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ORDINANCE NO. 707

AN ORDINANCE OF THE CITY OF SHORELINE DESIGNATING A PLANNED ACTION FOR THE 185th STREET STATION SUBAREA PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC) Title 20, to implement the Comprehensive Plan; and

WHEREAS, under the State Environmental Policy Act (SEPA), RCW 43.21C and its implementing regulations, the City may provide for the integration of environmental review with land use planning and project review so as to streamline the development process through the designation of a Planned Action in conjunction with the adoption of a subarea plan; and

WHEREAS, designation of a Planned Action may be for a geographic area that is less extensive than the City's jurisdictional boundaries and serves to expedite the permitting process for subsequent, implementing projects whose impacts have been previously addressed in an Environmental Impact Statement (EIS), and thereby encourages desired growth and economic development; and

WHERAS, the City prepared the 185th Street Station Subarea Plan after an extensive public participation and review process for preparation of the Subarea Plan, its implementing development regulations, and the establishment of a Planned Action, including open houses, community meetings, study sessions, public hearings, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City conducted a thorough environmental review of the development anticipated within the 185th Street Station Subarea Plan area, and on June 3, 2014, issued a Draft Environmental Impact Statement (DEIS), that considered the impacts of the anticipated development within the Subarea Plan, provided for mitigations measures and other conditions to ensure that future development will not create adverse environmental impacts associated with the Planned Action; and

WHEREAS, after allowing for public comment on the DEIS, on November 26, 2014, the City issued the 185th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) which responded to public comment and identifies the impacts and mitigation measures associated with the 185th Street Station Subarea Planned Action; and

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WHEREAS, the Planning Commission, after required public notice, on January 15, 2015, held a public hearing on the 185th Street Station Subarea Planned Action, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held study sessions on the designation of a Planned Action area, the 185th Street Station Subarea Plan, the implementing regulations, including changes to the City's Land Use and Official Zoning Maps, and considered the Planning Commission's recommendations on February 9, 2015 and on February 23, 2015; and

WHEREAS, the City Council has determined that the 185th Street Station Subarea is appropriate for designation as a Planned Action and designating this Subarea as such will achieve efficiency in the permitting process thereby encouraging economic growth and development while promoting environmental quality;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. **Findings**. The 185th Street Station Subarea Planned Action meets the criteria for a planned action as set forth in WAC 197-11-164 for the following reasons:

A. The City of Shoreline is planning under the Growth Management Act (GMA), RCW 36.70A, and has adopted a Comprehensive Plan and development regulations to implement its Comprehensive Plan.

B. A subarea plan has been prepared under the provisions of the GMA for the 185th Street Station Subarea. This subarea is located within the City of Shoreline's Urban Growth Area but is limited to a specific geographical area that is less extensive than the City's boundaries.

C. Concurrent with this Ordinance, with the adoption of Ordinance No. 702, the City is amending its Comprehensive Plan to include the 185th Street Station Subarea Plan and, with the adoption of Ordinance No. 706, is amending the Unified Development Code, SMC Title 20, to implement development regulations specific to this subarea plan.

D. The designation of the 185th Street Subarea Planned Action is consistent with the goals and policies of the City's Comprehensive Plan.

E. The City of Shoreline has prepared the 185th Street Station Subarea Draft Environmental Impact Statement (DEIS) and the 185th Street Station Subarea Final Environmental Impact Statement (FEIS), collectively the Planned Action EIS, which identifies and

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adequately addresses the environmental impacts of development in the Planned Action area.

F. The mitigation measures identified in the Planned Action EIS, attached hereto as **Exhibit A**, together with the City's existing development regulations and concurrently enacted development regulations set forth in Ordinance No. 706, specifically those regulations set forth in SMC Title 20 related to the 185th Street Station Subarea attached hereto as **Exhibit B,** will adequately mitigate significant impacts from development within the Planned Action area.

G. The 185th Street Subarea Plan and the Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action and emphasize a transit-oriented development consisting of a mix of residential, retail/commercial, office, and public uses.

H. Future development projects that are determined to be consistent with the Planned Action will protect the environment while benefiting the public and enhancing economic development within the City.

I. The City has provided for meaningful opportunities for public involvement and review during the 185th Street Station Subarea Plan and the Planned Action EIS process, has considered all comments received, and, as appropriate, has modified the proposed action or mitigation measures in response to comments.

J. The Planned Action does not include Essential Public Facilities, as defined in RCW 36.70A.200. These types of facilities are excluded from the Planned Action as designated herein and are not eligible for review or permitting as a Planned Action.

K. The City, with adoption of this Planned Action, will update the Capital Improvement Program (CIP) to include improvements for the 185th Street/ 10th Avenue NE/ NE 180th Street Corridor.

Section 2. **Planned Action Area Designation**. The Planned Action Area is hereby defined as that area set forth in the 185th Street Station Subarea Plan, as shown on **Exhibit C** attached hereto.

Section 3. **Procedures and Criteria for Evaluating and Determining Projects as Planned Actions.**

A. **Environmental Document.** A Planned Action project determination for a site-specific project application shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in **Exhibit A** of this Ordinance are based

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upon the findings of the Planned Action EIS and shall, along with the City's Unified Development Code, SMC Title 20, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action projects within the Planned Action Area.

B. **Planned Action Project Designation.** Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Section 3(C) of this Ordinance and the mitigation measures contained in Exhibit A of this Ordinance, are designated "Planned Action Projects" pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Section 3(C) of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

C. **Planned Action Qualifications.**

The 185th Street Station Subarea Planned Action FEIS analyzed the impacts associated with development in the Planned Action Area designated in Section 2 of this Ordinance. The FEIS contains mitigation measures to adequately address impacts associated with this development up to the thresholds identified below. An individual development proposals or combination of Planned Action Projects that would exceed any of these thresholds and/or would alter the assumptions and analysis in the Planned Action EIS would not qualify as a Planned Action and may be subject to additional environmental review as provided in WAC 197-11-172. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: A land use can qualify as a Planned Action Project land use when:

i. it is within the Planned Action Area as shown in **Exhibit C** of this Ordinance;

ii. it is within one or more of the land use categories studied in the EIS: residential (attached single family, low-rise multi-family, mid-rise multi-family, high-rise multi-family), retail, commercial, public use; and

iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

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A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(b) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: roads designed for the Planned Action, stormwater, utilities, parks, trails, and similar facilities developed consistent with the Planned Action EIS mitigation measures, City and special district design standards, critical area regulations, and the Shoreline Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land use growth projections and building heights are contemplated within the Planned Action Area and reviewed in the FEIS for the subsequent 20 year planning period are as follows:

Table 1 – Land Use Growth Projections within the Planned Action Area

Preferred Alternative (2035)	
	Threshold Growth
Population	5,399
Residential Units	2,190
Jobs	928
Total New Activity Units – Residential Units and Jobs	3,128

Table 2 – Maximum Building Height

Zoning District	**Maximum Building Height**
Mixed-Use Residential 35' (MUR 35')	35 feet
Mixed-Use Residential 45' (MUR 45')	45 feet
Mixed-Use Residential 70' (MUR 70')	70 feet
Mixed-Use Residential 70' (MUR 70') w/ development agreement	140 feet

(b) Shifting development amounts between land uses identified in Subsection 3(C)(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action EIS; the traffic trips for the preferred

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alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with this Ordinance.

(3) Transportation Thresholds:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour and daily trips anticipated within the Planned Action Area and reviewed in the FEIS for the subsequent 20 year planning period are as follows:

Table 3 - Transportation

	Total PM Peak Trips Generated
Preferred Alternative (2035)	8,289

	Maximum Average Daily Trips
Preferred Alternative (2035) – N-NE 185th Street*	20,000

*Volumes are for the 185th Corridor east of Aurora Avenue North to 10th Avenue NE

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets. Applicants shall be required to provide documentation that the project meets concurrency standards.

(c) Access and Circulation. All Planned Action Projects shall meet access standards established in SMC 20.60.150 Adequate Access.

(d) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Shoreline Municipal Code.

iii. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

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(4) Utility Thresholds: The following thresholds for potable water and wastewater demand are contemplated within the Planned Action Area and reviewed in the FEIS for the subsequent 20 year planning period are as follows:

Table 4 – Utilities – Water/Wastewater

Utility Provider	Total Water Demand Threshold gallons per day (gpd)
North City Water District	771,281 gpd
Seattle Public Utilities	1,171,165 gpd
Wastewater	1,516,803 gpd

(5) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS would not qualify as a Planned Action Project.

(6) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

D. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets ALL of the following conditions:

(a) the project is located within the Planned Action Area identified in Exhibit C of this Ordinance;

(b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 3(C) of this Ordinance;

(c) the project is within the Planned Action thresholds and other criteria of Subsection 3(C) of this Ordinance;

(d) the project is consistent with the Shoreline Comprehensive Plan including the policies of the 185th Street Station Subarea Plan and the Shoreline Municipal Code;

(e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit A of this Ordinance and other applicable City regulations,

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together with any conditions, modifications, variances, or special permits that may be required;

(g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

(2) The City shall base its decision to qualify a project as a Planned Action Project on review of a standard SEPA Environmental Checklist form, unless the City later elects to develop a specialized form for this Planned Action, and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

E. Effect of Planned Action Designation.

(1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3(C) and 3(D) and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action Projects shall still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

F. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

(1) Development applications shall meet all applicable requirements of this Ordinance and the Shoreline Municipal Code in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.

(2) Applications for Planned Action Projects shall:

(a) be made on forms provided by the City;

(b) include a SEPA Environmental Checklist;

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(c) include a conceptual site plan pursuant to SMC 20.30.315 Site Development Permit; and

(d) meet all applicable requirements of the Shoreline Municipal Code and this Ordinance.

(3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.

(4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in SMC Chapter 20.30 Procedures and Administration, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

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(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

(6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(7) A Determination of Consistency or Inconsistency is a Type A land use decision and may be appealed pursuant to the procedures established in Chapter 20.30 SMC. An appeal of a Determination of Consistency shall be consolidation with any pre-decision or appeal hearing on the underlying project application.

Section 4. **Mitigation Measures for the 185th Street Station Subarea Planned Action.** Any proposed project within the Planned Action Area must be consistent with the City's Unified Development Code, Title 20, specifically those provisions expressly related to the 185th Street Station Subarea Plan, and the mitigation measures set forth in Exhibit A, attached hereto.

Section 5. **Monitoring and Review of Planned Action**.

A. The City shall monitor the progress of development in the 185th Street Station Planned Action area to ensure that it is consistent with the assumptions of this Ordinance, the Subarea Plan, and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the 185th Street Station Subarea.

B. The Planned Action shall be reviewed by the SEPA Responsible Official no later than six (6) years from the effective date of this ordinance and every six (6) years thereafter. The reviews shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and the effectiveness of required mitigation measures. Based upon this review, the City may propose amendments to this Planned Action or may supplement of review the Planned Action EIS.

Section 6. **Severability**. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

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Section 7. **Effective Date of Publication.** A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five (5) days after publication.

Section 8. **Expiration Date.** This Ordinance shall expire twenty (20) years from the date of adoption unless otherwise repealed or readopted by the City Council following a report from the Director of Planning and Community Development and a public hearing.

PASSED BY THE CITY COUNCIL ON MARCH 16, 2015.

Shari Winstead
Mayor

ATTEST:

Jessica Simulcik Smith
City Clerk

APPROVED AS TO FORM:

Margaret King
City Attorney

Date of Publication: March 19, 2015
Effective Date: March 24, 2015

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EXHIBIT A

185TH STREET STATION SUBAREA PLAN

PLANNED ACTION MITIGATION MEASURES

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that may have adverse impacts upon the environment.

In order to meet SEPA requirements, the City of Shoreline issued the Draft 185th Street Station Subarea Planned Action Environmental Impact Statement on June 9, 2014, and the Final Environmental Impact Statement on November 20, 2014. The Draft Environmental Impact Statement and the Final Environmental Impact Statement are referenced collectively herein as the "EIS." The EIS has identified probable significant impacts that would occur with the future development of the Planned Action area, together with a number of potential measures to mitigate those significant impacts.

The purpose of this Mitigation Document is to establish specific mitigation measures for qualified Planned Action development proposals, based upon significant impacts identified in the EIS. The mitigation measures would apply to future development proposals that are consistent with the Planned Action development envelope reviewed in the EIS and that are located within the Planned Action area (see Exhibit A).

USE OF TERMS

As several similar terms are used in this Mitigation Document, the following phrases or words are defined briefly:

SEPA Terms

The discussion of mitigation measures may refer to the word's action, planned action, or proposal, and for reference these terms are identified below.

- "Action" means projects or programs financed, licensed, regulated, conducted or approved by an Agency. "Project actions" involve decisions on a specific project such as a construction or management activity for a defined geographic area. "Non-project" actions involve decisions about policies, plans or programs. (see WAC 197-11-704)
- "Planned Action" refers to types of project actions that are designated by ordinance for a specific geographic area and addressed in an EIS, including any Addendum, in conjunction with a comprehensive plan or subarea plan, a fully contained community, a master planned resort, a master planned development or phased project. (see WAC 197-11-164)
- "Proposal" means a proposed action that may be an action and regulatory decision of an agency, or any action proposed by applicants. (see WAC 197-11-784)

Other Terms

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The Planned Action area may be referred to as the 185th Street Station Subarea Planned Action area, project site, or project area in this document.

General Interpretation

Where a mitigation measure includes the words "shall" or "will," inclusion of that measure is mandatory in order to qualify a project as a Planned Action. Where "should" or "would" appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action and/or to reduce transportation mitigation impact fees.

Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

DEVELOPMENT PROPOSED UNDER THE PLANNED ACTION

The proposal reviewed in the EIS included designation of the 185th Street Station Subarea as a Planned Action area for the purposes of State Environmental Policy Act (SEPA) compliance, pursuant to RCW 43.21C.440 and WAC 197-11-164, and adoption of amendments to the Development Code addressing form-based zoning, parking standards and design standards, and the development projects that implement the Planned Action. The Planned Action designation would encourage the creation of walkable, Transit Oriented Communities, and with a mix of housing opportunities, employment, retail and other community amenities. Under this Planned Action, redevelopment in the period through 2035 would add between 502 and 928 new jobs and between 1,140 to 2,190 new housing units in the Planned Action area. The Planned Action area is shown in Exhibit A.

MITIGATION

Based on the EIS, which is incorporated by reference, this Mitigation Document summarizes significant adverse environmental impacts that are anticipated to occur in conjunction with the development of planned action projects in the next 20 years. Mitigation measures, identified in the EIS, are reiterated here for inclusion in conjunction with proposed projects to mitigate related impacts and to qualify as Planned Action projects.

Consistency review under the Planned Action, site plan review, and other permit approvals will be required for specific development actions under the Proposed Action pursuant to WAC 197-11-172. Additional project conditions may be imposed on planned action projects based upon the analysis of the Planned Action in relationship to other City, state or federal requirements or review criteria.

Any applicant for a project within the Planned Action area may propose alternative mitigation measures, if appropriate and/or as a result of changed circumstances, in order to allow equivalent substitute mitigation for identified impacts. Such modifications would be evaluated by the City SEPA Official prior to any project approvals by the City.

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As permitted by WAC 197-11-660, it is recognized that there may be some adverse impacts that are unavoidable because reasonable or feasible mitigation cannot be achieved for the Planned Action.

The combination of regulations applicable to each element of the environment and mitigation measures identified in the EIS and documented in this Mitigation Document that are applied to any planned action proposal will adequately mitigate all significant environmental impacts associated with Planned Action proposals.

Mitigation measures are provided below for each element of the environment analyzed in the EIS.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The EIS identifies a summary of impacts and mitigation measures for land use, population/ housing/employment, multi-modal transportation, public services, and utilities. Please refer to the Draft and Final EIS for complete text associated with each element of the environment. The following is a summary of impacts and the mitigation measures applicable to impacts on each element of the environment.

Land Use Mitigation Measures

Summary of Impacts

The preferred alternative would result in the greatest extent of change, covering the most geographic area. Current land use patterns would be altered from predominantly single family to mixed use, multi-family, and attached single family, along with some neighborhood supporting retail and employment uses (less than under Alternative 3; more than under Alternative 2). The preferred alternative would preserve some areas of single family in the subarea, but less than under Alternative 3 and 2.

Intensity of land use including density, building height, and mass of urban form would be greater under the preferred alternative than under Alternatives 3 and 2. Potential impacts to land use compatibility between new and existing land uses would require mitigation.

Applicable Regulations and Commitments

Development under the Planned Action will be required to comply with the Development Code regulations identified in SMC 20.50. Applicable standards include dimensional standards, uses, site design standards, building design standards, and landscaping. Redevelopment that complies with these guidelines would, in many cases, represent an improvement over existing land use compatibility.

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Mitigation Measures

Change will occur incremental over many decades. Proactive planning and capital investments will support the implementation of the adopted Station Subarea Plan over time. The City will update the Shoreline Municipal Code Title 20, the Development Code, to encourage best design practices and design features that enhance the neighborhood and provide a suitable transition between uses. Potential implementation of phased zoning may provide more focus and predictability for the first stages of change.

Population, Housing and Employment

Summary of Impacts

The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives. In the first 20-years, population is projected to grow between 2,916 people and 5,399 people.

At full build-out, more capacity for affordable housing and housing choices would be present over the long term in the preferred alternative.

The preferred alternative provides fewer employment opportunities than under Alternative 3, but still provides significant capacity for employment growth to help meet City's targets and balance the jobs-to-housing ratio

Applicable Regulations and Commitments

Development under the Planned Action will be required to comply with the Development Code regulations identified in SMC 20.50. Applicable standards include the use table in SMC 20.40.160 which identifies which uses are allowed in the MUR Zones.

Mitigation Measures

Population is expected to grow incrementally over many decades. Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan will occur over time. The City will update the Shoreline Municipal Code Development Code standards to encourage a greater level of affordable housing, housing choices, and expand uses allowed in the Station Subarea. The potential implementation of phased zoning will be explored to provide more focus and predictability for initial decades of growth.

Transportation Mitigation Measures

Summary of Impacts

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By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station.

The most heavily traveled routes for traffic would be N-NE 185th Street, Meridian Avenue N, and NE 175th Street from Meridian to Interstate 5; volumes on N-NE 185th Street may reach 20,000 vehicles per day (compared to current daily volumes of 9,700).

At Build-Out: 23,554 new households and 15,340 new employees would generate additional trips (to the total of 20,111 peak PM trips).

Applicable Regulations and Commitments

Development will comply with the City's development standards with regards to street improvements in the City's Municipal Code and Engineering Standards.

Mitigation Measures

By 2035 or earlier:

- Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects
- N-NE 185th Street: two-way left-turn lane
- Meridian Ave N: two-way left-turn lane
- N 185th St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket
- Expanded turn pocket lengths for Meridian Ave N and 175th St intersection
- Intersection improvements at 15th Avenue NE and NE 175th St Intersection

By 2035:

- Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185th Street, Meridian Avenue N, and other key corridors
- Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures
- Develop specific N-NE 185th corridor plan to prepare for redevelopment
- Continue to monitor traffic volumes on N-NE 185th Street on a bi-annual basis to identify changes in congestion patterns
- Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street
- Expand signal coordination and other intelligent transportation systems (ITS) strategies
- Consistent with the TMP, reconfigure the N 185th Street/Meridian Avenue N intersection
- Provide protected/permitted phasing for NB and SB left-turn movements at N 185th Street and Meridian Avenue N

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- Signalization of the intersections along N-NE 185th Street at 5th Avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023
- As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE
- Consistent with the TMP, reconfigure the N 175th Street/Meridian Avenue N intersection
- NE 175th Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation
- Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street
- Consistent with the TMP, reconstruct 5th/7th Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175th Street NE to NE 185th Street and 5th Avenue NE from NE 185th Street to NE 195th Street
- Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns
- Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes
- Consistent w/ TMP, install sidewalks on both sides of 10th Avenue NE from NE 175th St to NE 195th St
- Consistent with the TMP, install sidewalks on both sides of NE 180th Street from 15th to 10th Ave NE
- Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station
- Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood

- Work with Sound Transit on the N-NE 185th Street bridge improvements with a focus on multi-modal access and safety

Parking management strategies:

- Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers
- Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use
- Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking
- Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply

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- If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply

Traffic calming:

- Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program

Transit service improvements:

- As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185th Street corridor to ensure transit vehicles can operate efficiently through the study area.
- Strategies the city may employ include construction of signal priority systems, queue jumps and bus bulbs.
- Target potential chokepoints along N-NE 185th Street for these improvements, such as Meridian Avenue N and/or 5th Avenue NE.
- Evaluate the potential signalization of NE 185th Street and 7th Avenue NE to allow for efficient access of busses into and out of the light rail station.

Pedestrian & Bicycle Facilities (In addition to above):

- Evaluate potential improvements on N-NE 185th from the Interurban Trail to the station including cycle tracks
- Coordinate with Sound Transit on bike facilities at the station
- Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects
- Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station
- See Perkins Way recommendation above
- Install bike lanes on 10th Avenue NE
- Consider opportunity to implement bike sharing program and additional bike storage near station

To Serve Build-Out Growth:

- Additional through-lanes along N/NE 185th Street from 10th Avenue NE to Aurora Avenue N
- Additional right-turn pockets for the eastbound and westbound approaches along N 185th Street at the intersection with Meridian Avenue N

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- Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175th Street and N 205th Street with a right-turn pocket on the northbound approach to N 185th Street
- Dual left-turn pockets for the southbound approach at 1st Avenue NE and NE 185th Street
- Right-turn pocket for the westbound approach at 5th Avenue NE and NE 185th Street
- Two-way left-turn lane along 5th Avenue NE between NE 175th Street and NE 185th Street
- Dual left-turn pocket for eastbound approach at 15th Avenue NE and NE 175th Street
- Northbound right-turn lane at N 175th Street and Meridian Avenue N
- Signalization of the following intersections:
- NE 185th Street and 5th Avenue NE
- NE 185th Street and 7th Avenue NE
- NE 185th Street and 10th Avenue NE
- Signalization or roundabout conversion of the following intersection:
- NE 180th Street and 10th Avenue NE
- To Serve Build-Out, Cont'd:
- Widening of the 5th Avenue NE and NE 175th Street intersection to facilitate bus turns from EB NE 175th St to NB 5th Avenue NE. Only smaller buses can make the turn today
- NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation

Other Mitigation Measures:

- Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program
- Continue to support transit service mitigation measures as needed
- Implement programs such as bike sharing and car sharing programs working with service providers
- Continue to require and implement pedestrian and bicycle facilities and improvements

Public Services Mitigation Measures

Summary of Impacts

Schools:
By 2035:
723-893 elementary students
223-276 middle school students
522-646 high school students

At Build-Out:
7,891 elementary students
2,439 middle school students
5,703 high school students

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Parks, recreation, and open space
By 2035:
Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park

At Build-Out:
Would generate demand for nine to ten new neighborhood parks and possibly other facilities to be monitored and evaluated over time

Police
By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space

At Build-Out
Up to 41 new commissioned officers, as well as more equipment, vehicles and facilities/space

Fire and emergency services
By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase)

At Build-Out:
Increase to an additional 4,859 to 6,089 annual calls

Solid waste
By 2035: 3,418 to 6,327 more people; 32,813 to 60,739 additional pounds of waste management per week

At Build-Out: 62,477 more people; 599,779 additional pounds of waste management per week

City/municipal services
By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees

At Build-Out: 48,585 more people would require 122 FTE City employees

Museum, library, postal, and human services
By 2035: 5.3 percent to 9.9 percent increase in demand for services

At Build-Out: 88.7 percent increase in demand for services; a new library or satellite library may be needed

Mitigation Measures

- Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades

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- Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities

- Consider the need for potential increases in fees for services to address growth

- In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.)

Utilities Mitigation Measures

Summary of Impacts

Water
5,120,637 total gallons per day
Compared to 669,180 current usage

Wastewater
661% increase in demand for service compared to current service level

Surface Water
37% increase in surface water/303.10 cfs

Electricity
699% increase in demand for electricity; undergrounding

Natural Gas
Major increase in demand

Communications
Major increase in demand

Mitigation Measures

Water
By 2035:
- Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning
- Evaluate/verify long-term storage and facilities needs
- Upgrade 8,610 linear feet (LF) of 12" water mains, valves, and hydrants in the North City Water District
- Upgrade 3,030 LF of 12" water mains and 1,480 of 8" water mains, as well as valves and hydrants in the Seattle Public Utilities (SPU) system

To Serve Build-Out:
- Upgrade 36,969 LF of 12" and 317 LF 8" mains, as well as valves & hydrants in the North City Water District

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- Upgrade 30,515 LF of 12" and 5,485 LF of 8" mains, as well as valves and hydrants in the SPU system

Wastewater
By 2035:
- Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning
- Upgrade 9,450 LF of 18" or larger mains, and 648 LF of 12" to 15" mains; upsize lift station #15

To Serve Build-Out:
- As the service provider, the City would need to upgrade 30,777 LF of 18" or larger and 26,584 LF of 12" to 15" mains and other facilities
- Upsize Lift Stations # 8, 14, and 15
- Implement already planned improvements including comprehensive plan items and update plans

Surface water
By 2035:
- Upgrade 2,617 LF of 24" pipe, 20,422 of 18" pipe, and 4,257 of 12" pipe
- Upsize MC03 pump station
- Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by DOE
- Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment

To Serve Build-Out
- Upgrade 4,317 LF of 24" pipe, 35,673 of 18" pipe, and 11,302 of 12" pipe
- Upsize MC03 & Serpentine pump stations
- Continue to encourage greater levels of LID and green stormwater infrastructure than Required by Code

Electricity, Natural Gas, and Communications
To Serve 2035 and Build-Out Growth:

- Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades
- Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities
- Consider the need for potential increases in fees for services to address growth
- Explore district energy options and incentivize green building

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- Behavioral changes may offset some demand for services

Advisory Note
The Planned Action EIS did not list all potential applicable code requirements, but identified the key code requirements that would act to mitigate identified environmental impacts. It is assumed that all applicable federal, state, and local regulations will be applied.

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185th Street Light Rail Station Development Regulations

Chapter 20.10
General Provisions

20.10.020 Purpose.

It is the purpose of this Code to:

- Promote the public health, safety, and general welfare;
- Guide the development of the City consistent with the Comprehensive Plan;
- Carry out the goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Encourage high standards of development;
- Prevent the overcrowding of land;
- Provide adequate light and air;
- Provide for planned areas of Transit Oriented Communities around light rail stations and along other high-capacity transit corridors. ~~Avoid excessive concentration of population~~;
- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between man and his environment;
- Promote efforts which will prevent or eliminate damage to the environment and biosphere;
- Protect the functions and values of ecological systems and natural resources important to the public; and
- Encourage attractive, quality construction to enhance City beautification. (Ord. 324 § 1, 2003; Ord. 238 Ch. I § 2, 2000).

Chapter 20.20
Definitions

20.20.010 A definitions.

Affordable Housing

Housing reserved for occupancy to households whose annual income does not exceed a given percent of the King County median income, adjusted for household size, and has housing expenses no greater than thirty percent (30%) of the same percentage of median income. For the purposes of Title 20, the percent of King County median income that is affordable is specified in SMC 20.40.235.

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20.20.012 B definitions

Built Green™

Built Green™ is a residential building program of the Master Builders Association developed in partnership with King and Snohomish Counties. The program provides builders, developers and consumers with easy-to-understand rating systems that quantify environmentally preferable building practices for the remodeling or construction of homes, multi-family units, and community developments. Based on the green building scores received, a home is classified as a three-, four- or five-star Built Green™ project.

20.20.016 D definitions.

Development Agreement

Development Agreement means a contract between the City and an applicant having ownership or control of property, or a public agency which provides an essential public facility. The purpose of the Development Agreement is to set forth the development standards and other provisions that shall apply to, govern and vest the development, use, and mitigation of real property within the City for the duration specified in the agreement and consistent with the applicable goals and policies in the Comprehensive Plan.

Dwelling, Live/Work

Live-work dwelling means a structure or portion of a structure: (1) that combines a residential dwelling with a commercial use in a space for an activity that is allowed in the zone; and (2) where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

20.20.024 H definitions.

Housing Expenses, Ownership Housing

Includes mortgage, mortgage insurance, property taxes, property insurances, and homeowner's dues.

Housing Expenses, Rental Housing

Includes rent, parking and appropriate utility allowance.

Household Income

Includes all income that would be included as income for federal income tax purposes (e.g. wages, interest income) from all household members over the age of eighteen (18) that reside in the dwelling unit for more than three (3) months of the year.

20.20.032 L definitions

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Leadership in Energy and Environmental Design (LEED):

The LEED Green Building Rating System™ is a consensus-based national standard for developing high-performance, sustainable buildings. The U.S. Green Building Council (USGBC) offers this rating system, which certifies projects as LEED Certified, Silver, Gold, or Platinum based on the number of points achieved. LEED rating systems are available for new construction, existing buildings, homes, schools, healthcare facilities, tenant improvements, and neighborhood developments.

Light Rail Transit Facility: means a structure, rail track, equipment, maintenance base or other improvement of a light rail transit system, including but not limited to ventilation structures, traction power substations, light rail transit stations parking garages, park-and-ride lots, and transit station access facilities.

Light Rail Transit System: means a public rail transit line that provides high-capacity, regional transit service owned or operated by a regional transit authority authorized under Chapter 81.112 RCW.

20.20.034 M definitions.

Median Income: The median income for King County determined by the Secretary of Housing and Urban Development (HUD) under Section 8(f)(3) of the United States Housing Act of 1937, as amended.

Microhousing: Microhousing is defined as a structure that contains single room living spaces with a maximum floor area of 350 square feet. These spaces contain a private bedroom and may have private bathrooms and kitchenettes (microwaves, sink, and small refrigerator). Full scale kitchens are not included in the single room living spaces. These single room living spaces share a common full scale kitchen (stove, oven, full-sized or multiple refrigeration/freezers); and may share other common areas such as bathroom and shower/bath facilities and; recreation/eating space.

20.20.048 T definitions

Transfer of Development Rights

The transfer of development rights program is to provide a voluntary, incentive-based process for permanently preserving rural resource and Urban Separator lands that provide a public benefit. The TDR provisions are intended to supplement land use regulations, resource protection efforts and open space acquisition programs and to encourage increased residential development density, especially inside cities, where it can best be accommodated with the least impacts on the natural environment and public services.

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Chapter 20.30
Procedures and Administration

20.30.070 Legislative decisions.

These decisions are legislative, nonproject decisions made by the City Council under its authority to establish policies and regulations regarding future private and public developments, and management of public lands.

Table 20.30.070 – Summary of Legislative Decisions

Decision	Review Authority, Public Hearing	Decision Making Authority (in accordance with State law)	Section
1. Amendments and Review of the Comprehensive Plan	PC[1]	City Council	20.30.340
2. Amendments to the Development Code	PC[1]	City Council	20.30.350
3. Development Agreements	PC[1]	City Council	20.30.355

[1] PC = Planning Commission

Legislative decisions include a hearing and recommendation by the Planning Commission and action by the City Council.

The City Council shall take legislative action on the proposal in accordance with State law.

There is no administrative appeal of legislative actions of the City Council but such actions may be appealed together with any SEPA threshold determination according to State law. (Ord. 581 § 1 (Exh. 1), 2010; Ord. 406 § 1, 2006; Ord. 339 § 5, 2003; Ord. 238 Ch. III § 3(d), 2000).

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20.30.280 Nonconformance.

C. Continuation and Maintenance of Nonconformance. A nonconformance may be continued or physically maintained as provided by this code.

1. Any nonconformance that is brought into conformance for any period of time shall forfeit status as a nonconformance.

2. Discontinuation of Nonconforming Use. A nonconforming use shall not be resumed when abandonment or discontinuance extends for 12 consecutive months.

3. Repair or Reconstruction of Nonconforming Structure. Any structure nonconforming as to height or setback standards may be repaired or reconstructed; provided, that:

a. The extent of the previously existing nonconformance is not increased;

b. The building permit application for repair or reconstruction is submitted within 12 months of the occurrence of damage or destruction; and

c. The provisions of Chapter 13.12 SMC, Floodplain Management, are met when applicable.

4. Modifications to Nonconforming Structures. Modifications to a nonconforming structure may be permitted; provided, the modification does not increase the area, height or degree of an existing nonconformity. Single family additions shall be limited to 50 percent of the use area or 1,000 square feet, whichever is lesser and not require a Conditional Use Permit in the MUR-45' and MUR-70' Zones.

20.30.355 Development Agreement (Type L).

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

B. Development Agreement Contents (General): A Development Agreement shall set forth the development standards and other provisions that shall apply to govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement (RCW 36.70B.170). Each Development Agreement approved by the City Council shall contain the development standards applicable to

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the subject real property. For the purposes of this section, "development standards" includes, but is not limited to:

1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;

2. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;

3. Mitigation measures, development conditions, and other requirements under Chapter 43.21C RCW;

4. Design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features;

5. Affordable Housing Units.

6. Parks and open space preservation;

7. Phasing of development;

8. Review procedures and standards for implementing decisions;

9. A build-out or vesting period for applicable standards;

10. Any other appropriate development requirement or procedure;

11. Preservation of significant trees; and

12. Connecting, establishing, and improving non-motorized access.

C. **Decision Criteria.** A Development Agreement (General Development Agreement and Development Agreements in order to increase height above 70 feet) may be granted by the City only if the applicant demonstrates that:

1. The project is consistent with goals and policies of the Comprehensive Plan. If the project is located within a Subarea Plan, then the project shall be consistent with the goals and policies of the Subarea Plan.

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2. The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design.

3. There is either sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

4. There is either sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

5. The Development Agreement proposal contains architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multimodal transportation improvements and other features that minimize conflicts and create transitions between the proposal site and property zoned R-4, R-6, R-8 or MUR-35'.

D. Development Agreement Contents for Property Zoned MUR-70' in order to increase height above 70 feet: Each Development Agreement approved by the City Council for property zoned MUR-70' for increased development potential above the provision of the MUR-70' Zone shall contain the following:

1. Twenty percent (20%) of the housing units constructed onsite shall be affordable to those earning less than sixty percent (60%) of the median income for King County adjusted for household size. The units shall remain affordable for a period of no less than 99 years. The number of affordable housing units may be decreased to ten percent (10%) if the level of affordability is increased to fifty percent (50%) of the median income for King County adjusted for household size. A fee in lieu of constructing the units may be paid upon authorization of the City's affordable housing program instead of constructing affordable housing units onsite. The fee will be specified in SMC Title 3.

2. Entire development is built to LEED Gold standards.

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3. Structured parking for at least ninety percent (90%) of the required parking spaces for a development. Structured parking includes underground parking, under-building parking and above-ground parking garage. Unstructured parking shall be located interior to the site.

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

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

6. Development Agreements in MUR-70' shall include at least two (2) of the following components and may not be combined:

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

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

c. Thirty percent (30%) of the ground floor area for neighborhood amenities that may include; areas open and accessible for the community, office space for non-profit organizations, an eating or drinking establishment, or other space that may be used for community functions.

d. Two percent (2%) of the building construction valuation shall be paid by the property owner/developer to the City to fund public parks, open space, art, or other recreational opportunities open and accessible to the public within the station subarea as defined in the City's Parks, Recreation, and Open Space Plan.

e. Provide additional off-site frontage improvements (as required by the Engineering Development Manual) that connect a proposed development to amenities near the subject project. Amenities may include transit stops, light rail station, commercial uses, etc.

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

E. Development Agreement Approval Procedures: The City Council may approve Development Agreements through the following procedure:

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1. A Development Agreement application incorporating the elements stated in subsection B of this section may be submitted by a property owner with any additional related information as determined by the Director. After staff review and SEPA compliance, the Planning Commission shall conduct a public hearing on the application. The Planning Commission shall then make a recommendation to the City Council pursuant to the criteria set forth in SMC 20.30.355(D) and the applicable goals and policies of the Comprehensive Plan. The City Council shall approve, approve with additional conditions, or deny the Development Agreement. The City Council shall approve the Development Agreement by ordinance or resolution;

2. Recorded Development Agreement: Upon City Council approval of a Development Agreement under the procedure set forth in subsection E of this section, the property owner shall execute and record the Development Agreement with the King County Recorder's Office to run with the land and bind and govern development of the property.

Chapter 20.40
Zoning and Use Provisions

20.40.010 Purpose.

The City is divided into zones established in this Code for the following purpose:

A. To provide for the geographic distribution of land uses into zones those reflect the goals and policies of the Comprehensive Plan.

B. To maintain a stability in land use designation with similar characteristics and level of activity through the provisions of harmonious groupings of zones together.

C. To provide and efficient and compatible relationship of land uses and zones. (Ord. 238 Ch. IV § 1(A), 2000).

D. To facilitate the redevelopment of the light rail station subareas in a manner that encourages a mix of housing, employment and other uses that support the light rail stations.

20.40.020 Zones and map designations.

B. The following zoning and map symbols are established as shown in the following table:

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ZONING	MAP SYMBOL
RESIDENTIAL	
(Low, Medium, and High Density)	R-4 through 48, (Numerical designator relating to base density in dwelling units per acre) Mixed-Use Residential 35', 45', and 70' (Numerical designator relating to height in feet)
NONRESIDENTIAL	
Neighborhood Business	NB
Community Business	CB
Mixed Business	MB
Campus	CCZ, FCZ, PHZ, SCZ[1]
Town Center District	TC-1, TC-2, TC-3, TC-4
Planned Area	PA

20.40.046 Mixed-use residential (MUR) zones.

A. The purpose of the mixed-use residential (MUR) zones (MUR-35', MUR-45', and MUR-70') is to provide for a mix of predominantly multi-family development ranging in height from 35 feet to 70 feet in appropriate locations with other non-residential uses that are compatible and complementary.

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

C. Affordable housing is required in the MUR-45' and MUR-70' zone and voluntarily in the MUR-35' Zone. Refer to SMC 20.40.235 for Affordable Housing Light Rail Station Subarea requirements.

D. 4-Star Built Green construction is required all MUR Zones.

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

20.40.050 Special districts.

A. **Planned Area (PA).** The purpose of the PA is to allow unique zones with regulations tailored to the specific circumstances, public priorities, or opportunities of a particular area that may not be appropriate in a City-wide land use district.

1. **Planned Area 3: Aldercrest (PA 3).** Any development in PA 3 must comply with the standards specified in Chapter 20.93 SMC. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 8, 2011; Ord. 598 § 5, 2011; Ord. 507 § 4, 2008; Ord. 492 § 4, 2008; Ord. 338 § 3, 2003; Ord. 281 § 5, 2001; Ord. 238 Ch. IV § 1(E), 2000).

B. **185th Street Light Rail Station Subarea Plan.** The 185th Street Light Rail Station Subarea Plan establishes three zoning phases. Phase 1 zoning is delineated and shown on the City's official zoning map. Phase 2 and 3 zoning is shown by an overlay. Property within the Phase 2 overlay will be automatically rezoned on March 1, 2021. Phase 3 will be automatically rezoned on March 1, 2033.

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR-35′	MUR-45′	MUR-70′
Residential				
	Accessory Dwelling Unit	**P-i**	**P-i**	**P-i**
	Affordable Housing	**P-i**	**P-i**	**P-i**
	Apartment	**P**	**P**	**P**
	Bed and Breakfasts	**P-i**	**P-i**	**P-i**

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	Boarding House	**P-i**	**P-i**	**P-i**
	Duplex, Townhouse, Rowhouse	**P-i**	**P-i**	**P-i**
	Home Occupation	**P-i**	**P-i**	**P-i**
	Hotel/Motel			**P**
	Live/Work	**P (Adjacent to Arterial Street)**	**P**	**P**
	Microhousing			
	Single-Family Attached	**P-i**	**P-i**	**P-i**
	Single-Family Detached	**P-i**		
	Tent City	**P-i**	**P-i**	**P-i**
Commercial				
NAICS #	SPECIFIC LAND USE	MUR-35'	MUR-45'	MUR-70'
	Book and Video Stores/Rental (excludes Adult Use Facilities)	**P (Adjacent to Arterial Street)**	**P (Adjacent to Arterial Street)**	**P**

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	Collective Garden			
	Houses of Worship	C	C	P
	Daycare I Facilities	P	P	P
	Daycare II Facilities	P	P	P
	Eating and Drinking Establishments (Excluding Gambling Uses)	P-i (Adjacent to Arterial Street)	P-i (Adjacent to Arterial Street)	P-i
	General Retail Trade/Services	P-i (Adjacent to Arterial Street)	P-i (Adjacent to Arterial Street)	P-i
	Individual Transportation and Taxi			P -A
	Kennel or Cattery			C -A
	Mini-Storage		C -A	C -A

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	Professional Office	**P-i (Adjacent to Arterial Street)**	**P-i (Adjacent to Arterial Street)**	**P**
	Research, Development and Testing			**P**
	Veterinary Clinics and Hospitals			**P-i**
	Wireless Telecommunication Facility	**P-i**	**P-i**	**P-i**
Education, Entertainment, Culture, and Recreation				
	Amusement Arcade		**P -A**	**P -A**
	Bowling Center		**P-i (Adjacent to Arterial Street)**	**P**
	College and University			**P**
	Conference Center		**P-i (Adjacent to Arterial Street)**	**P**
	Elementary School, Middle/Junior High School	**C**	**C**	**P**

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	Library		**P-i (Adjacent to Arterial Street)**	**P**
	Museum		**P-i (Adjacent to Arterial Street)**	**P**
	Outdoor Performance Center		**P -A**	**P -A**
	Parks and Trails	**P**	**P**	**P**
	Performing Arts Companies/Theater (excludes Adult Use Facilities)		**P -A**	**P -A**
	School District Support Facility		**C**	**C**
	Secondary or High School	**C**	**C**	**P**
	Specialized Instruction School		**P-i (Adjacent to Arterial Street)**	**P**
	Sports/Social Club		**P-i (Adjacent to Arterial Street)**	**P**
	Vocational School		**P-i (Adjacent to Arterial**	**P**

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			Street)	
Government				
	Fire Facility		**C-i**	**C-i**
	Police Facility		**C-i**	**C-i**
	Public Agency Office/Yard or Public Utility Office/Yard	**S**	**S**	**S**
	Utility Facility	**C**	**C**	**C**
Health				
	Hospital	**C**	**C**	**C**
	Medical Lab	**C**	**C**	**C**
	Medical Office/Outpatient Clinic		**P-i (Adjacent to Arterial Street)**	**P**
	Nursing and Personal Care Facilities		**P-i (Adjacent to Arterial Street)**	**P**
Other				

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	Animals, Small, Keeping and Raising	P-i	P-i	P-i
	Light Rail Transit System/Facility	P-i	P-i	P-i
	Transit Park and Ride Lot		S	P
	Unlisted Uses	P-i	P-i	P-i

P = Permitted Use **C = Conditional Use**

S = Special Use **-i = Indexed Supplemental Criteria**

A= Accessory = Thirty percent (30%) of the gross floor area of a building or the first level of a multi-level building.

20.40.235 Affordable housing, Light Rail Station Subareas.

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

1. Ensure a portion of the housing provided in the City is affordable housing;

2. Create an affordable housing program that may be used with other local housing incentives authorized by the City Council, such as a Multifamily Tax Exemption program, and other public and private resources to promote affordable housing;

3. Use increased development capacity created by the Mixed Use Residential zones to develop voluntary and mandatory programs for affordable housing.

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

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

	MUR- 70'+	**MUR -70'**	**MUR- 45'**	**MUR -35'**
Mandatory Participation	Yes	Yes	Yes	No
Incentives	Height may be increased above 70 ft.; may be eligible for 12 year Property Tax Exemption (PTE) upon authorization by City Council & no density limits.	May be eligible for 12 year Property Tax Exemption (PTE) upon authorization by City Council; & entitlement of 70 ft. height & no density limits.	May be eligible for 12 year Property Tax Exemption (PTE) & permit fee reduction upon authorization by City Council; entitlement of 45 ft. height & no density limits.	May be eligible for 12 year Property Tax Exemption (PTE) & permit fee reduction upon authorization by City Council & no density limits.
Studio, 1 bedroom	20% of rental units shall be-affordable to households making 60% or less of the median income for King County adjusted for household size; or 10% of rental units shall be affordable to households making 50% or less of the median income for King County adjusted for household size.	20% of rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or 10% of rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.		
2+ bedrooms	20% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or 10% of the rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.	20% of the rental units shall be affordable to households making 80% or less of the median income for King County adjusted for household size; or 10% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size.		

2. Payment in lieu of constructing mandatory units is available. See SMC 20.40.235(E)(1)

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3. **Catalyst Program**: The first 300 multi-family units constructed for rent or sale in any MUR zone may be eligible for an eight (8) year Property Tax Exemption with no affordability requirement in exchange for the purchase of Transfer of Development Right (TDR) credits at a rate of one TDR credit for every four (4) units constructed upon authorization of this program by City Council.

C. **Mixed Use Residential Zone Affordable housing requirements.** The following provisions shall apply to all affordable housing units required by, or created through any incentive, established in the Shoreline Municipal Code unless otherwise specifically exempted or addressed by the applicable code section for specific affordable housing programs or by the provisions of an approved development agreement:

1. Duration: Affordable housing units shall remain affordable for a minimum of ninety-nine (99) years from the date of initial occupancy. At the discretion of the Director a shorter affordability time period, not to be less than thirty (30) years, may be approved for ownership affordable housing units in order to meet federal financial underwriting guidelines at such time as the City creates an affordable ownership program.

2. Designation of Affordable Housing Units: The Director shall review and approve the location and unit mix of the affordable housing units, consistent with the following standards, prior to the issuance of any building permit:

a. Location: The location of the affordable housing units shall be approved by the City, with the intent that the units are generally mixed with all other market rate housing in the development.

b. Size (Bedroom): The affordable housing units shall consist of a range of the number of bedrooms that are comparable to the market rate housing units in the overall development.

c. Size (Square Footage): Affordable housing units shall be the same size as market rate housing units with the same number of bedrooms unless approved by the Director. The Director may approve smaller units when: (a) the size of the affordable housing is at least ninety (90) percent of the size of the market rate housing in the project with the same number of bedrooms; and (b) the affordable units are not less than five hundred (500) square feet for a studio unit, six hundred (600) square feet for a one (1) bedroom unit, eight hundred (800) square feet for a two (2) bedroom unit and one thousand (1,000) square feet for a two (2+) bedroom plus unit.

d. All units in the development must have equal access to the development's amenities or facilities, such as parking, fitness centers, community rooms, and swimming pools. If a fee is

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charged for the use of an amenity/facility, then all units in the development must be charged equally for such use.

3. Timing/Phasing: The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the market rate housing units in the development unless a phasing plan is developed pursuant to SMC 20.40.235(D) or the requirements of this section are met through SMC 20.40.235(E).

4. Development Standards:

a. Off-Street Parking: Off-street parking shall be provided for the affordable housing units consistent with SMC 20.50.390.

b. Recreation Space: The recreation/open space requirements for housing units affordable to families making 60% or less of Adjusted Median Income for King County shall be calculated at fifty (50) percent of the rate required for market housing in SMC 20.50.240(G).

5. Depending on the level of affordability, units provided by a not for profit entity may be eligible for transportation impact fee waivers as provided in SMC 12.40.070(G).

6. In the event of a fractional affordable housing unit, payment in lieu in accordance with SMC 20.40.235(E)(1) is allowed for the fractional unit.

D. **Affordable housing agreement**. An affordable housing agreement shall be recorded with the King County Recorder's Office prior to the issuance of a building permit for any development providing affordable housing pursuant to the requirements or incentives of the Shoreline Municipal Code.

1. The recorded agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.

2. The agreement shall be in a form approved by the Director and the City Attorney and shall address price restrictions, tenant qualifications, affordability duration, phasing of construction, monitoring of affordability and any other topics related to the provision of the affordable housing units.

3. The agreement may, at the sole discretion of the City, establish a monitoring fee for the affordable units. The fee shall cover the costs incurred by the City to review and process documents to maintain compliance with income and affordability restrictions of the agreement.

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4. The City may, at its sole discretion, agrees to subordinate any affordable housing regulatory agreement for the purpose of enabling the owner to obtain financing for development of the property.

E. **Alternative compliance**. The City's priority is for residential and mixed use developments to provide the affordable housing on site. The Director, at his/her discretion, may approve a request for satisfying all or part of a project's on-site affordable housing with alternative compliance methods proposed by the applicant. Any request for alternative compliance shall be submitted at the time of building permit application and must be approved prior to issuance of any building permit. Any alternative compliance must achieve a result equal to or better than providing affordable housing on site.

1. Payment in Lieu of constructing mandatory affordable units – Payments in lieu of constructing mandatory affordable housing units is subject to the following requirements:

a. The in lieu fee is set forth in SMC 3.01 Fee Schedule. Fees shall be determined at the time the complete application for a building permit is submitted using the fee then in effect.

b. The fee shall be due and payable prior to issuance of any certificate of occupancy for the project.

c. The City shall establish a Housing Program Trust Fund and all collected payments shall be deposited in that fund.

2. Any request for alternative compliance shall demonstrate all of the following:

a. Include a written application specifying:

i. The location, type and amount of affordable housing; and

ii. The schedule for construction and occupancy.

b. If an off-site location is proposed, the application shall document that the proposed location:

i. Is within a 1 mile radius of the project or the proposed location is equal to or better than providing the housing on site or in the same neighborhood;

ii. Is in close proximity to commercial uses, transit and/or employment opportunities.

c. Document that the off-site units will be the same type and tenure as if the units were provided on site.

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d. Include a written agreement, signed by the applicant, to record a covenant on the housing sending and housing receiving sites prior to the issuance of any construction permit for the housing sending site. The covenant shall describe the construction schedule for the off-site affordable housing and provide sufficient security from the applicant to compensate the City in the event the applicant fails to provide the affordable housing per the covenant and the Shoreline Municipal Code. The applicant may request release of the covenant on the housing sending site once a Certificate of Occupancy has been issued for the affordable housing on the housing receiving site.

20.40.350 Eating and drinking establishments.

Eating and drinking establishments are permitted in residential zones R-4 through R-48 and TC-4 by approval of a Conditional Use Permit. These establishments are permitted in NB, CB, MB and TC-1, 2 and 3 zones and the MUR zones, provided gambling uses as defined in this Code are not permitted. Outside entertainment that creates a noise disturbance for neighbors is not permitted after 10:00 p.m. in the MUR Zones. If inside entertainment is provided in the MUR Zones, the establishment must provide sound attenuation to buffer sound to adjacent residential uses.

20.40.374 General Retail Trade/Services

These general retail trade/services are prohibited in the MUR Zones:

A. Adult use facilities

B. Smoke Shop (A businesses that sells drug paraphernalia and smoking products)

C. Cannabis sales

D. Firearm sales

E. Pawnshops

20.40.436 Live/Work

Live/work units may be located in the MUR-35' zone however, only if the project site is located on an Arterial Street.

20.40.440 Light Rail Transit System/Facility

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A Light Rail Transit System/Facility shall be approved through a Development Agreement as specified in SMC 20.30.355.

20.40.506 Single-family detached dwellings.

A. Single-family detached dwellings are permitted in the MUR-35' Zone subject to the R-6 development standards in SMC 20.50.020

20.40.570 Unlisted use.

A. Recognizing that there may be uses not specifically listed in this title, either because of advancing technology or any other reason, the Director may permit or condition such use upon review of an application for Code interpretation for an unlisted use (SMC 20.30.040, Type A Action) and by considering the following factors:

1. The physical characteristics of the unlisted use and its supporting structures, including but not limited to scale, traffic, hours of operation, and other impacts, and

2. Whether the unlisted use complements or is compatible in intensity and appearance with the other uses permitted in the zone in which it is to be located.

B. A record shall be kept of all unlisted use interpretations made by the Director; such decisions shall be used for future administration purposes. (Ord. 238 Ch. IV § 3(B), 2000).

Chapter 20.50
General Development Standards

20.50.010 Purpose.

The purpose of this subchapter is to establish basic dimensional standards for development at a range of densities consistent with public health and safety and the adopted Comprehensive Plan.

The basic standards for development shall be implemented in conjunction with all applicable Code provisions. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 1(A), 2000).

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20.50.020 Dimensional requirements.

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

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

STANDARDS	MUR-35'	MUR-45'	MUR-70'(10)
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density		18 du/ac	48 du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	N/A
Min. Front Yard Setback (2) (3)	0ft if located on an Arterial Street 10ft on non-arterial street	15ft if located on 185th Street 0ft if located on an Arterial Street 10ft on non-arterial street	15ft if located on 185th Street 0ft if located on an Arterial Street 10ft on non-arterial street
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft

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Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft
Base Height (9)	35ft	45ft	70ft(11)(12)
Max. Building Coverage (2) (6)	NA	NA	NA
Max. Hardscape (2) (6)	85%	90%	90%

Exceptions to Table 20.50.020(1) and Table 20.50.020(2):

(1) Repealed by Ord. 462.

(2) These standards may be modified to allow zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.

(3) For single-family detached development exceptions to front yard setback requirements, please see SMC 20.50.070.

(4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC 20.50.080.

(5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC 20.50.130.

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(6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.

(7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up.

(8) For development on R-48 lots abutting R-12, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.

(9) Base height for high schools in all zoning districts except R-4 is 50 feet. Base height may be exceeded by gymnasiums to 55 feet and by theater fly spaces to 72 feet.

(10) Dimensional standards in the MUR-70' zone may be modified with an approved Development Agreement.

(11) The maximum allowable height in the MUR-70' zone is 140 ft. with an approved Development Agreement.

(12) All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-70' Zone may be setback 10 feet at ground level instead of providing a 10-foot step-back at 45 feet in height. MUR-70' fronting on 185th Street shall be setback an additional 10 feet to use this alternative because the current 15-foot setback is planned for street dedication and widening of 185th Street.

20.50.021 Transition areas.

Development in commercial zones: NB, CB, MB and TC-1, 2 and 3 abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements:

A. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.

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B. Type I landscaping (SMC 20.50.460), significant tree preservation, and a solid, eight-foot, property line fence shall be required for transition area setbacks abutting R-4, R-6, or R-8 zones. Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC 20.50.370. The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping and required significant trees. Utility easements parallel to the required landscape area shall not encroach into the landscape area. Type II landscaping shall be required for transition area setbacks abutting rights-of-way directly across from R-4, R-6 or R-8 zones. Required tree species shall be selected to grow a minimum height of 50 feet.

C. All vehicular access to proposed development in nonresidential zones shall be from arterial classified streets, unless determined by the Director to be technically not feasible or in conflict with state law addressing access to state highways. All developments in commercial zones shall conduct a transportation impact analysis per the Engineering Development Manual. Developments that create additional traffic that is projected to use non-arterial streets may be required to install appropriate traffic-calming measures. These additional measures will be identified and approved by the City's Traffic Engineer. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 10, 2011; Ord. 560 § 1 (Exh. A), 2009).

Subchapter 3.

Multifamily and Single-Family Attached Residential Design

20.50.120 Purpose.

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA3, and R-8 through R-48 and the MUR-35′ zone when located on a non-arterial street as follows:

A. To encourage development of attractive residential areas that is compatible when considered within the context of the surrounding area.

B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.

C. To meet the recreation needs of project residents by providing open spaces within the project site.

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D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.

E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.

F. To promote pedestrian accessibility within and to the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

20.50.125 Thresholds – Required site improvements.

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA3, and R-8 through R-48 zones and the MUR-35′ zone when located on a non-arterial street. Site improvement standards of signs, parking, lighting and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 581 § 1 (Exh. 1), 2010; Ord. 515 § 1, 2008; Ord. 299 § 1, 2002).

20.50.140 Parking – Access and location – Standards.

A. Provide access to parking areas from alleys where possible.

B. For individual garage or carport units, at least 20 linear feet of driveway shall be provided between any garage, carport entrance and the property line abutting the street, measured along the centerline of the driveway.

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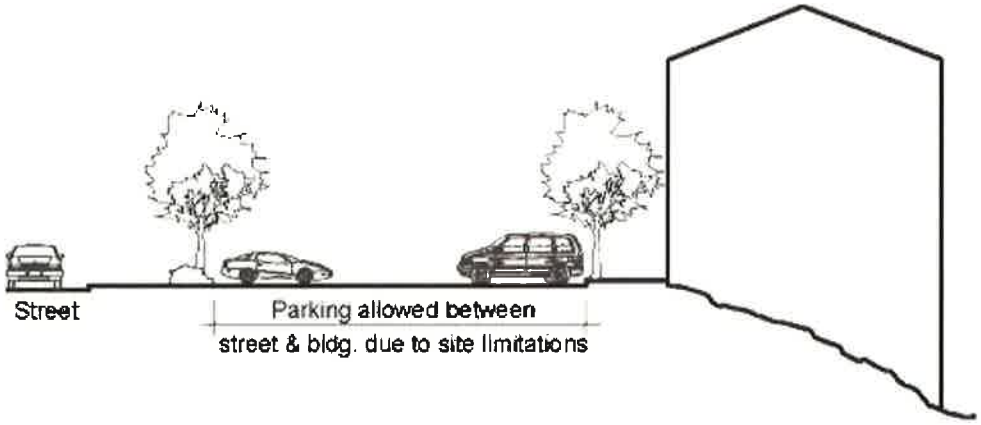
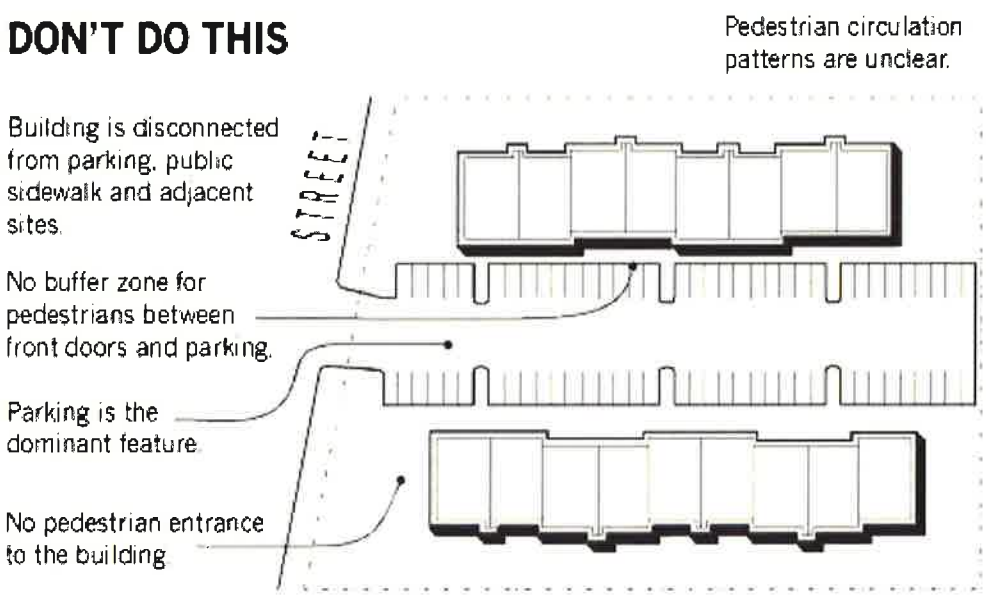
C. Above ground parking shall be located behind or to the side of buildings. Parking between the street property line and the building shall be allowed only when authorized by the Director due to physical limitations



of the site.

Figure 20.50.140(C): Example of parking location between the building and the street, which is necessary due to the steep slope.

D. Avoid parking layouts that dominate a development. Coordinate siting of parking areas, pedestrian connections and open space to promote easily accessible, centrally located open space. Parking lots and access drives shall be lined on both sides with 5-foot wide walks and/or landscaping in addition to frontage and landscaping standards.



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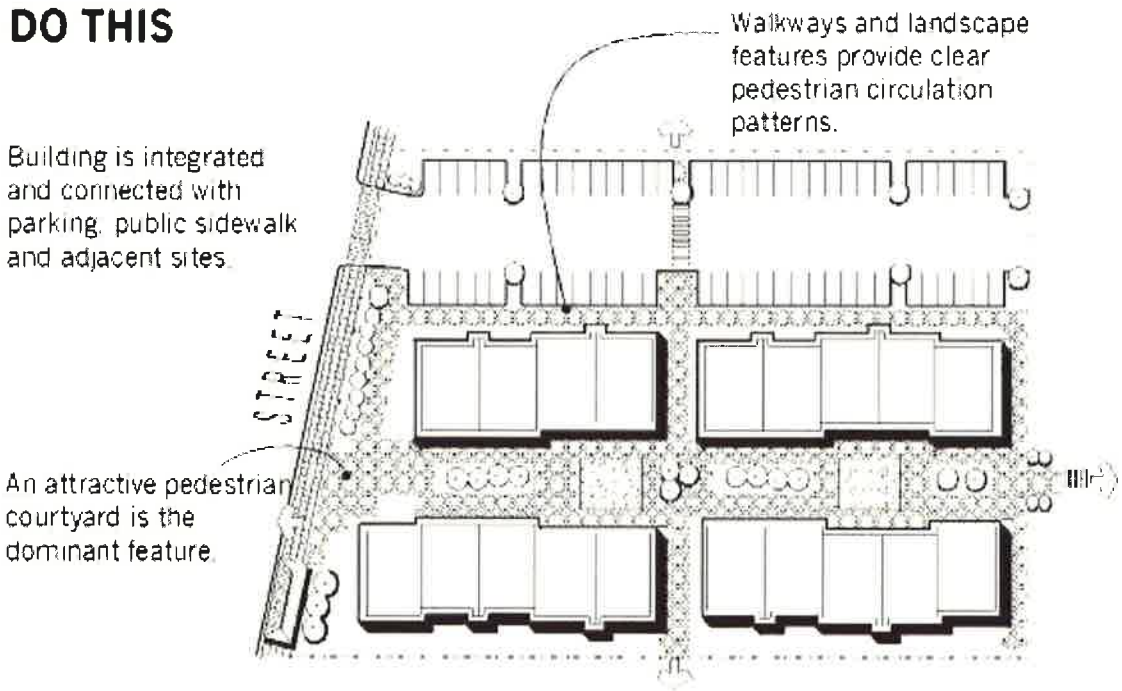

Figure 20.50.140(D): Avoid parking that dominates the site. Encourage parking located behind or on the side of buildings and common open space between buildings.

E. Break large parking areas into smaller ones to reduce their visual impact and provide easier access for pedestrians. Limit individual parking areas to no more than 30 parking spaces.

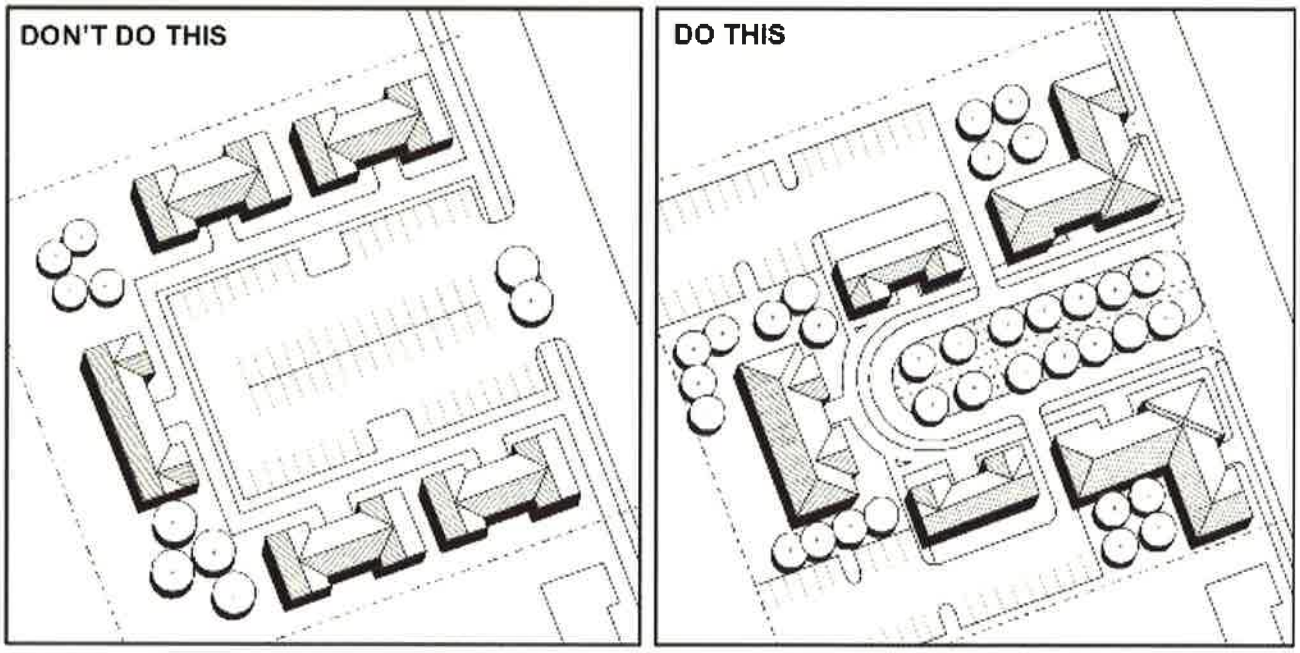

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Figure 20.50.140(E): Examples of breaking up parking and siting it behind buildings. Such development creates an attractive open space and avoids the impact of a large central parking lot.

Exception to 20.50.140(E): Surface parking areas larger than 30 parking stalls may be allowed if they are separated from the street by a minimum 30 foot wide landscaped buffer, and the applicant can demonstrate that a consolidated parking area produces a superior site plan.

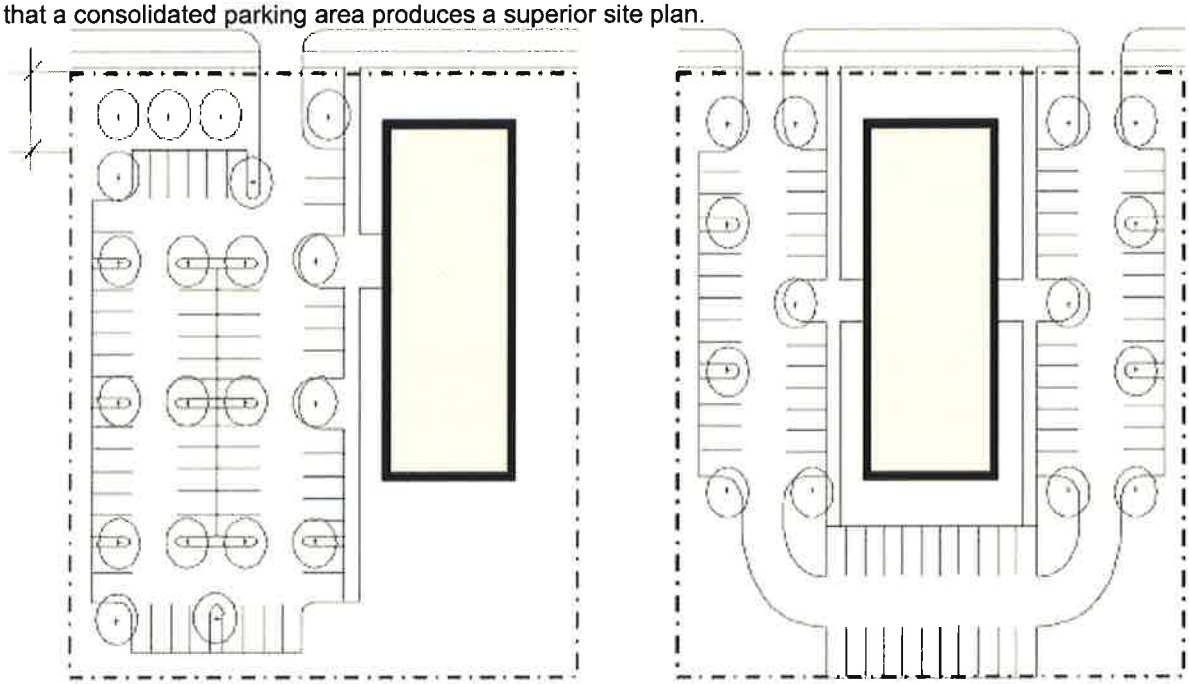

Figure Exception to 20.50.140(E): A consolidated parking scheme (left) with more than 30 spaces may be permitted if it is buffered from the street and produces improvements from a separated parking scheme (right), such as a better open space layout, fewer curb cuts, etc.

F. Minimize the impact of individual garage entrances where they face the street by limiting the curb cut width and visually separating the garage entrance from the street with landscaped areas. Emphasize pedestrian entrances in order to minimize the garage entrances.

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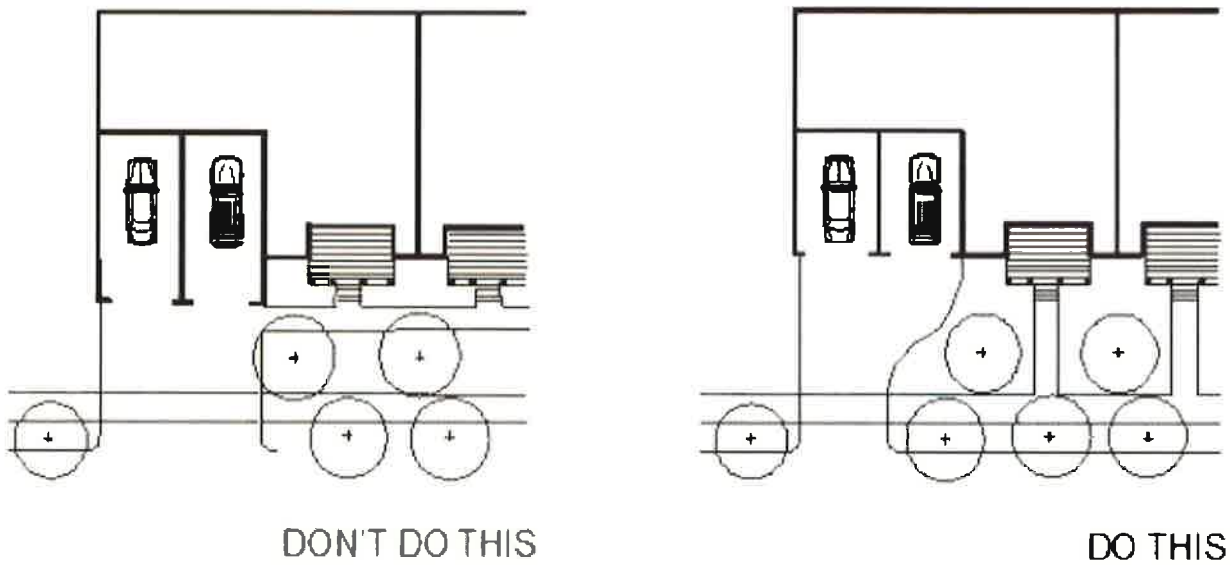

Figure 20.50.140(F), (G): Example of limiting the impact of garage entrances by building them flush with the facade, reducing their width, providing landscaping, and pedestrian access.

G. Garages or carports either detached from or attached to the main structure shall not protrude beyond the front building facade. (Ord. 299 § 1, 2002; Ord. 238 Ch. V § 3(B-2), 2000).

Subchapter 4.

Commercial Zone Design

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for all commercial zones – Neighborhood Business (NB), Community Business (CB), Mixed Business (MB) and Town Center (TC-1, 2 and 3), the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter 20.50 SMC. In the event of a conflict, the standards of this subchapter will prevail. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.230 Threshold – Required site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones

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and the MUR-35' zone when located on an arterial street. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.240 Site design.

A. **Purpose.**

1. Promote and enhance public walking and gathering with attractive and connected development.

2. Promote distinctive design features at high visibility street corners.

3. Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.

4. Promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for the town center subarea as expressed in the Comprehensive Plan.

B. **Overlapping Standards.** Site design standards for on-site landscaping, sidewalks, walkways, public access easements, public places, and open space may be overlapped if their separate, minimum dimensions and functions are not diminished.

C. **Site Frontage.**

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

a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places, landscaping, vehicle display areas are included or future right-of-way widening or a utility easement is required between the right-of-way and the building;

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

c. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces may be used for any permitted land use. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

d. Minimum window area shall be 50 percent of the ground floor façade for each front façade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

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

f. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the building or parking structure facades where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;

g. Streets with on-street parking shall have sidewalks to back of the curb and street trees in pits under grates or at least a two-foot wide walkway between the back of curb and an amenity strip if space is available. Streets without on-street parking shall have landscaped amenity strips with street trees; and

h. Surface parking along street frontages in commercial zones shall not occupy more than 65 lineal feet of the site frontage. Parking lots shall not be located at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front facade. See SMC 20.50.470 for parking lot landscape standards.

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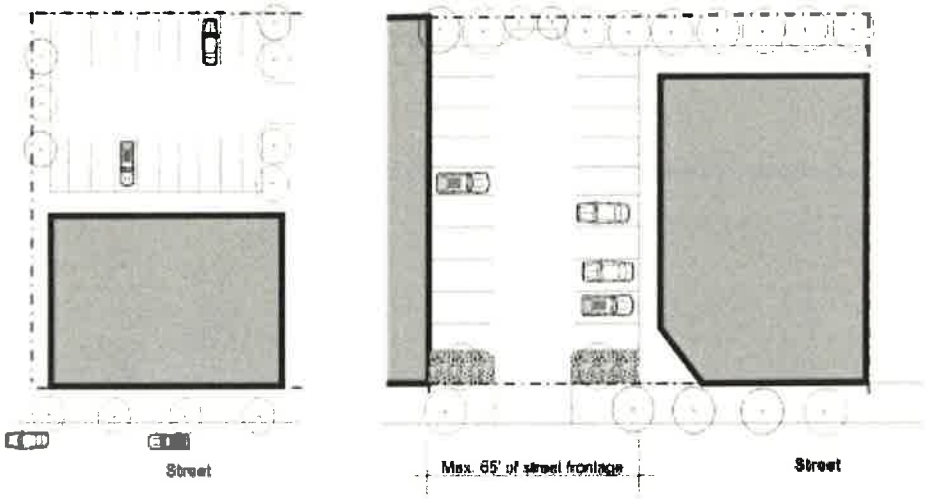

Parking in back **Parking to the side**

Parking Lot Locations Along Streets

i. New development on 185th Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the Administrative Design Review process.

j. Garages and/or parking areas for new development on 185th Street shall be rear-loaded.

2. **Rights-of-Way Lighting.**

a. Pedestrian lighting standards shall meet the standards for Aurora Avenue pedestrian lighting standards and must be positioned 15 feet above sidewalks.

b. Street light standards shall be a maximum 25-foot height and spaced to meet City illumination requirements.

D. **Corner Sites.**

1. All building and parking structures located on street corners (except in MUR-35') shall include at least one of the following 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 subsection (D)(2) of this section;

b. Provide a public place at the corner leading directly to building entries;

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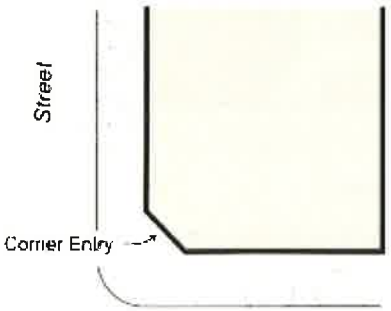
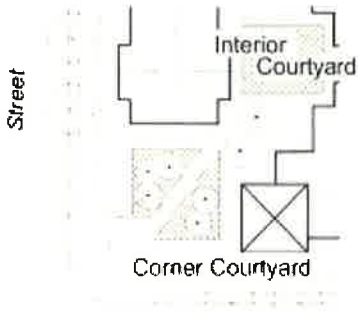
c. Install 20 feet of depth of Type II landscaping for the entire length of the required building frontage;

d. Include a separate, pedestrian structure on the corner that provides weather protection or site entry. The structure may be used for signage.



Building placed up to the street corner with entry



Public place adjacent to the corner

Street Corner Sites

2. Corner buildings and parking structures using the option in subsection (D)(1)(a) of this section shall provide at least one of the elements listed below to 40 lineal feet of both sides from the corner:

a. Twenty-foot beveled building corner with entry and 60 percent of the first floor in non-reflective glass (included within the 80 lineal feet of corner treatment).

b. Distinctive facade (i.e., awnings, materials, offsets) and roofline designs beyond the minimum standards identified in SMC 20.50.250.

c. Balconies for residential units on all floors above the ground floor.

Building Corners

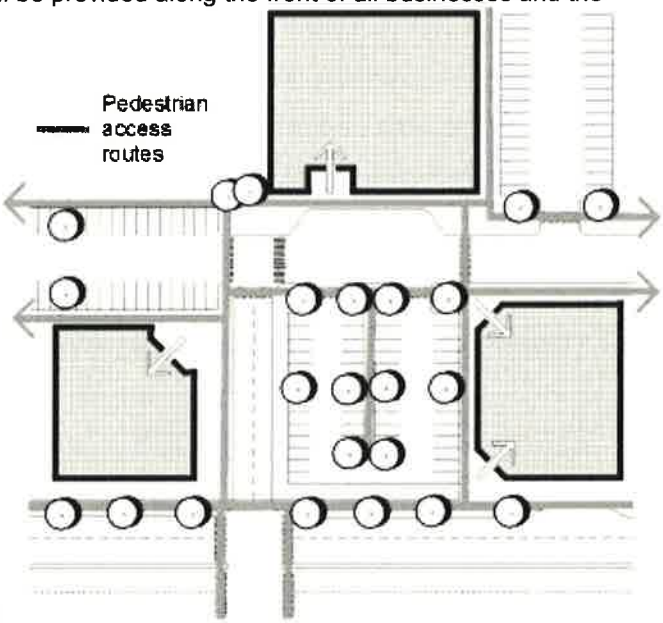
ORIGINAL

E. **Internal Site Walkways.**

1. Developments shall include internal walkways or pathways that connect building entries, public places, and parking areas with other nonmotorized facilities including adjacent sidewalks and Interurban Trail where adjacent; (except in the MUR-35' zone).

a. All development shall provide clear and illuminated pathways between the main building entrance and a public sidewalk. Pathways shall be separated from motor vehicles or raised six-inches and be at least eight feet wide;

b. Continuous pedestrian walkways shall be provided along the front of all businesses and the entries of multiple commercial buildings;

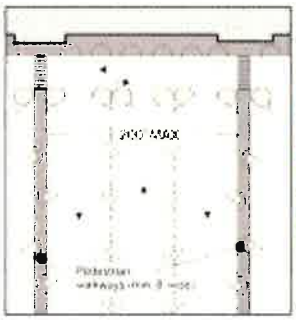


Well-connected Walkways

c. Raised walkways at least eight feet wide shall be provided for every three, double-loaded aisles or every 200 feet of parking area width. Walkway crossings shall be raised a minimum three inches above drive surfaces;

ORIGINAL

d. Walkways shall conform to the Americans with Disabilities Act (ADA);



Parking Lot Walkway

e. Deciduous, street-rated trees, as required by the Shoreline Engineering Development Manual, shall be provided every 30 feet on average in grated tree pits if the walkway is eight feet wide or in planting beds if walkway is greater than eight feet wide. Pedestrian-scaled lighting shall be provided per subsection (H)(1)(b) of this section.

F. **Public Places.**

1. Public places are required for the commercial portions of development at a rate of 4 square feet of public space per 20 square feet of net commercial floor area up to a maximum of 5,000 square feet. This requirement may be divided into public places with a minimum 400 square feet each.

2. Public places may be covered but not enclosed unless by subsection (F)(3) of this section.

3. Buildings shall border at least one side of the public place.

4. Eighty percent of the area shall provide surfaces for people to stand or sit.

5. No lineal dimension is less than six feet.

6. The following design elements are also 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) of this section);

d. Seating and landscaping with solar access at least a portion of the day; and

ORIGINAL

e. Not located adjacent to dumpsters or loading areas.

f. Amenities such as public art, planters, fountains, interactive public amenities, hanging baskets, irrigation, decorative light fixtures, decorative paving and walkway treatments, and other items that provide a pleasant pedestrian experience along Arterial Streets.

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 of open space per dwelling unit, whichever is greater;

ORIGINAL

b. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum lineal dimension of six feet. This standard applies to all open spaces including parks, playgrounds, rooftop decks and ground-floor courtyards; and may also be used to meet walkway standards 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 obstruct access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to service areas without full screening; and

d. Open space shall provide seating that has solar access at least a portion of the day.

Multifamily Open Spaces

H. **Outdoor Lighting.**

1. All publicly accessible areas on private property shall be illuminated as follows:

   a. Minimum of one-half footcandle and maximum 25-foot pole height for vehicle areas;

   b. One to two footcandles and maximum 15-foot pole height for pedestrian areas; and

   c. Maximum of four footcandles for building entries with the fixtures placed below second floor.

2. All private fixtures shall be shielded to prevent direct light from entering neighboring property.

3. **Prohibited Lighting.** The following types of lighting are prohibited:

ORIGINAL

a. Mercury vapor luminaries.

b. Outdoor floodlighting by floodlight projection above the horizontal plane.

c. Search lights, laser source lights, or any similar high intensity light.

d. Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

Exemptions:

1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).

2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.

3. Signs and sign lighting regulated by Chapter 20.50 SMC, Subchapter 8.

4. Holiday and event lighting (except for outdoor searchlights or strobes).

5. Sports and field lighting.

6. Lighting triggered by an automatic emergency or security alarm system.

DO THIS

External Shield

DON'T DO THIS

Unshielded PAR Floodlights

Unshielded Wallpacks & Unshielded or Poorly-shielded Wall Mount Fixtures

I. **Service Areas.**

ORIGINAL

1. All developments shall provide a designated location for trash, composting, recycling storage and collection, and shipping containers. 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 and screened with 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 a hauling truck to project into public rights-of-way.

d. Refuse bins shall not be visible from the street;

Trash/Recycling Closure with Consistent Use of Materials and Landscape Screening

J. **Utility and Mechanical Equipment.**

1. Equipment shall be located and designed to minimize its visibility to the public. Preferred locations are off alleys; service drives; within, atop, or under buildings; or other locations away from the street. Equipment shall not intrude into required pedestrian areas.

ORIGINAL

Utilities Consolidated and Separated by Landscaping Elements

2. All exterior mechanical equipment, with the exception of solar collectors or wind power generating equipment shall be screened from view by integration with the building's architecture through such elements as parapet walls, false roofs, roof wells, clerestories, equipment rooms, materials and colors. Painting mechanical equipment strictly as a means of screening is not permitted. (Ord. 663 § 1 (Exh. 1), 2013; Ord. 654 § 1 (Exh. 1), 2013).

20.50.250 Building design.

A. **Purpose.**

1. Emphasize quality building articulation, detailing, and durable materials.

2. Reduce the apparent scale of buildings and add visual interest for the pedestrian experience.

3. Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses.

B. **Building Articulation.**

1. Commercial buildings fronting streets other than state routes shall include one of the two articulation features set forth in subsections (B)(2)(a) and (b) of this section ~~no more than every 40 lineal feet~~ facing a street, parking lot, or public place. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations.

ORIGINAL

Building facades less than 60 feet wide are exempt from this standard.

Building Facade Articulation

2. Commercial buildings fronting streets that are state routes 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. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations.

a. For the height of the building, each facade shall be offset at least two feet in depth and four feet in width, if combined with a change in siding materials. Otherwise, the facade offset shall be at least 10 feet deep and 15 feet wide.

b. Vertical piers at the ends of each facade section that project at least two inches from the facade and extend from the ground to the roofline.

3. Multifamily buildings or residential portions of a commercial building shall provide the following articulation features at least every 35 feet of facade facing a street, park, public place, or open space. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations:

ORIGINAL

a. Vertical building modulation 18 inches deep and four feet wide, if combined with a change in color or building material. Otherwise, the minimum depth of modulation is 10 feet and the minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and

b. Distinctive ground or first floor facade, consistent articulation of middle floors, and a distinctive roofline or articulate on 35-foot intervals.

Multifamily Building Articulation

Multifamily Building Articulation

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

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

ORIGINAL

Facade Widths Using a Combination of Facade Modulation, Articulation, and Window Design

6. Buildings shall recess or project individual windows above the ground floor at least two inches from the facade or use window trim at least four inches in width.

Window Trim Design

7. Weather protection of at least three feet deep by four feet wide is required over each secondary entry.

ORIGINAL

Covered Secondary Public Access

8. Materials.

a. Metal siding shall have visible corner moldings or trim and shall not extend lower than four 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, nonreflective surface.

Masonry or Concrete Near the Ground and Proper Trimming Around Windows and Corners

b. Concrete blocks of a singular style, texture, or color shall not comprise more than 50 percent of a facade facing a street or public space.

ORIGINAL

c. Stucco must be trimmed and sheltered from weather by roof overhangs or other methods and shall be limited to no more than 50 percent of facades containing an entry. Stucco shall not extend below two feet above the grade.

d. The following exterior materials are prohibited:

i. Chain-link fencing that is not screened from public view. No razor or barbed material shall be allowed;

ii. Corrugated, fiberglass sheet products; and

iii. Plywood siding. (Ord. 654 § 1 (Exh. 1), 2013).

Subchapter 5.
Tree Conservation, Land Clearing and Site Grading Standards

20.50.310 Exemptions from permit.

ORIGINAL

A. **Complete Exemptions.** The following activities are exempt from the provisions of this subchapter and do not require a permit:

1. Emergency situation on private property involving danger to life or property or substantial fire hazards.

a. Statement of Purpose. Retention of significant trees and vegetation is necessary in order to utilize natural systems to control surface water runoff, reduce erosion and associated water quality impacts, reduce the risk of floods and landslides, maintain fish and wildlife habitat and preserve the City's natural, wooded character. Nevertheless, when certain trees become unstable or damaged, they may constitute a hazard requiring cutting in whole or part. Therefore, it is the purpose of this section to provide a reasonable and effective mechanism to minimize the risk to human health and property while preventing needless loss of healthy, significant trees and vegetation, especially in critical areas and their buffers.

b. For purposes of this section, "Director" means the Director of the Department and his or her designee.

c. In addition to other exemptions of SMC 20.50.290 through 20.50.370, a request for the cutting of any tree that is an active and imminent hazard such as tree limbs or trunks that are demonstrably cracked, leaning toward overhead utility lines or structures, or are uprooted by flooding, heavy winds or storm events. After the tree removal, the City will need photographic proof or other documentation and the appropriate application approval, if any. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.

2. Removal of trees and/or ground cover by the City and/or utility provider in situations involving immediate danger to life or property, substantial fire hazards, or interruption of services provided by a utility. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.

3. Installation and regular maintenance of public utilities, under direction of the Director, except substation construction and installation or construction of utilities in parks or environmentally sensitive areas.

4. Cemetery graves involving less than 50 cubic yards of excavation, and related fill per each cemetery plot.

ORIGINAL

5. Removal of trees from property zoned NB, CB, MB and TC-1, 2 and 3, and MUR-70' unless within a critical area of critical area buffer.

6. Within City-owned property, removal of noxious weeds or invasive vegetation as identified by the King County Noxious Weed Control Board in a wetland buffer, stream buffer or the area within a three-foot radius of a tree on a steep slope is allowed when:

a. Undertaken with hand labor, including hand-held mechanical tools, unless the King County Noxious Weed Control Board otherwise prescribes the use of riding mowers, light mechanical cultivating equipment, herbicides or biological control methods; and

b. Performed in accordance with SMC 20.80.085, Pesticides, herbicides and fertilizers on City-owned property, and King County best management practices for noxious weed and invasive vegetation; and

c. The cleared area is revegetated with native vegetation and stabilized against erosion in accordance with the Department of Ecology 2005 Stormwater Management Manual for Western Washington; and

d. All work is performed above the ordinary high water mark and above the top of a stream bank; and

e. No more than 3,000 square feet of soil may be exposed at any one time.

B. **Partial Exemptions.** With the exception of the general requirements listed in SMC 20.50.300, the following are exempt from the provisions of this subchapter, provided the development activity does not occur in a critical area or critical area buffer. For those exemptions that refer to size or number, the thresholds are cumulative during a 36-month period for any given parcel:

1. The removal of up to a maximum of six significant trees (excluding trees greater than 30 inches DBH per tree) in accordance with Table 20.50.310(B)(1) (see Chapter 20.20 SMC, Definitions).

Table 20.50.310(B)(1) – Exempt Trees

Lot size in square feet	Number of trees
Up to 7,200	3

ORIGINAL

Table 20.50.310(B)(1) – Exempt Trees

Lot size in square feet	Number of trees
7,201 to 14,400	4
14,401 to 21,780	5
21,781 and above	6

2. The removal of any tree greater than 30 inches DBH, or exceeding the numbers of trees specified in the table above, shall require a clearing and grading permit (SMC 20.50.320 through 20.50.370).

3. Landscape maintenance and alterations on any property that involves the clearing of less than 3,000 square feet, or less than 1,500 square feet if located in a special drainage area, provided the tree removal threshold listed above is not exceeded. (Ord. 695 § 1 (Exh. A), 2014; Ord. 640 § 1 (Exh. A), 2012; Ord. 581 § 1 (Exh. 1), 2010; Ord. 560 § 4 (Exh. A), 2009; Ord. 531 § 1 (Exh. 1), 2009; Ord. 434 § 1, 2006; Ord. 398 § 1, 2006; Ord. 238 Ch. V § 5(C), 2000).

Subchapter 6.
Parking, Access and Circulation

20.50.390 Minimum off-street parking requirements – Standards.

A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit. 1.0 per dwelling unit in the MUR Zones for single-family attached/townhouse dwellings.

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Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Apartment:	Ten percent of required spaces in multifamily and residential portions of mixed use development must be equipped with electric vehicle infrastructure for units where an individual garage is not provided.[1]
Studio units:	.75 per dwelling unit
One-bedroom units:	.75 per dwelling unit
Two-bedroom plus units:	1.5 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit

20.50.400 Reductions to minimum parking requirements.

A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:

1. On-street parking along the parcel's street frontage.

2. Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demands.

3. High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking.

ORIGINAL

4. Conduit for future electric vehicle charging spaces, per National Electrical Code, equivalent to the number of required disabled parking spaces.

5. High-capacity transit service available within a one-half mile radius.

6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.

7. Concurrence with King County Right Size Parking data, census tract data, and other parking demand study results.

8. The applicant uses permeable pavement on at least 20 percent of the area of the parking lot.

B. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.

C. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.

D. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development. (Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

E. A parking reduction of 25 percent will be approved by the Director for multi-family development within ¼ mile of the light rail station. These parking reductions may not be combined with parking reductions identified in Subsection A and D above.

F. Parking reductions for affordable housing may not be combined with parking reductions identified in Subsection A above.

20.50.410 Parking design standards.

A. All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface or pervious concrete or pavers. Any surface used for vehicle parking or storage must have direct and unobstructed driveway access.

ORIGINAL

B. All vehicle parking and storage for multifamily and commercial uses must be on a paved surface, pervious concrete or pavers. All vehicle parking ~~in the MUZ zone~~ shall be located on the same parcel or same development area that parking is required to serve. Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director.

C. Parking for residential units must be included in the rental or sale price of the unit. Parking spaces cannot be rented, leased, sold, or otherwise be separate from the rental of sales price of a residential unit.

D. ~~C.~~ On property occupied by a single-family detached residence or duplex, the total number of vehicles wholly or partially parked or stored outside of a building or carport shall not exceed six, excluding a maximum combination of any two boats, recreational vehicles, or trailers. This section shall not be interpreted to allow the storage of junk vehicles as covered in SMC 20.30.750.

E. ~~D.~~ Off-street parking areas shall not be located more than 500 feet from the building they are required to serve. Where the off-street parking areas do not abut the buildings they serve, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

1. For all single detached dwellings, the parking spaces shall be located on the same lot they are required to serve;

2. For all other residential dwellings, at least a portion of parking areas shall be located within 100 feet from the building(s) they are required to serve; and

3. For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;

4. No more than 50 percent of the required minimum number of parking stalls may be compact spaces.

Exception 20.50.410(D)(1): In commercial zones, the Director may allow required parking to be supplied in a shared parking facility that is located more than 500 feet from the building it is designed to serve if adequate pedestrian access is provided and the applicant submits evidence of a long-term, shared parking agreement.

20.50.540 Sign design.

A. Sight Distance. No sign shall be located or designed to interfere with visibility required by the City of Shoreline for the safe movement of pedestrians, bicycles, and vehicles.

ORIGINAL

B. Private Signs on City Right-of-Way. No private signs shall be located partially or completely in a public right-of-way unless a right-of-way permit has been approved consistent with Chapter 12.15 SMC and is allowed under SMC 20.50.540 through 20.50.610.

C. Sign Copy Area. Calculation of sign area shall use rectangular areas that enclose each portion of the signage such as words, logos, graphics, and symbols other than nonilluminated background. Sign areas for signs that project out from a building or are perpendicular to street frontage are measured on one side even though both sides can have copy.

D. Building Addresses. Building addresses should be installed on all buildings consistent with SMC 20.70.250(C) and will not be counted as sign copy area.

E. Materials and Design. All signs, except temporary signs, must be constructed of durable, maintainable materials. Signs that are made of materials that deteriorate quickly or that feature impermanent construction are not permitted for permanent signage. For example, plywood or plastic sheets without a sign face overlay or without a frame to protect exposed edges are not permitted for permanent signage.

F. Illumination. Where illumination is permitted per Table 20.50.540(G) the following standards must be met:

1. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.

2. Opaque cabinet signs where light only shines through copy openings.

3. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.

4. Neon signs.

5. All external light sources illuminating signs shall be less than six feet from the sign and shielded to prevent direct lighting from entering adjacent property.

ORIGINAL

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

G. Table 20.50.540(G) – Sign Dimensions.

A property may use a combination of the four types of signs listed below.

	All Residential (R) Zones, MUR-35', Campus, PA3 and TC-4	MUR-45', MUR-70', NB, CB and TC-3 (1)	MB, TC-1 and TC-2
MONUMENT Signs:			
Maximum Area Per Sign Face	4 sq. ft. (home occupation, day care, adult family home, bed and breakfast) 25 sq. ft. (nonresidential use, residential subdivision or multifamily development) 32 sq. ft. (schools and parks)	50 sq. ft.	100 sq. ft.
Maximum Height	42 inches	6 feet	12 feet
Maximum Number Permitted	1 per street frontage	1 per street frontage	1 per street frontage
		Two per street frontage if the frontage is greater than 250 ft. and each sign is minimally 150 ft. apart from other signs on same property.	
Illumination	Permitted	Permitted	
BUILDING-MOUNTED SIGNS:			

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	All Residential (R) Zones, MUR-35', Campus, PA3 and TC-4	MUR-45', MUR-70', NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Maximum Sign Area	Same as for monument signs	25 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.	50 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.
Maximum Height	Not to extend above the building parapet, soffit, or eave line of the roof. If perpendicular to building then 9-foot clearance above walkway.		
Number Permitted	1 per street frontage	1 per business per facade facing street frontage or parking lot.	
Illumination	Permitted	Permitted	Permitted
UNDER-AWNING SIGNS			
Maximum Sign Area	6 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	12 sq. ft.	
Minimum Clearance from Grade	9 feet		
Maximum Height (ft.)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended		

ORIGINAL

	All Residential (R) Zones, MUR-35', Campus, PA3 and TC-4	MUR-45', MUR-70', NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Number Permitted	1 per business	1 per business per facade facing street frontage or parking lot.	
Illumination	Prohibited	Permitted	
DRIVEWAY ENTRANCE/EXIT:			
Maximum Sign Area	4 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	8 sq. ft.	
Maximum Height	42 inches	48 inches	
Number Permitted	1 per driveway		
Illumination	Permitted	Permitted	

Exceptions to Table 20.50.540(G):

(1) The monument sign standards for MB, TC-1, and TC-2 apply on properties zoned NB, CB, and TC-3 where the parcel has frontage on a State Route, including SR 99, 104, 522, and 523.

(2) Sign mounted on fence or retaining wall may be substituted for building-mounted or monument signs so long as it meets the standards for that sign type and does not increase the total amount of allowable signage for the property.

ORIGINAL

H. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area in zones MUR-45', MUR-70', NB, CB, MB, TC-1, TC-2, and TC-3. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

I. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but allowed only in the MUR-45', MUR-70', NB, CB, MB, and TC-1, TC-2, and TC-3 zones subject to the following standards:

1. Maximum one sign per business;

2. Must be directly in front of the business with the business' name and may be located on the City right-of-way where the property on which the business is located has street frontage;

3. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;

4. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;

5. Maximum two feet wide and three feet tall, not to exceed six square feet in area;

6. No lighting of signs is permitted;

7. All signs shall be removed from display when the business closes each day; and

8. A-frame/sandwich board signs are not considered structures.

J. Other Residential Signs. One sign maximum for home occupations, day cares, adult family homes and bed and breakfasts which are located in residential (R) zones, MUR-35' or TC-4 not exceeding four square feet in area is exempt from permit. It may be mounted on the residence, fence or freestanding on the property, but must be located on the subject property and not on the City right-of-way or adjacent parcels. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(B), 2000).

20.50.550 Prohibited signs.

A. Spinning devices; flashing lights; searchlights, electronic changing messages or reader board signs.

Exception 20.50.550(A)(1): Traditional barber pole signs allowed only in MUR-45', MUR-70', NB, CB, MB and TC-1 and 3 zones.

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Exception 20.50.550(A)(2): Electronic changing message or reader boards are permitted in CB and MB zones if they do not have moving messages or messages that change or animate at intervals less than 20 seconds, which will be considered blinking or flashing and are not allowed.

B. Portable signs, except A-frame signs as allowed by SMC 20.50.540(I).

C. Outdoor off-premises advertising signs (billboards).

D. Signs mounted on the roof.

E. Pole signs.

F. Backlit awnings used as signs.

G. Pennants; swooper flags; feather flags; pole banners; inflatables; and signs mounted on vehicles. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 631 § 1 (Exh. 1), 2012; Ord. 560 § 4 (Exh. A), 2009; Ord. 369 § 1, 2005; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(C), 2000).

20.50.560 Monument signs.

A. A solid-appearing base is required under at least 75 percent of sign width from the ground to the base of the sign or the sign itself may start at grade.

B. Monument signs must be double-sided if the back is visible from the street.

C. Use materials and architectural design elements that are consistent with the architecture of the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-1), 2000).

20.50.570 Building-mounted signs.

A. Building signs shall not cover building trim or ornamentation.

B. Projecting, awning, canopy, and marquee signs (above awnings) shall clear sidewalk by nine feet and not project beyond the awning extension or eight feet, whichever is less. These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-2), 2000).

20.50.580 Under-awning signs.

These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-3), 2000).

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20.50.590 Nonconforming signs.

A. Nonconforming signs shall not be altered in size, shape, height, location, or structural components without being brought to compliance with the requirements of this Code. Repair and maintenance are allowable, but may require a sign permit if structural components require repair or replacement.

B. Outdoor advertising signs (billboards) now in existence are declared nonconforming and may remain subject to the following restrictions:

1. Shall not be increased in size or elevation, nor shall be relocated to another location.

2. Shall be kept in good repair and maintained.

3. Any outdoor advertising sign not meeting these restrictions shall be removed within 30 days of the date when an order by the City to remove such sign is given. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(E), 2000).

20.50.600 Temporary signs.

A. General Requirements. Certain temporary signs not exempted by SMC 20.50.610 shall be allowable under the conditions listed below. All signs shall be nonilluminated. Any of the signs or objects included in this section is illegal if they are not securely attached, create a traffic hazard, or are not maintained in good condition. No temporary signs shall be posted or placed upon public property unless explicitly allowed or approved by the City through the applicable right-of-way permit. Except as otherwise described under this section, no permit is necessary for allowed temporary signs.

B. Temporary On-Premises Business Signs. Temporary banners are permitted in zones MUR-45', MUR-70', NB, CB, MB, TC-1, TC-2, and TC-3 to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

1. Be limited to not more than one sign per business;

2. Be limited to 32 square feet in area;

3. Not be displayed for a period to exceed a total of 60 calendar days effective from the date of installation and not more than four such 60-day periods are allowed in any 12-month period; and

4. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

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C. Construction Signs. Banner or rigid signs (such as plywood or plastic) identifying the architects, engineers, contractors or other individuals or firms involved with the construction of a building or announcing purpose for which the building is intended. Total signage area for both new construction and remodeling shall be a maximum of 32 square feet. Signs shall be installed only upon City approval of the development permit, new construction or tenant improvement permit and shall be removed within seven days of final inspection or expiration of the building permit.

D. Temporary signs in commercial zones not allowed under this section and which are not explicitly prohibited may be considered for approval under a temporary use permit under SMC 20.30.295 or as part of administrative design review for a comprehensive signage plan for the site. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(F), 2000).

Chapter 20.70
Engineering and Utilities Development Standards

20.70.320 Frontage improvements.

C. Frontage improvements are required:

1. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

2. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing structure(s) at the time of the first issued permit.

3. For subdivisions; ~~or~~

4. For development consisting of more than one dwelling unit on a single parcel~~.~~; or

5. One detached single family dwelling in the MUR zones.

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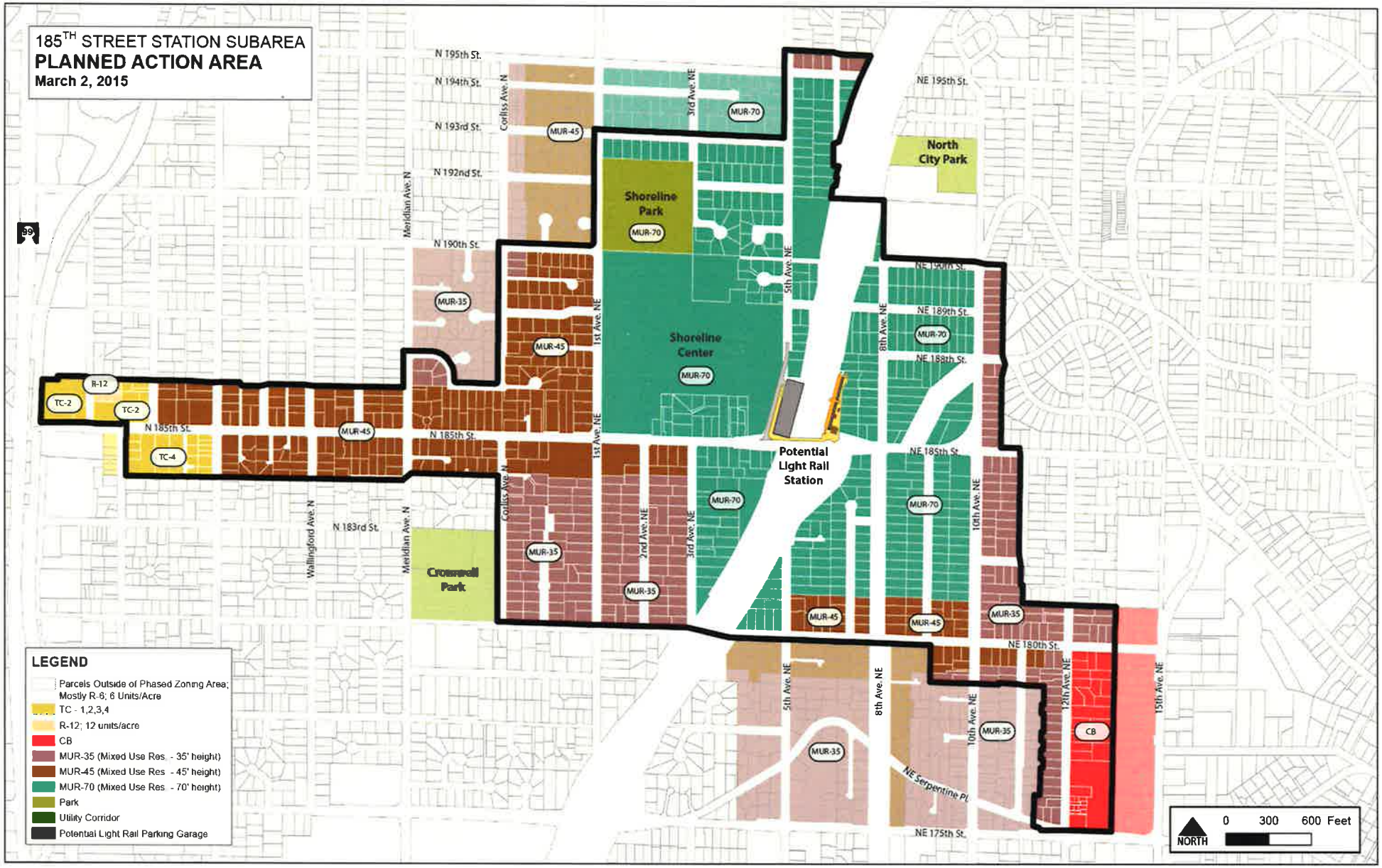
185TH STREET STATION SUBAREA
PLANNED ACTION AREA
March 2, 2015
N 195th St.
N 194th St.
N 193rd St.
N 192nd St.
N 190th St.
N 185th St.
N 183rd St.
NE 195th St.
NE 190th St.
NE 189th St.
NE 188th St.
NE 185th St.
NE 180th St.
NE 175th St.
NE Serpentine Pl.
Meridian Ave. N
Corliss Ave. N
Wallingford Ave. N
3rd Ave. NE
1st Ave. NE
2nd Ave. NE
5th Ave. NE
8th Ave. NE
10th Ave. NE
12th Ave. NE
15th Ave. NE
Shoreline Park
Shoreline Center
North City Park
Crownhill Park
Potential Light Rail Station
R-12
TC-2
TC-4
MUR-35
MUR-45
MUR-70
CB
LEGEND
Parcels Outside of Phased Zoning Area; Mostly R-6; 6 Units/Acre
TC - 1,2,3,4
R-12; 12 units/acre
CB
MUR-35 (Mixed Use Res. - 35' height)
MUR-45 (Mixed Use Res. - 45' height)
MUR-70 (Mixed Use Res. - 70' height)
Park
Utility Corridor
Potential Light Rail Parking Garage
NORTH
0 300 600 Feet