensive Plan Amendment, City of Shoreline  
Development Code Amendment, City of Shoreline**

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description).

**The City of Shoreline is currently developing the Town Center Subarea Plan, which seeks to guide development in the subarea for the next twenty years. The City is now considering new zoning and development regulations to better implement goals and policies spelled out in the Comprehensive Plan and Town Center Subarea Plan.**

**Part Eleven – 197-11-960****SEPA Rules****TO BE COMPLETED  
BY APPLICANT****EVALUATION FOR  
AGENCY USE ONLY**

The Town Center Subarea consists of approximately 79 acres of land in the central region of Shoreline, on either side of Aurora Avenue North (State Highway 99). The subarea currently includes a variety of land uses, including office, retail, commercial services, multi-family residential, and open space. It is anticipated that the proposal would help contribute to redevelopment activities in the subarea that lead to a similar, but denser and more intense, mix of land uses.

The proposal calls for the subarea to be divided into four distinct sub-districts (Figure 1, Proposed Zoning Map):

**TC-1- Aurora Southwest:** Located along the west side of Aurora Avenue between N 170<sup>th</sup> St and N 180<sup>th</sup> St, this area would encourage a broad range of uses developed in a pedestrian-friendly configuration, including horizontal/vertical mixes of retail, office, and/or residential, as well as automobile sales.

**TC-2- Aurora:** Comprised of the remainder of properties along Aurora Avenue that aren't in TC-1, the purpose of this district is to encourage the development of vertical and/or horizontal mixed use buildings or developments in a pedestrian friendly configuration.

**TC-3- Midvale/Firlands:** The purpose of this district is to provided for pedestrian-oriented retail and personal service uses along Midvale Avenue N (between N175th St and N 183<sup>rd</sup> St) and Firlands Way N (north of N 185<sup>th</sup> St) frontages, with residential and/or office uses above and/or behind.

**TC-4- Stone Avenue Residential:** This district would provide for single family and low-rise multifamily uses that function as a transitional area between more intensive Town Center uses and less intensive single family neighborhoods east of Stone Avenue N.

The proposal includes development regulations and design standards for a number of components of the Subarea Plan, including permitted uses, lot standards, street types, internal connections, landscaping, lighting, and focal open space.

The growth assumed in the Town Center area is based on projections that are consistent with the City's regional share of growth in the next twenty years (5,000 new residential units and

1/2010

**17500 Midvale Avenue North, Shoreline, Washington 98133-4905**Telephone (206) 801-2500 Fax (206) 546-8761 [pds@shorelinewa.gov](mailto:pds@shorelinewa.gov)The Development Code (Title 20) is located at [mrsc.org](http://mrsc.org)

**5,000 new jobs in the entire city by 2030). As part of its Transportation Master Plan (expected to be completed in Summer 2011), the City identified three development scenarios, as well as preferred alternative. Under the Town Center proposal, the City would anticipate development to be consistent with the TMP's preferred alternative.**

**Under the proposal, the City anticipates development in the Town Center would fall within the following development envelope:**

**1,200 new residential units  
200,000 sf of new office space  
200,000 sf of retail of new retail space**

**Additional SEPA review would not be required for future development that is consistent with this development envelope.**

- 12.** Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

**The Town Center Subarea Plan area is located approximately 10 miles north of downtown Seattle, on either side of State Route 99 (Aurora Avenue North) in the central area of Shoreline, WA. The area's southern boundary is North 170<sup>th</sup> Street, and the northern boundary is North 188<sup>th</sup> Street. The western boundary is Linden Avenue North (north of 175<sup>th</sup> Street) and Shorewood High School (south of North 175<sup>th</sup> Street), and the eastern boundary is primarily Stone Avenue North, except for the areas north of North 185<sup>th</sup> Street and south of North 173<sup>rd</sup> Street, where the eastern boundary is the Interurban Trail. A vicinity map and proposal boundaries map are attached as Figure 2.**



## Part Eleven – 197-11-960

## SEPA Rules

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## B. ENVIRONMENTAL ELEMENTS

## 1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other: \_\_\_\_\_

- b. What is the steepest slope on the site (approximate percent of slope).

The Proposal site is generally flat (less than 10%), with the exception of several small areas of steep slopes (over 40%). As can be seen in Figure 3, Geologic Hazard Areas, the largest area of steep slopes and potential Slide Hazard Soils is located along the very northern boundary of the proposed subarea, on the west side of Aurora near N 188<sup>th</sup> Street. These steep slopes are likely the result of past development (i.e. road construction, site development, building construction, etc.).

- c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The area within the Proposal boundaries is located in the glacial till geological unit (Qvt), which is also known as hardpan. Glacial till consists of an unsorted, crudely stratified mix of very dense silt, sand, gravel, cobbles, and boulders deposited at the base of a glacier. Because the depositing glacier overrode glacial till, it is highly compacted and therefore is relatively impermeable to water. Specific soil data for overlying soils are not available, as the Natural Resource Conservation Service (NCRS) has not mapped soils in the area. However, a mixture of native soils and fill are assumed to occur within the subarea. Soil boring data collected for specific projects within the City of Shoreline support this assumption, and indicates that in some areas till is present at the soil surface.<sup>1,2</sup> This is likely due to past excavation and/or erosion. In areas where the native soil or fill that overlies till is permeable, it is possible that groundwater may be perched in the upper soil layer, unable to permeate the till.

No prime farmland is present in the Proposal vicinity.

<sup>1</sup> Associated Earth Sciences, Inc. (AESI). 1999. Subsurface Exploration and Geotechnical Engineering Report, Shoreline Fire Training and Support building, Shoreline, Washington. Associated Earth Sciences, Inc. Kirkland, WA.

<sup>2</sup> Shannon and Wilson, Inc. 1990. Geotechnical Report: Proposed Improvements Aurora Village Shopping Center Seattle, Washington. Shannon and Wilson, Inc. Seattle, WA.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so describe.

**The City Critical Areas Ordinance (Shoreline Municipal Code 20.80.220) defines erosion hazard areas as areas underlain with soils that the NRCS has classified as severe or very severe erosion hazards. Soils that are classified as severe or very severe erosion hazards are specific types of soils that have a high potential for erosion and that occur on slopes with a gradient equal to or greater than 15%.**

**One area of erosion hazard is located along the very northern boundary of the Proposal area, on the west side of Aurora Avenue N between approximately N 188th Street and N 192nd Street (see Figure 3, Geologic Hazard Areas), on and just south of the King County Metro Park-and-Ride facility. The shape of this erosion hazard area, and its location within a natural topographic basin on the landscape, suggest that it may have historically been a wet area, such as a wetland, pond, or peat bog; therefore this erosion hazard area may contain wetland deposits (geologic unit Qw). Currently, the area is paved. If this area contains wetland deposits, it may be underlain with soft peat or organic-rich deposits.**

- e. Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill.

**The Planned Action would not involve any grading or filling activities. Development allowed per the action's development standards and regulations would be subject to review by a City of Shoreline Development Review Engineer and require a Clearing and Grading and/or Site Development Permit.**

- f. Could erosion occur as a result of clearing construction or use? If so generally describe.

**Glacial till, which underlies the subarea, is relatively stable, with minor erosion potential. Erosion risk is assessed by looking at the steepness of a slope in combination with the soil type. Erosion risk generally increases with the steepness of the slope. The majority of the Town Center Subarea is on relatively flat ground; however, small portions do cross steeper slopes, and in some areas cut and fill may be required for future redevelopment projects. Hillside cuts create a steep slope during construction and can become susceptible to erosion. Similarly, fill placed to widen existing embankments may also be susceptible to erosion during a storm event, particularly when stockpiled prior to its placement.**

**Soils within the erosion hazard area are more susceptible to**

1/2010

erosion. However, the erosion hazard area is limited to one parcel at the very northern edge of the Town Center subarea. Additional geotechnical analysis would be required for redevelopment on this site as part of the site development permit review process.

- g. About what percent of the site will be covered with hardscape after project construction (for example asphalt or buildings)?

**The entire subarea is urban and developed. The sites most likely to redevelop in the future (those along Aurora Avenue N, Midvale Avenue N, and Firlands Way) are nearly 100% impervious.**

- h. Proposed measures to reduce or control erosion , or other impacts to the earth, if any:

**Future projects within the proposed subarea would not be expected to result in significant potential erosion or other impacts to the earth, given the relatively flat slope of the area. Should future projects occur within areas within steep slopes, they would be subject to the City's Critical Areas Ordinance and require a City of Shoreline Site Development Permit.**

**Part Eleven – 197-11-960****SEPA Rules****TO BE COMPLETED  
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AGENCY USE ONLY****2. Air**

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

**Future development in the next twenty years would likely result in increased emissions from construction (dust and equipment), increased vehicular traffic, and potentially from new commercial and residential uses.**

**Construction activities for future projects permitted under the Planned Action would generate temporary emissions of fugitive dust and tailpipe emissions from construction equipment. Fugitive dust emissions would be generated mainly by wind blowing across exposed soil surfaces during grading operations, and by movement of construction equipment over unpaved areas. Another potential source of fugitive dust would be trackout of mud onto public roads during construction. Fugitive dust emissions during construction would be temporary and localized.**

**Mobile construction equipment and portable stationary engines would emit air pollutants, including nitrogen oxides (NOX), carbon monoxide (CO), and particulate matter less than 10 microns in size (PM10). All non-road diesel-powered construction equipment are required to comply with the Environmental Protection Agency's nationwide emission regulations. Temporary portable stationary sources, such as an asphalt batch plant or a concrete batch plant, would emit small amounts of particulates, volatile organic compounds (VOCs) from asphalt processing, and combustion emissions (VOC, CO, and NOX). These emissions would be temporary and localized. It is highly unlikely that the temporary emissions would cause ambient concentrations to approach National Ambient Air Quality Standards (NAAQS) within the study area.**

**It is not anticipated that any project permitted under the Planned Action would cause any significant regional air quality impacts due to operational emissions of VOC or NOX. The regional emissions for CO and ozone precursors (VOC and NOX) are less than the emission budgets specified by the Washington Department of Ecology (Ecology). The Planned Action is not anticipated to cause or contribute to any localized air quality violations.**

1/2010

Carbon monoxide hot spot modeling (predictive modeling of CO concentrations, including background concentrations) was completed for the Aurora Corridor Project in 2007 at the most congested intersections to analyze potential air quality impacts related to projected increases in traffic along Aurora Avenue N and surrounding streets. This modeling used the WSDOT Washington State Intersection Screening Tool, and showed that the anticipated increases in traffic levels would not cause CO concentrations to exceed the NAAQS limits, both for the near future (2007) and future (2025), at the most congested intersection. Since that time, traffic levels in the Town Center Subarea have increased less than projected, and this trend is expected to continue with the introduction of Bus Rapid Transit (a further discussion of anticipated traffic levels will be included in the Transportation Section of the Draft EIS). As such, the Planned Action is not anticipated to result in potentially significant impacts related to carbon monoxide concentrations in the Town Center subarea.

Commercial and residential projects permitted under the Planned Action would have the potential to result in additional stationary emission sources.

- b. Are there any off site sources of emissions or odor that may affect your proposal? If so, generally describe.

**There are no off-site sources of emissions or odor that may affect future development in the subarea.**

- c. Proposed measures to reduce or control emissions or other impacts to air if any:

**Puget Sound Clean Air Agency (PSCAA) regulations (PSCAA Rule 1, Section 9.15) require all construction operations to employ Best Available Control Technology (BACT) to minimize fugitive dust emissions, and to prevent mud trackout onto public roads. All projects covered under the Planned Action would be subject to these regulations.**

**For construction activities of individual projects, Best Management Practices (BMPs) for Fugitive Dust control would be required, which could include but are not limited to the following:**

- **Maintain the engines of construction equipment according to manufacturers' specifications, to minimize exhaust emissions.**
- **Minimize equipment idling while the equipment is not in use.**
- **Install BACT emission controls on any temporary portable stationary construction equipment.**

- Use water spray as necessary to prevent visible dust emissions.
- Prevent dust emissions during transport of fill material or topsoil by covering the load, either by wetting down the load or by ensuring adequate freeboard on trucks.
- Promptly clean up any spills of transported material on public roads by frequently using a street-sweeper machine.
- Cover loads of hot asphalt to minimize odors.

New stationary emissions sources would also be required to register with the PSCAA, per Regulations 1 and 2, which would regulate future emissions resulting from new commercial uses.

### **3. Water**

#### **a. Surface:**

1. Is there any surface water body on or in the immediate vicinity of the site (including year round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

**No surface water bodies have been identified in the Proposal area. The northern boundary of the Proposal area is located approximately 1500 feet south of Echo Lake, which drains to Lake Ballinger, which in turn drains to McAleer Creek, a tributary to Lake Washington. The downstream end of Echo Lake Creek Reach 2 (an entirely piped segment) ends at approximately N 192<sup>nd</sup> St, approximately 600 feet north of the Proposal area's northern boundary. Boeing Creek drainage flows west of the Proposal area into Puget Sound. A piped watercourse runs along the east side of Midvale Avenue N and the Interurban Trail from approximately N 180<sup>th</sup> Street to N 165<sup>th</sup> Street (see Figure 4, Surface Water Features).**

**No inventoried wetlands are located in the Proposal area (verified by field investigation conducted for the Aurora Corridor Project in February 2007).**

2. Will the project require any work over, in, or adjacent to (within 200') of the described waters? If yes, please describe and attach available plans.

**No.**

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

**No fill or dredge will be placed in or removed from currently mapped surface waters, as the Proposal area does not contain any surface water or wetlands.**

1/2010

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## Part Eleven – 197-11-960

## SEPA Rules

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4. Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.

**The Proposal will not require surface water withdrawals or diversions. The Proposal area is urban and developed so any future projects permitted by this Planned Action should not require water withdrawals or diversions.**

5. Does the proposal lie within a 100 year floodplain? If so, note location on the site plan.

**The Proposal is not located with a 100-year floodplain.**

6. Does the proposal involve any discharges of waste materials to surface waters? If so describe the type of waste and anticipated volume of discharge.

**The Proposal will not result in discharge of waste materials to surface waters. All future development resulting from individual projects permitted within the Planned Action area will require construction Best Management Practices (BMPs), and appropriate stormwater retention/treatment facilities will be required during the permitting stage for individual projects to ensure that surface water runoff will be treated before it is discharged into surface water bodies.**

**b. Ground:**

1. Will ground water be withdrawn or will water be discharged to ground water? Give general description, purpose and approximate quantities if known.

**No groundwater will be withdrawn and no water will be discharged to groundwater as a result of the Proposal. Should any future projects permitted within the Planned Area require groundwater withdrawal or discharge (not expected given the urban and developed nature of the area), additional SEPA environmental review would be required.**

2. Could waste materials enter ground or surface waters? If so, generally describe.

**Waste materials related to future development in the proposed subarea that could enter surface waters include non-point source pollutants contained in existing runoff, such as sediment, oil and grease, soluble metals, nutrients, organics, and trash and debris.**

**Part Eleven – 197-11-960**

**SEPA Rules**

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3. Proposed measures to reduce or control surface ground and runoff water impacts, if any:

The specific methods for preventing stormwater contamination during construction of individual project sites within the subarea would be the responsibility of the construction contractor, but would likely include installation of temporary storm drain filters, use of silt fences, and covering exposed soil in areas where soil is excavated, graded, or filled. Because the lands within the subarea are generally low gradient and largely paved, erosion control can be achieved through many standard BMP erosion control measures. In addition, per Minimum Requirement 2 of the 2005 DOE Manual, all future projects will require a Construction Stormwater Pollution Prevention Plan (SWPP). All construction will be subject to the 2005 Manual, and additional guidance may be found in the Low Impact Development Technical Guidance Manual for Puget Sound.

**4. Plants**

- a. Check or circle types of vegetation found on the site:

☒ deciduous tree: alder, maple, aspen, other

☒ evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☐ pasture

☐ crop or grain

☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

☒ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

The Town Center subarea is urban and developed, especially along Aurora Avenue North. Individual projects permitted under the Planned Action could result in the removal of vegetation as part of the redevelopment of specific parcels. However, any vegetation or tree removal would be subject to City of Shoreline Clearing and Grading standards, as well as the City's Tree Regulations.

- c. List threatened or endangered species known to be on or near the site.

No threatened or endangered plants are known to occur within the subarea.

**Part Eleven – 197-11-960**

**SEPA Rules**

**TO BE COMPLETED  
BY APPLICANT**

**EVALUATION FOR  
AGENCY USE ONLY**

- d. Proposed landscaping use of native plants or other measures to preserve or enhance vegetation on the site if any:

**The improvements currently underway along the Aurora Avenue corridor will result in landscaped medians containing shrubs and groundcover plants and may include trees. Portions of the 4-foot amenity zone will also be landscaped using low maintenance, drought-resistant, compact vegetation including trees, shrubs, and groundcover plants. Native plant species will be used, where feasible.**

**The Town Center Development Regulations promote the use of trees and other landscaping elements that enhance the character of the Town Center and provide a buffer between pedestrians and vehicular traffic. There is an entire section on Streetscape Standards that details the landscaping requirements for Storefront, Secondary, and Landscaped Streets. In addition, landscaped buffers would be required for properties along Linden Ave and Stone Avenue to provide a buffer and transition to the adjacent residential neighborhoods. The use of native plants will be encouraged by the City of Shoreline.**

**5. Animals**

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, songbirds, other: crow, robin, starling  
Mammals: deer, bear, elk, beaver, other: raccoon, opossum  
Fish: bass, salmon, trout, herring, shellfish, other: \_\_\_\_\_

- b. List any threatened or endangered species known to be on or near the site.

**The subarea is located in a commercial area of the City of Shoreline. No streams or wildlife habitat are located within the subarea boundaries. Echo Lake is located approximately 1500 feet from the Program area. Echo Lake drains to Lake Ballinger and McAleer Creek, which contains anadromous fish including Endangered Species Act (ESA) listed fall Chinook salmon (*Oncorhynchus tshawytscha*). No listed terrestrial wildlife species are known to occur on or near the site.**

- c. Is the site part of a migration route? If so explain.

**The Proposal area is not part of a recognized migration route.**

- d. Proposed measures to preserve or enhance wildlife if any:

**The Program area does not have any designated wildlife corridors, and is entirely developed and urban in nature. As such, no measures are needed or required.**

**6. Energy and Natural Resources**

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc

**The Planned Action does not include the consumption or use of any energy. Construction and operation of uses permitted under the Planned Action would increase the need for electricity, natural gas, oil, and other kinds of energy, due to the expected intensification of residential and commercial uses in the subarea.**

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

**The Planned Action would not affect the potential use of solar energy by adjacent properties. The majority of the area is currently zoned Mixed Use Zone (MUZ), which allows for maximum heights of 65 feet, which is similar to the 70 feet that would be allowed under the Town Center development standards. The Planned Action would also result in additional setbacks in height from property lines adjacent to residential neighborhoods (along Linden and Stone), which would improve the potential use of solar energy by adjacent residents. Larger projects (over 10,000 sf) would also be subject to Administrative Design Review, which would allow City staff to review potential impacts to solar energy access.**

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts if any:

**The Town Center Development Regulations encourage green building and other energy conservation features. Individual projects covered under the Planned Action would be subject to the applicable Energy Code in place at the time of project application.**

## Part Eleven – 197-11-960

## SEPA Rules

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AGENCY USE ONLY**7. Environmental Health**

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so describe.

As part of the Aurora Corridor Improvement Project in 2007, a Hazardous Materials Discipline Report was completed by consultants Jones and Stokes. That report found that many current and historical businesses on properties along and adjacent to Aurora Avenue N in the Town Center Subarea released fuel and other hazardous materials at some point in the past. However, with the exception of the three sites described below, all of the reported historical spills were either previously cleaned up or are being handled by the property owners with oversight by the Washington State Department of Ecology.

- 18425 Aurora Avenue N (former Langeberg Gas Station)
- 17550/17560 Aurora Ave N (former Tune N Lube)
- 18417/18419 Aurora Avenue N (former Hilltop Dry Cleaners)

Focused Phase II Environmental Assessments and/or soil sampling were subsequently completed by the City of Shoreline for the aforementioned three properties. These studies focused only on the areas of the properties adjacent to the proposed Aurora Avenue corridor improvements, and as such did not analyze the entire sites.

For the property at 18425 Aurora Avenue N, the Phase II field investigation found three distinct types of petroleum-related soil contamination on different parts of the property, but no indication of solvent-related soil contamination. The Phase II assessment did not locate any groundwater, so groundwater contamination was determined to be unlikely. For the properties at 17550/17560 and 18417/18419 Aurora Avenue N, the field investigations did not reveal evidence of potential subsurface contamination or specific subsurface evidence of the prior hazardous uses.

As mentioned above, the field investigations completed for the Aurora Corridor Project were focused on the areas adjacent to the proposed improvements along Aurora Avenue N that had the potential to be encountered as part of that project. As such,

1/2010

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**future redevelopment of these sites may require additional Phase II investigation over the entirety of these sites.**

**Future redevelopment in the subarea would likely result in the demolition of existing buildings or structures. Based on the age of many of these structures, it is possible they could have been constructed using asbestos-containing materials (ACM) or lead-based paint. As such, construction workers demolishing the structures could be exposed to airborne asbestos or lead unless those materials are removed from the structure before it is demolished.**

**Greater traffic volumes associated with increased development in the subarea will also increase the potential for fuel spills caused by traffic accidents.**

1. Describe special emergency services that might be required.

**No special emergency services are anticipated as a result of the Planned Action.**

2. Proposed measures to reduce or control environmental health hazards, if any:
  - **At the three sites identified under section B.7.a, the City shall require Phase II soil and groundwater investigations for any projects that require significant clearing and grading activities**
  - **The current 9-1-1 emergency response system used within the City will minimize the potential for future spills caused by future traffic accidents along Aurora Avenue N to impact soil, surface water, or groundwater. In addition, City maintenance crews will continue to be trained in spill prevention and spill response related to their routine maintenance activity along Aurora Avenue N.**
  - **Before demolition of any buildings begins, the City will require surveys and abatement of asbestos and lead-based paint in accordance with federal and state regulations.**

**b. Noise**

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

**The Town Center subarea is a developed urban area along a major state highway. Noise in the area is primarily generated by existing traffic on Aurora Avenue N and other streets in the subarea. Future development would be consistent with the**

1/2010



existing noise in the area, and would not be adversely affected by existing noise.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

**Redevelopment of specific parcels and projects in the future would create short-term noise impacts related to project construction, including the use of heavy equipment and the transport of construction materials. Construction hours would be subject to the Shoreline Municipal Code, and limited to 7 am to 10 pm on weekdays and 9 am to 10 pm on weekends.**

**In addition, increased development could lead to additional noise impacts resulting from additional traffic resulting from this increase in development, as well as increased pedestrian and streetscape activity based on the increase in residents and business customers.**

**Over the long term, future land uses permitted in the Town Center subarea would be consistent with what already exists or is currently permitted in the area. As such, operation noise levels are not expected to change substantially from current levels.**

**As part of the Aurora Corridor Project, the FHWA Traffic Noise Model Version 2.5 (TNM) was used to predict existing and future noise levels during the evening peak hour period for the baseline year (2005) and the design year (2030). Noise levels were modeled at receiver locations consisting of houses, apartments, and condominium with outdoor usages, and businesses with outdoor seating areas within 500 feet of the Aurora Avenue N. Predicted peak-hour noise levels were compared to FHWA's Noise Abatement Criteria (NAC) to determine if the Project will result in traffic noise impacts.**

**For both the baseline year (2005) and the design year (2030), the noise modeling results indicated that traffic noise levels did not exceed the NAC for any locations in the subarea. As such, future uses in the subarea would not be adversely impacted by existing and projected traffic noise along Aurora Avenue N.**

3. Proposed measures to reduce or control noise impacts, if any:

**To reduce the potential for temporary, adverse noise impacts associated with construction, individual projects in the subarea would be required to comply with all federal, state, and local regulations relating to construction noise.**

**Part Eleven – 197-11-960**

**SEPA Rules**

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**8. Land and Shoreline Use**

a. What is the current use of the site and adjacent properties?

**Aurora Avenue N is a primary, local commercial corridor that runs through the City of Shoreline with older strip commercial development and a mixture of new and old big box development containing retail/wholesale uses located on each side of the roadway. Most of the buildings are set back from the street and fronted by large parking areas. Other development along the Proposal corridor includes public services (City Hall, Fire Department Headquarters, Police Headquarters), motor courts, a nursery, motels, restaurants, bars, small retail establishments, a casino, multifamily uses, and many automobile-related businesses. Existing land uses along Aurora Avenue are predominantly commercial. However, one street over from Aurora Avenue N in either direction (east of Stone Avenue North, west of Linden Avenue North), the land use changes to single family residential, with little or no buffer in between.**

b. Has the site been used for agriculture? If so, describe

**No agricultural uses are present within the Proposal vicinity.**

c. Describe any structures on the site.

**The Program area is currently developed with a variety of commercial, retail, office, and residential (single and multi family) properties.**

d. Will any structures be demolished? If so, what?

**No structures will be fully or partially demolished as part of the Proposal. It is likely that future redevelopment in the Proposal area will result in individual buildings being demolished. Any redevelopment will require a demolition permit and building permit from the City of Shoreline.**

e. What is the current zoning classification of the site?

**The Town Center Subarea includes several zoning districts, as can be seen in Figure 5, Current Zoning. The majority of the properties along Aurora Avenue N are zoned Mixed Use, with additional areas of Community Business and Industrial. Many of the properties located just off of Aurora are zoned R-24 and R-48 (multi-family residential, 24 and 48 units per acre), while the properties along Stone Avenue range from R-8 to R-18 (8-**

**18 residential units per acre). The areas east and west of the subarea are primarily zoned R-6 and R-8 (single family residential).**

**f. What is the current comprehensive plan designation of the site?**

**As can be seen in Figure 6, Current Comp Plan, the majority of the subarea south of N 185<sup>th</sup> St had a comprehensive plan designation of Community Business. The properties along Aurora Ave N north of N 185<sup>th</sup> have a designation of Regional Business, while those properties along Stone Ave N have a designation of Mixed Use. The Interurban Trail, City Hall, and Fire Department Headquarters have a designation of Public Facilities.**

**g. If applicable, what is the current shoreline master program designation of the site?**

**No shorelines of the state, as defined under the Shoreline Management Act, are located within the Proposal study area.**

**h. Has any part of the site been classified as an “environmentally sensitive” area? If so, please specify.**

**Small occurrences of steep slopes have been identified in the Proposal area, pursuant to the City of Shorelines Critical Area Ordinance (SMC Chapter 20.80). See Figure 3, Geologic Hazard Areas. These are described above in section B.1.**

**i. Approximately how many people would reside or work in the completed project?**

**The proposal area is anticipated to gain approximately 1200 new residential units (up to 2,844 new residents, based on the average household size in 2008) and 1200 new jobs over the next twenty years.**

**j. Approximately how many people would the completed project displace?**

**The Proposal would not directly displace any people.**

**k. Proposed measures to avoid or reduce displacement impacts, if any:**

**The Planned Action would not directly result in any displacement impacts.**

**Part Eleven – 197-11-960**

**SEPA Rules**

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**EVALUATION FOR  
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1. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

**The City of Shoreline is currently in the process of adopting a Town Center Subarea Plan, and the Planned Action involves the development of specific development and zoning regulations for the proposed four sub-districts in the subarea. The Planned Action zoning regulations will require recommendation and or/approval by the City of Shoreline Planning Commission and City Council, and will involve an extensive public outreach component to ensure adequate public participation in the process.**

**9. Housing**

- a. Approximately how many units would be provided, if any?  
Indicate whether high, middle, or low income housing.

**The Planned Action projects that up to 1200 new residential units may be built in the Town Center subarea by the year 2030. The proposed development regulations and projections do not include any specific figures or requirements for high, middle, or low-income housing.**

- b. Approximately how many units, if any, would be eliminated?  
Indicate whether high, middle, or low income housing.

**The Planned Action would not directly result in the elimination of any housing units.**

- c. Proposed measures to reduce or control housing impacts if any:

**The City does not anticipate any adverse housing impacts as a result of the Planned Action.**

**10. Aesthetics**

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

**Under the proposed Subarea development regulations, the minimum height for buildings in all four sub-districts would be 35 feet, while the maximum height for properties along Aurora Avenue N would be 70 feet. Future redevelopment in the subarea would likely result in buildings with a variety of exterior materials.**

- b. What views in the immediate vicinity would be altered or

1/2010

obstructed?

Current zoning along Aurora Avenue allows building heights up to 65 feet, which is just below the 70 feet that would be allowed under the proposed zoning regulations. One potential impact to views that could result from the proposed Planned Action would be from the introduction of the minimum height limit of 35 feet. No minimum height limit currently exists in the subarea, and many buildings in the area are currently one story. Under the proposed development regulations, future redevelopment would require a minimum of 35 feet, including along Stone Avenue N and Linden Ave N, which are adjacent to residential areas. As such, further analysis is warranted to consider potential impacts.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

The Subarea Development Regulations include a number of elements that are in place to help reduce potential aesthetic impacts resulting from future development. The regulations require stepbacks (reductions in building height) based on future developments' distance from property lines for those properties along Stone Avenue N and Linden Avenue N. This has been done to help minimize shade/shadow and visual impacts on nearby residential properties along these streets. In addition, any future project in the subarea over 10,000 square feet would be subject to Administrative Design Review, to ensure that they are compatible with surrounding properties.

The Draft EIS will include an aesthetics analysis focusing on potential view, shadow, and light/glare impacts that could result from the anticipated levels of development in the Planned Action area.

## Part Eleven – 197-11-960

## SEPA Rules

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AGENCY USE ONLY**11. Light and Glare**

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

**Additional commercial and residential units permitted under the Planned Action would likely result in more building-mounted, parking lot, and streetscape lighting in the subarea than what currently exists. However, the proposed development regulations for the subarea include specific language and requirements to help minimize the potential impacts related to light and glare. In addition, ongoing and future additions of landscaped medians and amenity zones along Aurora Avenue N, and proposed streetscape standards along other streets in the subarea, would help minimize these potential impacts.**

**The Draft EIS will include an aesthetics analysis focusing on potential view, shadow, and light/glare impacts that could result from the anticipated levels of development in the Planned Action area.**

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

**Light or glare resulting from development permitted under the Planned Action should not be a safety hazard or interfere with views, as future projects will be subject to the development standards related to light and glare. Proposed regulations that will include Lighting Standards which are specifically intended to “reduce the horizontal glare and vertical light trespass from a development onto adjacent parcels and natural features”. In addition, internally lit signs shall not create a glare problem and may not be directed towards the sky.**

- c. What existing off site sources of light or glare may affect your proposal?

**No existing off-site sources of light or glare have been identified that would adversely affect the proposal.**

- d. Proposed measures to reduce or control light and glare impacts if any:

**As mentioned above, the proposed Subarea regulations include a number of standards to help reduce and control light and glare impacts, including:**

**Regulating externally lit signs to prohibit glare and prevent**

1/2010



light pollution;

An entire section on Lighting Standards, which includes appropriate vehicular and pedestrian-oriented lighting standards for the various streetscapes and sub-districts within the subarea; and

Streetscape standards, amenity zones, and other landscaping to help minimize light pollution.

## **12. Recreation**

- a. What designated and informal recreational opportunities are in the immediate vicinity?

A variety of public parks, open spaces, and recreational facilities are located within or in the vicinity of the study area (see Figure 7, City Parks). A number of major facilities and youth sports clubs also exist in the area.

### **Interurban Trail**

The Interurban Trail is a 3.25-mile paved, multi-purpose pedestrian and bicycle trail that is located on the east side of Aurora Avenue N within the Seattle City Light power transmission line right-of-way between N145th Street and N 205th Street. The trail connects neighborhoods to shopping, services, employment, transportation centers, and parks. The trail corridor provides an important north-south linkage through the City and to the rest of the regional Interurban Trail system. The trail serves as the spine of the City's bicycle trail system and allows for the use of commuters as well as recreational bicyclists, walkers, and joggers.

### **Parks**

- Richmond Highlands Recreation Center and Park is a 4.2-acre community park located south of Shorewood High School and includes: a small gym with a stage and indoor play equipment, a game room with billiard and ping pong tables, a meeting room with kitchen, outdoor children's play equipment, and a ball field. In 2009 and 2010, the City completed improvements to the baseball field/dugouts and installed a new restroom facility.
- Meridian Park is a 3.13-acre park located south of Meridian Park Elementary School and includes a wetland with a stream crossing as well as some passive meadow and natural areas with a circular trail. The park also includes picnic tables, benches, a basketball court, and tennis courts.
- Ronald Bog Park is a City-owned 13.61-acre natural area at the headwaters of Thornton Creek, on N 175<sup>th</sup> St just west of Interstate 5. The site was once a peat bog

1/2010

that was actively mined in the 1950s. The park currently features a small square-shaped pond that shows evidence of the past peat mining activities; in addition, the pond now serves an important function in stormwater management for the City.

- The 9.02-acre Crowell Park is a community park in the Meridian Park that was completely renovated in August 2010. Crowell Park includes a basketball court, play equipment, amphitheatre, baseball field, playfield, and walking paths.
- Echo Lake Park is a 0.77-acre park located at the north end of Echo Lake and abutting the Interurban Trail along its eastern border. The park includes restroom facilities, picnic tables, and benches.
- The City recently began the planning and design process for a new park along the Interurban Trail (Park at Town Center), between approximately N 178<sup>th</sup> Street and N 183<sup>rd</sup> Street. The Park Master Plan should be finalized in Spring 2011.

#### **Youth Sports**

Within the study area, three nonprofit local youth sports clubs (100% volunteer operated) are active in multiple neighborhoods.

- Richmond Little League offers services for children interested in playing baseball and softball from pre-school through high school.
- Hillwood Soccer Club organizes soccer practices and recreational games for children aged 5 through 18.
- Richmond Junior Football organizes teams for youth ages 6 to 14.

In addition, the Highland Ice Arena is located at 18005 Aurora Avenue N. The arena is a recreational ice skating facility for the general public, and also hosts various hockey leagues.

- b. Would the proposed project displace any existing recreational uses? If so, please describe.

The Planned Action would not displace any existing recreational facilities or uses. The majority of recreational uses are located on public property, and as such will not redevelop into new uses.

**Part Eleven – 197-11-960**

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- c. Proposed measures to reduce or control impacts on recreation including recreation opportunities to be provided by the project or applicant if any:

**The City of Shoreline is currently beginning work on an update to its Parks, Recreation, and Open Space (PROS) Plan, which was adopted in May 2005. The current PROS Plan does not have an established level of service for parks and recreation services (such as acres of park/1,000 residents). Instead, the PROS Plan focuses on the recreational amenities (playfields, park benches, water fountains, restrooms, etc) available to residents by the City's recreational facilities.**

**While there is not a specific level of service established in the Comprehensive Plan or PROS Plan, the 2005 PROS Plan did identify a citywide deficiency in amenities at the community park (those parks serving residents within a three mile radius) and neighborhood park (those parks within 15 minutes walking time) level. Since that time, City of Shoreline residents passed an \$18.6 million bond levy to acquire new open space and complete park improvements, with much of that money spent on improving amenities at the neighborhood and community park level. In the immediate vicinity of the Town Center Subarea, that included a complete redevelopment of Cromwell Park (detailed above) and field improvements at Richmond Highlands Park. In addition, the City has made significant improvements to amenities at Richmond Beach Saltwater Park (a nearby regional park), Boeing Creek Park, Hamlin Park, and Twin Ponds Park.**

**No adverse effects to recreation are expected as a result of the Proposal or future development resulting from the Proposal. The City of Shoreline is currently working on a Parks Master Site Plan for a Park at Town Center along the Interurban Trail (between Aurora Ave N and Midvale Ave N, and N 178<sup>th</sup> St and N 185<sup>th</sup> St), which would provide additional passive recreational opportunities for future residents and businesses in the area. However, should the upcoming update to the PROS Plan show continued deficiencies at any level of parks or recreation amenities, the Planned Action EIS may require an addendum or supplemental information.**

**13. Historic and Cultural Preservation**

- a. Are there any places or objects listed on or proposed for national, state or local preservation registers known to be on or next to the site? If so, generally describe.

1/2010

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Telephone (206) 801-2500 Fax (206) 546-8761 [pds@shorelinewa.gov](mailto:pds@shorelinewa.gov)

The Development Code (Title 20) is located at [mrsc.org](http://mrsc.org)

A cultural resources assessment was completed for the Aurora Corridor Project in 2007, which covered the entirety of the proposed Planned Action area. No places or objects listed on, or proposed for, national, state, or local preservation registers were identified within the Area of Potential Effect (APE).

The Ronald School, which is currently being used by the Shoreline Historical Museum and will be incorporated into the redeveloped Shorewood High School, is located on N 175<sup>th</sup> Street just outside the subarea boundaries. It was granted City Landmark status by the King County Landmarks Commission in 2008. In addition, the Richmond Masonic Temple, located at N 185<sup>th</sup> St and Linden Avenue N just outside the subarea boundaries, was granted City Landmark status in September 2010.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or next to the site.

Two historic properties within the Town Center Subarea were identified in the APE for the Aurora Corridor Project:

- Auto Cabins – 17203 Aurora Avenue N
- North Trunk Red Brick Road – Ronald Place N, between N 173rd Street and N 180th Street

These properties are eligible for listing, but not listed in the National Historic Register.

As mentioned, the Ronald School was granted King County Landmark status in 2008. As part of its redevelopment of Shorewood High School, the Shoreline School District plans to incorporate the building into its new performing arts center on the northeast portion of the campus. Restoration of the building will be subject to review by the King County Design Review Committee. Any future renovations to or redevelopment of the Richmond Masonic Temple would be subject to the same review process.

- c. Proposed measures to reduce or control impacts, if any:

No adverse impacts have been identified, so no mitigation is proposed. If segments of the North Trunk Red Brick Road should be paved over or removed in the future, a finding of No Effect has been identified in the Cultural Resources Assessment prepared for the Aurora Corridor Improvement Project. Concurrence on this finding was provided by the Washington State Department of Archeological and Historic Preservation (DAHP) in October 2007.

#### 14. Transportation

- a. Identify public streets and highways serving the site and describe proposed access to the existing street system. Show on site plans, if any:

**Aurora Avenue N is a major north/south urban highway that serves both local and regional traffic within the City (see Figure 8, Street Classification). It is a key regional vehicular, transit, and truck corridor within the greater area of Puget Sound and serves as the City's primary arterial roadway, running approximately parallel to Interstate 5 with connections at N 145th Street, N 175th Street, and N 205th Street. N 175th Street is a principal arterial east of Aurora Avenue N and a collector arterial west of Aurora, while N 185th Street is a minor arterial.**

**A complete Transportation Analysis will be contained within the Draft EIS for this proposal.**

- b. Is site currently served by public transit? If not what is the approximate distance to the nearest transit stop?

**The Aurora Avenue Corridor is served heavily by public transit provided by King County Metro. The following bus routes currently serve the Proposal area:**

- **Metro Routes: 301, 303, 342, 348, 358, 373**

**In addition, the Shoreline Park-and-Ride (400 stalls) is located at the southwest corner of Aurora Avenue N and N 192nd Street, just north of the subarea boundaries.**

- c. How many parking spaces would the completed project have? How many would the project eliminate?

**No parking spaces would be added or eliminated as part of the Planned Action**

**Individual projects under the Planned Action would be subject to the parking standards identified in the City's Development Code (SMC 20.50.390).**

**Part Eleven – 197-11-960**

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- d. Will the proposal require any new roads, streets or improvements to existing roads or streets not including driveways? If so, generally describe (indicate whether public or private).

**The second mile of the Aurora Corridor project is currently under construction, and will result in major improvements to Aurora Avenue North, North 175<sup>th</sup> St, and North 185<sup>th</sup> St. It is possible that increased residential and commercial growth will require improvements to streets such as Linden Avenue North, Midvale Avenue North, and Stone Avenue North. Future development could also result in additional alleys and east-west access points in the subarea. The City is also considering a policy to pursue the development of a signalized intersection at Aurora Avenue North and North 180<sup>th</sup> Street, and the corresponding closure and vacation of N 182<sup>nd</sup> Street between Linden Avenue North and Midvale Avenue North.**

**These items will be included in the Transportation Analysis contained within the Draft EIS.**

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

**The subarea is not located in the vicinity of water, rail, or air transportation.**

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

**A complete Transportation Analysis will be contained within the Draft EIS for this proposal.**

- g. Proposed measures to reduce or control transportation impacts if any:

**A complete Transportation Analysis, including mitigation measures, will be contained within the Draft EIS for this proposal.**

**15. Public Services**

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

**The Planned Action is anticipated to result in approximately 1200 new residential units and 1200 new jobs in the Town**



**Center subarea. This increase in residential and commercial population would result in an increased need for public services, including fire protection (Shoreline Fire Department), police protection (contracted with the King County Sheriff's Department), health care (local hospitals), libraries (King County) and schools (Shoreline School District).**

**According to the Policy CF33 of the Capital Facilities Element of the City of Shoreline Comprehensive Plan, the City has a minimum level of service of 0.85 officers per 1,000 residents and a response time of 5 minutes or less to all high priority calls and within 30 minutes to all calls. Anticipated development in the Town Center could necessitate the addition of two to three new police officers over the next twenty years.**

**The Shoreline School District does not use student generation rates for its enrollment projections. It developed its most recent enrollment projections in October 2006, which anticipated student enrollment to drop approximately 5% district-wide between October 2006 and October 2010, and for enrollment to bottom out in October 2013 before slowly increasing again.**

**New students in the Town Center Subarea would attend Shorewood High School and Einstein Middle School, while elementary school students would primarily attend Meridian Park Elementary School (those south of North 185<sup>th</sup> Street), with those north of North 185<sup>th</sup> Street attending Echo Lake Elementary. Between October 2006 and October 2009, enrollment at Shorewood High School declined from 1,824 students to 1,688 students (7.5%); enrollment at Einstein Middle School declined from 791 students to 679 students (14.2%); and enrollment at Meridian Park Elementary declined from 598 students to 537 students (10.2%). Based on the aforementioned enrollment projections from the Shoreline School District, this decline is expected to continue for several more years, and as such development in the Town Center would not be expected to adversely impact school services.**

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

**The anticipated growth in residents and jobs would lead to the need for additional public services. However, this growth is consistent with the City's designated projections over the next twenty years for its regional share of jobs and housing, which was developed collaboratively with King County and the Puget Sound Regional Council. In addition, the current zoning and Comprehensive Plan land use designations in the subarea already allow for levels of development beyond what is**

proposed as part of the Planned Action. Providers such as the Shoreline School District, Shoreline Fire, King County Libraries, and local hospitals would be able to collect additional revenue from the projected growth through their property tax levy to fund any necessary future improvements to accommodate said growth.

Increases in traffic resulting from this growth have the potential to impact response times for first responders such as Police and Fire Services. However, based on the current volume to capacity (V/C) ratios for Aurora Avenue North, North 175<sup>th</sup> Street, North 185<sup>th</sup> Street, and other streets in the area, there appears to be adequate capacity to accommodate growth while still maintaining suitable response times. Additional analysis will be included in the traffic and transportation analysis for the Planned Action EIS.

#### 16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utilities in the Town Center Subarea are provided by the following utilities:

Water- Seattle Public Utilities (City of Seattle)  
 Sewer- Ronald Wastewater District  
 Natural Gas- Puget Sound Energy  
 Electricity- Seattle City Light (City of Seattle)  
 Refuse/Recycling/Yard and Food Waste- Cleanscapes  
 Telephone- Frontier and Comcast

The Planned Action area is urban in nature and currently developed with all utilities. As part of the Aurora Corridor N 165<sup>th</sup> St to N 185<sup>th</sup> St improvements (scheduled for completion by Summer 2011), utility companies began relocation and minor upgrades in October 2009, including the undergrounding of power lines by Seattle City Light and other utilities, and the Seattle Public Utilities' Multiple Utility Relocation projects (water).

## Part Eleven – 197-11-960

## SEPA Rules

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Utility providers upgrade their systems in collaboration with the City of Shoreline based on land use designations and growth projections developed by the City of Shoreline, King County, and the Puget Sound Regional Council, and are required to do so by the Growth Management Act (public utilities) or the Washington Utilities Transportation Commission (private utilities). The projections developed by the City for the Planned Action area are consistent with the City's agreed upon allocation of regional housing and jobs development over the next twenty years that have been adopted into the King County Countywide Planning Policies by the Growth Management Planning Council.

City Council Goal 7 identifies the City's intention to acquire the Seattle Public Utilities water system in Shoreline, and the City also plans to acquire the Ronald Wastewater District by 2016. Such actions would give the City greater control over its infrastructure and streamline its ability to make improvements.

While all utilities should be available in the subarea, the Draft EIS will analyze potential impacts related to the availability of public utilities in all areas of the proposed subarea.

## c. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Signed version available

Printed Name: David Levitan, Associate Planner

Address 17500 Midvale Ave N

Telephone Number: (206) 801-2554

Date November 17, 2010

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## Part Eleven – 197-11-960

## SEPA Rules

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BY APPLICANT****EVALUATION FOR  
AGENCY USE ONLY****D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS  
(DO NOT USE THIS SHEET FOR PROJECT ACTIONS)**

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water/emissions to air/production, storage, or release of toxic or hazardous substances; or production of noise?

**As discussed in Sections B.1, B.3, and B.7, construction and operation activities resulting from the Planned Action's anticipated levels of residential and commercial growth could increase emissions to air and release of subterranean toxic or hazardous substances.**

Proposed measures to avoid or reduce such increases are:

**Standard Best Management Practices (BMP's) and adherence to all local, regional, state, and federal laws (discussed in Sections B.1, B.3, and B.7) should reduce impacts that could result from these increases. Additional measures related to air quality will be discussed in the Draft EIS.**

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

**As the entirety of the subarea is urban and developed in nature, and does not include any areas that house fish or marine life populations, the proposal should not directly affect plants, animals, fish, or marine life.**

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

**No mitigation required.**

**Part Eleven – 197-11-960**

**SEPA Rules**

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3. How would the proposal be likely to deplete energy or natural resources?

**Potential impacts resulting from the anticipated residential and commercial growth in the subarea are discussed in Section B.6.a.**

Proposed measures to protect or conserve energy and natural resources are:

**Currently adopted City codes and ordinances provide for resource protection through energy conservation, low impact development, and land development standards. Future projects in the subarea will be subject to the Energy Code in place at the time.**

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

**As discussed in Section B.1.b-f, the subarea includes isolated areas of small steep slopes and erosion hazard areas (slopes over 40%). Future redevelopment activities could occur on these sites in the future.**

Proposed measures to protect such resources or to avoid or reduce impacts are:

**While no impacts are expected, any potential impact within a critical area of buffer must be fully mitigated pursuant to the recommendations of a qualified professional. For future projects proposed in an erosion hazard area, a geotechnical report prepared by a qualified professional would be required prior to the issuance of permits.**

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

**The proposal would involve new development regulations for the Town Center Subarea, as well as a Subarea Plan (Comprehensive Plan Amendment). No shoreline uses are present with the subarea. A more detailed analysis of land use will be included in the Draft EIS.**



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Proposed measures to avoid or reduce shoreline and land use impacts are:

**No mitigation required.**

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

**As discussed in sections B.14-16, the proposal could result in up to 1,200 new residential units and 1,200 new jobs in the subarea. Such residential and commercial growth would result in increased demands on transportation, public services, and utilities.**

Proposed measures to reduce or respond to such demands(s) are:

**The Draft EIS will discuss mitigation measures to address potential impacts related to transportation and utilities.**

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

**The proposal would not conflict with any local, state or federal laws or requirements for the protection of the environment.**

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**City of Shoreline**  
Geographic Information System

# Figure 1

## Proposed Zoning

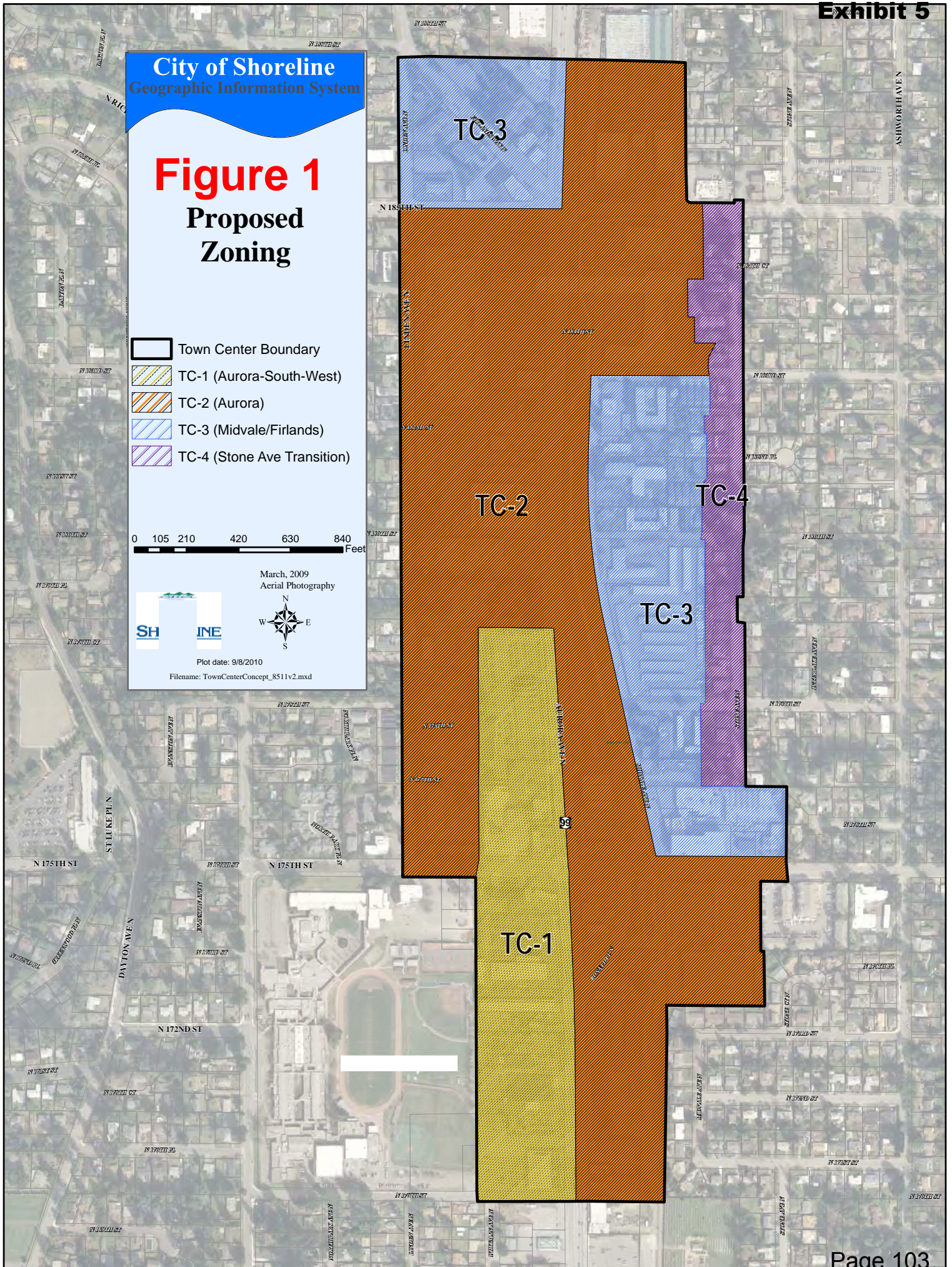
- Town Center Boundary
- TC-1 (Aurora-South-West)
- TC-2 (Aurora)
- TC-3 (Midvale/Firlands)
- TC-4 (Stone Ave Transition)

0 105 210 420 630 840 Feet

March, 2009  
Aerial Photography

SH JNE


Plot date: 9/8/2010  
Filename: TownCenterConcept\_8511v2.mxd





City of Shoreline  
Geographic Information System

# Figure 2 Vicinity Map

 Town Center Boundary

March, 2009  
Aerial Photography



Plot date: 9/8/2010

Filename: TownCenterConcept\_8511v2.mxd

0 465 930 1,860 2,790 3,720  
Feet

City of Edmonds

N 205th St

Lake  
Ballinger

Echo  
Lake

N 175th St

Interstate 5

Seattle Golf Club

N 145th St








City of Seattle



City of Shoreline  
Geographic Information System

# Figure 3

## Geologic Hazards Areas

-  Potential Geologic Hazard Area
-  Steep Slopes (>40%)
-  Town Center Boundary
-  TC-1 (Aurora-South-West)
-  TC-2 (Aurora)
-  TC-3 (Midvale/Firlands)
-  TC-4 (Stone Ave Transition)

0 105 210 420 630 840 Feet

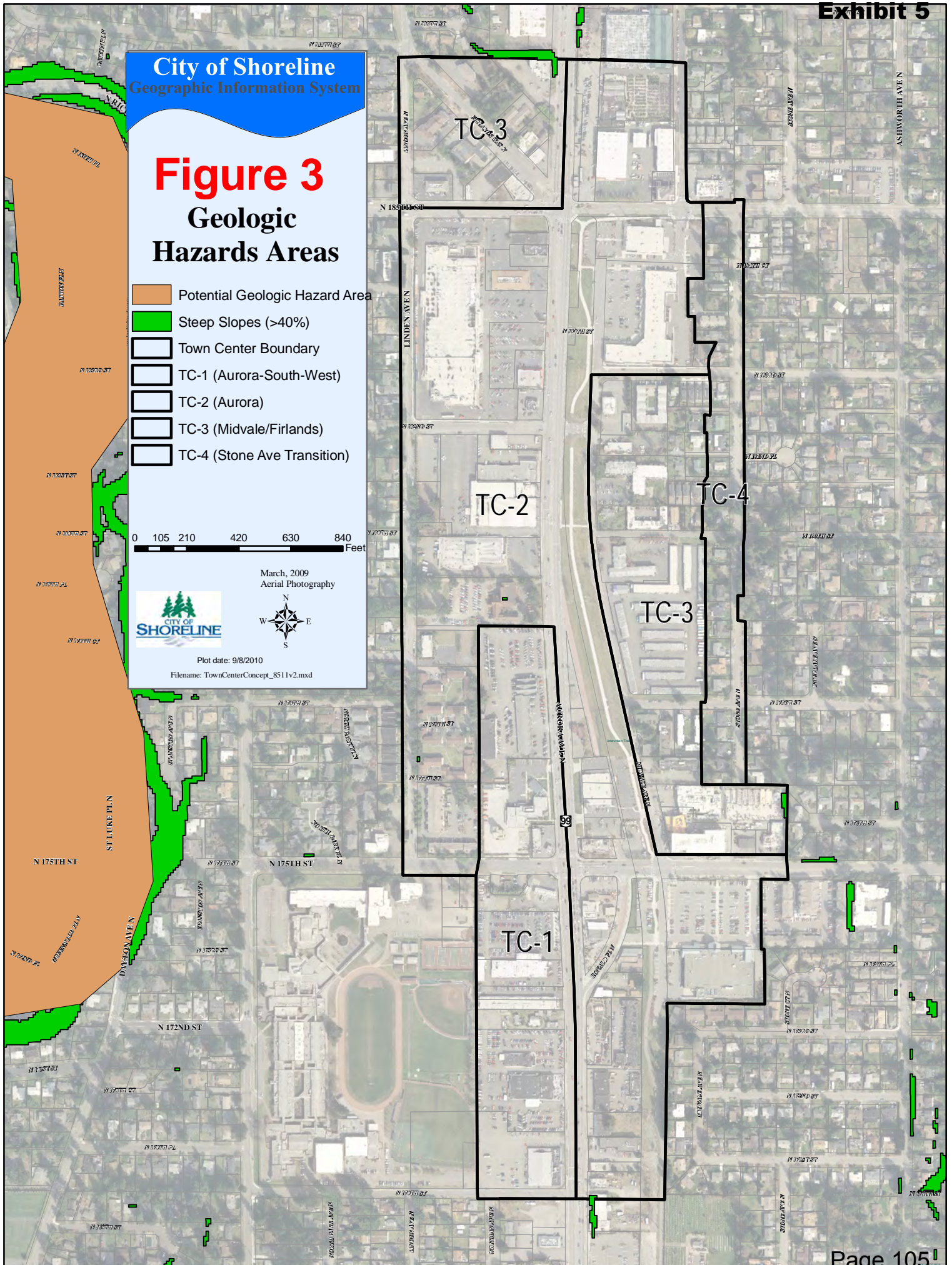


March, 2009  
Aerial Photography



Plot date: 9/8/2010

Filename: TownCenterConcept\_8511v2.mxd





**City of Shoreline**  
Geographic Information System

# Figure 4

## Surface Water Features

### Water Course


- Piped, Unconfirmed

### TYPE


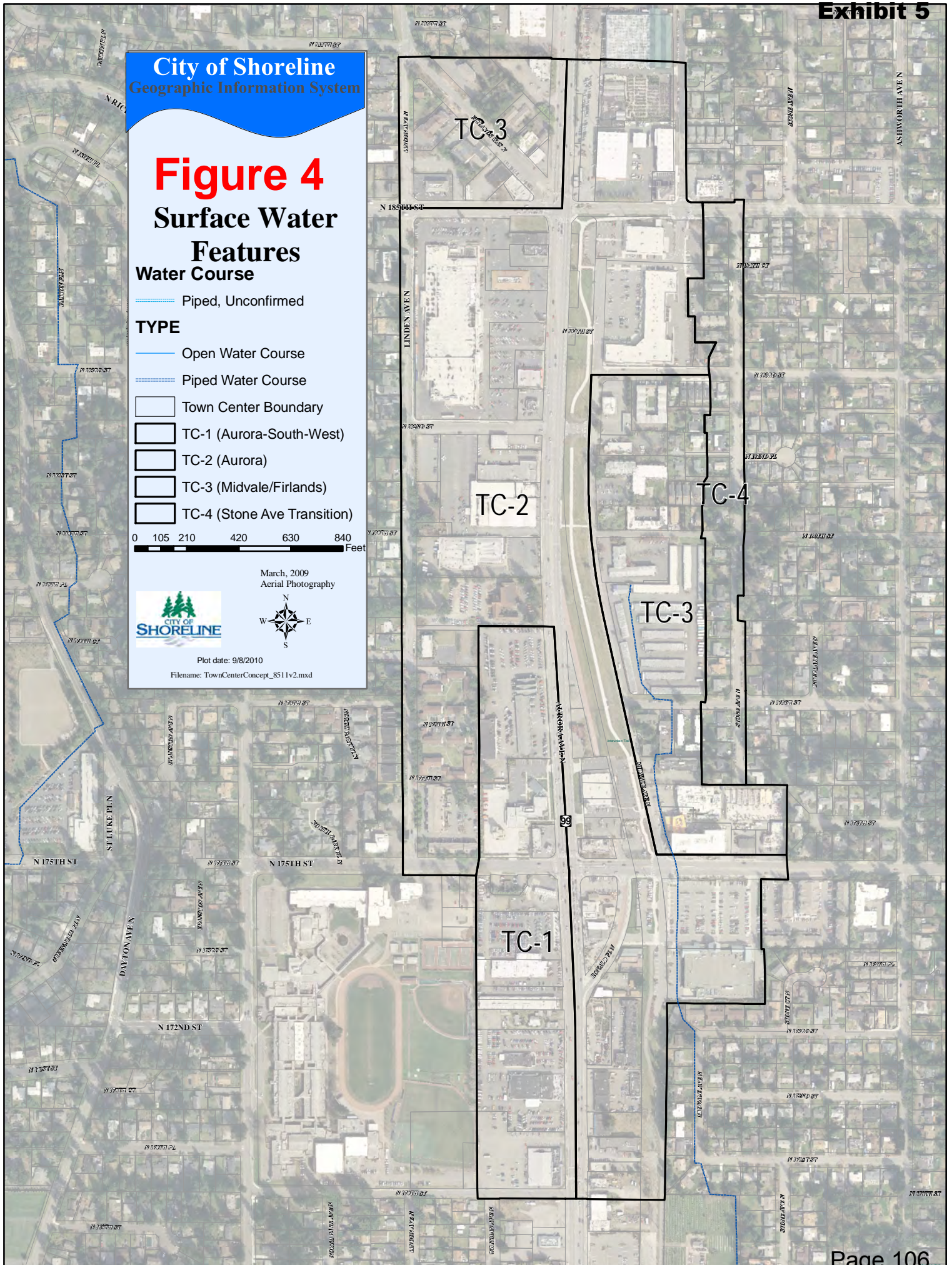
- Open Water Course
- Piped Water Course
- Town Center Boundary
- TC-1 (Aurora-South-West)
- TC-2 (Aurora)
- TC-3 (Midvale/Firlands)
- TC-4 (Stone Ave Transition)

0 105 210 420 630 840 Feet

March, 2009  
Aerial Photography





















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Filename: TownCenterConcept\_8511v2.mxd



## Figure 5

### Current Zoning

- |   |                                    |
|---|------------------------------------|
|  | Town Center Boundary               |
|  | R-48; Residential, 48 units/acre   |
|  | R-24; Residential, 24 units/acre   |
|  | R-18; Residential, 18 units/acre   |
|  | R-12; Residential, 12 units/acre   |
|  | R-8; Residential, 8 units/acre     |
|  | R-6; Residential, 6 units/acre     |
|  | R-4; Residential, 4 units/acre     |
|  | I; Industrial                      |
|  | Mixed Use Zone                     |
|  | Mixed Use Contract Zone            |
|  | PA; Planned Area                   |
|  | C; Campus                          |
|  | NCBD: North City Business District |
|  | O; Office                          |
|  | CB; Community Business             |
|  | NB; Neighborhood Business          |
|  | CZ; Contract Zone                  |

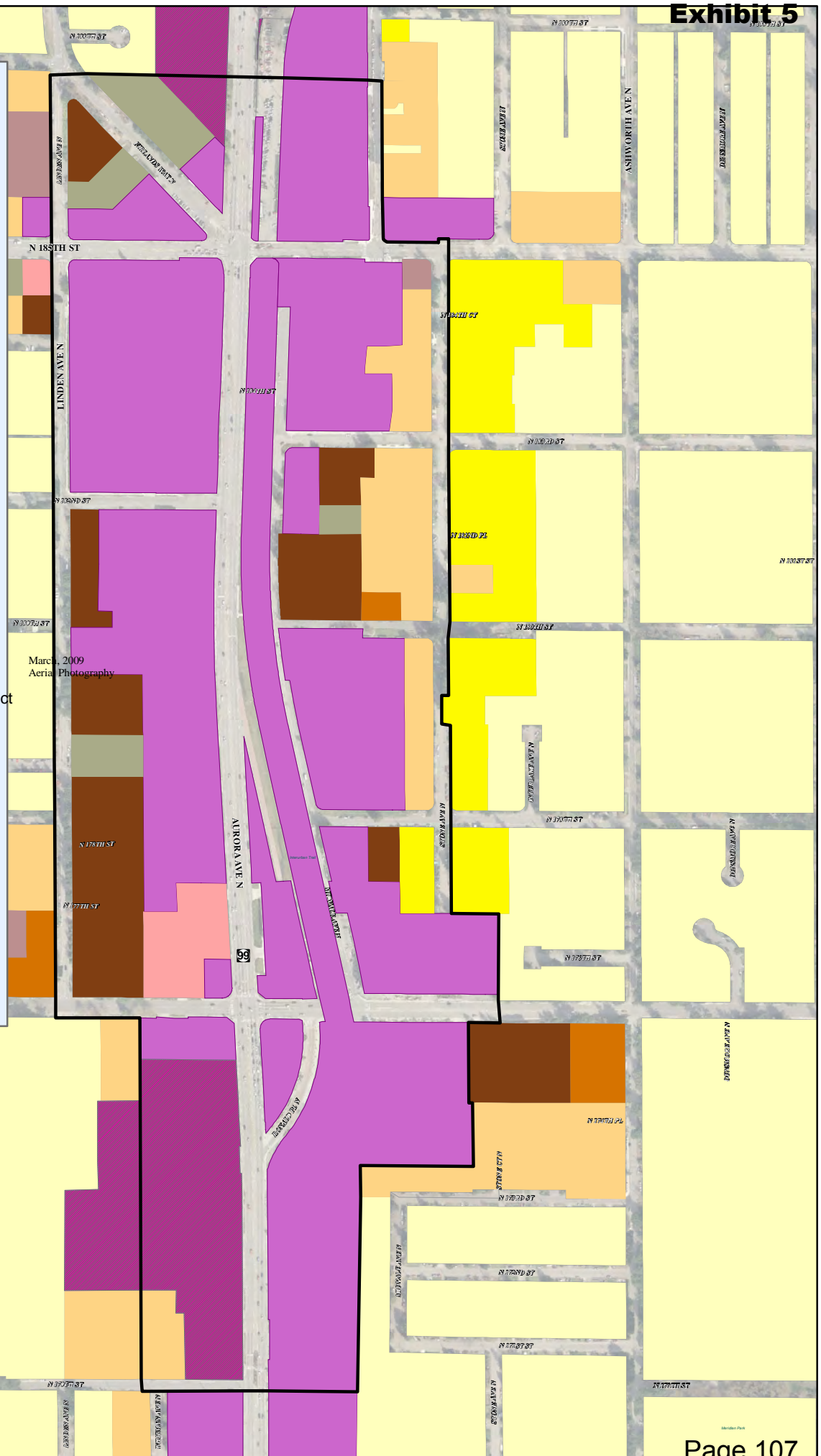


Plot date: 9/8/2010

Filename: TownCenterConcept\_8511v2.mxd



0    105    210            420            630            840    Feet



# Figure 6

## Current Comp Plan

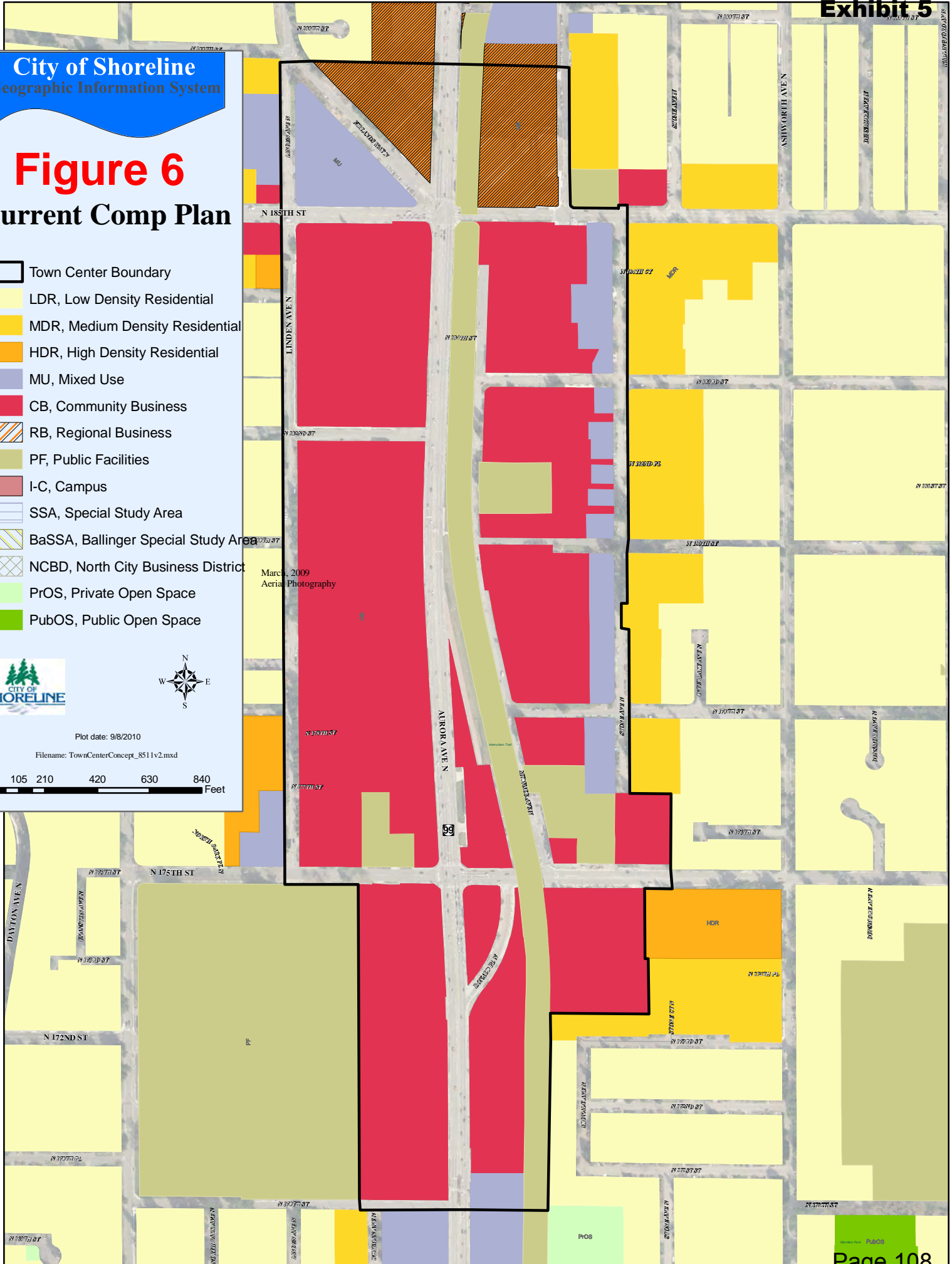
- Town Center Boundary
- LDR, Low Density Residential
- MDR, Medium Density Residential
- HDR, High Density Residential
- MU, Mixed Use
- CB, Community Business
- RB, Regional Business
- PF, Public Facilities
- I-C, Campus
- SSA, Special Study Area
- BaSSA, Ballinger Special Study Area
- NCBD, North City Business District
- PrOS, Private Open Space
- PubOS, Public Open Space



Plot date: 9/8/2010

Filename: TownCenterConcept\_8511v2.mxd

0 105 210 420 630 840 Feet





**City of Shoreline**  
Geographic Information System

# Figure 7

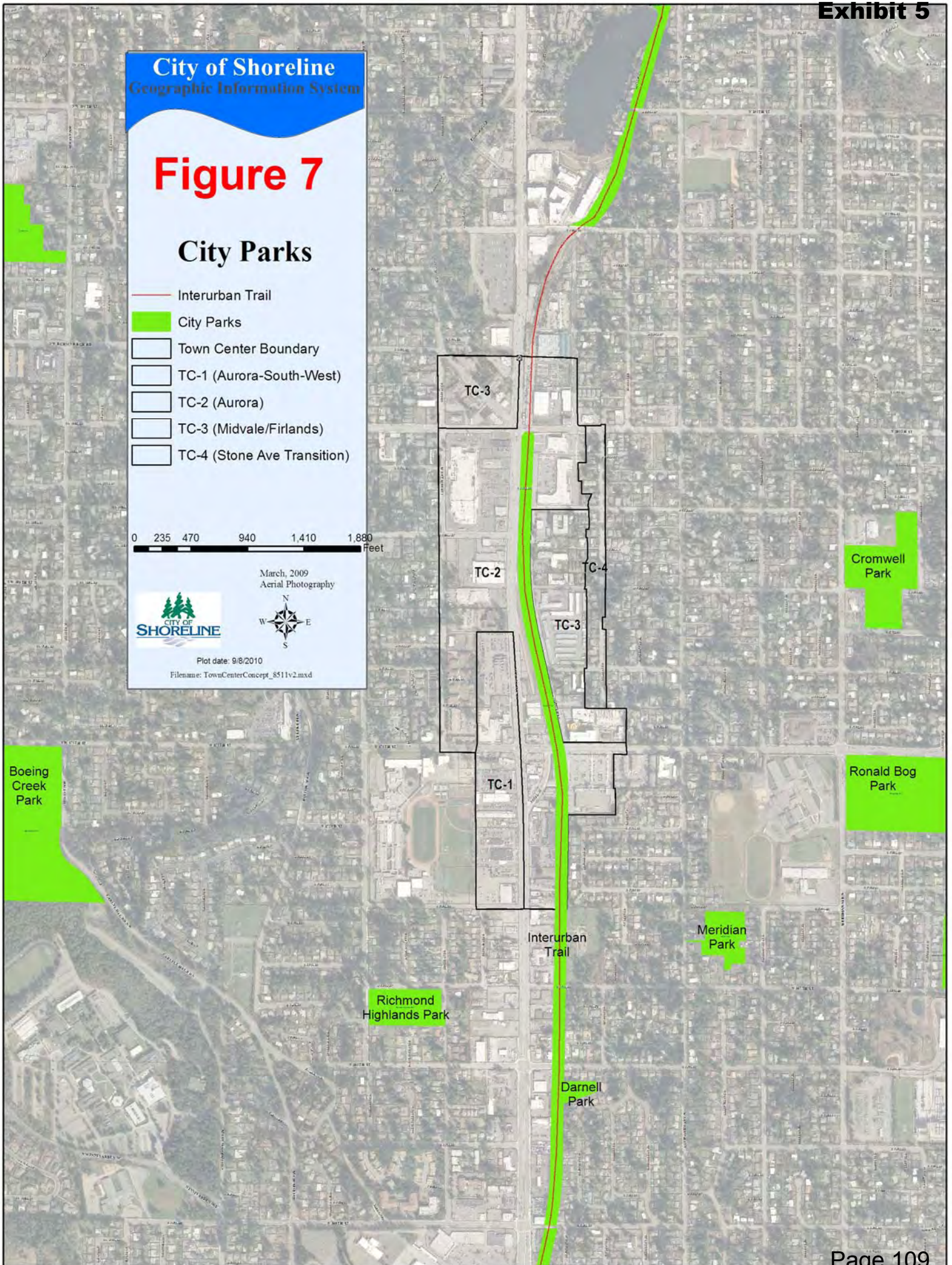
## City Parks

- Interurban Trail
- City Parks
- Town Center Boundary
- TC-1 (Aurora-South-West)
- TC-2 (Aurora)
- TC-3 (Midvale/Firlands)
- TC-4 (Stone Ave Transition)

0 235 470 940 1,410 1,880 Feet

March, 2009  
Aerial Photography

Plot date: 9/8/2010  
Filename: TownCenterConcept\_8511v2.mxd





**City of Shoreline**  
Geographic Information System


## Figure 8

### Street Classification


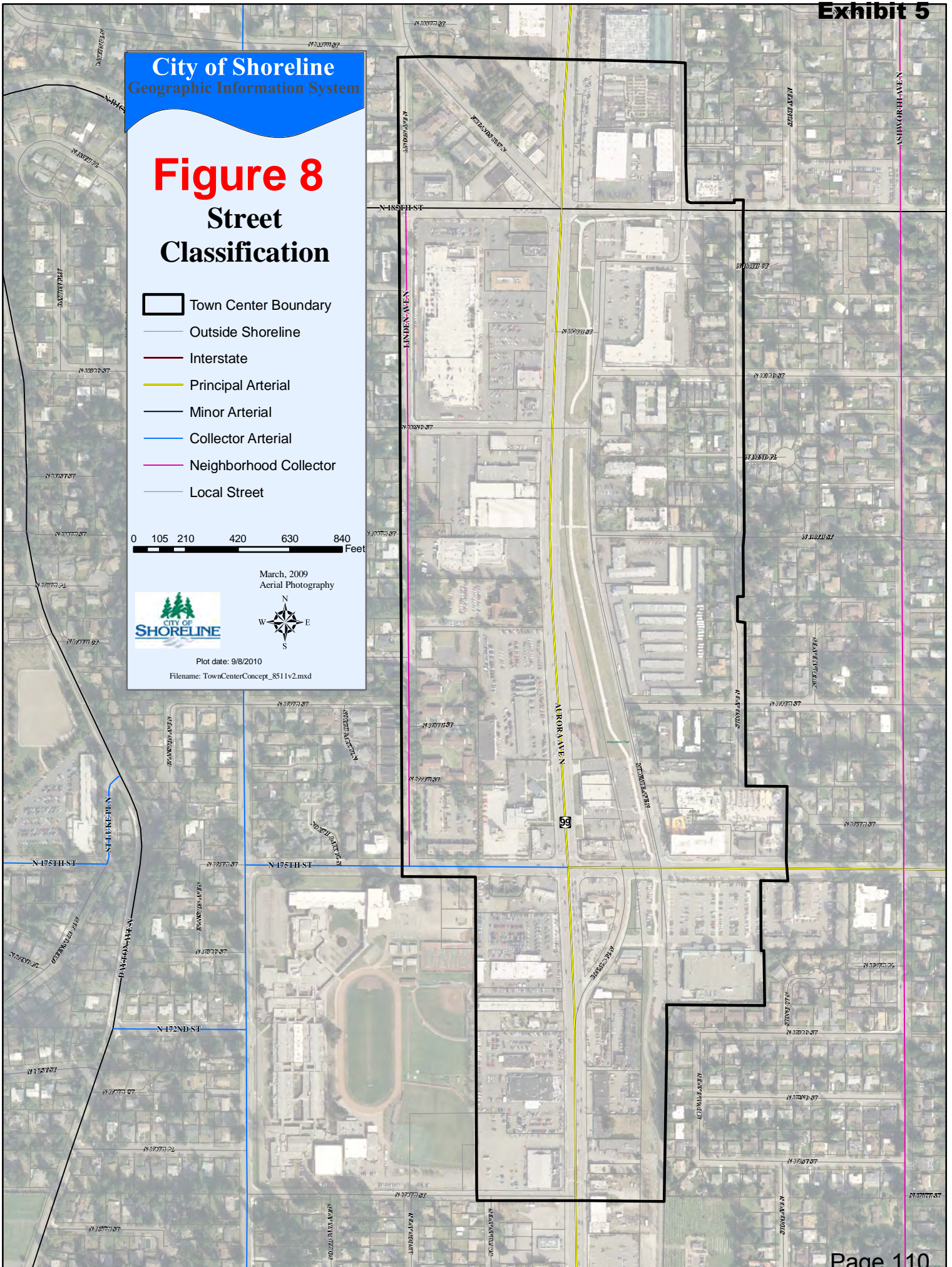
- Town Center Boundary
- Outside Shoreline
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street

0 105 210 420 630 840 Feet

March, 2009  
Aerial Photography



Plot date: 9/8/2010  
Filename: TownCenterConcept\_8511v2.mxd

April 22, 2011

Dear Mr. Cohen,

The Town Center Policy TC-16 reads:

“Protect adjacent residential areas from impacts generated by developments in town Center. Create a medium density buffer between the commercial uses in Town Center and the single family neighborhoods east of Midvale and limit lighting, signage and noise impacts. Orient commercial uses west of Aurora so that they have primary access and impacts orient toward Aurora, rather than to the neighborhood west of Linden.”

This policy fails to address and/or provide any protections for the handful of homes that share a property line with the northwest corner of Town Center at N188th. However, it seems reasonable to assume the intent to leave the single family homes in a situation that is as good, or better, than what they have now. As the Town Center Subarea stands these homes stand suffer significant, negative impacts. Here are some suggestions that could correct this egregious error.

Please ask yourself if you would accept the plan as proposed or prefer these alternatives if you shared a property line with Town Center.

Sincerely

Boni Biery



**ZONING****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 units and other development types, such as accessory dwelling units and community facilities that are compatible with existing development and neighborhood character.

**20.92.020 Zones, Land Use, and Form.****A. Town Center Zones**

In order to implement the vision of the Comprehensive Plan's Town Center Subarea Plan, there are Town Center (TC) zones established as shown in Figure 20.92.030.

1. Four zones are delineated within the Town Center that has general and specific design standards.

a. TC-1: This zone allows for a broad range of uses similar to TC-2 with the exception to allow vehicle sales, leasing, and servicing.

b. TC-2: This zone includes property fronting on Aurora Avenue, N. 175<sup>th</sup> and N. 185<sup>th</sup> streets and provides the widest range of uses and development potential with pedestrian activity primarily internal to the sites.

c. TC-3: This zone is oriented toward smaller arterials with a wide range of uses that focus pedestrian activity primarily along street frontages.

d. TC-4: This zone is oriented around Stone Avenue and the residential heights, uses and vehicle circulation to protect the adjacent single family neighborhoods.

2. Transition Overlay: This overlay provides a transition from higher intensity development to lower intensity uses and protects adjoining single family neighborhoods from large building heights, traffic, and inappropriate land uses.

The currently proposed overlay does not do enough to protect low-density, single family homes which adjoin Town Center from large building heights, traffic which are out of character with the human scale of this type of neighborhood which is supposed to preserved. The transition should happen over a much greater distance allowing the largest, tallest building to step down over the distance of no less than a city block rather than the abrupt effect created by doing it over the size of a single building lot.

**AREA DEFINITIONS**

"TC-3: This zone is oriented toward smaller arterials with a wide range of uses that focus pedestrian activity primarily along street frontages.

TC-4: This zone is oriented around Stone Avenue and the residential heights, uses and vehicle circulation to protect the adjacent single family neighborhoods."

The area along Firlands Way was originally identified as a separate area until it was casually combined with the Midvale commercial district at the first Town Center Charrette (4/1/10)

without consideration as to how it differs from the Midvale side of Aurora. All the planning efforts since have built on the assumption that both areas have the same characteristics.

***From of 185<sup>th</sup> Street north, Linden is NOT a smaller arterial; it is a residential street and so is Firlands Way***

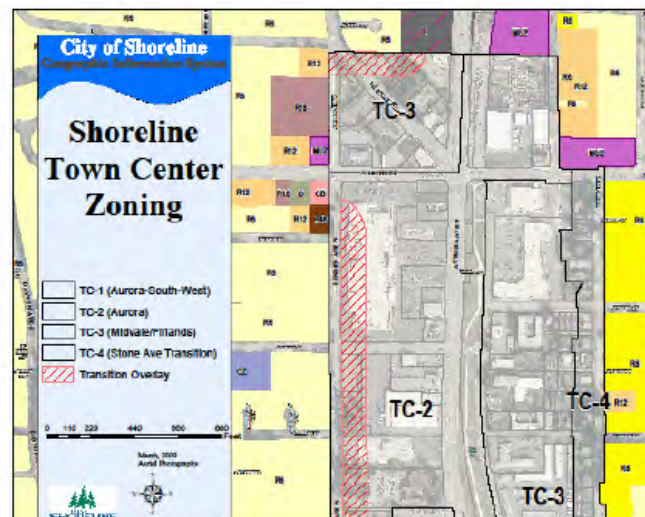
While this area does have commercial use, the property directly next to single-family residential is currently zoned as “office” and is used as a dental facility. This area also presents the unique circumstance resulting from the triangle created by Firlands Way and the commercial properties directly adjoining single family residential properties with traffic feeding away from Aurora (the Boulevard) directly onto a residential street with no exit except through the neighborhood. This seems to be contradiction to the following design standards for the Town Center Sub-area:

“Neighborhood Protection – Visual and traffic impact mitigation and access to amenities in the Town Center”

“Street Frontage – Dimensional and design standards for streets, sidewalks, and way-finding signs that are appropriate to different modes of transportation (including pedestrian) and appropriate to the adjoining lands uses.”

The negative implications of this hasty decision can be easily addressed by simply re-storing the separate designation. This can be done by creating a separate TC-5 for the area north of 185<sup>th</sup> St and west of Aurora. It would provide for:

- Commercial uses of TC-3 which are not allowed in the TC-4 Stone Avenue area
- Provide some of the neighborhood protections afforded to single family residences of TC-4.



A good description of the new TC-5 would be:

***TC-5:- This zone is oriented toward pedestrian activity primarily along street frontages and commercial uses along with height limits to protect the adjacent single family neighborhood.***

This would more accurately represent the true nature of this area and provide neighborhood protections that are more equitable to those provided other residential neighborhoods and as required by Policy TC-16:

“Protect adjacent residential areas from impacts generated by developments in Town Center. Create a medium, density buffer between the commercial uses in Town Center and the single family neighborhoods east of Midvale [deletion added] and limit lighting, signage and noise impacts. Orient commercial uses west of Aurora so that they have primary access and impacts toward Aurora, rather than to the neighborhood west of Linden.”

### **LAND USE**

There are only 3 places where Town Center directly shares a property lines with single family residential property; two are located in the TC4 “Stone Avenue Residential” area and one is in the TC3 “Midvale/Firlands” area. The difference between the protections provided to single family residents in TC4 and TC3 are considerable. Some of the uses allowed within the TC3 area are:

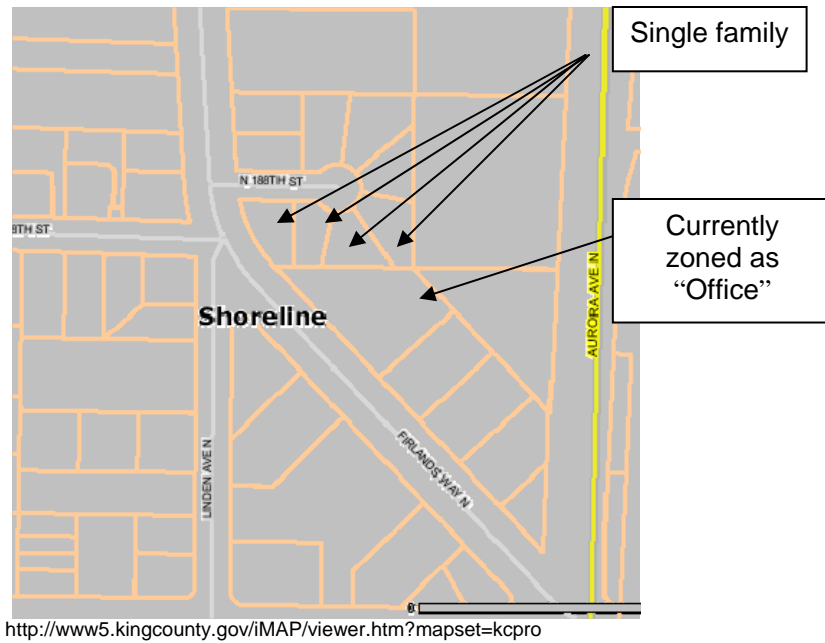
- Lodging 20.40.120
- Health Facility 20.40.140
- Government Facility 20.40.140
- Automotive fueling and service Stations 20.40.130
- Retail, Eating, and Drinking 20.40.130
- Personal and Business Services 20.40.130

***Not one of the above uses is allowed in the “Stone Avenue Residential” area, yet ALL are allowed in the Firlands area, which actually shares a property line with single family residential properties.***

The property which currently shares the property line with four, single family residences is a dental office and is currently zoned as “Office”. The proposed Town Center Plan would dramatically up-zone this property to MUZ with its potential for both much great density and building heights.



By opening this site to additional uses while protecting the adjacent homes with increase setbacks and height constraints would provide the city the opportunity to encourage small, locally owned businesses to thrive in a pedestrian oriented, neighborhood-like setting, while providing the required “Transition Zone” to protect existing neighborhoods.



Changes to the Land Use Chart would be the creation of TC-5 which opens the area to many business-friendly uses that are in common with TC-3.

Table 20.92.020 (A) Land Use Chart						
General Land Use Category	Specific uses listed in Table	TC-1 Aurora SW	TC-2 Aurora	TC-3 Midvale /Firlands	TC-4 Stone Ave Redential	TC-5 Firlands Nghbrhd Bus
Group Residences	20.40.120					
Residential General	20.40.120					
Temporary Lodging & Misc	20.40.120					
Health Facility	20.40.120					
Government Facility	20.40.140					
Regional Facility	?????	<b>Permitted</b>				
Education, Entertainment, Culture, & Recreation except Adult Use & Gambling	?????					
Retail Service, except Automotive Rental, leasing, repair or services and Motor vehicle or boat sales	20.40.130					
Motor Vehicle & boat sales, rental, leasing or repair services	20.40.130					
Gambling						
Wrecking Yards		<b>Prohibited</b>				
Heavy Equipment & truck repair, light manufacturing, shipping ocontainer, warehousing and wholesale trade						
Adult Family Use						

**FORM**

The setbacks for TC-5 would be the same as those afforded the residents of TC-4.

Table 20.92.020(B) Form.

	TC-1 <i>Aurora SW</i>	TC-2 <i>Aurora</i>	TC-3 <i>Midvale/ Firlands</i>	TC-4 <i>Stone Ave Res</i>	TC-5 <i>Firlands Way</i>	Transition Overlay
Minimum Front Yard Setback (1)(2)(3)	0-10 ft (6)	0-10 ft	0-10 ft	15 ft	15 ft	15 ft
Minimum Side Yard Setback from Nonresidential Zones (4)	0 ft	0 ft	0 ft	5 ft (5)	5 ft (5)	5 ft (5)
Minimum Rear Yard Setback from Nonresidential Zones	0 ft	0 ft	0 ft	5 ft	5 ft	0 ft
Minimum Side & Rear Yard (Interior) Setback from R-4 & R-6	15 ft	15 ft	15 ft	5ft	5ft	20ft
Minimum Side & Rear Yard Set- back from R-8 through R-48 and TC-4 and TC-5	15 ft	15 ft	15 ft	5 ft	5 ft	15 ft
Maximum Height (5)	70 ft	70 ft	70 ft	35 ft	35 ft	35 ft
Maximum Hardscape Area	95%	95%	95%	75%	75%	75%

This would provide for both the increase of commercial uses over TC-4 while affording some neighborhood protections from the massing of commercial buildings. It is also much more attractive to the human scale uses of the planned “pedestrian friendly” shopping/business district.

**TRAFFIC**

Presenting this incomplete packet to City Council is premature. As it stands, there has been no traffic study and no plans made to address traffic increases. The following impacts should be included in the study as concurrent impacts on this neighborhood.

1. Crista Master Plan
  - a. How much traffic is currently entering and exiting the neighborhood for Crista?
  - b. What is the anticipated increase?
  - c. What plans will be in place to measure the impacts and mitigate them?
  - d. How will the cost of mitigation be funded?
2. Re-Development of the Aurora Park and Ride
  - a. How much Park and Ride traffic is currently entering and exiting through the neighborhood?
  - b. What is the anticipated increase?



- c. What plans will be in place to measure the impacts and mitigate them?
  - d. How will the cost of mitigation be funded?
- 3. Possible creation of the Aurora Park and Ride as a Regional Transit Hub
  - a. How much Park and Ride traffic is currently entering and exiting through the neighborhood?
  - b. What is the anticipated increase?
  - c. What plans will be in place to measure the impacts and mitigate them?
  - d. How will the cost of mitigation be funded?
- 4. Point Wells traffic
  - a. What is the “worst case scenario” as to how much traffic will be created by development of Point Wells.
  - b. What plans will be in place to measure the impacts and mitigate them?
  - c. How will the cost of mitigation be funded?
- 5. Unlimited access directly to a residential street from Aurora with no means of returning to Aurora except through the neighborhood on residential streets
  - a. What plans have been made to protect the neighborhood from this situation?
  - b. What plans will be in place to measure the impacts and mitigate them?
  - c. How will the cost of mitigation be funded?
- 6. Aurora Corridor
  - a. What increases/decreases in traffic are anticipated from the Aurora Corridor upgrades?
  - b. What plans are in place to measure the changes and mitigate negative impacts?
  - c. How will the cost of mitigation be funded?
- 7. Impacts of the likely re-development along N185th between Aurora and Linden. One large residential development here could drive the existing, high traffic use numbers sky high dumping even more traffic into the neighborhood that is supposed to be protected by this Sub-area Plan.

### **INTERSECTION PERFORMANCE**

What are the current Intersection Ratings at:

- 1. N 185<sup>th</sup> & Aurora Ave North?
- 2. N 185<sup>th</sup> & Linden Ave North?
- 3. N 192<sup>nd</sup> & Aurora Ave North?
- 4. N 195<sup>th</sup> & Firlands Way?

There are proposed policies to drastically reduce parking with no Town Center-wide plan to assure that shoppers, those attending events, and residents will all have appropriate parking

when needed. Without such a plan businesses may find it difficult to convince shoppers they should walk to their stores, those wanting to use the Park at Town Center may not bother to visit if there is not parking and restroom facilities nearby. Home owners should have to endure 24/7 parking adjacent to their properties. And yet -

“Policy TC-4: Increase the variety of housing choices in Town Center and increase opportunities for moderate cost housing. Reduce new housing construction costs and incentivize affordable housing in Town Center by reducing parking requirements and pursuing an aggressive program of Property Tax Exceptions.” [Funded by existing property owners]

And

“Policy TC-21: Encourage structured parking for commercial, multi-family and mixed use developments, and reduce parking requirements in recognition of the availability to transit, on street parking, walkability, and housing types.”

There is neither rationale nor a plan in place defining how these proposed “reduced parking requirements” for development will be met.

A complete traffic study which evaluates the items below concurrently is required and the opportunity for public input and discourse before this proposal goes to City Council for approval. Council Members should be outraged they are being asked to approve of plan that does exist. And I strongly encourage them to instruct the Planning Commission and Planning Department to re-schedule the Public Hearing until this information is available.

If Planning Commissioners or Council Members are unfamiliar with the impacts of overflow/convenience parking on residential streets, here are some that I have personally experienced.

- Increased risk from those who not familiar into a neighborhood
- Parents are less likely to allow their children to play outdoor
- The elderly are more tentative about leaving their homes
- People empty their car ashtrays where they park
- Strangers stand and talk or argue or scream as if not one could hear them
- Car doors slam all the time
- and then there are the car alarms.....

Each of these, and more, should be addressed via a traffic study and planned mitigations before there is a Public Hearing. How can the citizens or the City Council possibly speak to the components of plan if none are available? Open government and public engagement demands the traffic study and associated mitigations be presented before a hearing is called.

One place in particular that needs to have mitigations provided is where the traffic from the “boulevard” Aurora is fed directly onto a residential street.



The same neighborhood is also subject to traffic from an arterial, N 185<sup>th</sup> and collector distributors, Linden Ave N (south of 185<sup>th</sup>) and Fremont Ave N; yet there is no mention of traffic issues regarding the impacts of encouraging a shopping district and attracting even more traffic onto these neighborhood streets. Here are the current traffic counts on this much over-used residential street.



This shows how Firlands Way and Linden are used to bypass traffic and lights on Aurora, and stop signs on Fremont.

The basic map and average weekday traffic flow numbers are from the Neighborhood Traffic Safety Program, I have simply added the dashed red line to illustrate how drivers use it.

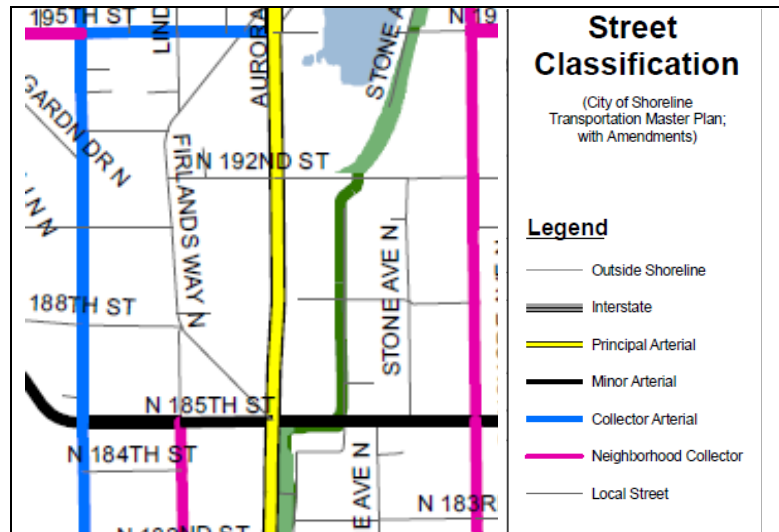
These numbers are from 2009. I'm sure they are higher now and with all the proposed changes that can/will impact Firlands Way it is easy to imagine another 1750 trips per day bringing the average trips to 4000 and violating the traffic limits for a residential street.

Traffic Flow from 2009 (2 years ago)

The result will be much more noise over more hours of the day/night, more litter, more crime and more imposed confinement of those living in the immediate area.

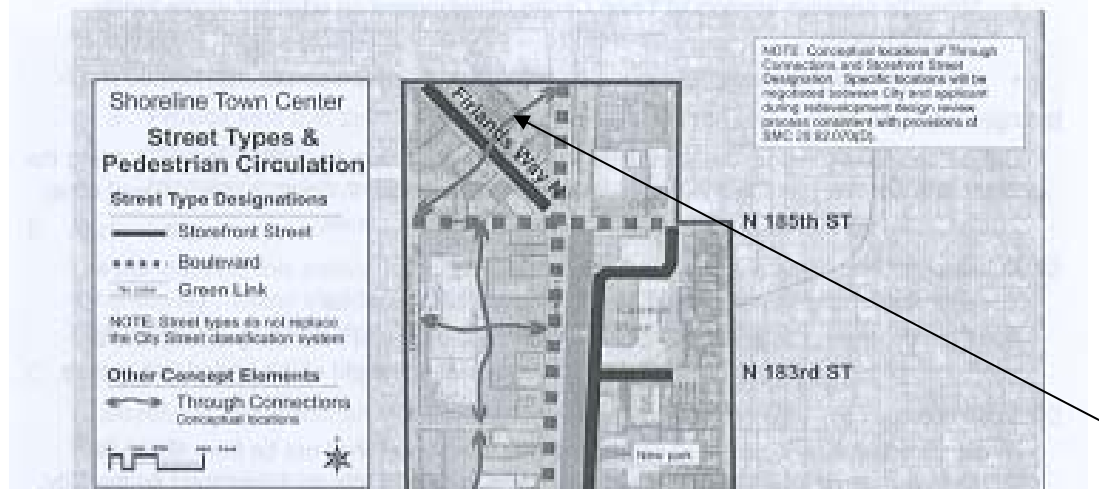
## STREET CLASSIFICATIONS

Here are the current street classifications which helps to explain how inviting additional traffic onto Firlands Way from Aurora requires mitigation be planned before the Sub-Area Plan is approved. The very nature of this street configuration has been an issue for years and continues to be avoided due to the complexity of resolving the problems caused by it.



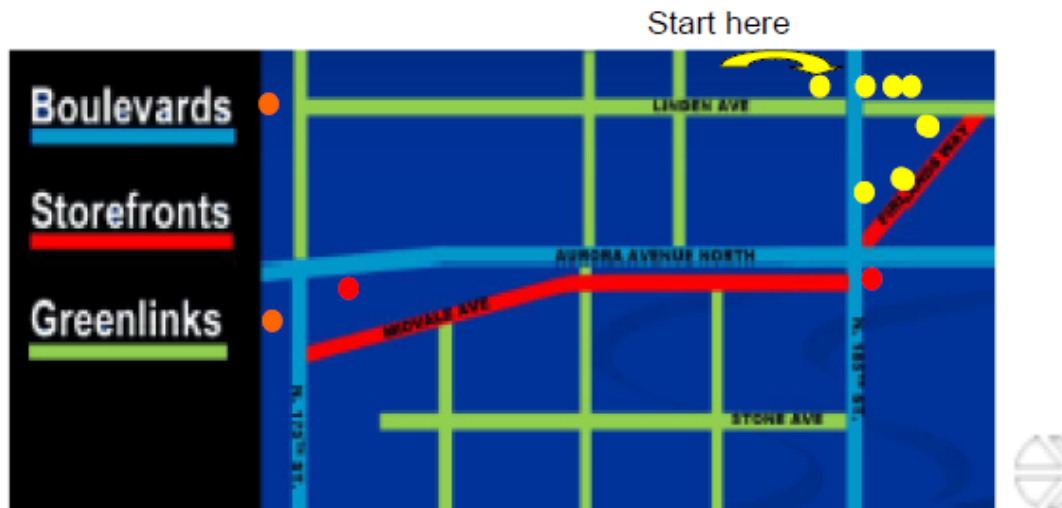
## 20.92.030 Street Types and Pedestrian Circulation

This map illustrates site-specific design elements to be implemented by code for street types and Through Connections.



Having a “Pedestrian Connection” across a street that is receiving traffic directly from a boulevard (Aurora) seems unsafe and unwise. If this is to be a truly pedestrian friendly street it will also need to have pedestrian scale buildings. Keeping the buildings at a more human and historical scale would make use of the opportunity to create a local history walk.

Additionally, why is Linden Avenue north of 185<sup>th</sup> not classified as a green-link street? It seems to be without any designation.



**Fig. 8** A hierarchy of boulevards, storefront streets and greenlink streets

- Beginning with the 1) Masonic Hall at the southwest corner of N 185<sup>th</sup> & Linden and traveling clockwise are 2) the new Historical Museum, 3) what is believed to be an early twentieth century "Sears Catalog" house with 4) a new 21<sup>st</sup> Century manufactured home on the same lot, 5) the old Steinberger home, 6) red brick road under the pavement, 7) an old "Five & Dime" which is attached to the piano store, 8) the old Interurban "Ronald Stop"
- Interurban Stops
- Other Historical points; Red Brick Road, Ronald School Building

## 20.92.080 Sign Design Standards.

### A. Purpose

- Require signage that is both clear and of appropriate scale for the project.
- Enhance the visual qualities of signage through the use of complementary sizes, materials and methods of illumination.

### D. Monument Signs

3. Signs in Zone TC-3: Maximum height: 6 feet and maximum area: 50 square feet per sign face.

***Not Allowed in TC-4 and TC-5***



**E. Building Signs**

4. Each sign area shall not exceed 25 square feet for Zone TC -3 and 50 square feet for zones TC-1 and TC-2.

***Not Allowed in TC-4 and TC-5***

**I. Transition Overlay and Zone TC-4 Signs**

All signs in the Transition Overlay and Zones TC-4 ***and TC-5*** shall meet residential sign standards of SMC 20.50.540(B).

***Protection Not Provided for current TC-3; could be changed to read:***

- I. Transition Overlay and Zones TC-4 and TC-5 Signs

Incorporation of these suggestions would create a much more viable, livable and equitable treatment of the portion of Town Center west of Aurora and north of N185th.