



Planning Commission Common Questions and Answers

Shared in 5/3 Community Listserv Update

Overview

These are some of the common questions we heard at the Planning Commission meeting. We want to share our responses with everyone.

When will Sears be demolished?

The short answer is, we aren't sure yet. We don't want to demolish Sears right away and then have a big hole in the ground for several years. There are some tenants using the Sears building through 2023, which helps keep the building and property safe while we design and implement the first phases of the project.

Based on community feedback and as we stated in the past, we want to bring new shops and dining first, so we'll start phase 1 with about 17,000 square feet of shops, restaurants, and open space at Westminster Way and N 155th Street – building at that spot does not require Sears to come down but will remove the Sears catalog building. We are evaluating future phases which may include tearing down a portion of Sears and moving forward with residential and retail projects in one or more locations.

Will there be enough parking for existing businesses?

Yes. As an owner of more than 16 million square feet of retail, we are acutely aware of the needs for retailers - especially parking, loading and visibility. At a minimum, we'll have as much parking as required by code, also determined by market demand. Parking plans are determined during the permitting process for each development phase, and we're planning for all residential parking to be underground. We will continue to work with adjacent property owners to ensure the entire center functions as a whole with regards to these important concerns as well.

How will you deal with stormwater?

The majority of the site today is a surface parking lot, which is considered a pollution-generating surface. Pollution-generating surfaces add pollutants to stormwater. Right now, stormwater runs off the site right into Boeing Creek without any treatment. Shoreline Place is a huge opportunity for reducing pollution-generating runoff. We're putting in almost three acres of open space (versus the 0.3 acres that are required) and building roofs that are not pollution-generating surfaces. Unlike today, stormwater will be treated and most stormwater that enters the site will soak into the ground rather than run off into Boeing Creek.



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What about potential traffic effects?

Our traffic studies indicate that Shoreline Place will account for only 12% of the traffic allowed by the City in the Planned Action Ordinance for the Community Renewal Area. Here is a [link](#) to a summary of the Community Renewal Area and Planned Action Ordinance. Many different development scenarios could have resulted from that plan, including 300,000 square feet of retail which would generate a significant amount of traffic. In fact, the Planned Action allows for 808 new evening peak hour trips.

The mixed-use project we proposed benefits the community by balancing traffic between different types of uses that will only result in 100 more evening peak hour trips at full build-out versus the existing condition. To manage these extra trips, the Development Agreement requires that the project complete or contribute to off-street improvements on 160th, Westminster Way and 155th and pay impact fees.

Unrelated to this project the City of Shoreline is looking at traffic improvements in other areas – for example, on May 6 City Council will [hear a motion](#) to dedicate \$500,000 to the Complete Streets program and the City is holding an open house on May 8 about a [project](#) to make improvements to the intersection of 160th and Greenwood/Innis Arden.