



# SHORELINE PLACE



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Shoreline Planning Commission | Development Agreement Presentation  
05.16.2019



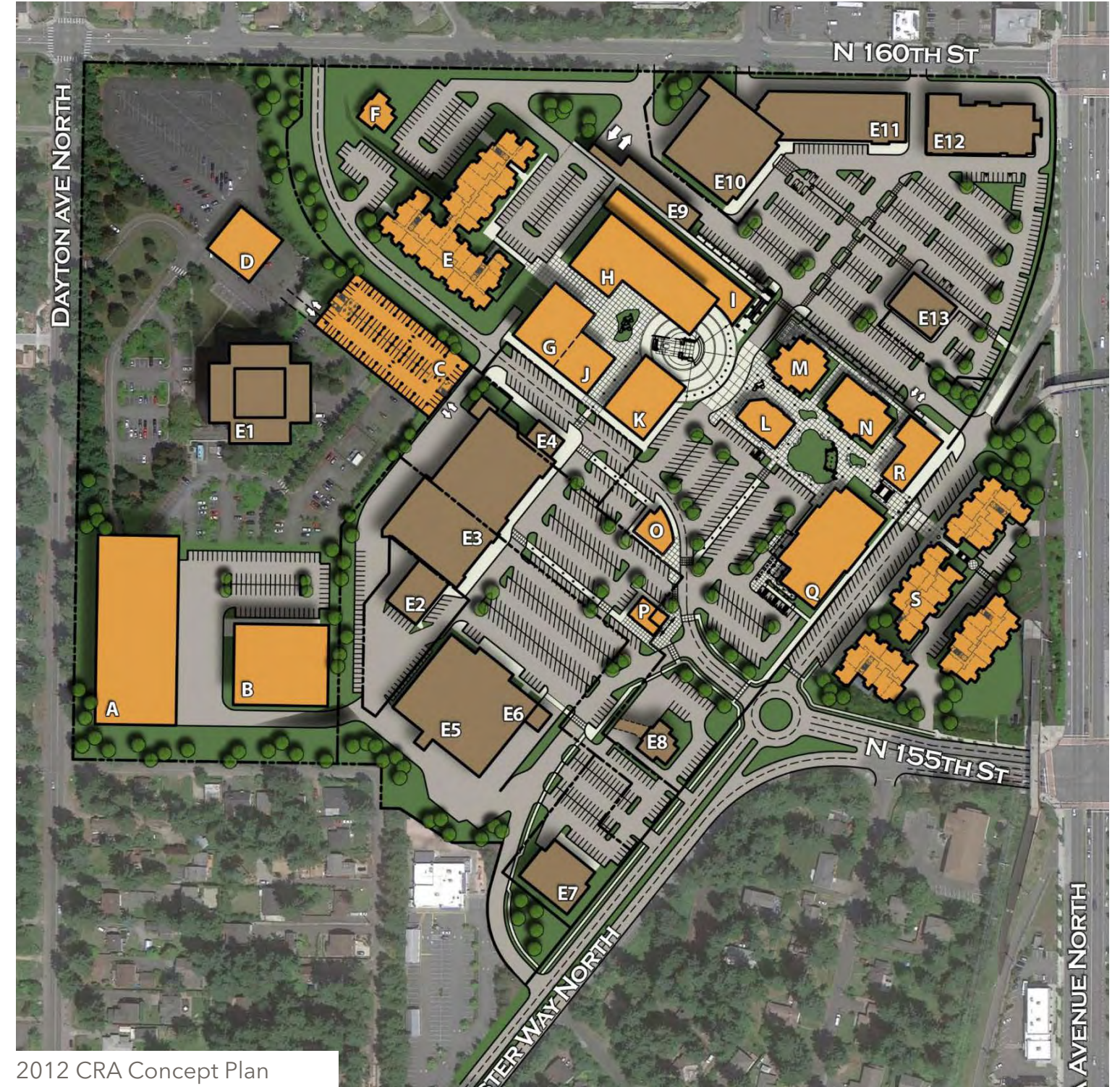


- Community Renewal Area
- Planned Action Ordinance
- Development Agreement criteria
- Demolition and phasing
- Sustainability and stormwater
- Site, building, and parking access
- Building Height and Adjacent Uses
- Shared Street "Woonerf" examples
- Public outreach and feedback



## AURORA SQUARE COMMUNITY RENEWAL AREA PLAN

- The Aurora Square Community Renewal Area was established in 2012 .
- 70+ acres to spur economic renewal.
- The Aurora Square Renewal Plan was created in 2013.
- Qualifications for a CRA that Aurora Square and surrounding properties include:
  - "Old, obsolete buildings"
  - "Defective or inadequate street layout"
  - "Diversity of ownership"
- One of the CRA FAQ's from May 15, 2014 states "Will the City master plan Aurora Square?"
  - Answer: "In a limited way; the City will partner with Aurora Square property owners to provide connections and the infrastructure necessary to serve the site. However, the City will not be dictating to the owners how they use or develop their sites."





## PLANNED ACTION ORDINANCE FINDINGS

- The Planned Action was a mechanism used by the city to “spur private development”
- One of the preambles to the Planned Action clearly states that this environmental review “provides for the integration of environmental review with land use planning and project review so as to streamline the development process...”
- The Planned Action goes on to state that it is intended to “expedite the permitting process for subsequent, implementing projects whose impacts have been previously addressed in an EIS, and thereby encourages desired growth and economic development.”
- The designation of the Aurora Square CRA Planned Action is consistent with the goals and policies of the Comprehensive Plan and the CRA.





## PLANNED ACTION ORDINANCE FINDINGS



Proposed Concept Plan

- The Aurora Square Planned Action EIS identifies and adequately addresses the environmental impacts of development in the Planned Action area.
- The mitigation measures in Exhibit A together with the City's existing development regulations adequately mitigate significant impacts from development within the Planned Action area.
- The CRA and EIS identify the location, type, and amount of development contemplated and emphasize a mix of residential, retail/commercial, office, and public uses.
- Future development projects determined to be consistent with the Planned Action will protect the environment while benefiting the public and enhancing economic development within the City.



## SEPA PLANNED ACTION DETERMINATION OF CONSISTENCY = DETERMINATION THAT:

- Proposed uses are consistent with those described in the EIS and the Planned Action Ordinance.
- The Project is within the Planned Action thresholds.
- The Project is consistent with the Comprehensive Plan, CRA plan, and Shoreline Municipal Code.
- The Project's significant adverse environmental impacts have been identified in the EIS.
- The Project's significant impacts have been mitigated by application of the measures in Exhibit A and other applicable city regulations.
- The Project complies with all applicable local, state and/or federal laws and regulations and the SEPA responsible official has determined that they constitute adequate mitigation.





AURORA SQUARE COMMUNITY RENEWAL AREA PLAN

Aurora Square Planned Action PM Peak Traffic Trip Budget	Net PM Peak Hour Trips	% Remaining from City Adopted Planned Action Alt.
Existing Land Uses prior to Planned Action (FEIS Table 2-1) (143,386 sf office + 439,339 sf retail + 0 residential)	1,047	
City Adopted Planned Action Alternative Additional Trips (FEIS Table 2-2) (additional 250,000sf office + 250,000sf retail + 1,000 residential)	808	
Total Allowed PM Peak Trips within the CRA	1,855	
Shoreline Place (Maximum Interim Condition) (Blocks F, E, A and D with Sears)	160	20%
Shoreline Place (Full Build Out) (All Blocks, Sears Removed, Full Credit for Sears SF)	99	12%
Shoreline Place Build Out + Alexan + WSDOT Increased Usage	264	33%
Remaining Trips Available for Future Development within the CRA	544	67%

**NOTE: Per Section 3.C (2) of the Planned Action Ordinance, additional uses (including residential) are permitted outside of the amounts contemplated in the EIS if the following criteria are met:**

- Total build-out is less than the aggregate amount of development reviewed in the EIS.
- Traffic trips for the preferred alternative are not exceeded.
- Development impacts identified in the EIS are mitigated consistent with Exhibit A of the Planned Action Ordinance.



DEVELOPMENT AGREEMENT - DECISION CRITERIA RESPONSES

#	Approval Criterion SMA 20.30.255.C	Shoreline Place Compliance	Applicant Response
1	Consistency with Comprehensive Plan	<input checked="" type="checkbox"/>	Staff has twice found that the Project is consistent with the Comprehensive Plan: <ul style="list-style-type: none"><li>• SEPA Planned Action Determination of Consistency (Att. D to Staff Report)</li><li>• Staff Analysis of the Decision Criteria (Att. D to Staff Report)</li></ul>
2	Innovative, aesthetic, energy - efficient and environmentally sustainable design	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"><li>• Vibrant community gathering space, incorporating multifamily housing, retail and restaurants will replace acres of untreated parking and an obsolete department store.</li><li>• Commercial Design Standards including current sustainability will apply</li><li>• Supplemental Site Design Guidelines will apply.</li><li>• Served by high - capacity transit along Aurora Avenue, new bike lanes on N. 160th Street, and bike routes through the site.</li><li>• Upgraded to current stormwater standards.</li></ul>
3	Road, sidewalks, bike lane capacity and infrastructure	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"><li>• Passes concurrency.</li><li>• Westminster Way frontage contribution.</li><li>• Westminster Way / 155th Intersection contribution.</li><li>• N. 160 re-channelization including bike lane and pedestrian crossing.</li><li>• Commuter and recreational bike routes through site.</li><li>• Woonerf-type pedestrian-shared street.</li></ul>

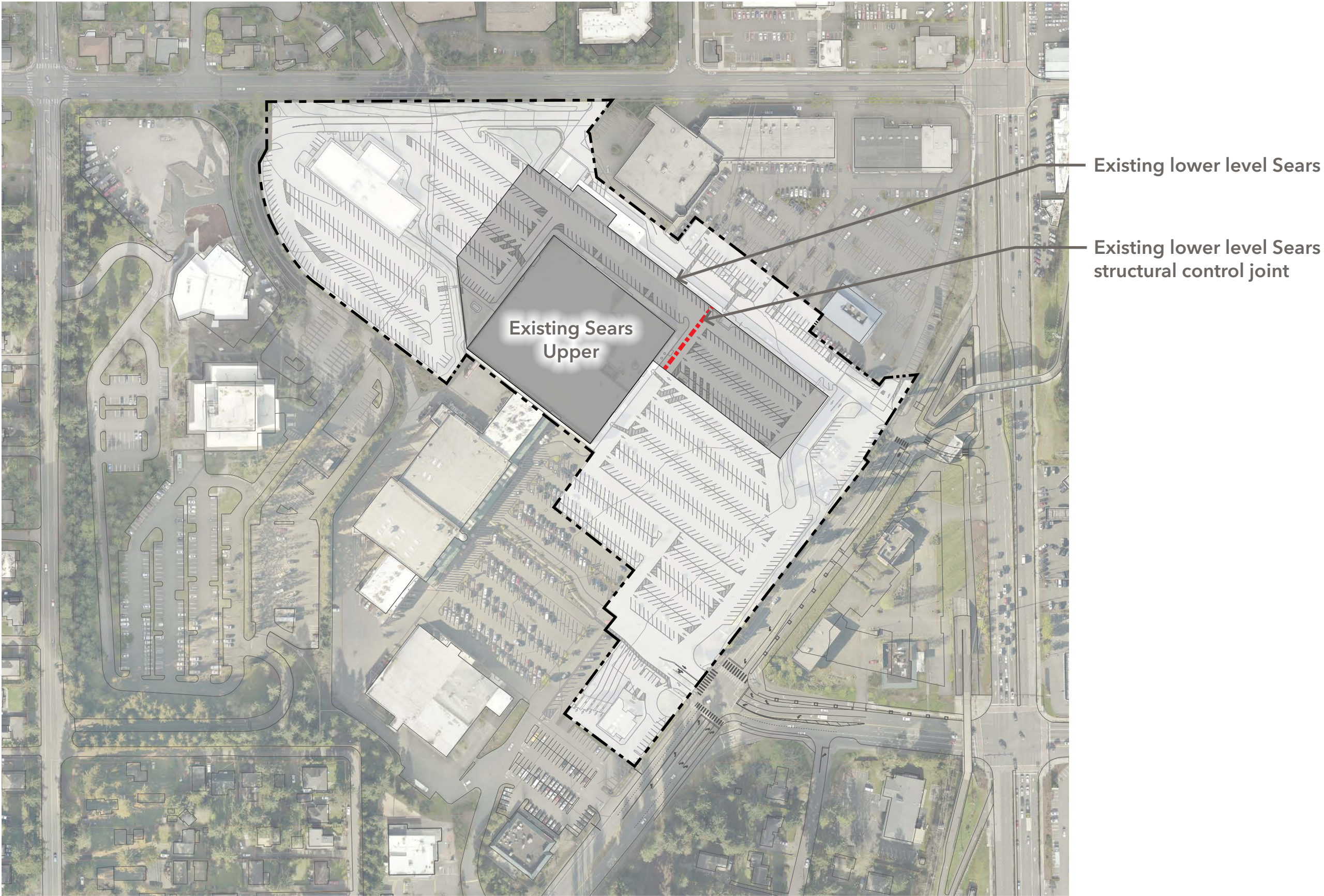


DEVELOPMENT AGREEMENT - DECISION CRITERIA RESPONSES

#	Approval Criterion SMA 20.30.255.C	Shoreline Place Compliance	Applicant Response
4	Public service capacity (water, sewer, storm water)	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"><li>• WAC for each building.</li><li>• Ronald Wastewater District has sufficient capacity and infrastructure in place planned.</li><li>• Stormwater will be managed on-site.</li></ul>
5	Minimize conflicts and create transitions between adjacent R-6 zoned property	<input checked="" type="checkbox"/>	<p>Transition to the 270' of R-6 zoning on north side of N. 160th provided by:</p> <ul style="list-style-type: none"><li>• Densely vegetated frontage to remain.</li><li>• Accessible pedestrian path.</li><li>• Increased building setbacks to respect existing rockery and majority of trees.</li><li>• Required building modulation.</li><li>• Material changes or setbacks in upper floor facades.</li></ul>
6	Consistent with critical areas and shoreline regulations	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"><li>• There are no critical areas or shorelines on the Project site.</li></ul>



EXISTING SITE CONDITIONS





SEARS DEMOLITION IMPACTS

-Existing Tenants-



Existing tenants occupying lower level of Sears through 2023 west of former Auto Center

The Sears Outlet will remain in their location through 2021 as well.  
*(comment added after 5/16 Planning Commission meeting).*





Need to maintain existing electrical service to Central Market

Proposed electrical re-route to serve Central Market approx. 1,500 ft



SEARS DEMOLITION IMPACTS

-Shoring and Demolition-

Sears basement walls  
serve as a retaining  
wall for ROIC shops  
and adjacent rockery



Extents of required  
construction / security fencing  
5-10years minimum

15' - 17' drop off from  
adjacent grades



SEARS DEMOLITION IMPACTS

-Circulation-

Demolition would remove existing pedestrian route from WSDOT and College

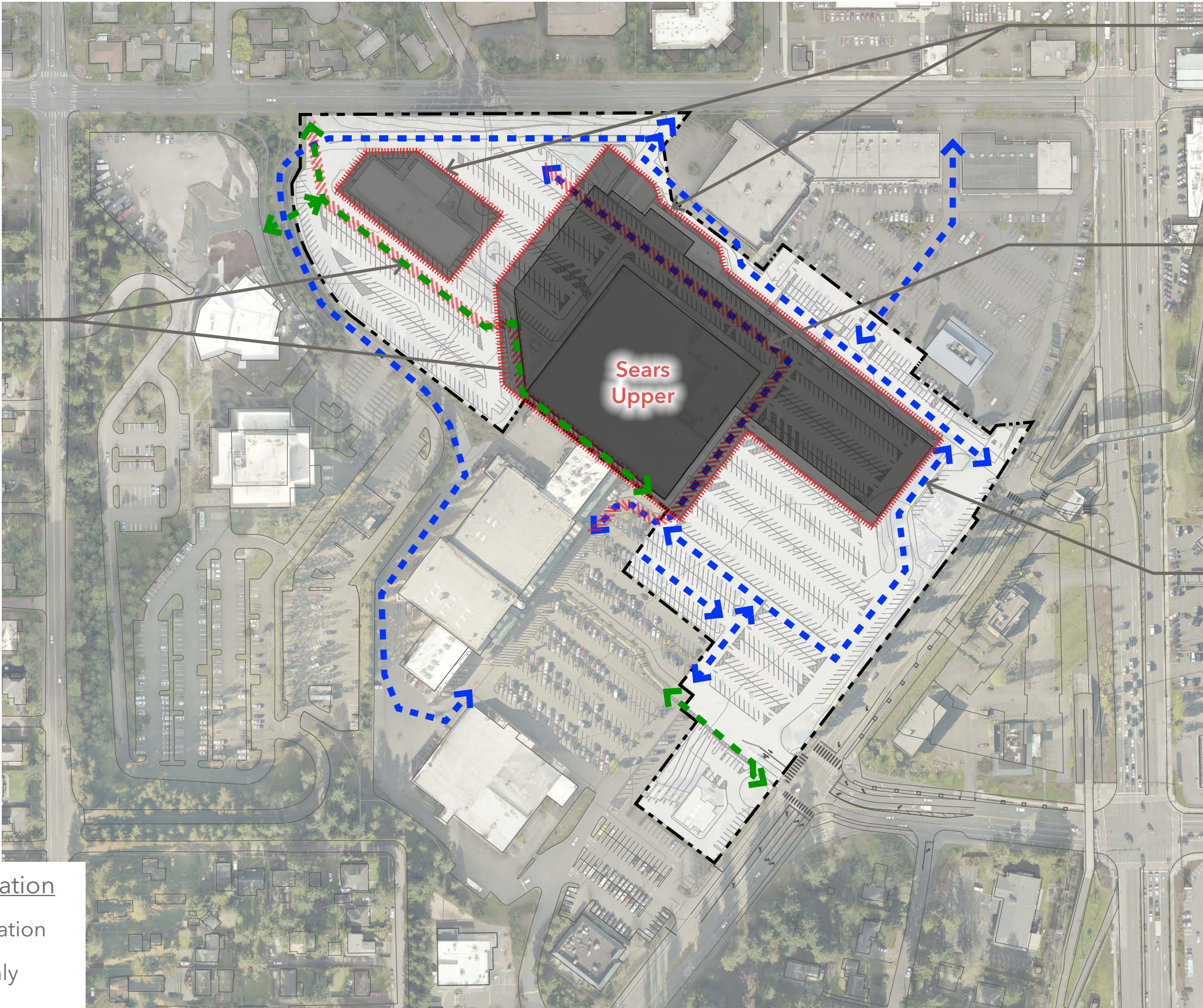
Extents of required construction fencing 5-10year+

Removal of existing access route on Sears parking deck

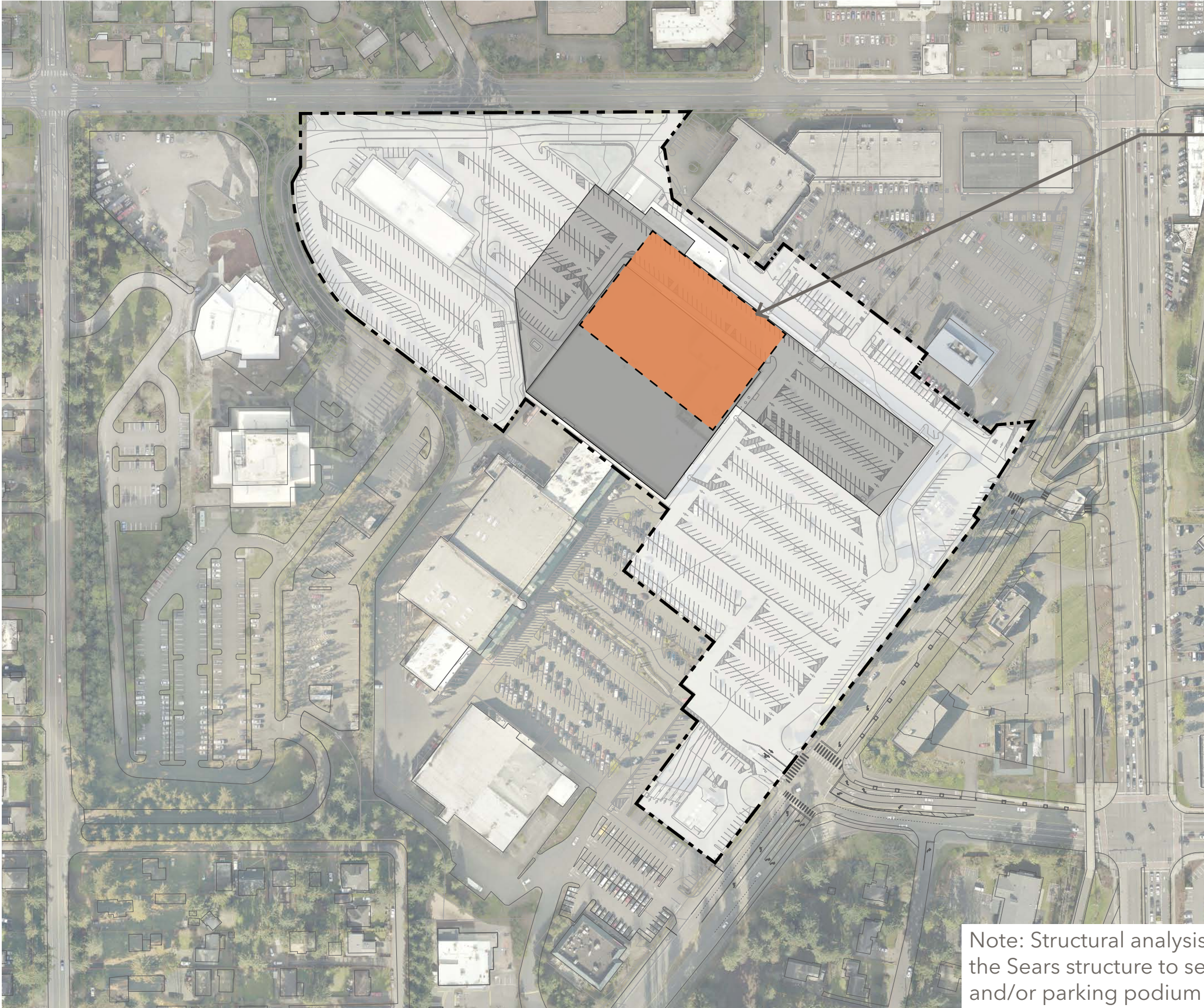
Existing or modified access to remain until new circulation road "Street C" is established

Primary On-Site Circulation

- Vehicle Circulation
- Pedestrian Only Circulation



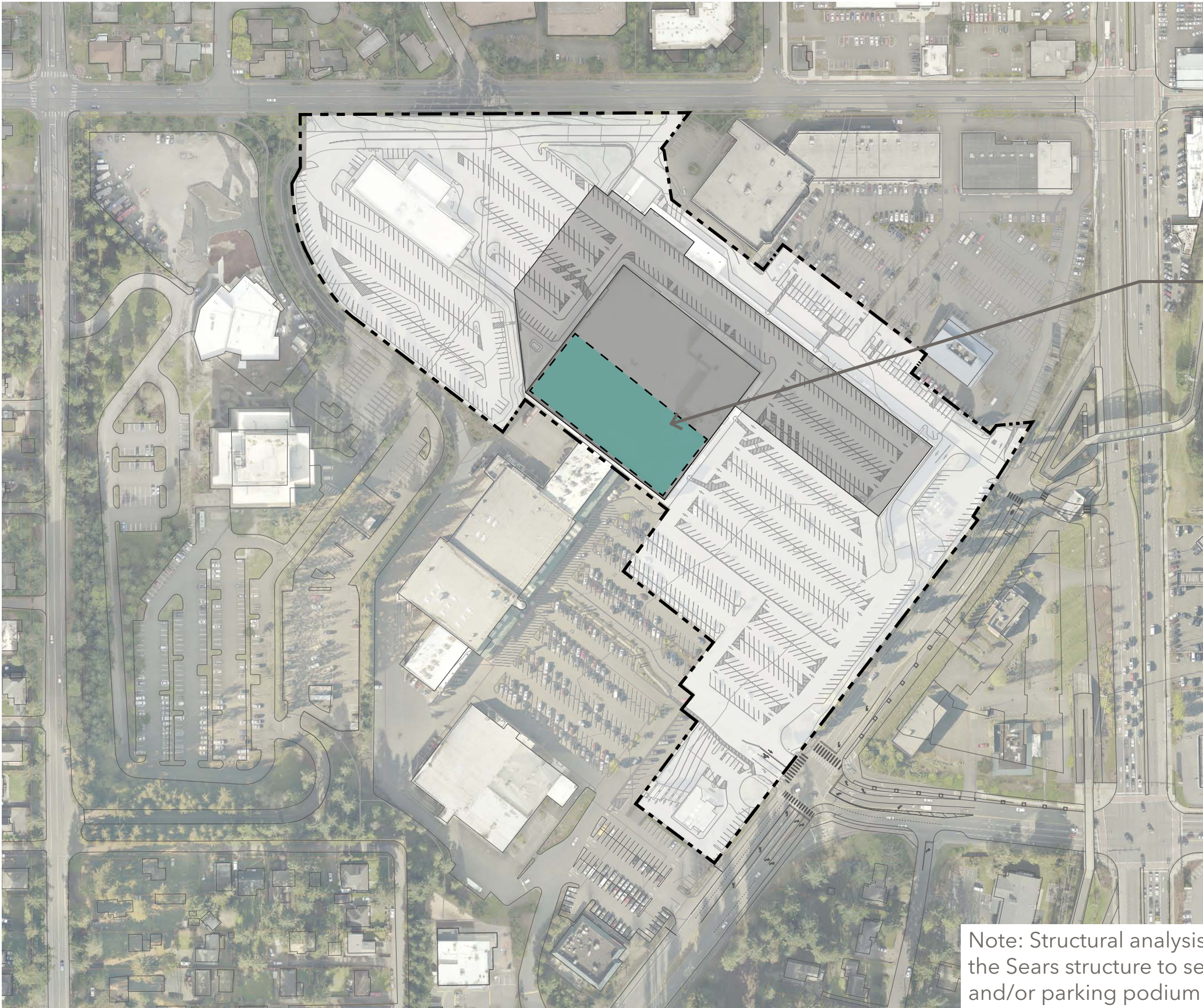




Existing lower level of Sears is being studied to be re-used as a parking garage with a new residential building (Block C) built on the existing upper level

Note: Structural analysis for adaptive re-use of portions of the Sears structure to serve as stormwater detention vault and/or parking podium for Block C residential.





Existing lower level of Sears is being studied as a location for a potential stormwater detention area under "Street C" and the C3 parking area

Note: Structural analysis for adaptive re-use of portions of the Sears structure to serve as stormwater detention vault and/or parking podium for Block C residential.

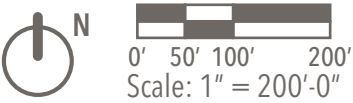
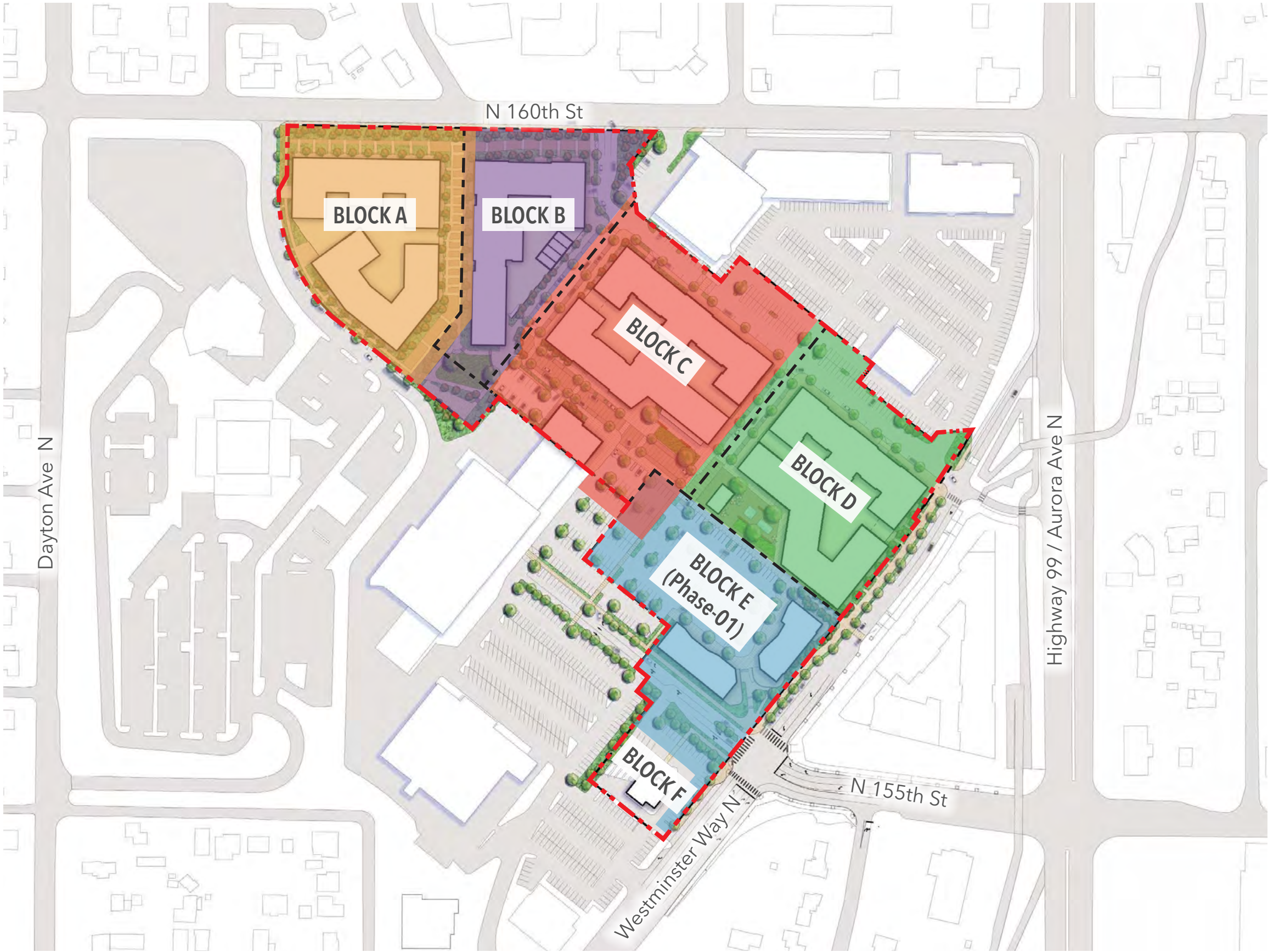


## SUMMARY OF CONSIDERATIONS FOR SEARS PREMATURE DEMOLITION

- Existing tenant occupying lower level of Sears west of the former Auto Center through 2023.
- Each of the residential blocks (Blocks A-D) will require 3-5 year for design, permitting, construction, tenant lease-up, and stabilization.
- Would require temporary or permanent re-routing of SCL Electrical utilities to Central Market
- Would remove existing pedestrian route from WSDOT and Shoreline Community College
- Sears basement foundation serves as a retaining wall for ROIC shops and adjacent rockery
- Would result in 17-15' drop off adjacent to parking areas and shops - would require high security fence with K-rail to ensure safety which could be in place for 5-10 years or more.
- Structural analysis for adaptive re-use of portions of the Sears structure to serve as stormwater detention vault and/or parking podium for Block C residential.



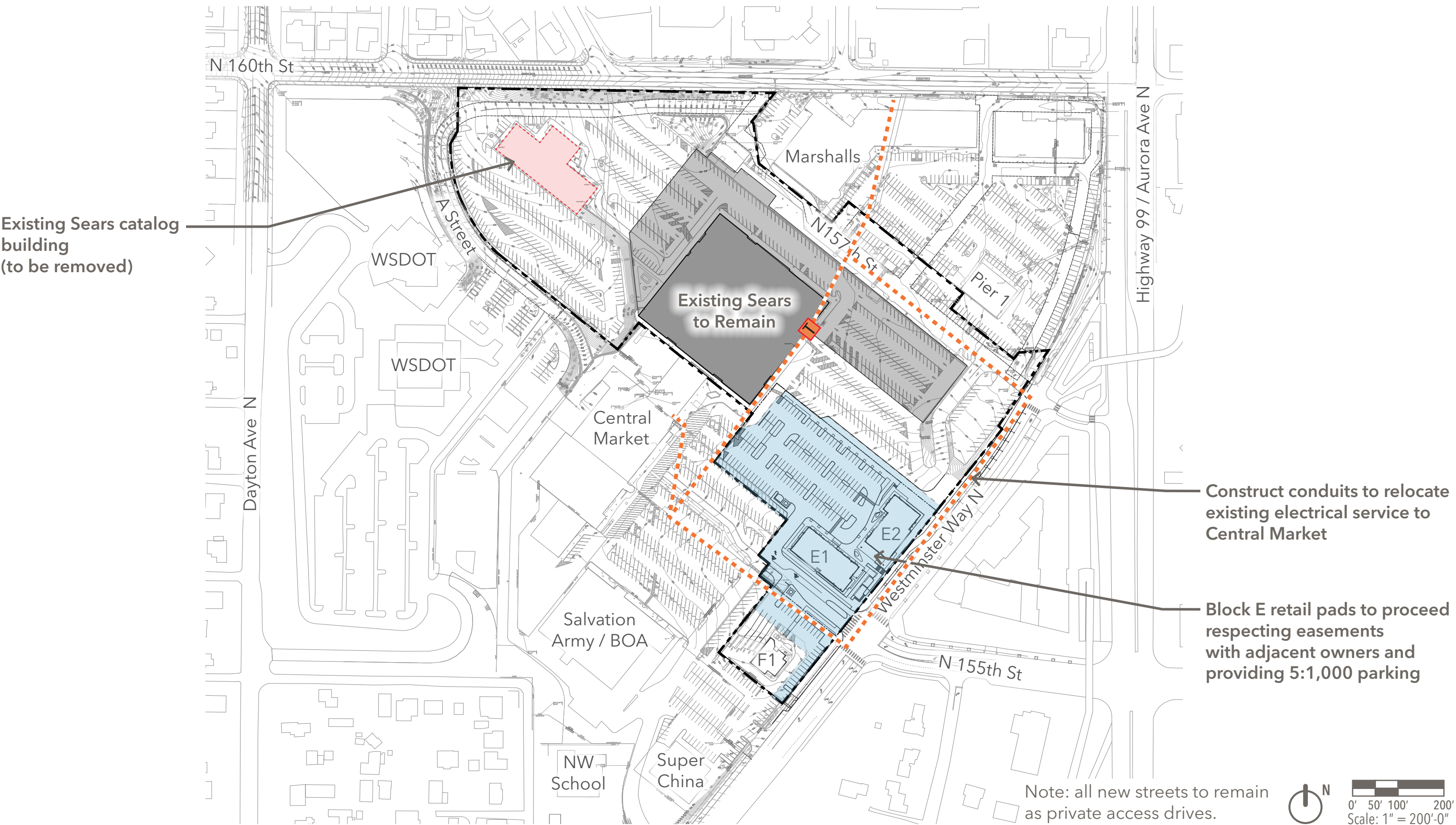
PROPOSED BLOCK PLAN





PROPOSED PHASE-01 PLAN

-Construction and Demolition-



Construct conduits to relocate existing electrical service to Central Market

Block E retail pads to proceed respecting easements with adjacent owners and providing 5:1,000 parking

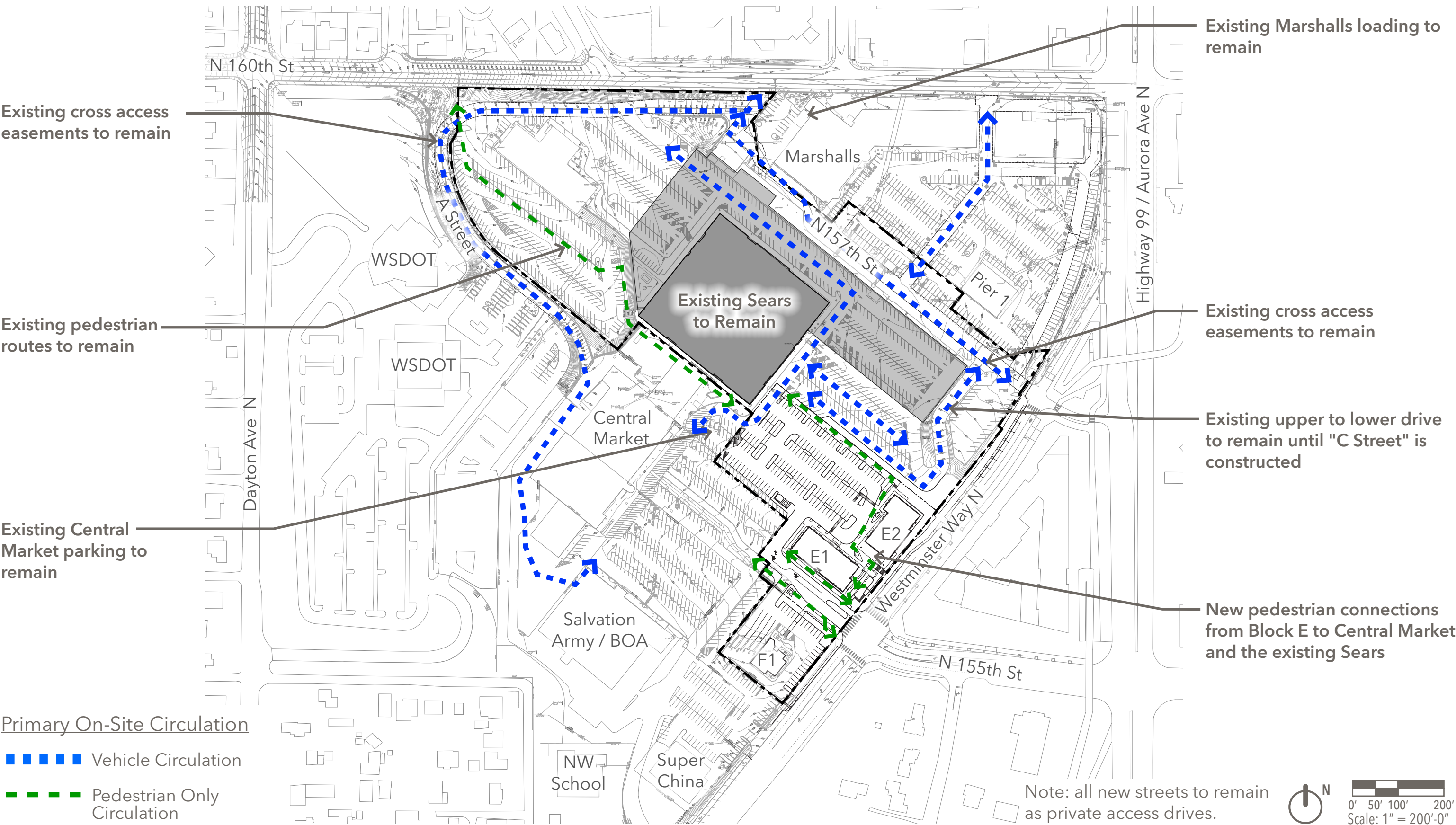
Note: all new streets to remain as private access drives.





PROPOSED PHASE-01 PLAN

-Circulation-





# POTENTIAL FIRST RESIDENTIAL PHASING (BLOCKS A AND D)

## -Block A Construction and Partial Sears Demo-

N 160th Frontage Improvements including: pedestrian path, bike lanes, and mid-block crossing

New 160th Street Driveway to proceed respecting easements with adjacent owners

Block A to proceed respecting easements with adjacent owners

New pedestrian promenade

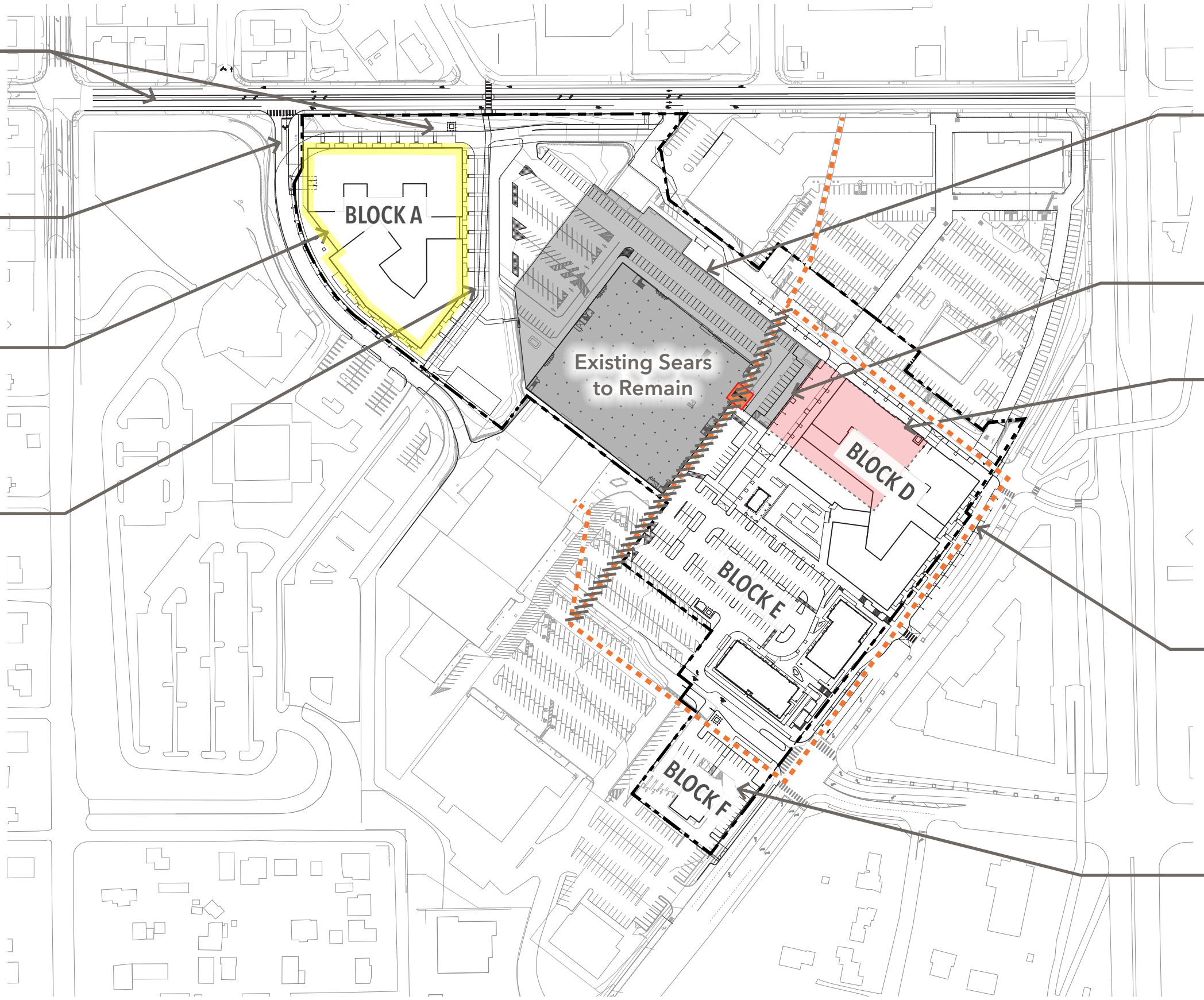
Existing lower level Sears to remain

New shoring wall to build "C Street" and Block D

Sears Auto Center to be demolished at time Block D is to be developed

Complete electrical re-route for Central Market

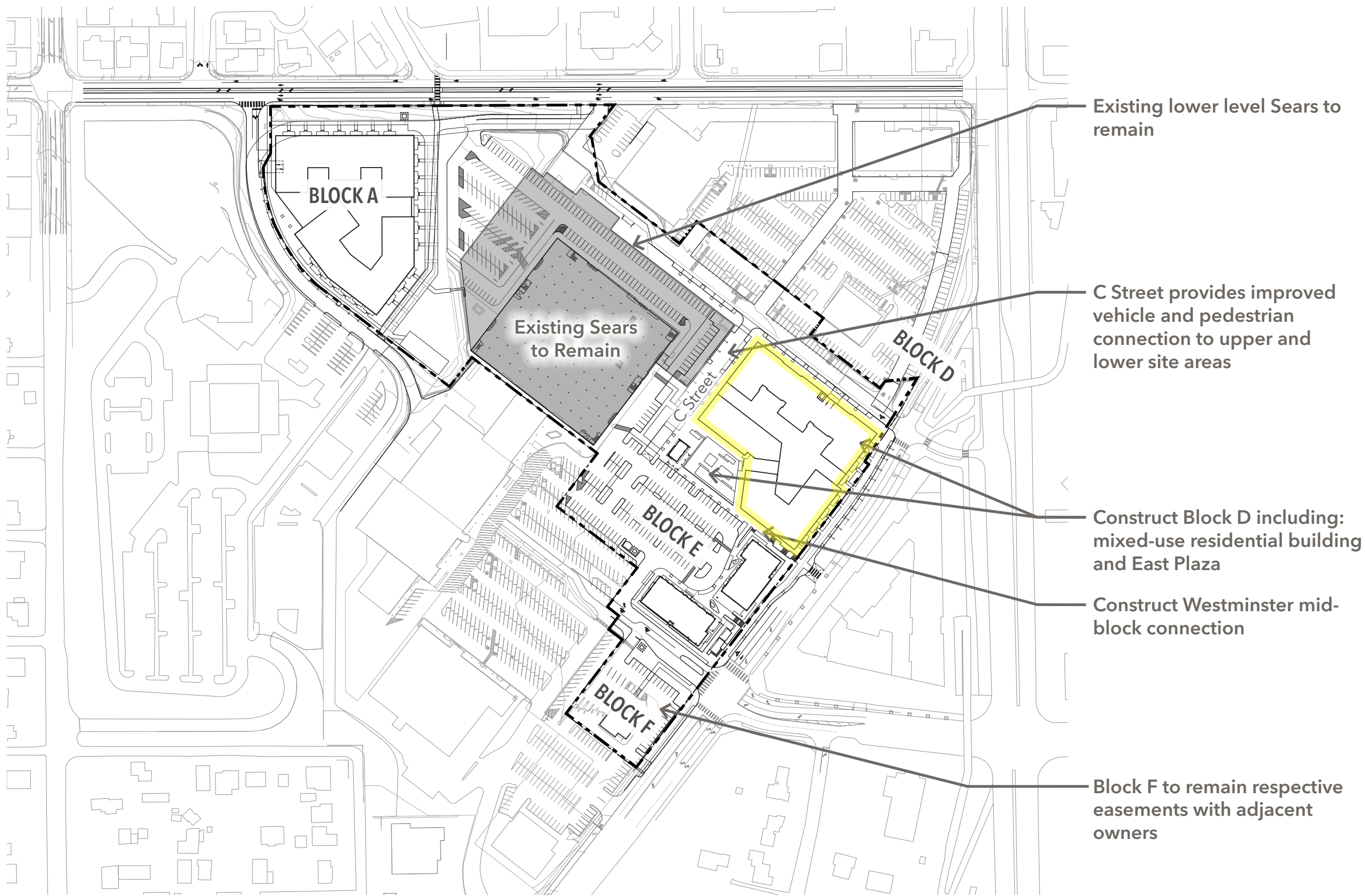
Block F to remain respective easements with adjacent owners





POTENTIAL FIRST RESIDENTIAL PHASING (BLOCKS A AND D)

-Block D and C Street Construction-





# POTENTIAL FIRST RESIDENTIAL PHASING (BLOCKS A AND D)

## -Interim Circulation-

N 160th Frontage Improvements including: pedestrian path, bike lanes, and mid-block crossing

New 160th Street Driveway to proceed respecting easements with adjacent owners

New pedestrian promenade

Existing lower level Sears to remain

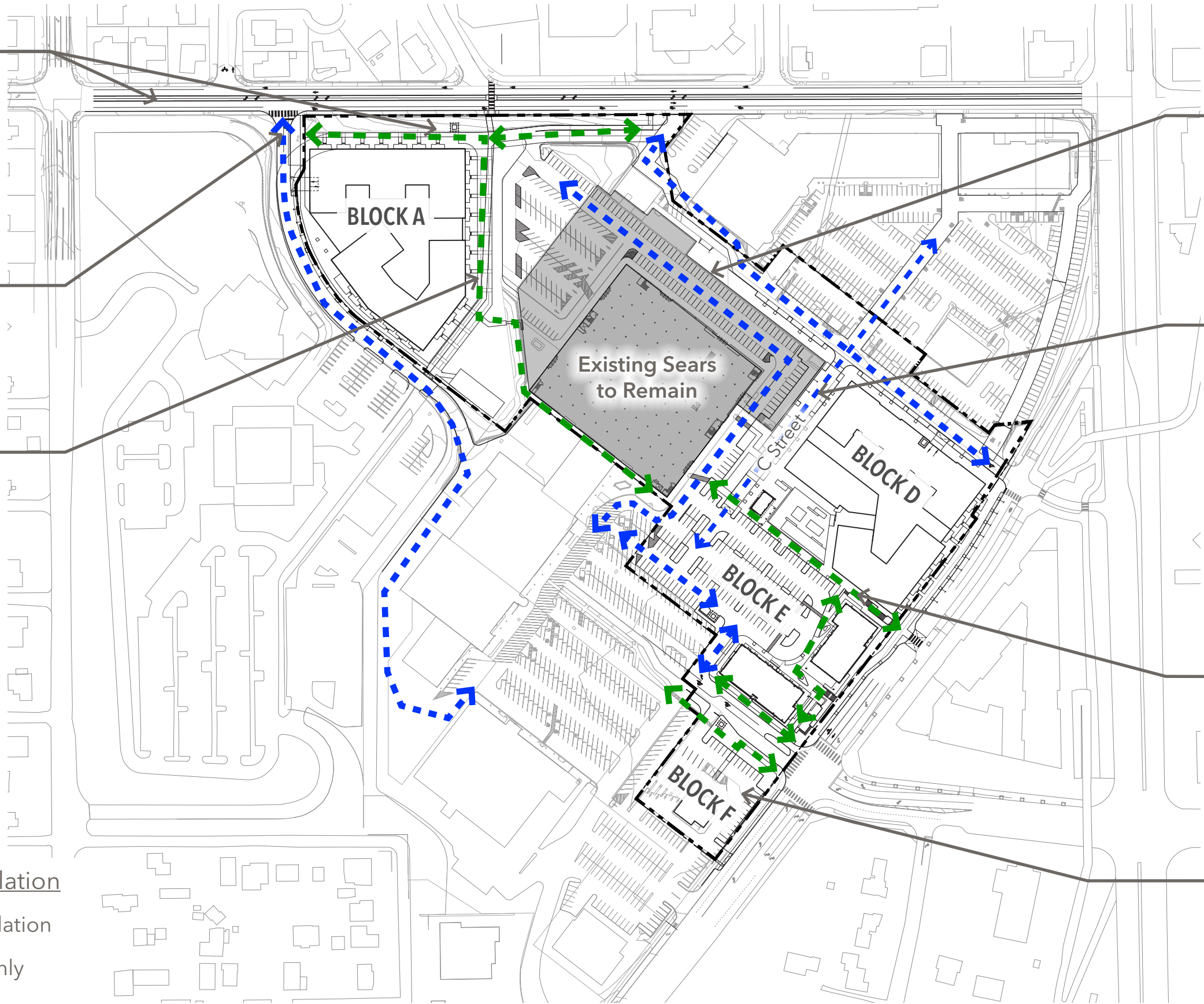
C Street provides improved vehicle and pedestrian connection to upper and lower site areas

Westminster mid-block connection

Block F to remain respective easements with adjacent owners

### Primary On-Site Circulation

- Vehicle Circulation
- Pedestrian Only Circulation





## SUSTAINABILITY STRATEGIES

- Current building codes, storm water regulations and mechanical, electrical and plumbing (MEP) code provisions dictate green building practices and standards.
- Washington State Energy Code exceeds the energy prerequisite requirements of the most common sustainable certification standards.
- New construction will be at least 60 percent more efficient than the existing.
- High administrative costs required for sustainable certification would be better invested in the proposed open space system.
- The proposed redevelopment will result in a healthier, more sustainable environment through implementation of the mandated code requirements in addition to the provision outlined in the Supplemental Site Design Guidelines.

### Proposed Sustainability Features:

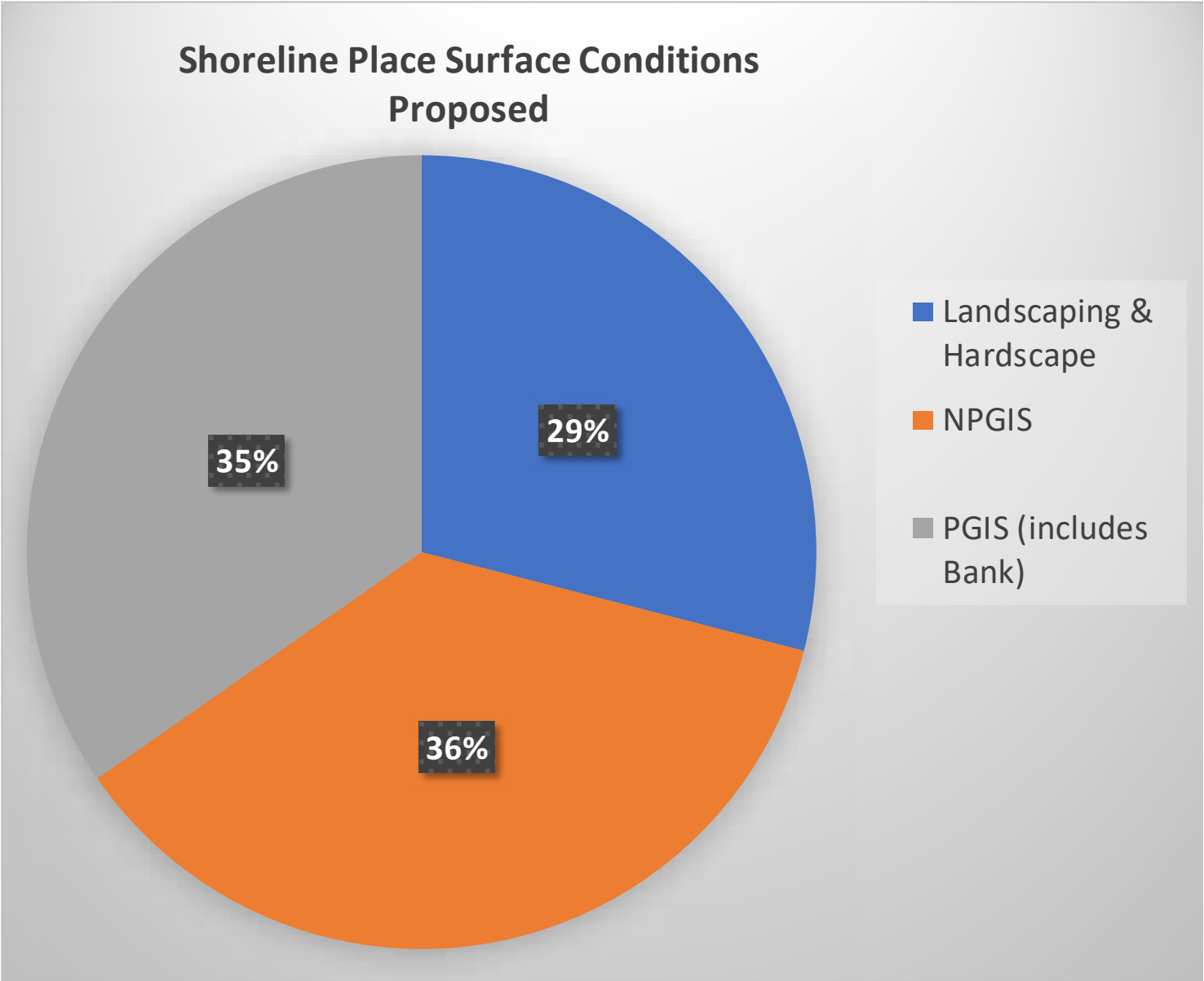
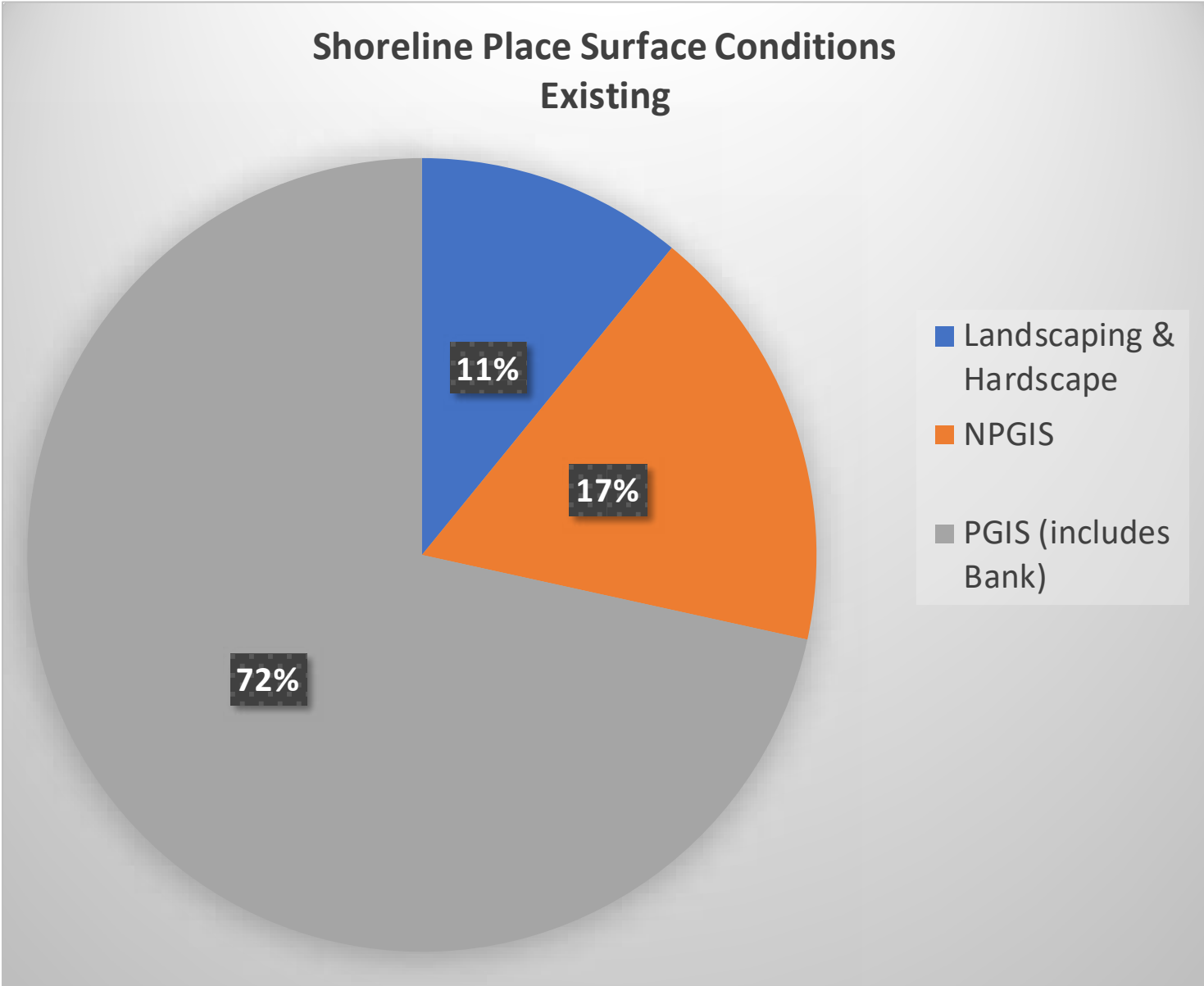
- Smart location
- Access to quality transit and bicycle facilities
- Housing and jobs proximity
- Walkable streets
- Compact Development
- Mixed Use Neighborhoods
- Reduced Parking footprint
- Connected and open Community
- Connected parks and outdoor space
- Access to Civic and Public Space
- Community Outreach and Involvement
- Tree-lined and shaded streetscapes
- Rainwater Management
- Heat Island Reduction
- Recycled and Reused Infrastructure
- Light Pollution Reduction





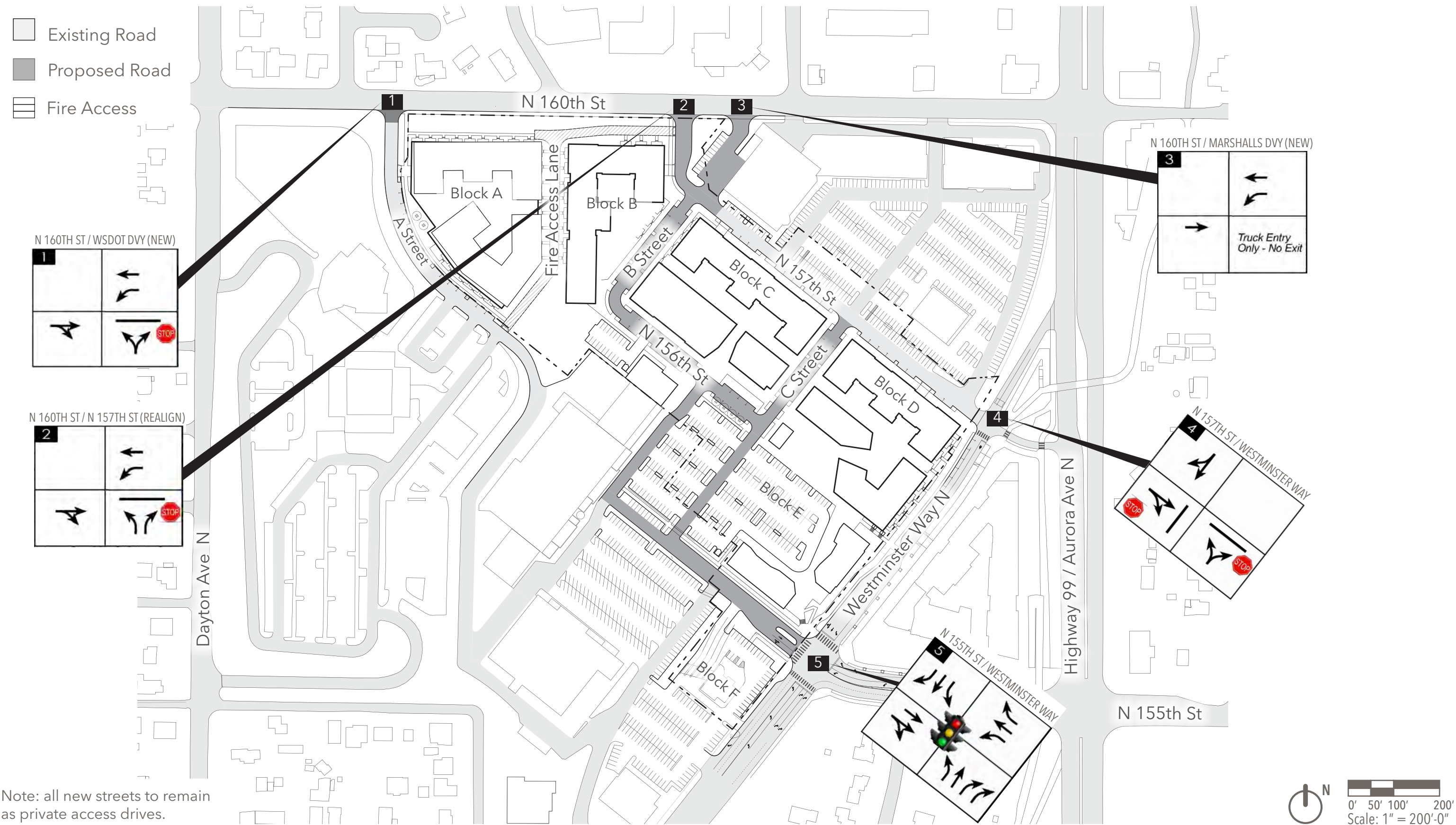
STORMWATER MANAGEMENT | EXISTING v PROPOSED IMPERVIOUS SURFACES

	Approx. Area (acres)	
	Existing	Proposed
Landscaping & Hardscape	1.9	5.0
Non-pollution-generating impervious surface (NPGIS)	3.0	6.3
Pollution-generating impervious surface (PGIS) (includes existing Bank)	12.4	6.0
Total (acres)	17.3	17.3



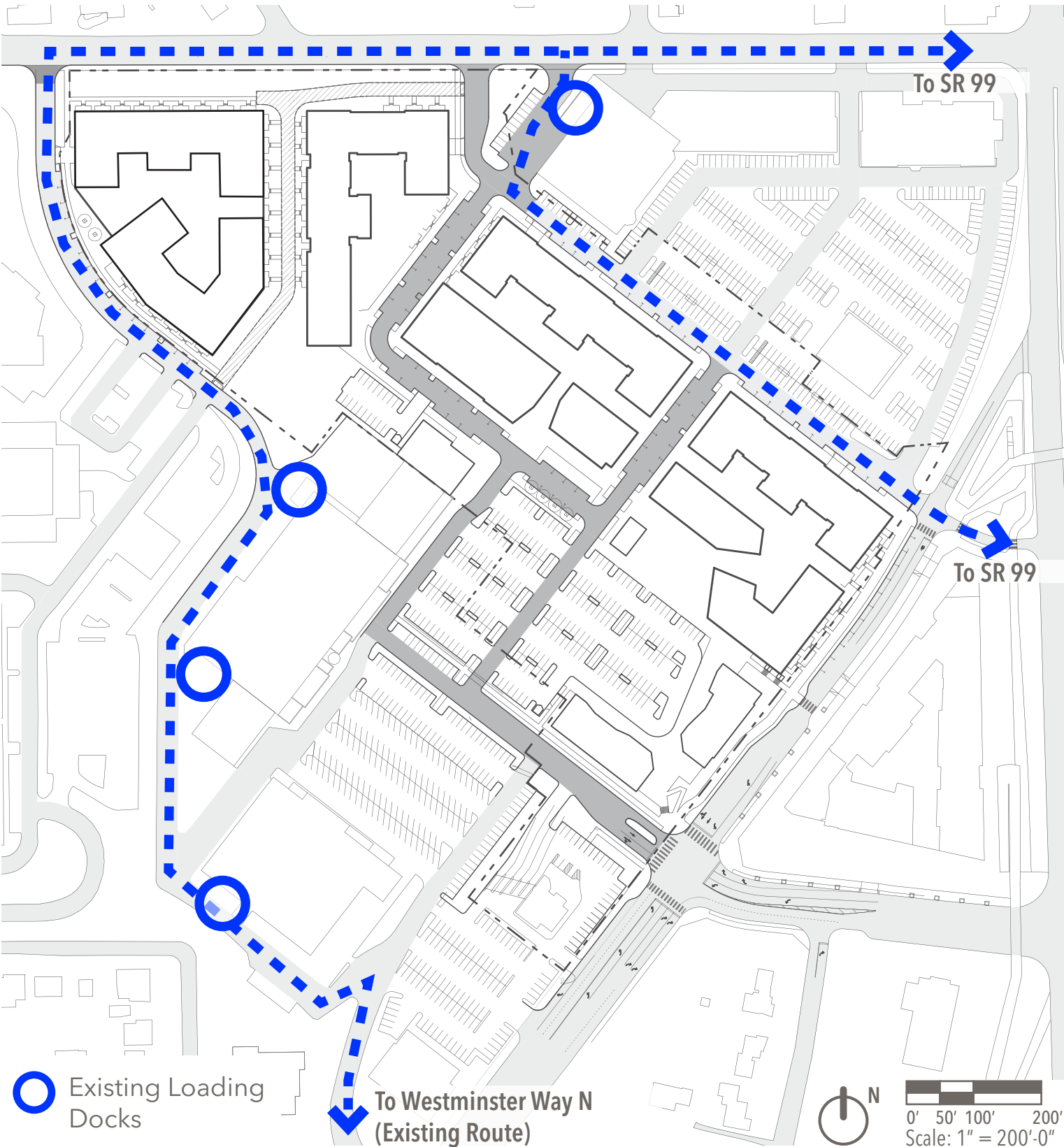


# OVERALL ROAD CONCEPT PLAN AND SITE ACCESS

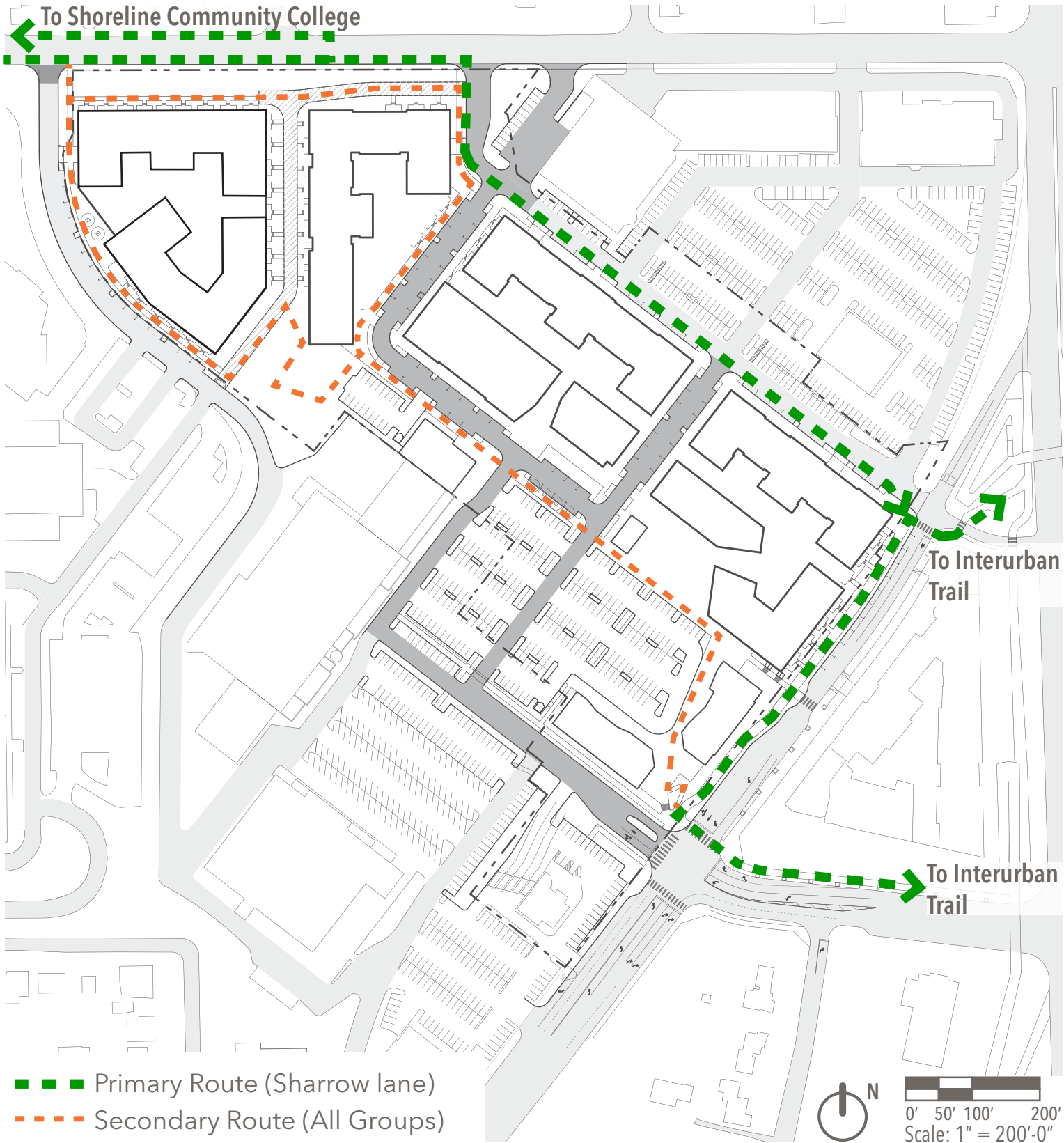




ON-SITE CIRCULATION MAPS




Truck Route for Adjacent Tenants (WB 62)



Bicycle Routes



# UPPER GROUND LEVEL PLAN | PARKING LOCATION AND ACCESS

 Residential  
Vehicular Entrance

**Block A**  
349 units  
with parking in building

**C3 Building**  
6,575 sf Retail

**MGP Lower Level**  
**Retail Parking**  
225 parking stalls

Upper Parking Summary

	Gross sf / Unit Count	Parking Stalls Provided	Ratio
Upper Level Retail	52,535	271	5.2 / 1000
Upper Residential (Block A)	349	419	1.2 / 1000

**Block B**  
298 units  
with parking in building

**Retail Parking**  
8 additional ROIC lower  
level parking stalls

**Block C**  
364 units  
with parking in building  
12,245 sf upper level  
retail

**Block D**  
347 units  
with parking in building  
15,885 sf upper level  
retail

**Building D3**  
16,330 sf Retail


**Block E**  
16,330 sf Retail

**Block F (existing)**  
3,450 sf Retail





# LOWER GROUND LEVEL PLAN | PARKING LOCATION AND ACCESS

 Residential  
Vehicular Entrance

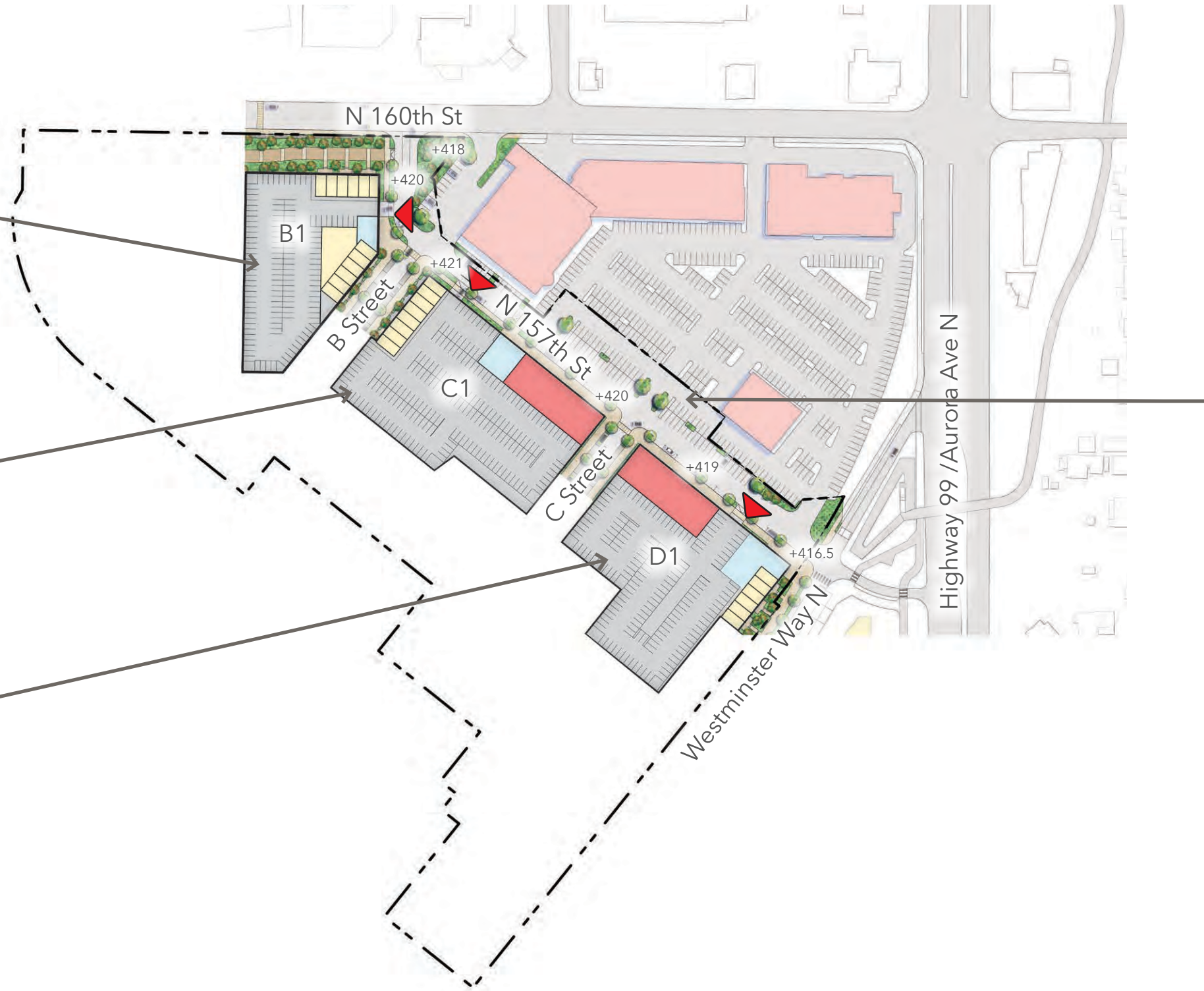
**Block B**  
298 units  
on parking podium

**Block C**  
364 units  
on parking podium  
9,900 sf lower retail

**Block D**  
347 units  
on parking podium  
9,725 sf lower retail

Lower Parking Summary

	Gross sf / Unit Count	Parking Stalls Provided	Ratio
Lower Level Retail	19,625	99	5.0 / 1000
Lower Residential (Block B, C, & D)	1,009	1175	1.2 / 1000



**MGP Lower Level  
Retail Parking**  
99 parking stalls





# PROPOSED BUILDING MASSING CONTEXT | LOOKING NORTH



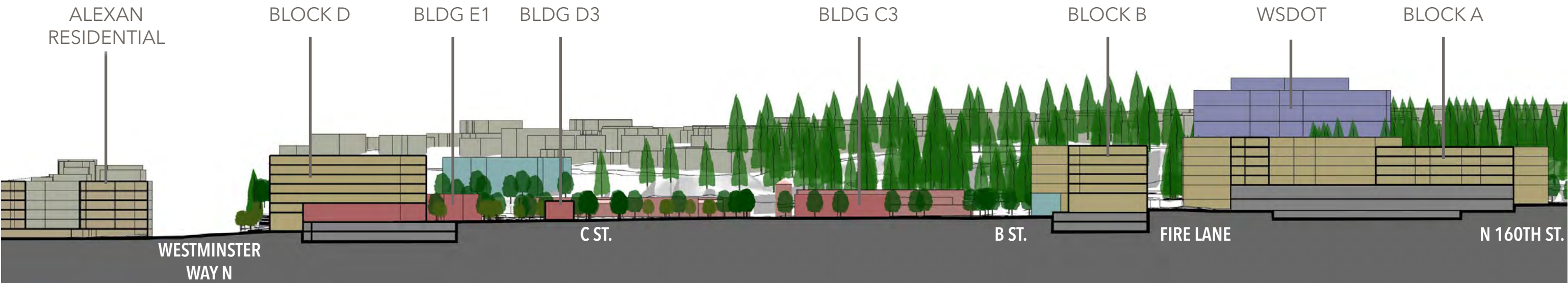


# PROPOSED MASSING CONTEXT | LOOKING WEST

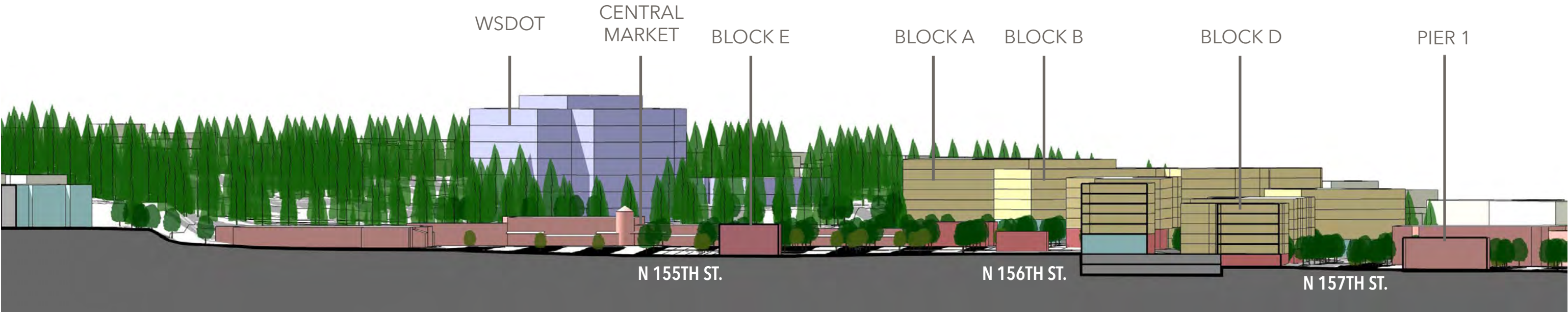




# PROPOSED SITE CROSS SECTIONS AND EXISTING CONTEXT



Section BB- Southeast to Northwest

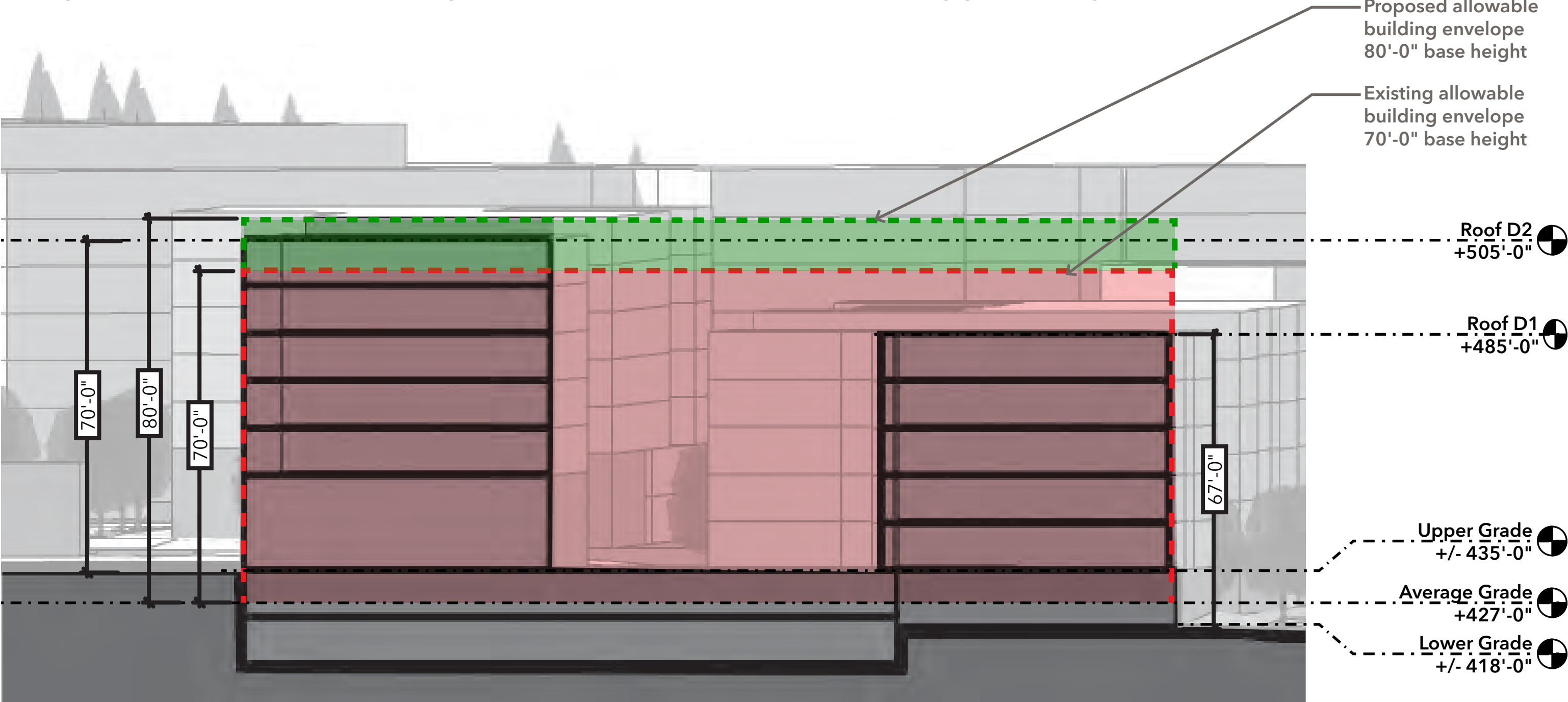


Section DD- Southwest to Northeast



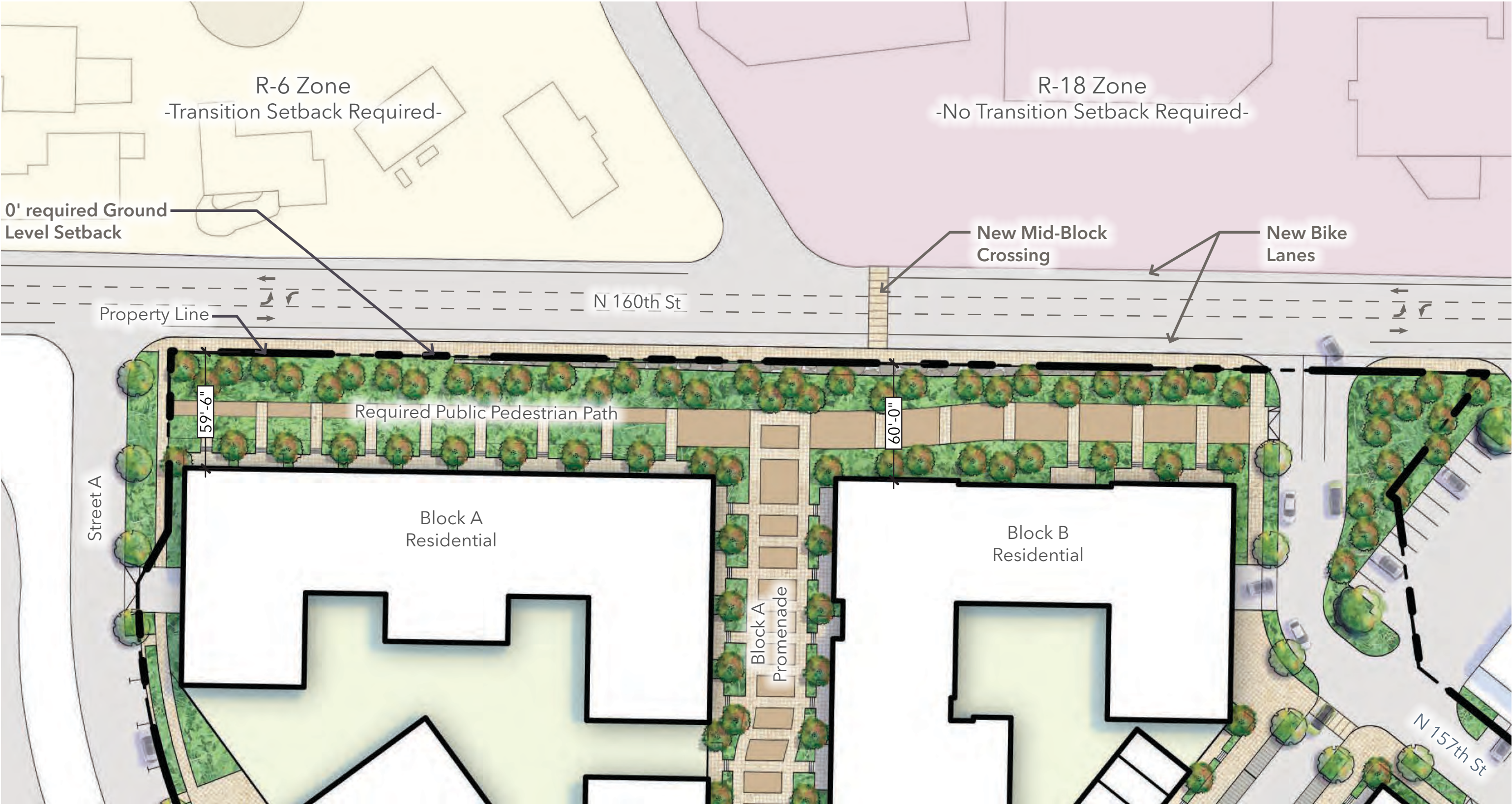
# PROPOSED BASE BUILDING HEIGHT | CROSS SECTION DIAGRAM

- Proposed building height = 70'-0" above adjacent grade  
(5 floors wood frame construction on 2 floors protected construction)
- Building code restricts the highest floor level to 75'-0" above the adjacent grade
- Request: Increase allowable base height from 70'-0" to 80'-0" to allow for existing grade change across the site





TRANSITION TO RESIDENTIAL ZONES (INCLUDING R-6) AT N 160TH



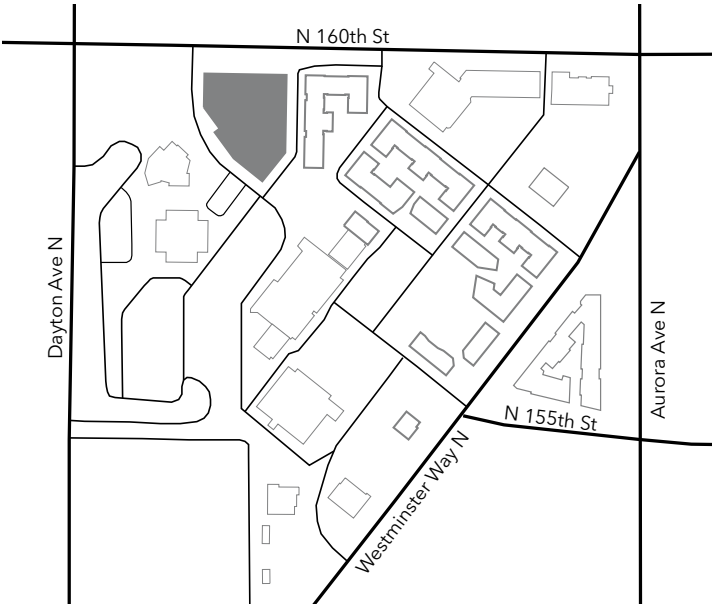
Enlarged A and B Block Plan



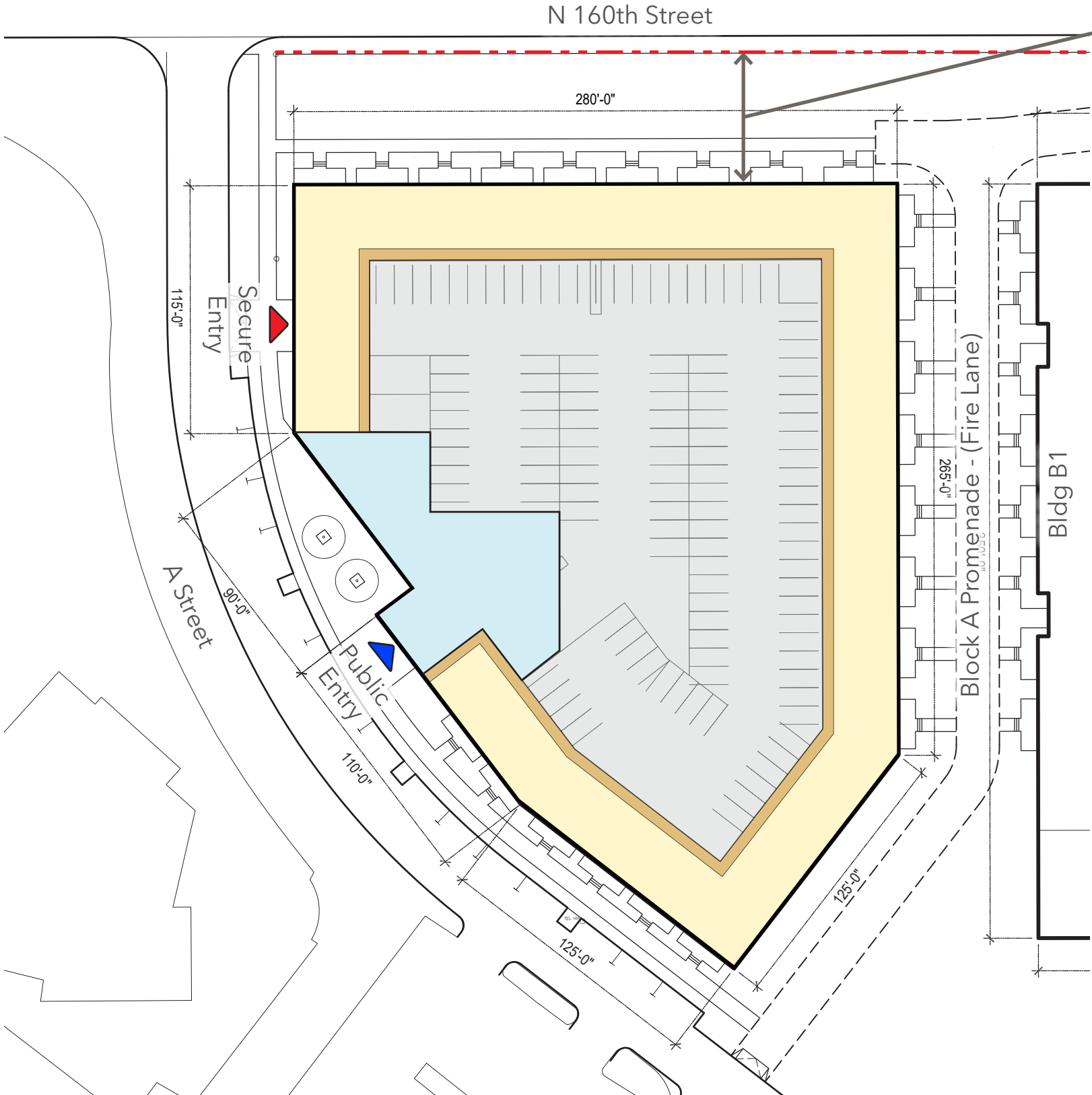
BLOCK A | UPPER GROUND LEVEL PLAN

- Retail
- Residential
- Corridors
- Lobby/Amenity
- Parking
- Pedestrian Entrance
- Vehicular Entrance

-Residential Transition Required due to adjacent R-6 zone-



Site Key



Code setback requirements:  
0' setback from property line  
with a 35' maximum height  
within the 10' of the property  
line

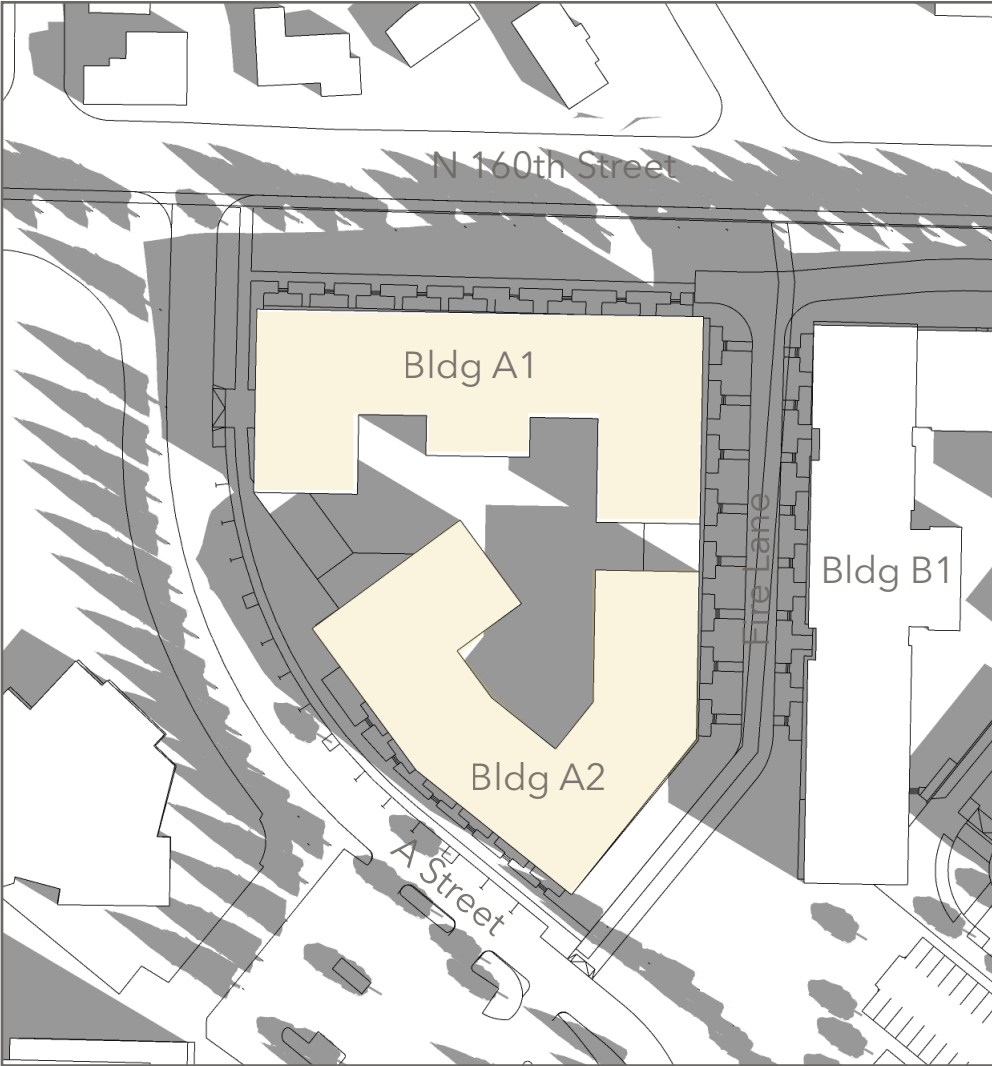
Provided setback:  
59'-6" setback from property  
line



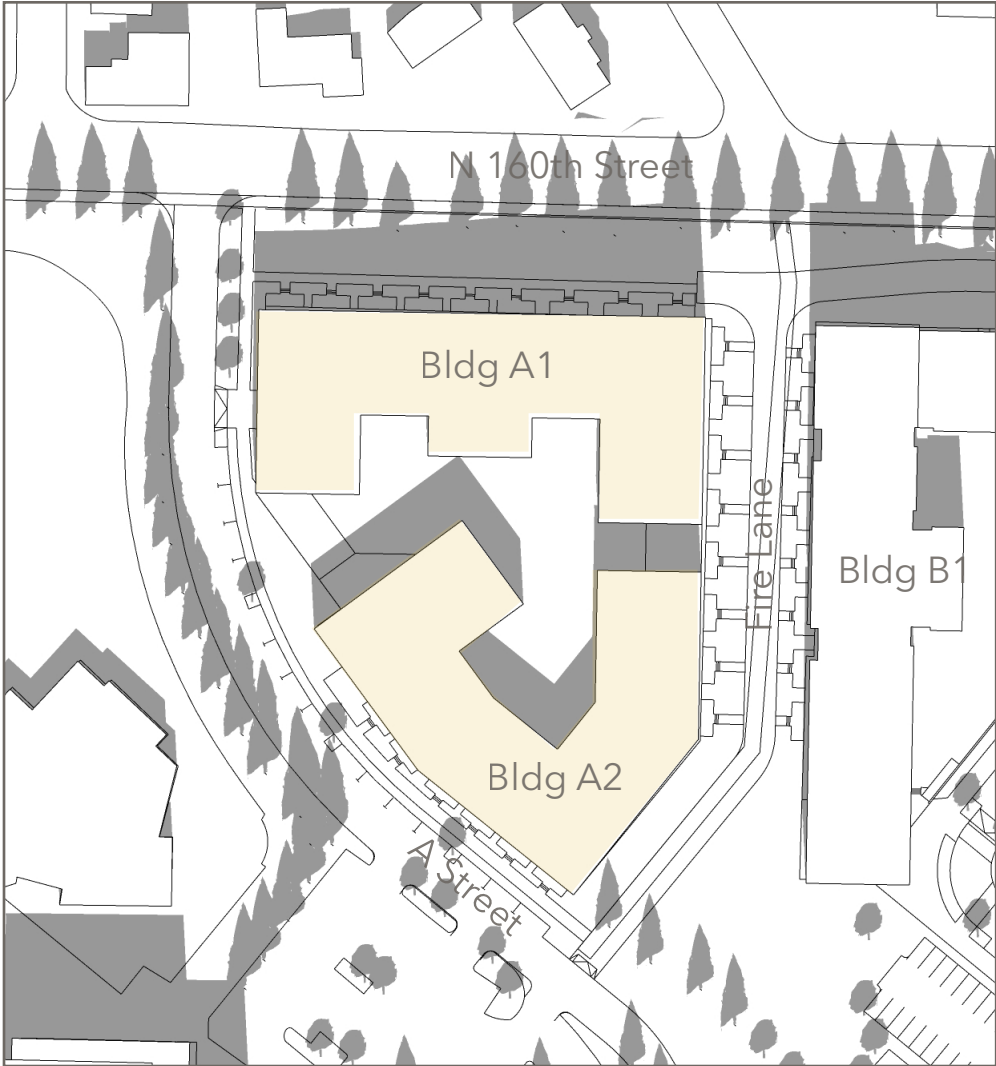


BLOCK A | SUN & SHADOW ANALYSIS

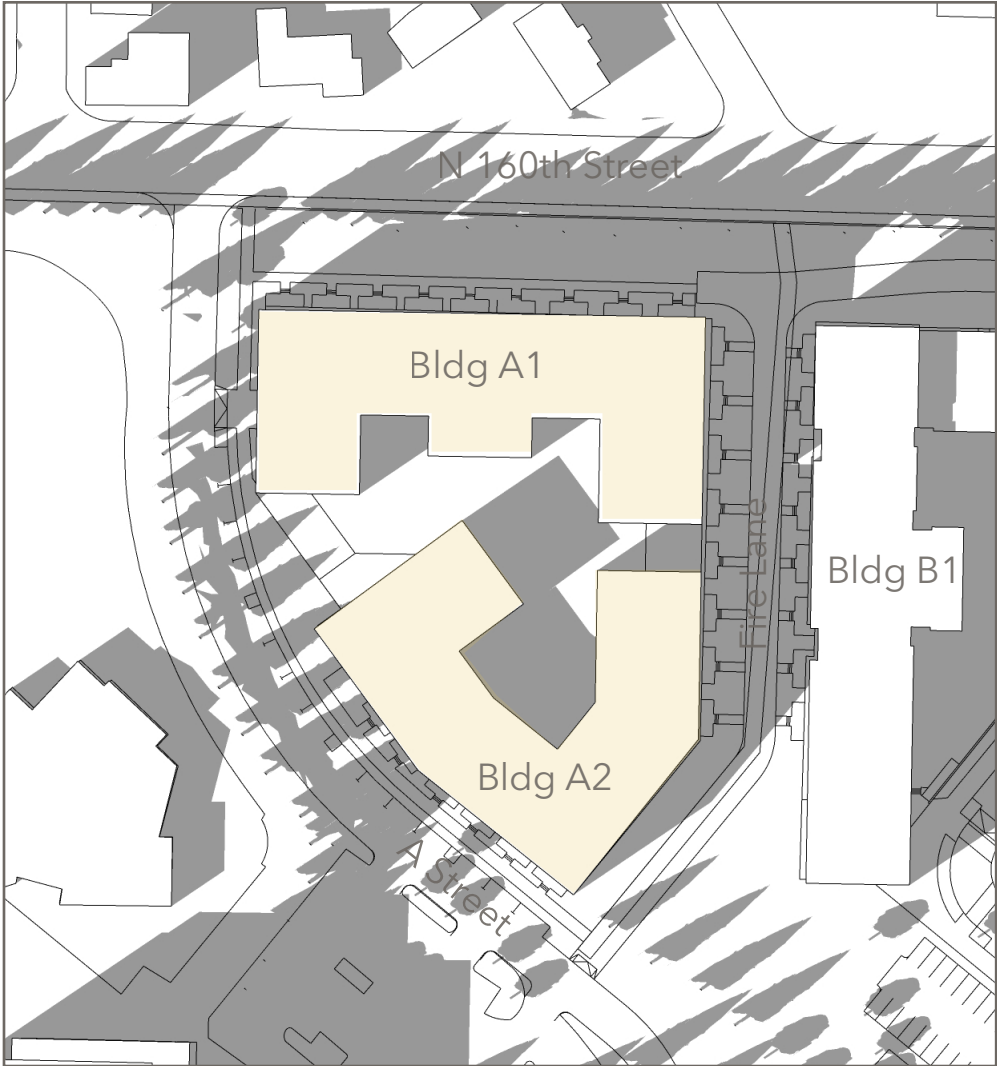
-Residential Transition Required due to adjacent R-6 zone-



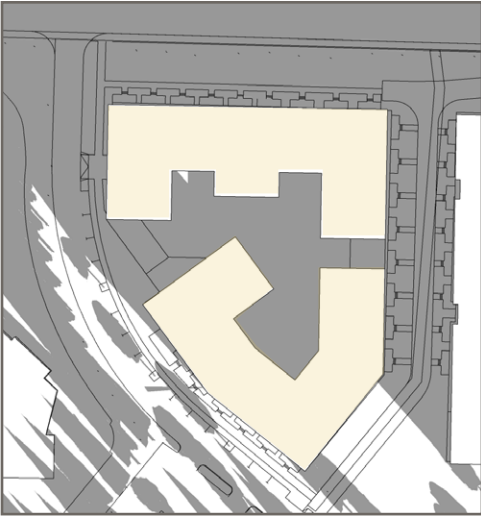
March/September 21st at 09:00 am



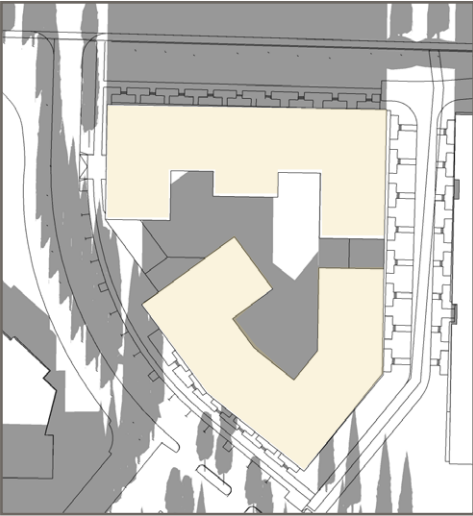
March/September 21st at 12:00 pm



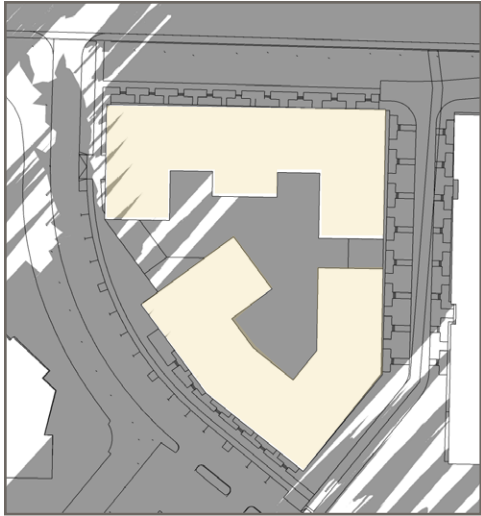
March/September 21st at 03:00 pm



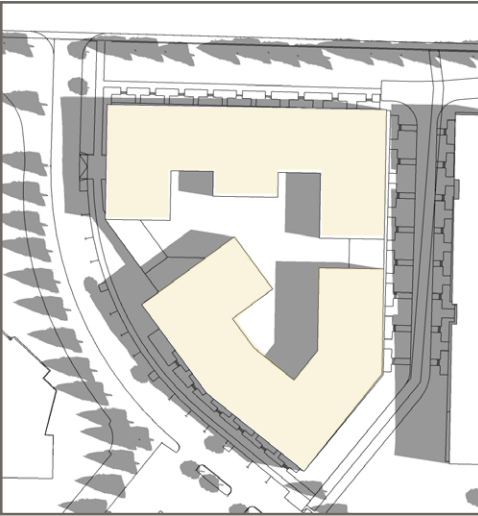
December 21st at 09:00 am



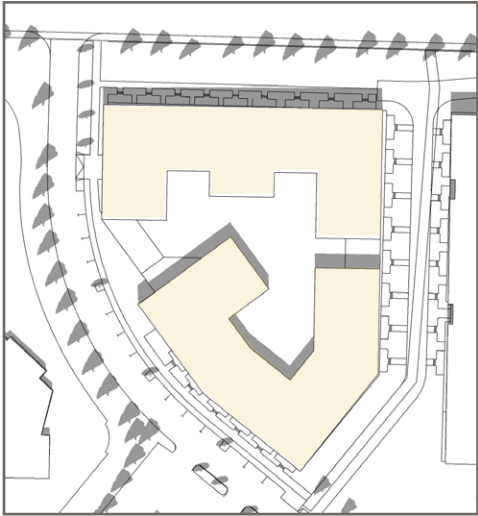
December 21st at 12:00 pm



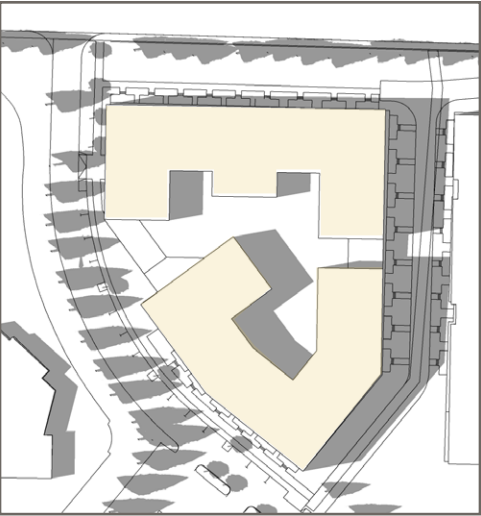
December 21st at 03:00 pm



June 21st at 09:00 am



June 21st at 12:00 pm



June 21st at 03:00 pm

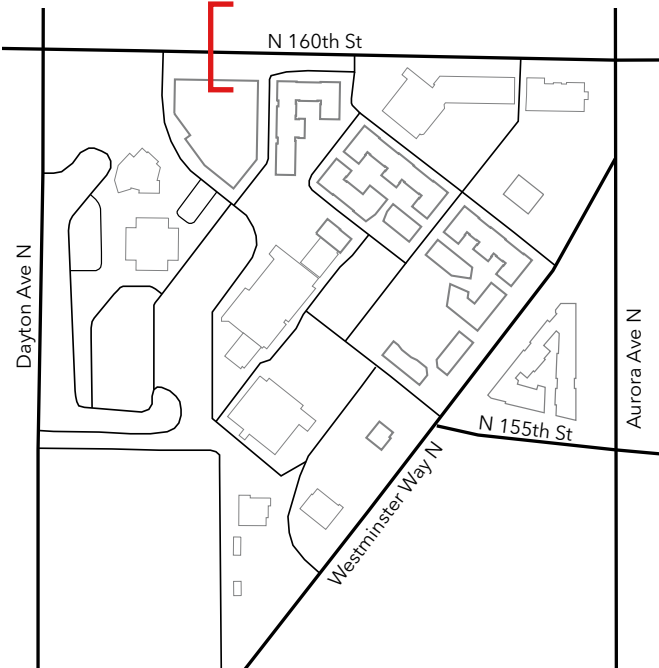


NORTH 160TH STREET FRONTAGE AT BUILDING A1

-Residential Transition Required due to adjacent R-6 zone-



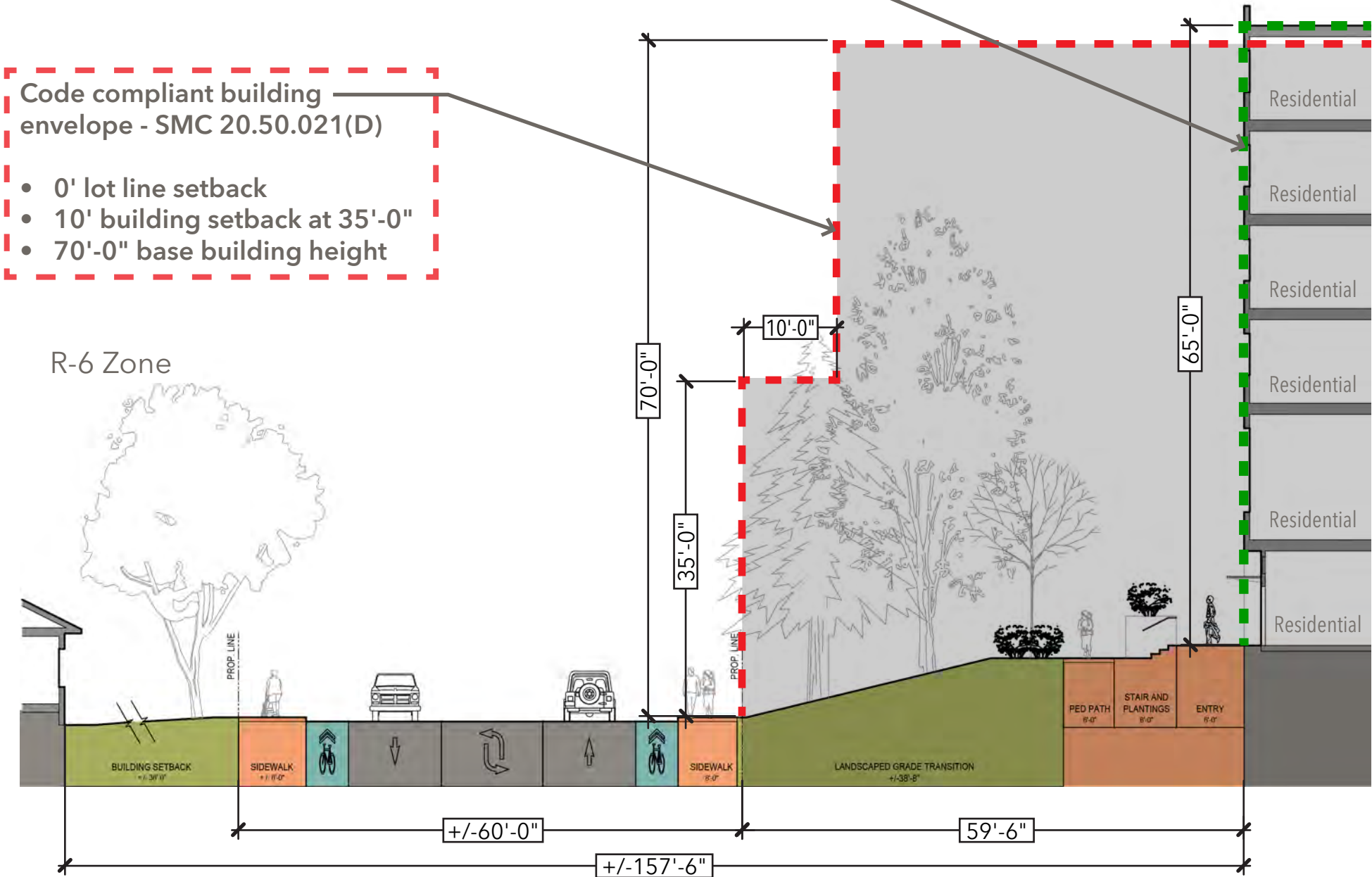
Existing N 160th Street looking East  
Frontage to be maintained



Site Key

- Concept building envelope
- 59'-6" lot line setback

- Code compliant building envelope - SMC 20.50.021(D)
- 0' lot line setback
  - 10' building setback at 35'-0"
  - 70'-0" base building height



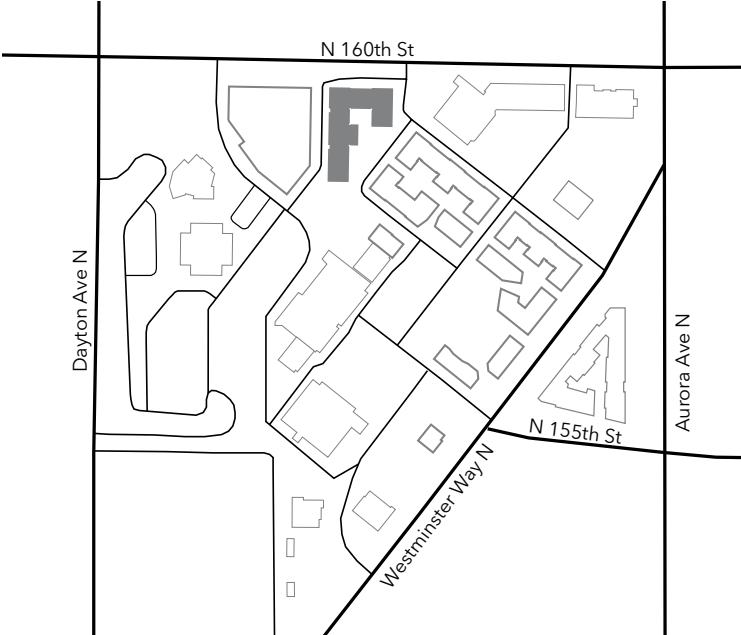
Proposed N 160th Street @ Building A1



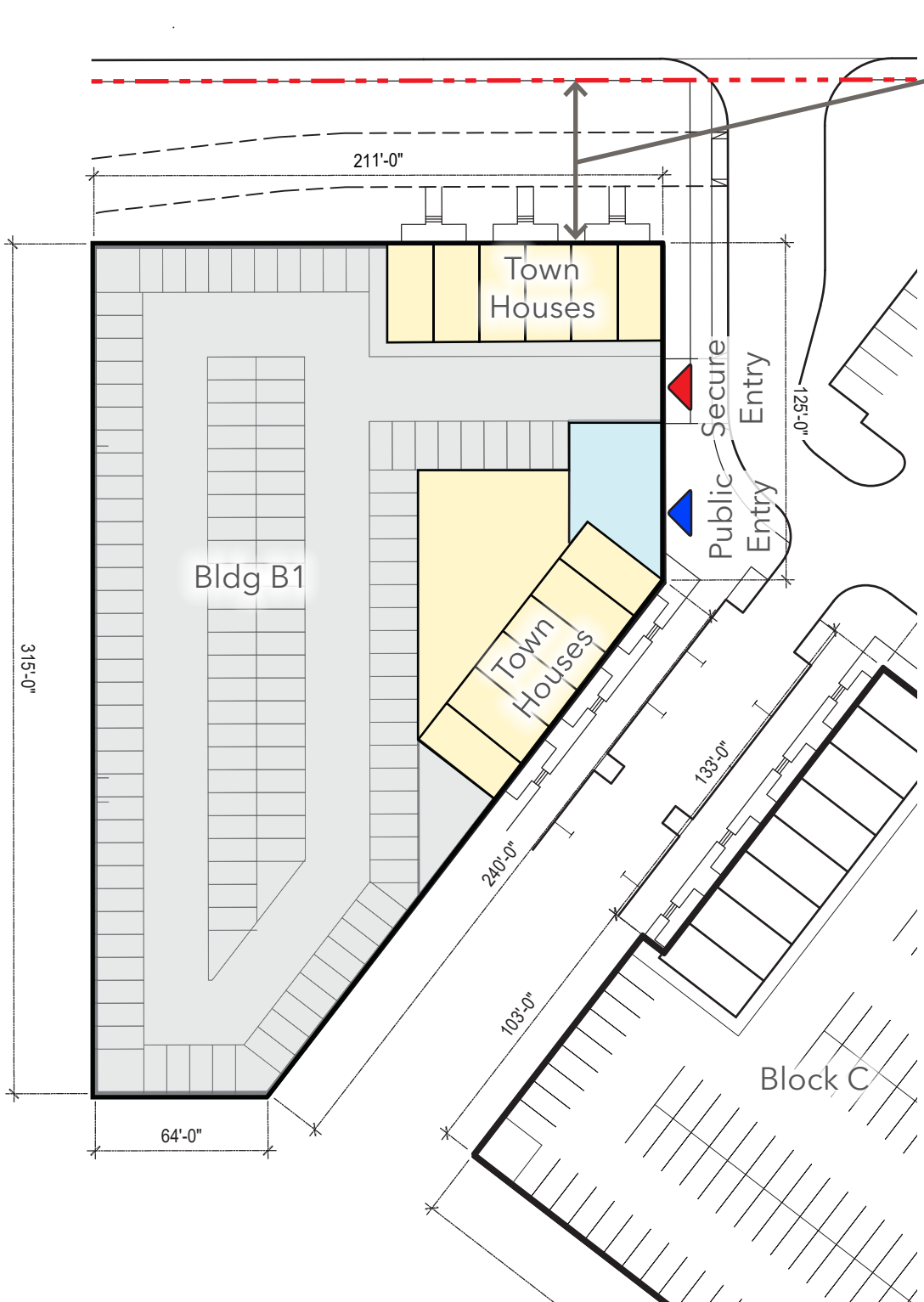
BLOCK B | LOWER GROUND LEVEL PLAN

-No Residential Transition Requirements-

- Retail
- Residential
- Corridors
- Lobby/Amenity
- Parking
- Pedestrian Entrance
- Vehicular Entrance



Site Key



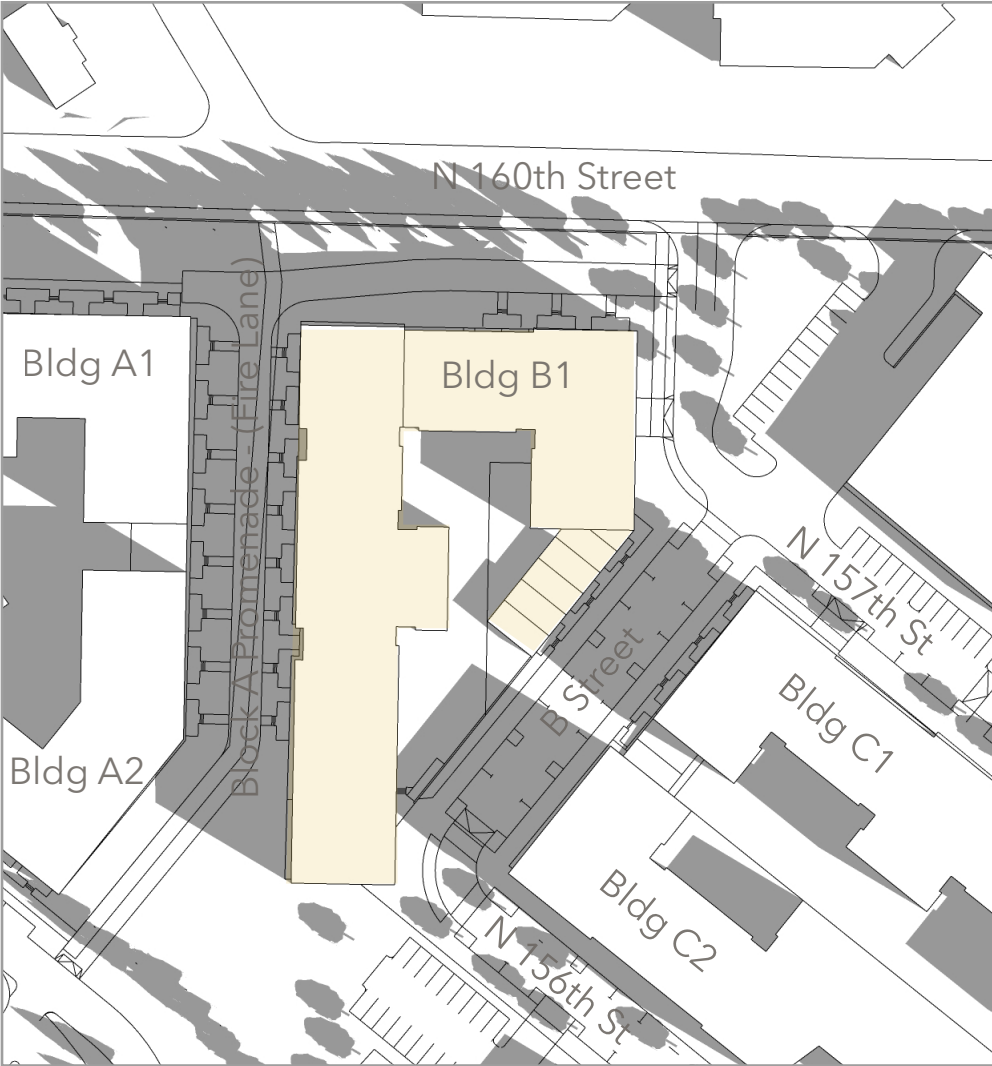
Code setback requirements:  
0' setback from property line

Provided setback:  
60' setback from property line

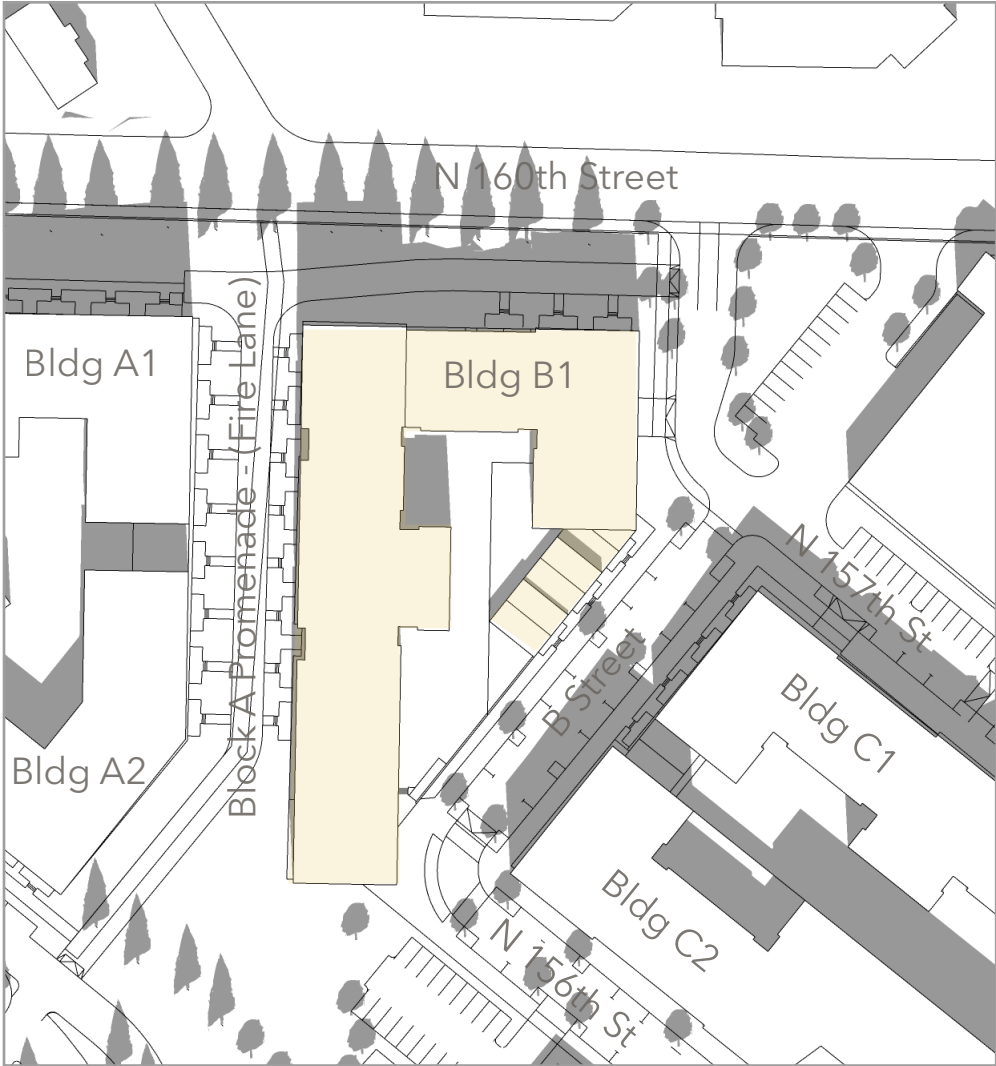




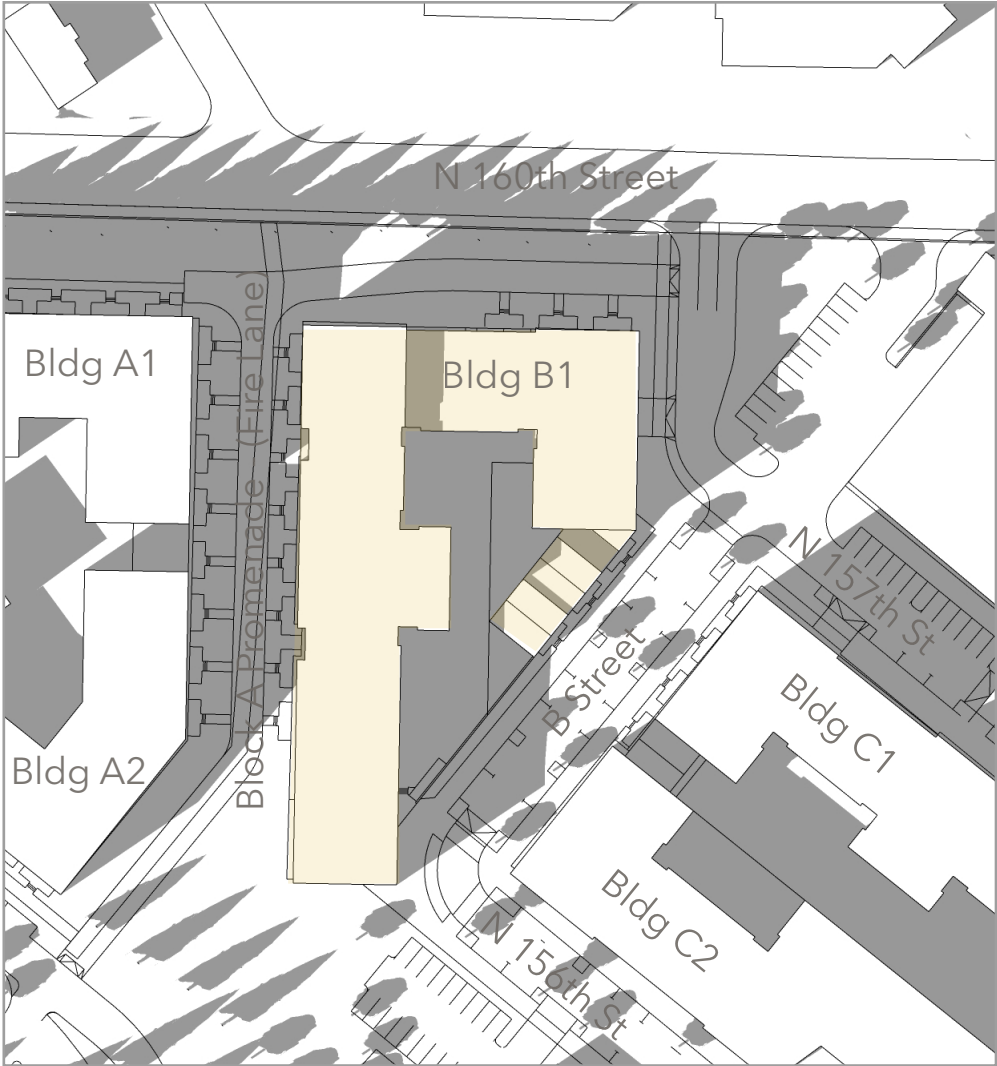
BLOCK B | SUN & SHADOW ANALYSIS



March/September 21st at 09:00 am



March/September 21st at 12:00 pm



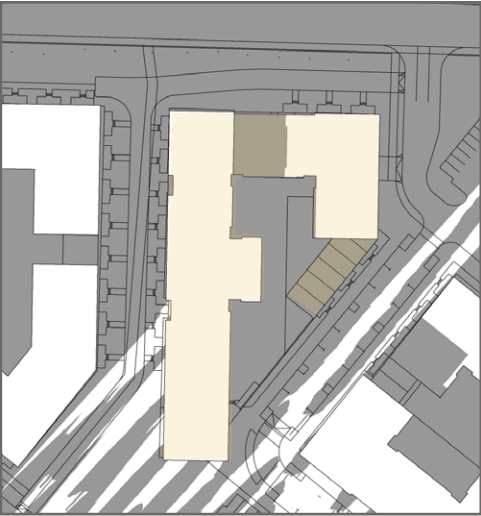
March/September 21st at 03:00 pm



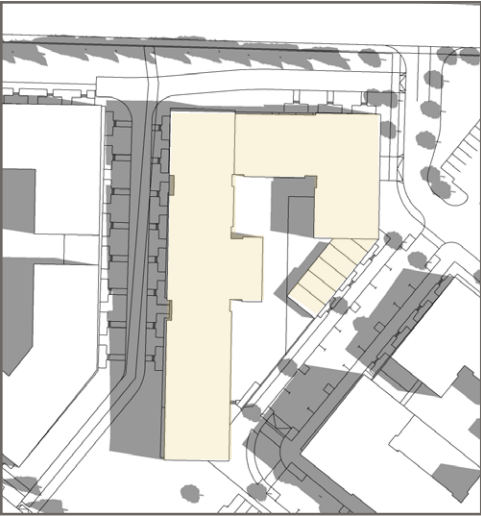
December 21st at 09:00 am



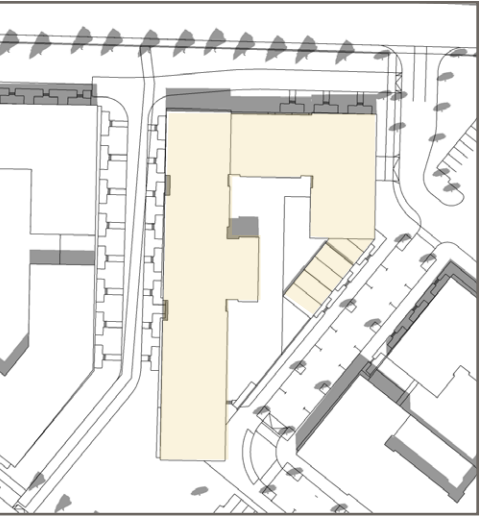
December 21st at 12:00 pm



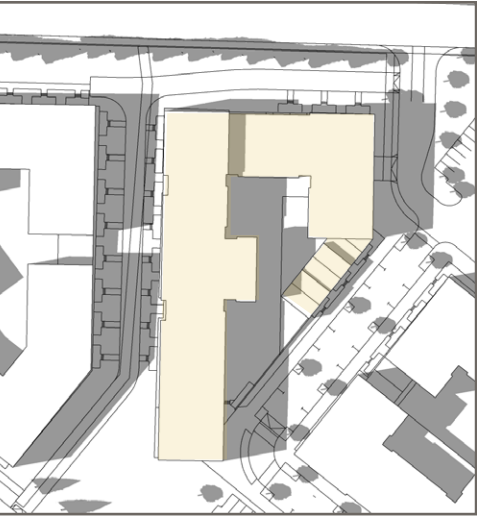
December 21st at 03:00 pm



June 21st at 09:00 am

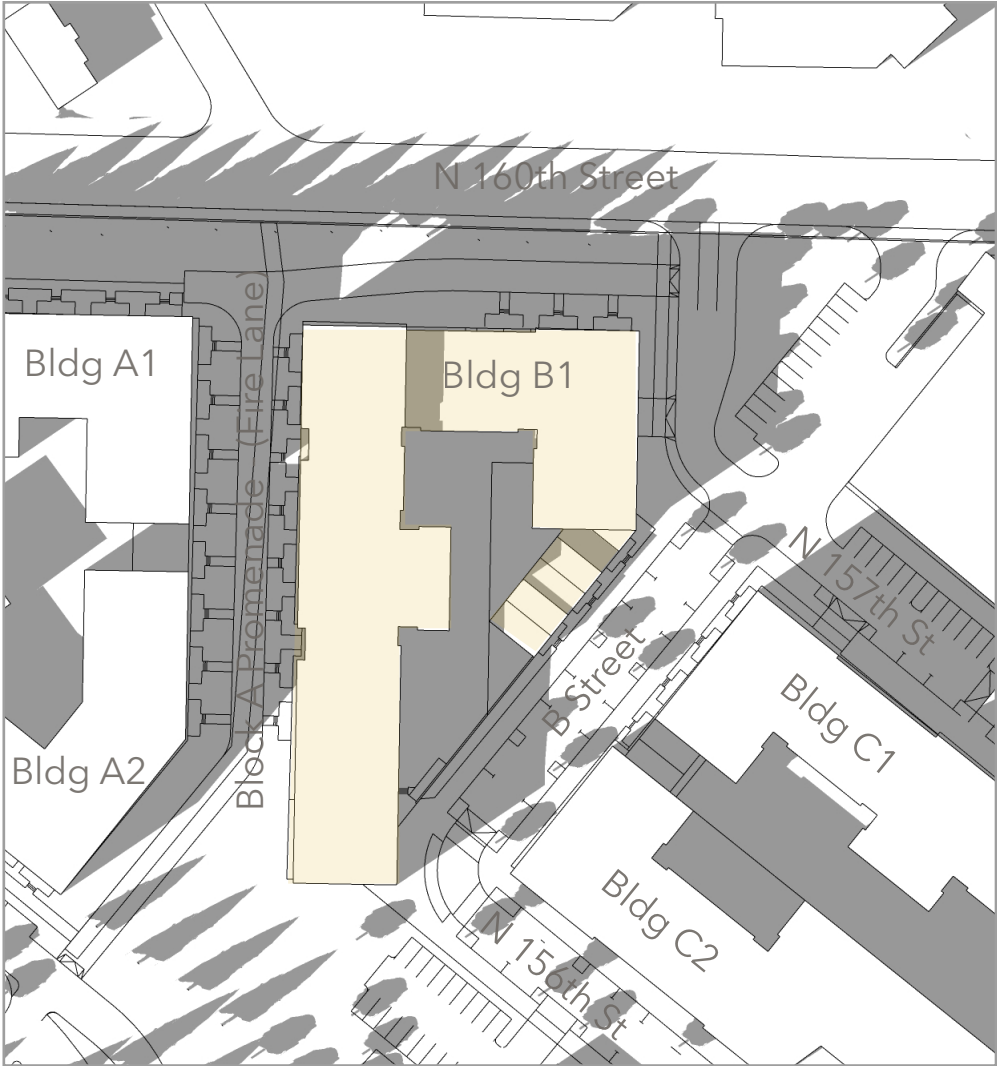


June 21st at 12:00 pm

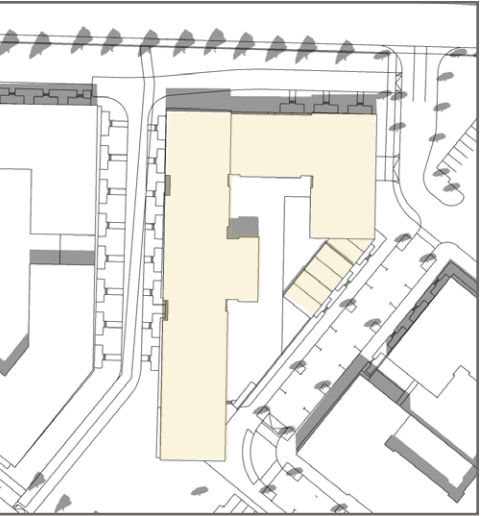


June 21st at 03:00 pm

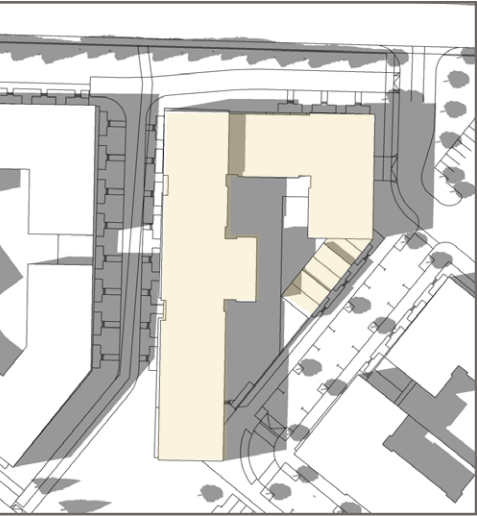
-No Residential Transition Requirements-



March/September 21st at 09:00 am



March/September 21st at 12:00 pm



March/September 21st at 03:00 pm

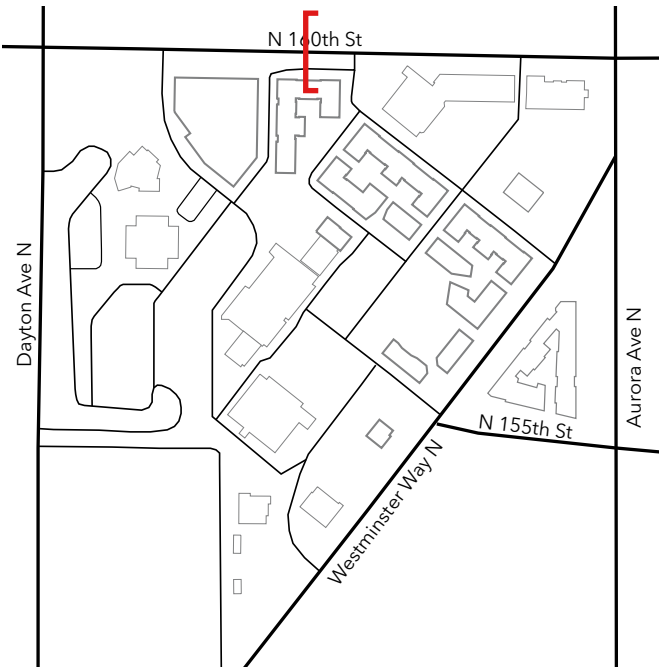


NORTH 160TH STREET FRONTAGE AT BUILDING B1

-No Residential Transition Requirements-



Existing N 160th Street looking East  
Frontage to be maintained



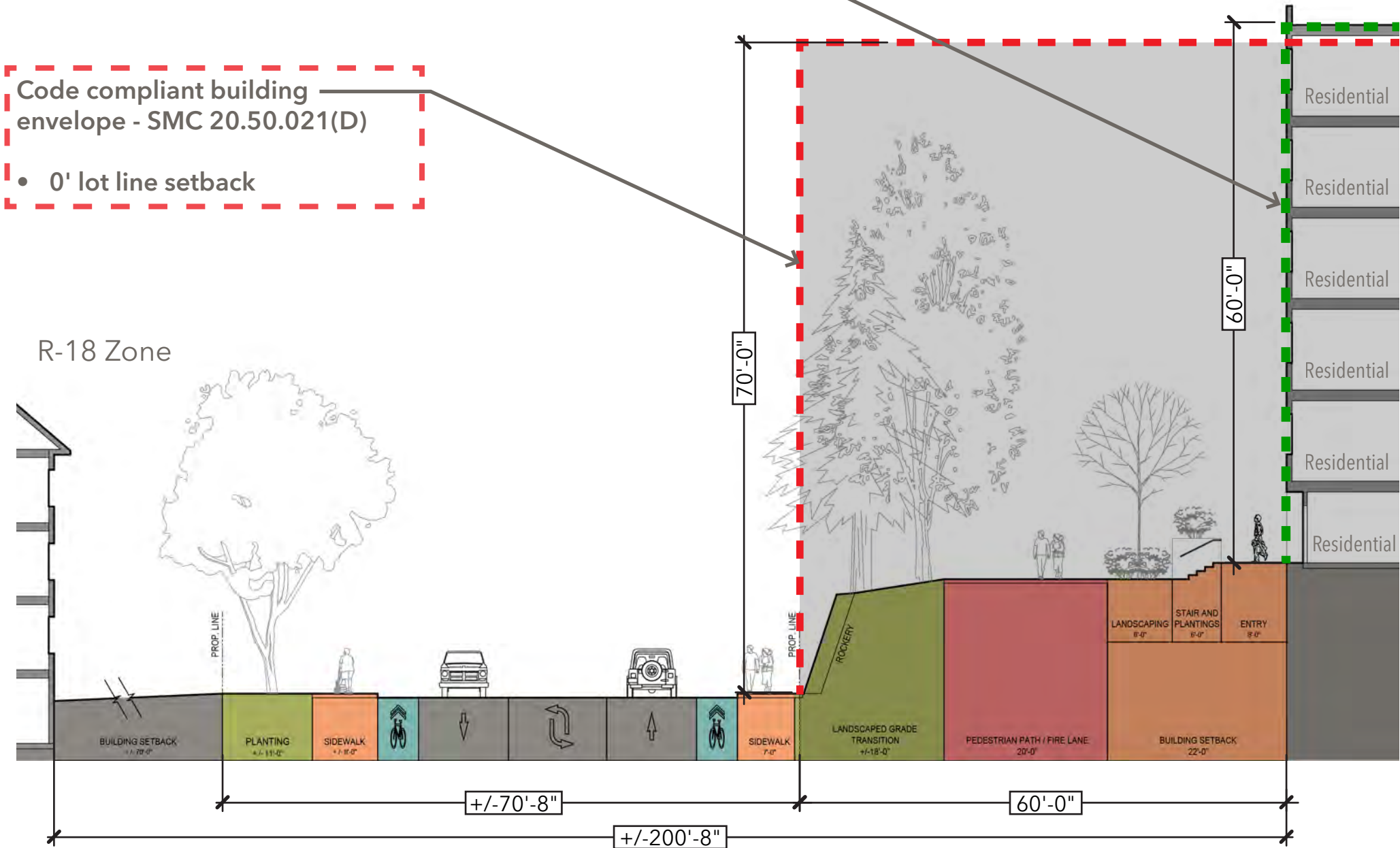
Site Key

Concept building envelope

- 60'-0" lot line setback

Code compliant building envelope - SMC 20.50.021(D)

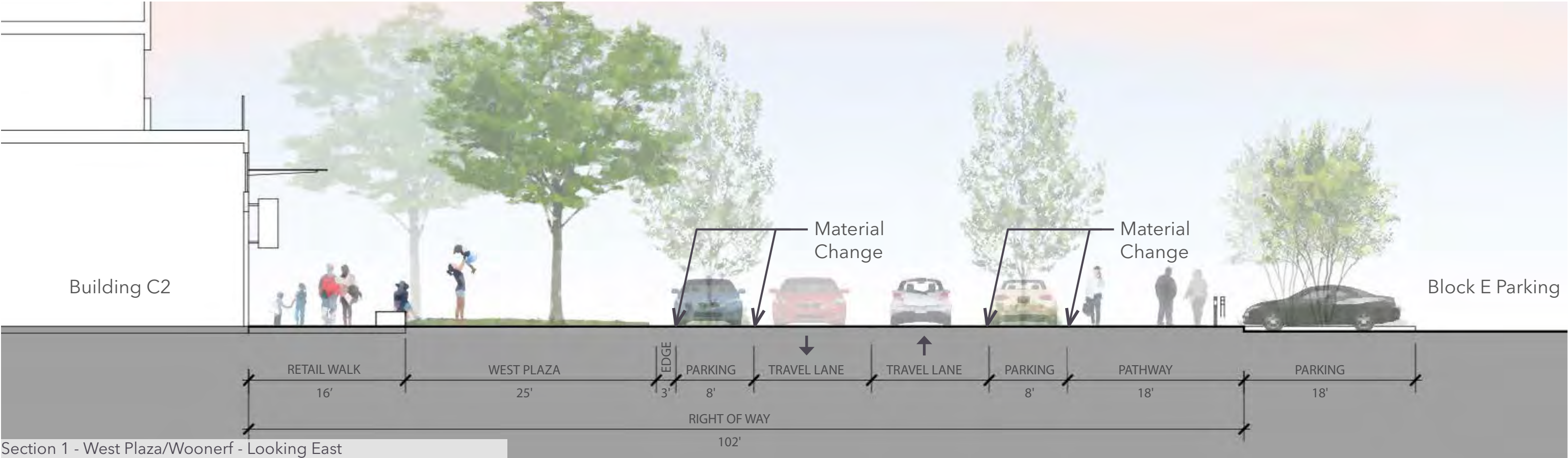
- 0' lot line setback



Proposed N 160th Street @ Building B1



PEDESTRIAN SHARED STREET - "WOONERF" DESIGN





PEDESTRIAN SHARED STREET - "WOONERF" EXAMPLES



Bell Street | Seattle, WA



Well marked pedestrian crossings and bicycle lanes



Bicycle infrastructure



Festival use



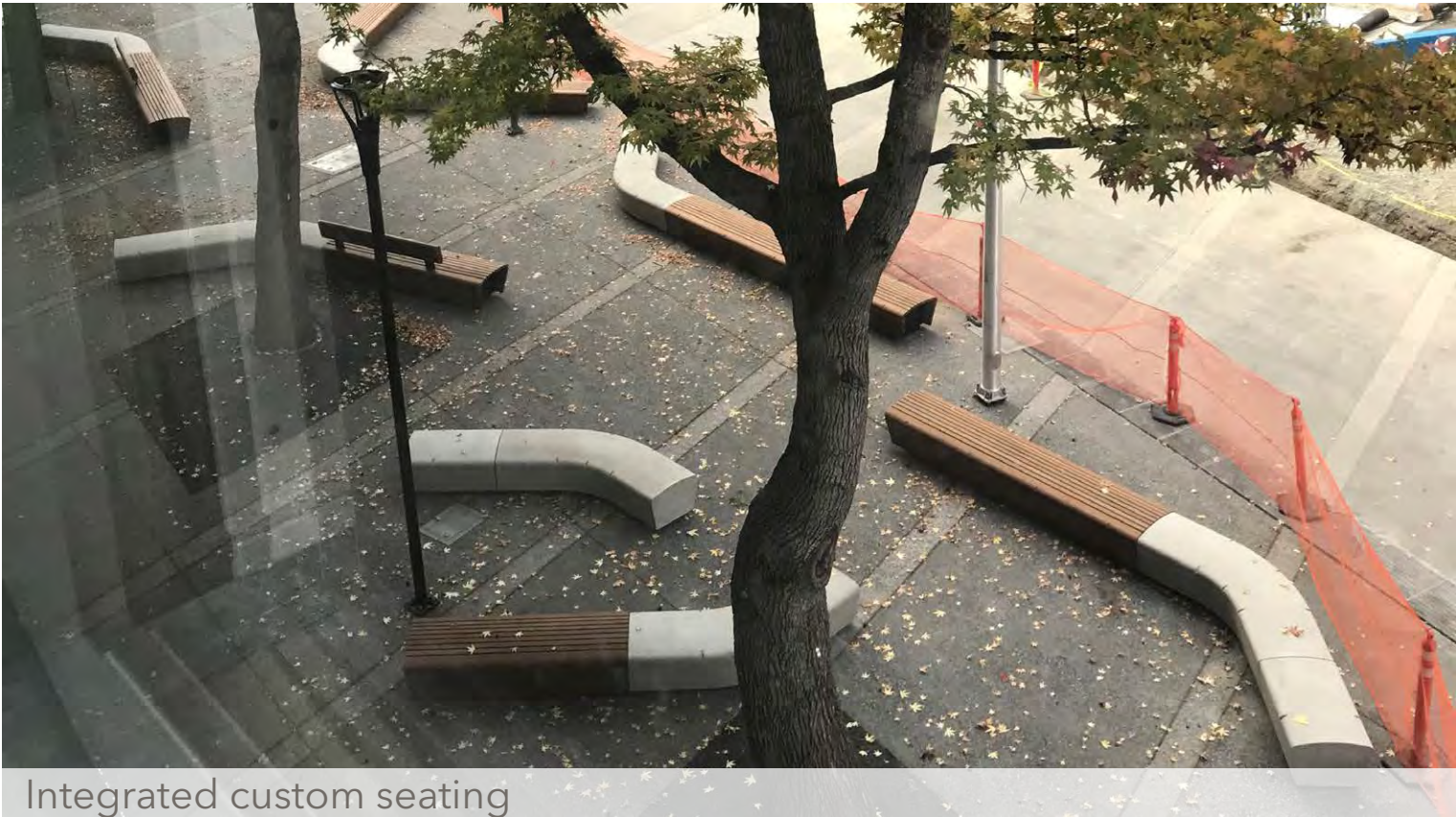
Movable and integrated seating



PEDESTRIAN SHARED STREET - "WOONERF" EXAMPLES



Arbor Blocks | Seattle, WA



Integrated custom seating



Lush planting buffering pedestrian spaces



## OUR APPROACH TO WORKING WITH THE COMMUNITY

- Shoreline community members are valued development partners
- From the outset of our planning effort, we reached out to the community for input
- We created touchpoints for input built into our schedule
- Making ourselves available and accessible while providing relevant project updates translated into over 1,800 individuals on our email database and hundreds of followers on Facebook and Instagram



**Ridgecrest Neighborhood Association (RNA)** Thanks for taking the time to get to know the folks in our neighborhoods and include us in what is going on with the Sears property and your plans for it.



1

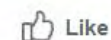
1y



Shoreline Place

**Shoreline Place: Imagine the Possibilities**

In 2018, we want to bring you along as we transform Aurora Square into Shoreline Place. Wh... See More



Like



Comment



Share



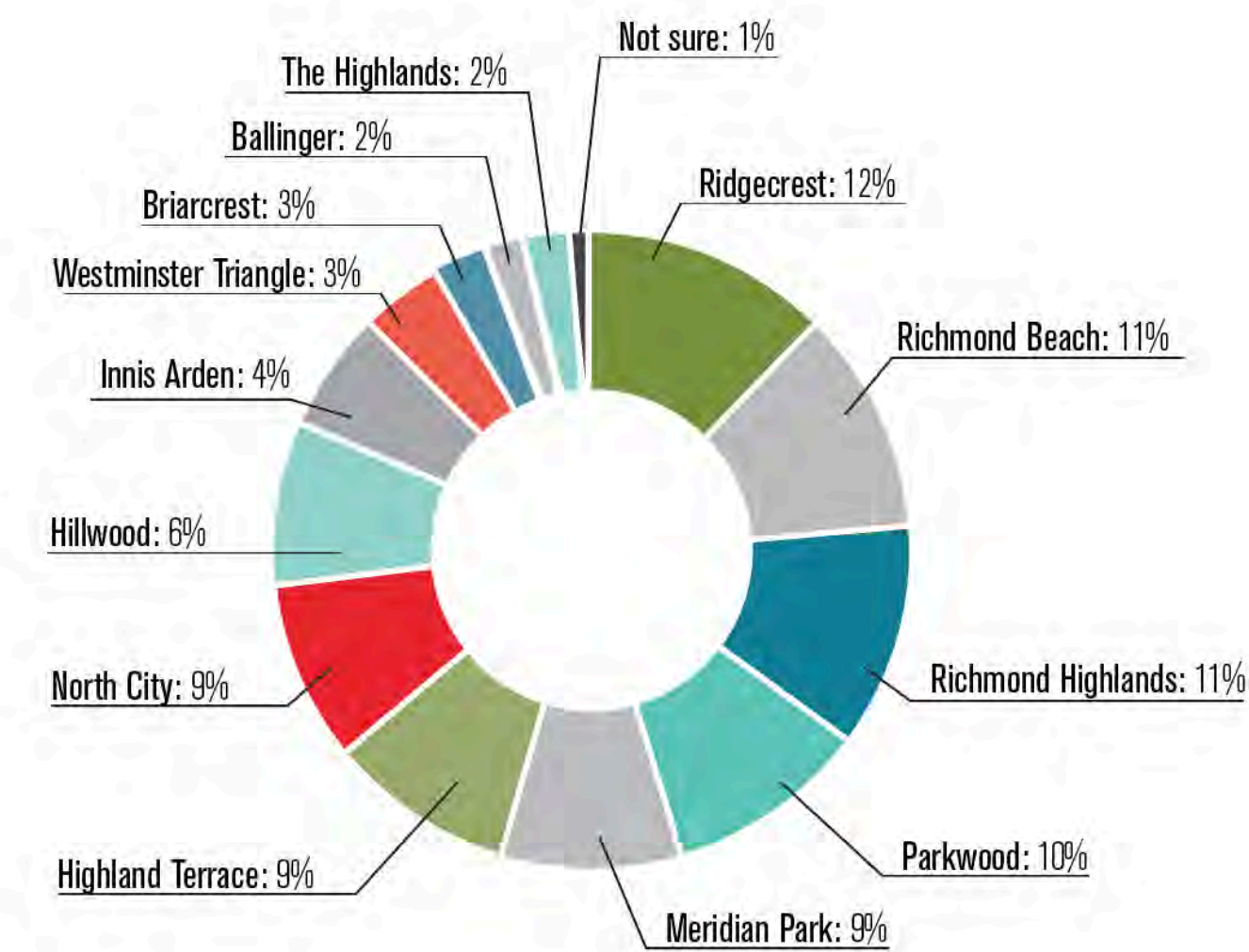
Stephanie Evans and 45 others · 79 Comments



We launched a survey in January 2018 to inform the site plan for the project - and more than 6,100 community members responded

- Top priorities: new dining options, walkability, and housing
- Most appealing dining options: restaurants that are local, casual, and/or healthy
- Top feedback from social media: housing and recreation opportunities

**58% of Survey Respondents Live in Shoreline. Here's What Neighborhoods They Live in:**





## MEETING AND LISTENING TO THE COMMUNITY - MARCH 2018



At the spring 2018 meet-and-greet, community members used stickers to show us what they wanted in a “third place”.

We held a meet-and-greet in March 2018 to gather more input and confirm what we heard in the survey – more than 200 people came

What we heard:

- Attendees think of coffee shops and restaurants as a desirable “Third Place”
- There was strong interest in local restaurants and family-friendly craft breweries
- Many voiced interest in a variety of housing options and avoiding a “sea of parking”



## INTRODUCING THE CONCEPTUAL SITE PLAN - AUGUST 2018

Following release of the first site plan, we fielded another survey to gauge reactions - more than 400 people participated.

- Participants said they were most excited about restaurants, having a permanent home for the farmer's market, and green space - with many requests for restaurants and retail first and making sure the property is pedestrian friendly
- Most questions were about parking for the apartments
- Many participants expressed a desire for neighboring partners in Aurora Square to update their parcels as well



We launched the site plan at our Celebrate Shoreline sponsorship booth





  
**SHORELINE  
PLACE**