

AGENDA

PLANNING COMMISSION REGULAR MEETING



Thursday, October 4, 2012
7:00 p.m.

Shoreline City Hall
Council Chamber
17500 Midvale Ave N.

| | <u>Estimated Time</u> |
|--------------------------------|-----------------------|
| 1. CALL TO ORDER | 7:00 p.m. |
| 2. ROLL CALL | 7:01 p.m. |
| 3. APPROVAL OF AGENDA | 7:02 p.m. |
| 4. DIRECTOR'S COMMENTS | 7:03 p.m. |
| 5. APPROVAL OF MINUTES | 7:08 p.m. |
| A. September 6 Regular Meeting | |

Public Comment and Testimony at Planning Commission

During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes.

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| 6. GENERAL PUBLIC COMMENT | 7:15 p.m. |
| 7. STUDY ITEMS | 7:30 p.m. |
| A. Comprehensive Plan Major Update – Complete Draft Continuation | |
| • Staff Presentation | |
| • Public Comment | |
| 7. DIRECTOR'S REPORT | 9:00 p.m. |
| 8. REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS | 9:05 p.m. |
| 9. AGENDA FOR October 18 | 9:10 p.m. |
| 10. ADJOURNMENT | 9:15 p.m. |

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.

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DRAFT

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

September 6, 2012
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Moss
Vice Chair Esselman
Commissioner Craft
Commissioner Maul
Commissioner Montero
Commissioner Scully
Commissioner Wagner

Staff Present

Rachael Markle, Director, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development

Others Present

CALL TO ORDER

Chair Moss called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Moss, Vice Chair Esselman and Commissioners Craft, Maul, Montero and Scully. Commissioner Wagner arrived at 7:05 p.m.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Ms. Markle announced that Jessica Simulcik Smith will be on maternity leave until December, and Steve Szafran and Miranda Redinger were both promoted to the position of Senior Planner.

Ms. Markle advised that staff will provide an extensive update to the City Council regarding light rail station area planning on September 17th, and the City Council may refer a future land use map amendment to the Commission for consideration. She encouraged the Commission to follow the City Council's discussion, and staff will also report back to the Commission. Chair Moss asked if the City

has any areas that are considered urban fringe. Ms. Markle answered no. She said this is a regional issue that would affect the City of Shoreline, as well.

Ms. Markle said the City Council will also discuss a potential State Environmental Policy Act (SEPA) update that would raise the thresholds in urban areas above that of areas that are closer to the edge of the urban growth boundary. This would give areas that are closer in and have services and amenities more of an advantage for development. She advised that staff is closely following the Department of Ecology's (DOE) weekly committee meetings on rule making for SEPA.

Ms. Markle announced that the Echo Lake Neighborhood is sponsoring a light rail forum on September 18th from 7:00 to 9:00 p.m. at City Hall. They have invited residents of the Echo Lake, North City and Meridian Park Neighborhoods to participate in learning more about light rail from Sound Transit and the City of Shoreline, specifically focusing on the 185th Street station. This group has done a lot of outreach, and they are expecting a good turnout.

Chair Moss asked staff to provide an update on the City's recent grant application for station area planning. Ms. Markle answered that the City did not receive grant funding this year, but they will apply again when station area planning funds become available in the future.

Chair Moss recalled that during an earlier Comprehensive Plan discussion, staff agreed to research the policy for the City accepting money to a dedicated fund that could be used for the arts. Mr. Szafran agreed to provide this information at the Commission's next meeting.

APPROVAL OF MINUTES

The minutes of August 2, 2012 and August 16, 2012 were approved as presented.

GENERAL PUBLIC COMMENT

There was no one in the audience.

DIRECTOR'S REPORT

Ms. Markle did not have any additional items to report to the Commission during this portion of the meeting.

UNFINISHED BUSINESS

Establishing a Subcommittee for Light Rail Station Area Planning

Chair Moss invited the Commissioners to share their thoughts about establishing a subcommittee for light rail station area planning. She also invited them to provide suggestions for who might serve on the subcommittee.

Commissioner Craft suggested that density, existing land uses around the proposed station areas, and the areas that will be impacted are important issues to consider. He reminded the Commission that the City's goal is to have two light rail stations in Shoreline. He recommended that two subcommittees be formed, one for each of the two stations. He noted that there are so many specific details to consider, and each neighborhood deserves its own time.

Vice Chair Esselman noted that, at this time, Sound Transit has not made a final decision on sites in Shoreline. She suggested the subcommittee's discussions should be issue specific rather than site specific.

Commissioner Montero expressed his belief that one subcommittee would be sufficient. He said it will be important for the subcommittee to provide regular reports to the Commission and provide copies of the handouts they collect while they attend meetings related to light rail and station area planning. He commented that the subcommittee should be particularly sensitive to the two proposed areas (145th and 185th Street), and listen to the people who live in those neighborhoods. For example, a representative from the subcommittee should attend the meeting sponsored by the Echo Lake Neighborhood to listen and report back to the Commission. The subcommittee should also attend applicable City Council meetings to learn more about their broad direction to the Commission.

Commissioner Wagner emphasized the need for the Commission's message to be bold. She observed that this is an uncomfortable topic and people will be impacted. However, those most impacted will be future residents rather than current residents of the neighborhoods. Light rail stations in the two proposed locations make sense, and it would be a disservice to imply that existing single-family neighborhoods will not be changed. The Commission's mission should be to educate and engage existing neighborhoods to participate in the journey. Having a realistic plan in place will provide specificity and predictability for the neighborhoods going forward.

Commissioner Maul agreed that they must be upfront with the community that things will change in these two locations. He also agreed that one subcommittee would be sufficient. He asked if a City staff member currently attends Puget Sound Regional Council (PSRC) meetings. Chair Moss said she is a member of the PSRC task force, and Director Markle and Mr. Cohen attend PSRC meetings, as well. Commissioner Maul commented that there will be a lot of information to digest as the process moves forward. Because connectivity is so important, he suggested the subcommittee should study the 145th, 175th and 185th areas as potential sites for light rail stations.

Chair Moss recalled the Commission's recent discussions with the City Council about using a corridor approach (looking at issues that are common along the corridor) when addressing station area planning. If the two proposed station areas at 145th and 185th are built with an overlapping radius, there will not be a huge amount of difference between one end of Shoreline and the other. The land use in the very small gap may also change as a result of the changing dynamics when the station areas are developed. If Sound Transit decides to shift the station areas somewhat, a corridor approach would allow the City to adapt their plans accordingly. She reminded the Commission that Sound Transit will not announce their next stage of recommendations based on the final Environmental Impact Statement (EIS) until 2013. Ms. Markle agreed that the City will not likely know the preferred alternative until June 2013.

Chair Moss agreed with Commissioner Wagner's recommendation that the Commission be bold in their approach to station area planning. There is an opportunity to think beyond what has been traditionally done in Shoreline. She commented that the City can learn much from outstanding examples throughout the United States and the world as they determine what will work best for Shoreline's unique community.

Commissioner Wagner agreed that there are great examples for the City to consider. She commented that the City has tended to meander along in their growth, and they have not been bold enough in their planning to incorporate extremely innovative approaches. She suggested the subcommittee and staff should make it part of their mission to research these innovative ideas as potential options for Shoreline. Chair Moss reminded the Commission that, at least for the first few months, the subcommittee will operate without significant staff support. She said she could point the subcommittee to where they could obtain additional information, and it would also be helpful for subcommittee members to attend the next American Planning Association Conference, which will focus on breaking gridlock, to network and gather information.

Commissioner Scully commented that the Commission will obtain more focused and precise public comments if they present a concrete proposal. He suggested the subcommittee be charged with preparing a plan that can be presented to the public as a draft proposal. He said he supports Commissioner Craft's suggestion of having two subcommittees. It might be interesting to see the commonalities of what each group comes up with and then have discussions over the differences.

Vice Chair Esselman pointed out that the planning process will require numerous tasks, and several members of the Commission have expressed a desire to participate. Recognizing that the subcommittee would lead the process, the Commission briefly discussed the best approach for involving additional Commissioners in accomplishing the tasks associated with station area planning. Chair Moss cautioned that it is important that the process be very transparent. She agreed to request feedback regarding this issue from Anne McFarlane, who previously made a presentation to the Commission regarding parliamentary procedure.

Chair Moss summarized the Commission's discussion thus far as follows:

- Density, existing land uses around the proposed station areas, and the areas that will be impacted are important issues. The City Council may refer a future land use map amendment to the Commission, and there may be opportunities for the Commission to incorporate some of their work on light rail station area planning.
- A corridor approach would be appropriate and would allow the Commission to provide a lot of helpful information in case Sound Transit shifts the station locations at some point in the future.
- Providing concrete information and perhaps a draft plan would solicit more specific comments from the community.
- The Commission's message should be bold in support of the proposed station locations. They should be upfront with the community that the stations will change the existing neighborhoods.

Chair Moss recommended that at least one member of the subcommittee should attend the upcoming PSRC open house that will involve the North Corridor Task Force. There is a significant amount of

information available on the PSRC's website, as well. She said that rather than honing in on what currently exists, the task force has requested tools from the PSRC for communities to become what they want to be.

Commissioner Montero said he understands the function of the Planning Commission in the station area planning process. However, staff will be responsible for using the information provided by the Commission to prepare the actual plan. He asked if the staff would come up with a specific proposal based on the Commission's recommendation or would the subcommittee make recommendations to the Commission based on their experience and research. Ms. Markle said staff will design a public process for station area planning as the first order of business. She cautioned against getting too far ahead with planning and visionary work without first identifying a public process for soliciting feedback. Public Works, Planning and Economic Development staff will have a retreat in late September or early October to outline a public process based on framework policies for land use, transportation and public outreach. They have submitted a request to the City Council for \$250,000 to fund station area planning in 2013.

While she does not want to discourage the Commission's enthusiasm for learning about light rail and getting engaged in station area planning, Ms. Markle cautioned them to focus on learning and gathering the best examples without making any recommendations or creating anything that looks like a predetermined decision before the public outreach process has started. She also expressed concern about the City's process becoming too advanced before the draft EIS is released, which could create public confusion between the City's process and the EIS process.

Chair Moss pointed out that there is a large volume of data available, and the framework policies provide guidance, as well. The Transportation Master Plan also provides a great deal of information regarding the City's vision for transportation. While it does not specifically address station area planning, it talks about connectivity, bicycling, walking, level of service, etc. Ms. Markle advised that while staff would not provide direct support during the initial stages of the subcommittee work, they could provide educational opportunities via informational documents, articles, field trips, etc.

Chair Moss agreed that the Commission should not get too far ahead in the process, since this could end up confusing the public. Ms. Markle cautioned against the subcommittee providing too much detailed information to the public during the early phase of the station area planning process. However, she agreed that some outreach to draw the public's attention to the fact that light rail is coming would be appropriate. She suggested it would be helpful for the subcommittee to provide feedback about effective public outreach methods. At this time, staff is proposing that an advisory group be formed to work with staff on a regular basis throughout the process.

Commissioner Scully said he does not envision the subcommittee will spend a great deal of time outlining a proposed public outreach program, since most of the public outreach requirements are prescribed by law. While the subcommittee could recommend a few creative ideas, their time would be better spent formulating ideas for discussion during the public outreach phase. He said he does not see a problem with coming up with a plan for discussion, as long as it is presented as simply one option put forth by the subcommittee. Commissioner Craft agreed that it would be appropriate for the subcommittee to provide options and examples based on their research, as long as they are presented in the correct manner. Commissioner Wagner suggested that having the subcommittee present their

proposal to the Commission at an advertised study session would provide public visibility. However, she stressed the need to provide better notice for and more information about study sessions, particularly via articles in *CURRENTS*. She recommended the Commission send a formal request to the City Council that a section of *CURRENTS* be made available for this purpose.

Commissioner Montero suggested the subcommittee meet with planning commissioners from SeaTac and/or Tukwila to discuss the challenges they faced. Chair Moss suggested it would be particularly helpful to talk with planning commissioners from the City of Seattle, who not only have the experience of on-the-ground stations, but they are also in the planning process for the north end stations. There is also the advantage of SeaTac being a smaller community with Aurora as a main corridor.

Chair Moss appointed Commissioners Maul, Scully and Craft to serve on the Light Rail Station Area Planning Subcommittee. It was agreed that the subcommittee would provide brief updates at Commission meetings. Once again, she agreed to contact Anne McFarlane for guidance about the proper procedures for moving the process forward.

Ms. Markle suggested that in their September 17th update to the City Council regarding light rail station area planning staff could inform the City Council that a subcommittee has been formed and then briefly describe what its focus will be. Chair Moss encouraged Planning Commissioners to attend the City Council meeting, if available.

Commissioner Wagner suggested that the Commission also formally request regular space in *CURRENTS* to publish Planning Commission information. Ms. Markle said that light rail information would be present in all future issues of *CURRENTS*. Staff could formally request that the Commission be allowed to utilize a portion of this space to report on the subcommittee's activities as needed. The Commission stressed the need to keep the public informed and encourage their input at Planning Commission study sessions. It is important for citizens to provide input early in the planning process.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Chair Moss announced that September 7th is the last day for Commissioners to contact staff to register for the American Planning Association Conference in Olympia on October 11th and 12th.

AGENDA FOR NEXT MEETING

Mr. Szafran advised that the full draft Comprehensive Plan Update will be presented to the Commission at a study session on September 20th, and it may be necessary to extend the study session to the October 4th meeting. A public hearing on the update is tentatively scheduled for October 18th.

Chair Moss noted that the City's website has announced that Aurora Square has been designated to become a Community Renewal Area (CRA), and this process will eventually involve the Planning Commission. She invited staff to share more information about the CRA process at an upcoming meeting. Ms. Markle reminded the Commission that Matthew Kwatinetz, the City's CRA consultant, will present the final speaker series event on September 12th at 6:30 p.m. The topic of the presentation will be "Sustainability, Culture and Integrated Economic Development Strategies."

ADJOURNMENT

The meeting was adjourned at 8:10 p.m.

Donna Moss
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

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PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Comprehensive Plan Update: Outstanding Issues from 9.20.12 Discussion

DEPARTMENT: Planning & Community Development

PRESENTED BY: Miranda Redinger, Senior Planner
Steve Szafran, AICP, Senior Planner
Rachael Markle, AICP, Director P&CD

- Public Hearing
- Study Session
- Recommendation Only
- Discussion
- Update
- Other

INTRODUCTION & BACKGROUND

On January 5, 2012, staff and Commissioners discussed the proposed process for the Comprehensive Plan update and public involvement. To date, Commissioners have held multiple discussions about all 10 elements that make up the main body of the Comprehensive Plan, initially focusing on individual elements and then in progressively larger groupings. On September 20, Commissioners reviewed a complete draft document. There were several topics of discussion for which they requested further information, including whether or not it was necessary to include appropriate zoning designations under policies for land use designations, and comments submitted by the Shoreline Water District. It was decided that an additional meeting would be scheduled to resolve these issues prior to the public hearing. Other suggested minor revisions from the September meeting will be incorporated into the public hearing version of the draft Plan, and staff will make note of them in the October 18 staff report.

DISCUSSION

Zoning and Land Use Designations

Attachment A is a track-change version of most of the Land Use Goals and Policies (staff did not include process for siting Essential Public Facilities, but did fix numbering error brought up at 9/20 meeting). Staff discussed this issue, analyzed several scenarios, researched Growth Management Act policies, and concluded that the zoning designations could be removed, but left text that specified maximum residential densities to provide certainty for property owners and neighbors about the level of development that could occur within residential designations. If the Commission has additional questions regarding this exercise or edits, Paul Cohen will be available to answer them.

Approved By:

Project Manager 

Planning Director _____

Staff also noticed a policy that had been deleted regarding the Campus land use designation. Since this designation will not be consolidated as part of the upcoming Commercial Zone Consolidation and Design Standards project, staff has reinserted this policy as LU18. Additional text has been added to resolve the Big Picture Question to allow new uses as part of a Master Development Plan for this designation. The highlighted text below LU18, which names the specific institutions that are designated Campus, will be moved to a sidebar.

Also included in Attachment A is text that will be used in sidebars to define items that warrant additional information, such as Transfer of Development Rights, EcoDistricts, and third places.

Another unresolved Big Picture Question was whether or not to delete the policy regarding Special Study Areas. Since Light Rail Station Areas have been designated as such, staff recommends leaving the policy, but deleting references (and Land Use Map designations) to Special Study Areas identified in previous iterations of the Plan, including Cedarbrook and Ballinger Commons. The Draft Land Use Map (Attachment B) designates these areas as Low Density Residential to conform to their current zoning. During previous Comprehensive Plan updates, both areas were being considered for redevelopment, and it was thought that a Special Study Area designation was warranted, but staff believes that current zoning and land use categories will be sufficient for anticipated uses. Furthermore, staff does not foresee any time in the next several years where resolving these Special Study Areas would be a priority on the Planning and Community Development work plan.

Technically, Ballinger Commons is built at 6.5 units per acre, so it will retain the legal nonconforming status it has had since it was built under King County codes, prior to the City's incorporation. The Commission may direct staff to consider other options, including designating this property as Medium or High Density Residential as a future amendment to the Land Use Map.

Public Comment from September 20 meeting

Shoreline Water District

Charlotte Haines, Commissioner for the Shoreline Water District (SWD), presented a letter that raised seven major concerns of the district regarding language in the Capital Facilities and Utilities Elements of the draft Plan. Listed below are the points from the letter, with staff comments immediately following each one in *italics*. Jeff Forry, Permit Services Manager, and Mark Relph, Director of Public Works, will attend the meeting to answer any questions.

The following are excerpted from Ms. Haines' written comments from the 9/20/12 Planning Commission meeting and are accompanied with Shoreline staff responses:

1. The **organization of several components of the plan** is duplicative and results in several inconsistencies within the plan. For example,

- On page 55, the first paragraph identifies that the utilities section shall include electrical, telecommunication and natural gas lines and the second paragraph identifies that publicly owned utilities will be discussed in the Capital Facilities Section of the Plan.
- Yet, Goal UIII to acquire the SPU system in Shoreline is identified in this section;
- Policy U1 and U2 identify utility providers and levels of service and investigate alternative service provisions options to the City residents (both on page 56) are also discussed.
- In the Capital Facilities Element Supporting Analysis section, the second paragraph on page 121 identifies that both city-managed and non-city managed public facilities are to be discussed in this.
- Page 131 identifies that the City's storm water utility is also a city-managed capital facility.

Is the City considering privatizing the operation of the water, sewer and storm water system in the City of Shoreline? If not, then these items need to be removed from the Utilities section of this plan.

Bullets One, Two and Three – Some policies and goals are echoed in both the Utility and Capital Facilities Elements. This is a deliberate redundancy to address confusion regarding the subtle difference between a capital facility and a utility.

The staff report for the April 19 meeting included a description of the difference between these elements and is included below:

“A Capital Facilities Element includes the types of facilities the jurisdiction considers necessary for development. A capital facility is a structure, street, or utility system improvement, or other long-lasting major asset, including land. Capital facilities are provided for public purposes. Capital facilities may include: streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, schools, and police and fire protection facilities...”

The Utilities Element consists of the general or proposed location and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. No criteria or requirement is provided in GMA, the RCW or WAC for consistency evaluation of the general utilities included in the Utilities Element because they are ‘not deemed necessary for development.’...Effective comprehensive planning depends on how well the community has done its local utility planning; and on planning by public and private utilities, which may or may not be synchronized with local community plans or concurrent with the demands of growth.”

Staff believes that it is important that clear policy direction be provided in both elements to support Council Goals.

Bullet Four – The statement is correct.

Bullet Five – The ordinance establishing the City's stormwater collection system names the system the "Stormwater Utility". To maintain consistency between the Municipal Code, Surfacewater Master Plan, and Comprehensive Plan the naming convention was not changed. However, the system is a capital facility managed by the City.

2. On page 122 of the Capital Facilities section of the plan identifies the **Growth Management Act**. The GMA is the philosophy of "growth pays for growth." Shoreline Water District does that by requiring that developers pay a connection charge to pay for their share of the existing system, and also pay for the costs of the improvements necessary for their development.

Comment 2 – Staff believes that this is not a correct characterization of GMA. (See the City's March 20, 2012 response to Shoreline Water District's Comprehensive Plan update). GMA intends that Cities, Counties, and municipalities (special districts) plan for growth and identify the capital facilities necessary to support growth and funding mechanisms to ensure that facilities are provided concurrent with growth. GMA does not intend that cities, counties, and municipalities build their infrastructure on the backs of development. GMA anticipates that development offset their direct impacts when a clear nexus can be identified.

3. With respect to the **Level of Service** discussed on the last paragraph on page 129, the Plan states that "there are currently differences in the level of investment between SPU and the SWD" and "the City is interested in assuring that the level of reinvestment back into the water system will be at a rate sufficient to meet the long-term goals of the Shoreline Community". Shoreline Water District brought this question before the planning commission in August. How does the City believe it can improve the reinvestment back into the water system at a greater rate than what the District is currently doing? Planning Commissioner Croft recommended this paragraph be removed at that meeting as it was an advocacy-leaning statement. This paragraph has not been removed since that meeting.

Comment 3 – Staff recommends that this wording remain. This is a valid statement that is supported by goals and policies in the existing Comprehensive Plan, Vision 2029, and this update. It is an important concept that holds true regardless of whether the City operates a "utility" or a special district forms the utility.

4. Regarding **Utility Taxes** - equitable funding referenced on page 135 in the Capital Facilities Section identifies that most utility services are financed by rates. In this discussion, as well as on page 141 under the Utility Section, there is a discussion about the utility taxes going to the City of Seattle. Because the utility taxes collected by the City of Seattle are identified in both sections, the City should also identify that it currently collects a 6% franchise fee from SPU that goes into the City of Shoreline's General Fund and not back into the utility.

Comment 4- *There is a clear distinction between utility rates, taxes, and franchise fees. Franchise fees are charged for the long-term use of the public rights-of-way by utilities. The franchise rates assessed to locate pipes, manholes, wires, poles, and similar infrastructure is a lease fee for the "private" use of the public rights-of-way.*

5. The **adequacy of service** on page 135 says "the community has expressed a desire to maintain current levels of service". The Growth Management Act identifies that infrastructure shall be adequate at the time the development is available for occupancy. There have never been problems with permitting delays or moratoriums because of Shoreline Water District. In fact, both the Development Services of America and the Inland Group, two current local developers, have identified working with Shoreline Water District on their projects has been beneficial to the developer and to the District. We don't see how the City believes that they can provide better essential services than Shoreline Water District which has been in operation for over 80 years. It seems unreasonable to eliminate the most efficient, experienced provider of water service from Shoreline. Therefore, we do not believe Shoreline Water District should be "evaluated for acquisition".

Comment 5 – *The City has not necessarily received the same feedback that the District provides in their comments. The District may operate at an acceptable level, but efficiencies can be gained by eliminating duplicate processes, facilities and human resources.*

6. **Funding sources** discussed on page 137 identifies there are limited funding sources available for capital facilities. Shoreline Water District rate payers paid for their water system and when developers want to connect to our water system, they pay a connection charge, which is the cost for the developer to "buy in" to the existing system. Neither of our two current developers had any issues with paying these connection charges. Shoreline Water District does not want to burden our existing ratepayers for the benefit of development. Further discussion in this section should be made prior to burdening our existing ratepayers to encourage development in the community.

Comment 6 – *The purpose of this discussion in the Supporting Analysis is to provide information to decision-makers regarding potential funding sources for future capital projects. It is important for them to have this perspective as the required Six Year Capital Facilities Plan is formed and priorities are set.*

7. **Consolidation of services**, as discussed on page 130, can also be done with a formation of new water district or the expansion of the Shoreline Water District into the west-side of the City. It does not have to be consolidated under a city government. As stated in Section 9 of Shoreline Water District Resolution 2012.09.62, we believe a locally-controlled, independent special purpose district is the best method of providing cost-effective and efficient utility services to the community. Additional options should be considered in the comprehensive plan instead of the City going into the utility business.

Comment 7 – *The concept of consolidating services and this discussion supports the policies and goals in the Utility and Capital Facility Elements. The City of Seattle is only willing to sell the system to the City of Shoreline as a matter of local jurisdiction.*

Ronald Wastewater District

In regard to comments made at the September 20 meeting by a representative from the Ronald Wastewater District, staff recommends that the first sentence of the last paragraph as referenced (page 130 of 9/20 packet) be retained. The wording is consistent with the stated purpose of the Interlocal Agreement between the District and the City. Section 1 of the agreement states “It is the purpose of this agreement to guide the activities, resources, and efforts of the City and the District to provide the citizens of the entire City and the ratepayers served by the District with an efficient and high quality and well maintained sewerage wastewater system at a reasonable cost and to provide an orderly and predictable transition of the wastewater utility from District to City ownership.” Mr. Forry and Mr. Relph will be able to answer additional questions at the meeting.

Introduction to Transportation Element Goals and Policies

At the September 20 meeting, Commissioner Wagner proposed to rewrite the Introduction to the Transportation Element Goals and Policies. Staff reviewed her revisions, made some additional edits, and the recommended text is included below:

Shoreline is located between the cities of Seattle and Lake Forest Park, and cities in Snohomish County. Several local, regional, and national agencies influence transportation in Shoreline, including the Washington State Department of Transportation, King County Metro, Sound Transit, and Community Transit. One purpose of the Transportation Element is to guide how the City focuses strategic efforts in local and regional investments for a transportation system that utilizes regional transportation facilities and services.

The City’s transportation system will be multi-modal, with an emphasis on moving people and a “Complete Streets” approach that accommodates all users and emulates natural systems. The Transportation Element identifies development and funding priorities for the transportation network, including roads, sidewalks, bike lanes, trails, and public transit, such as bus and light rail. The Transportation Element directs Shoreline’s transportation improvements.

The Transportation Element is also designed to provide insight into the City's intentions and commitments, so that public agencies and individual households can make decisions, coordinate development, and participate in achieving a shared vision. It also provides the foundation for development regulations contained in the Shoreline Development Code and Engineering Development Manual.

One of the most significant transportation changes the city will face is the introduction of light rail service in Shoreline. Because of the nature and large impact this service will have, the City has adopted guiding principles as Goals and Policies in the Land Use Element to help direct future development that will take place around the two new stations anticipated within the city.

The city's transportation system supports land uses envisioned by the Comprehensive Plan. To further that purpose and provide more detailed analysis and direction, the City adopted a Transportation Master Plan (TMP) in 2011 (See Transportation Supporting Analysis). The TMP is the City's long-range (20 year) blueprint for travel and mobility in Shoreline. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land use activities. Using the TMP, the City can prioritize capital improvement projects, programs, and facilities, and schedule their planning, engineering, and construction as growth takes place. Both the TMP and the Comprehensive Plan have regular cycles for updates to reflect the city's changing transportation needs over time.

NEXT STEPS

At the October 4 meeting, staff anticipates being able to provide the Commission with a packet that includes the Draft Comprehensive Plan document (including Supporting Analysis maps, and possibly in InDesign format), the SEPA DNS checklist, environmental analyses, and notice of the October 18 public hearing. These materials will need to have been posted in local newspapers and on the website, and submitted to various state and regional agencies (with requisite check-lists) for review to meet GMA requirements by Wednesday, October 3. However, the Commission may still recommend changes to be presented at the public hearing.

Following the public hearing and the Commission's recommendation, staff will present the draft to Council, with the goal of adoption on December 10, 2012.

If you have questions or comments prior to the meeting, please contact Miranda Redinger at (206) 801-2513 or by email at mredinger@shorelinewa.gov.

ATTACHMENTS

Attachment A- Revised Land Use Goals and Policies
Attachment B- Draft Land Use Map

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Land Use Element Goals & Policies

INTRODUCTION

Land use describes the human use of land, and involves modification of the natural environment into the built environment, and management of these interrelated systems. Land use designations delineate a range of potentially appropriate zoning categories, and more broadly define standards for allowable uses and intensity of development. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, and other uses is important in determining the character of Shoreline. The pattern of how property is designated in different parts of the city directly affects quality of life in regard to recreation, employment opportunities, environmental health, physical health, property values, safety, and other important factors.

This Element contains the goals and policies necessary to support the City's responsibility for managing land uses and to implement regulations, guidelines, and programs. The Land Use policies contained in this element, along with the Comprehensive Plan Map (Figure LU-1), identify the intensity of development and density recommended for each area of the City. These designations help to achieve the City's vision by providing for sustainable growth that encourages housing choice; locates population centers adjacent to transit and services; provides areas within the City to grow businesses, services, jobs and entertainment; respects existing neighborhoods; provides for appropriate transitions between uses with differing intensities; safeguards the environment; and maintains Shoreline's sense of community. The goals and policies of this element also address identifying Essential Public Facilities.

The Land Use Element Supporting Analysis section of this Plan contains the background data and analysis that describe the physical characteristics of the city and provides the foundation for the following goals and policies.

GOALS

- Goal LU I:** Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.
- Goal LU II:** Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline, and connects all areas of the City to high capacity transit using a multi-modal approach.
- Goal LU III:** Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

- Goal LU IV:** Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation, and provide protection from exposure to harmful substances and environments.
- | **Goal LU V:** Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.
- | **Goal LU VI:** Encourage pedestrian-scale design in commercial and mixed-use areas.
- | **Goal LU VII:** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.
- | **Goal LU VIII:** Encourage redevelopment of the Aurora Corridor from a commercial strip to distinct centers with variety, activity, and interest.
- | **Goal LU IX:** Minimize or mitigate potential health impacts of industrial activities on residential communities, schools, open space, and other public facilities.
- | **Goal LU X:** Allow areas in the city where clean, green industry may be located.
- | **Goal LU XI:** Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council.
- | **Goal LU XII:** Maintain regulations and procedures that allow for siting of essential public facilities.
- | **Goal LU XIII:** Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

POLICIES

Residential Land Use

- LU1:** The Low Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, clustered housing, and accessory dwellings may be allowed under certain conditions.
- | The permitted base density for this designation may not exceed 6 dwelling units per acre. Appropriate zoning for this designation is R-4 or R-6 Residential, unless a subarea plan or special district overlay plan/zone has been approved.
- LU2:** The Medium Density Residential land use designation allows single-family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and clustered housing. Apartments may be allowed under certain conditions.

The permitted base density for this designation may not exceed 12 dwelling units per acre, ~~unless a subarea plan or special district overlay plan/zone has been approved. Appropriate zoning for this designation is R-8 or R-12 Residential.~~

LU3: The High Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted.

The permitted base density for this designation will not exceed 48 dwelling units per acre, ~~unless a subarea plan or special district overlay plan has been approved. Appropriate zoning for this designation is R-12, R-18, R-24 or R-48 Residential, or Campus.~~

~~**LU4:** Perform site specific analysis on properties with both High-Density Residential Comprehensive Plan designation and R-12 zoning designation in order to inform recommendation regarding whether to consider removing R-12 from High-Density Residential category.~~

LU54: Allow clustering of residential units to preserve open space and reduce surface water runoff.

LU65: Review and update infill standards and procedures that promote quality development and consider the existing neighborhood.

~~**LU76:** Protect trees and vegetation, existing stands of trees and vegetation and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.~~

LU87: Promote small-scale commercial activity areas within neighborhoods that encourage walkability, and provide opportunities for employment and **“thirdsrd places”**.

(Sidebar text for LU7: “Third places” is a term used in the concept of community building, where the “first place” is the home and those that one lives with. The “second place” is the workplace — where people may actually spend most of their time. “Third places” are anchors of community life, and facilitate and foster broader, more creative interaction. All societies already have informal meeting places; what is new in modern times is the intentionality of seeking them out as vital to current societal needs.)

LU89: Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

Mixed Use and Commercial Land Use

~~**LU+09:** Through a commercial zoning consolidation process, create designation called Arterial Business (for parcels zoned MUZ) a new zone to replace the Mixed Use Zone and the Industrial zone, combine categories with redundant commercial standards, and base transition and design standards on Town Center Subarea Plan, using “form-based” rather than maximum densities.~~

Comment [m1]: Based on outcome of highlighted sections above, determine need for this policy.

Comment [r2]: Staff determined removal of appropriate zoning for each designation could be implemented.

Comment [m3]: Consider this policy, incorporate flexibility.

LU140: The Mixed Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses along with form based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

~~Appropriate zoning for this designation is Arterial Business, Neighborhood Business, or Community Business.~~

LU141: The Mixed Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise or odor that may be incompatible with existing and proposed land uses. The Mixed Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provides retail, office, and service uses, and greater residential densities than are allowed in purely low density residential ~~zones~~ designations, and promotes pedestrian connections, transit, and amenities.

~~Appropriate zoning for this designation is Neighborhood Business, Community Business, R-12, R-18, R-24, or R-48.~~

LU152: The Town Center designation applies to the area along the Aurora Corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

~~Appropriate zoning designations for this area are Town Center 1 (TC-1), Town Center 2 (TC-2), Town Center 3 (TC-3) and Town Center 4 (TC-4).~~

LU143: Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

LU154: Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

Other Land Uses

LU165: The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

LU176: The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

LU187: The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.

LU18: ~~The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus land use designation shall be governed by a Master Development Plan Permit. Existing uses in these areas constitute allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.~~

Campus designation areas include:

1. CRISTA Ministries Campus
2. Fircrest Campus
3. Public Health Laboratory Campus
4. Shoreline Community College Campus

LU19: The Special Study Area designates future subarea planning or ~~Light Rail Station~~ areas. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Future Land Use Map and Development Code. ~~Special study areas include Light Rail Station Study Areas, Cedarbrook School, and Ballinger Commons Apartments.~~

NE 185th and NE 145th Light Rail Station Study Areas

The City of Shoreline looks forward to Sound Transit delivering light rail service and stations as part of an integrated transit system that serves our community and region. Light rail is a key strategy highlighted in the City's adopted Vision 2029, the Environmental Sustainability Strategy, and the Transportation Master Plan. The following policies will guide the City's future discussions and decisions regarding the planning and development of the areas surrounding light rail stations. The City will begin station area planning in 2013.

The light rail station study area is generally the land within a half-mile of a light rail station. These boundaries encompass a larger area than is likely to undergo significant change of use, and will vary depending upon the existing development and transportation facilities, as well as natural boundaries, such as topography or critical areas.

The analysis and the evaluation of the study area will include (but not be limited to) existing and proposed major land uses; opportunities for non-motorized and transit connections between Town Center, Aurora corridor, North City, Ballinger Way, and other population centers; transitions between uses of various intensities; traffic and parking impacts; and restoration opportunities for natural areas in the vicinity.

Public involvement will be critically important to this planning endeavor. Through public outreach and participation, the City will be able to present information and ideas to the community, and invite input from those interested in and affected by future development of the areas around light rail stations.

The following policies apply to the light rail station study areas:

LU20: Partner with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.

LU21: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

LU22: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities through workshops, **design charettes**, and/or advisory committees.

(Sidebar text for LU21: Design charettes are intensive, hands-on workshops that bring people from different disciplines and backgrounds together to explore design options for a particular area or site.)

LU23: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be constructed efficiently in conjunction with light rail and other transit facilities.

LU24: Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

LU25: Evaluate property within a half-mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU26: Evaluate property within a quarter-mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU27: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the City, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.

LU28: Implement a robust community involvement process that develops tools and plans to create vibrant, livable and sustainable light rail station areas.

LU29: Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

LU30: Encourage and solicit the input of all stakeholders associated with station area planning to evaluate a variety of issues in the planning process. Participants may include residents;

property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.

- LU31:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for **Transit-Oriented Communities (TOCs)**, taking into account when the City's development needs and market demands are ready for change.

(Sidebar for LU31: Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of one-quarter to one-half mile from a transit stop, as this is considered to be an appropriate scale for pedestrians.)

- LU32:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU33:** **Regulate** ~~D~~design of station areas with large residential components, mixed with complementary commercial, and office uses to serve the greatest number of riders traveling to and from Shoreline, through a combination of appropriate residential densities, a mix of land uses, and multi-modal transportation facilities.
- LU34:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping or entertainment centers).
- LU35:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU36:** **Encourage** ~~D~~development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU37:** Regulate station area design to provide a gradual transition from high-density multi-family residential development to single-family residential development.
- LU38:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU39:** Use the investment in light rail as a foundation for other community enhancements.
- LU40:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing; and walking and bicycle safety programs, including Safe Routes to School.

LU41: Consider a flexible approach to designing parking to serve light rail stations that can be converted to other uses if demands for parking are reduced over time.

LU42: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

LU43: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

Potential Annexation Area

LU44: Support annexations that are in the best interest of the long-term general welfare of the residents of the annexation area, the Shoreline community, and the City because they:

- share a community identity;
- are logical additions, and contiguous with the City;
- complete the geographical areas of interest as indicated in pre- incorporation boundaries;
- offer benefits and opportunities consistent with City vision statements and framework goals;
- would benefit from consistent regulations and coordinated land use and impact mitigation;
- balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
- could access public safety, emergency and urban services at a level equal to or better than services in existence at the time of annexation, without affecting level of service for existing residents; and/or
- could provide improved local governance for the City and the annexation areas.

LU45: Assure that adequate funding is in place, or will be available within a reasonable time, to support required public facilities and services.

Comment [m4]: Be consistent with PAAs, either mention Pt. Wells or take out policy for 145th.

LU46: Assign an equitable share of the City's bonded indebtedness to newly annexed areas.

LU47: Consider annexation of 145th Street adjacent to the existing southern border of the City. Boundaries would be as follows: (western) west side of 3rd Avenue NW; (eastern) up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (southern) all of the 145th Street right-of-way.

LU48: Pursue ~~annexation of Point Wells, and~~ implement the City of Shoreline Subarea Plan for ~~Point Wells~~ this area.

Comment [r5]: MR – you were going to delete & make into a policy in the PAA section, correct? Yes, moved from LUV

Transit & Parking

LU489: Consider the addition of compatible mixed-uses and shared (joint-use) parking at Park and Ride facilities.

- | **LU4950:** Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.
- | **LU501:** Encourage large commercial or residential projects to include transit stop improvements when appropriate.
- | **LU521:** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.
- | **LU532:** Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover from major parking generators.

Sustainable Land Use

| **LU534:** Educate the community about ~~LEED-sustainable Neighborhood Development~~ concepts as part of ~~subarea-the station area~~ planning processes to build support for future policy and regulatory changes.

Comment [m6]: More generic
Comment [m7]: Don't limit, or rephrase to put emphasis

| **LU545:** Explore whether "Ecodistricts" could be an appropriate means of neighborhood empowerment, and mechanism to implement triple-bottom line sustainability goals by having local leaders commit to ambitious targets for green building, smart infrastructure and behavioral change at individual, household, and community levels.

(Sidebar text for LU55: Ecodistricts are neighborhoods or districts with a broad commitment to accelerate neighborhood-scale sustainability. EcoDistricts commit to achieving ambitious sustainability performance goals, guiding district investments and community action, and tracking the results over time. Triple-bottom line sustainability incorporates an expanded spectrum of values and criteria for measuring organizational (and societal) success: economic, ecological, and social.)

| **LU556:** Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

| **LU567:** Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

~~LU57: Explore offering incentives for low carbon buildings and onsite renewable energy.~~

Comment [m8]: combine

| **LU58:** Support regional and state Transfer of Development Rights (TDR) programs throughout the city where infrastructure improvements are needed, and where additional density, height and bulk standards can be accommodated.

(Sidebar text for LU58: *Transfer of Development Rights (TDR)* allows property owners in environmentally or historically significant areas to transfer their right to develop to property owners in areas more suitable for urban development. A successful transaction benefits the seller, who sells the development rights for financial considerations, the buyer, who is able to use the TDR on his/her property, and the public at large, which gains a permanent open space, recreation area, or historically significant site.)

Subarea Plan 2 – Point Wells

Geographic and Historical Context

Point Wells is an unincorporated island of approximately 100 acres in the southwesternmost corner of Snohomish County. It is bordered on the west by Puget Sound, on the east by the Town of Woodway, and on the south by the town of Woodway and the City of Shoreline (see Fig. 1). It is an “island” of unincorporated Snohomish County because this land is not contiguous with any other portion of unincorporated Snohomish County. The island is bisected roughly north-south by the Burlington Northern Railroad (B.N.R.R.) right-of-way.



Figure 1 – Point Wells unincorporated island

The lowland area of this unincorporated island (see Fig. 2) is approximately 50 acres in size. The only vehicular access to the lowland portion is to Richmond Beach Road and the regional road network via the City of Shoreline.

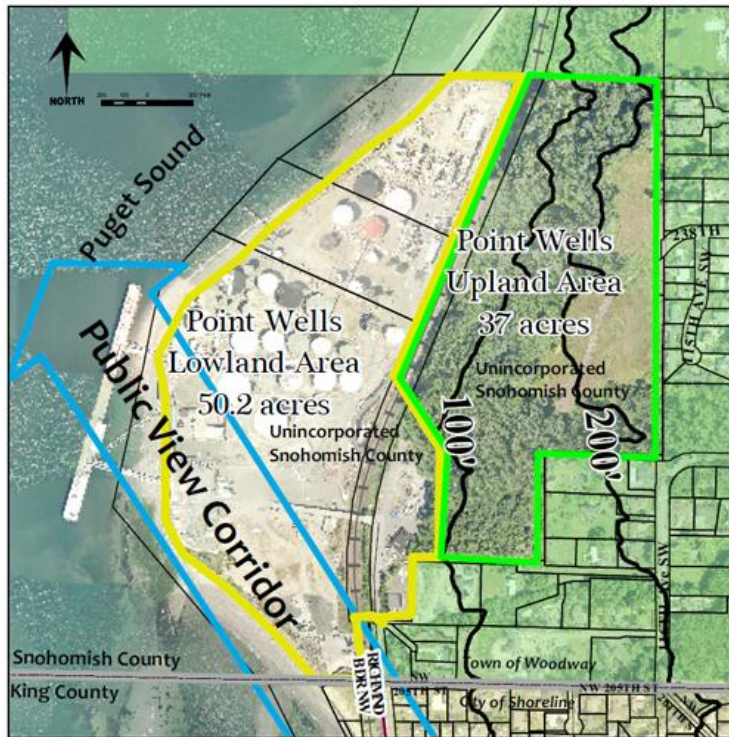


Figure 2 – Upland and Lowland Areas at Point Wells

The upland area of the Point Wells Island (see Fig. 2) is approximately 37 acres in size. The upland does not have access to Richmond Beach Drive due to very steep environmentally sensitive slopes that separate the upland portion from the lowland portion. However, the upland portion does have potential easterly access through the Town of Woodway via 238th St. SW.

All of the Point Wells Island was previously designated by the City of Shoreline as a "Potential Annexation Area" (PAA). The Town of Woodway, and Snohomish County, have previously identified all of the Point Wells unincorporated island as within the Woodway "Municipal Urban Growth Area" (MUGA). The Washington State Court of Appeals, in a 2004 decision, determined that the overlap of Shoreline's PAA and Woodway's MUGA does not violate the provisions of the Growth Management Act.

Snohomish County’s designation of Point Wells as an “Urban Center”

In April of 2009, the Shoreline City Council adopted Resolution 285 which opposed the pending Snohomish County designation of Point Wells as an “Urban Center.” The resolution cited the likely excessive impacts of up to 3,500 dwelling units on Shoreline streets, parks, schools, and libraries. The City submitted several comment letters to the County Council detailing the reasons for the City’s opposition, reiterating the City’s support for a mixed use development of a more reasonable scale at Point Wells, and pointed out that an “Urban Center” designation would be inconsistent with provisions of the County’s plan as well as the Growth Management Act.

Designation of a Future Service and Annexation Area (FSAA) at Point Wells

After a review of the topography and access options for Point Wells, the City of Shoreline no longer wishes to include the upland portion of this unincorporated island within its designated urban growth area. Because of the upland portion’s geographic proximity and potential for direct vehicular access to the Town of Woodway, the City of Shoreline concludes that the upland portion should be exclusively within the Town of Woodway’s future urban growth area. Any people living in future developments in the upland portion of the Point Wells Island would feel a part of the Woodway community because they would share parks, schools, and other associations facilitated by a shared street grid.

Applying the same rationale to the lowland portion of the Point Wells Island, the City of Shoreline wishes to reiterate and clarify its policies. These lands all presently connect to the regional road network only via Richmond Beach Drive and Richmond Beach Road in the City of Shoreline. Therefore future re-development of the lowland area would be most efficiently, effectively, and equitably provided by the City of Shoreline and its public safety partners, the Shoreline Fire Department and Shoreline Police Department.

At such future time that the lowland portion of the Point Wells Island annexes to the City of Shoreline, the urban services and facilities necessary to support mixed use urban development would be provided in an efficient and equitable manner. These would include police from the Shoreline police department and emergency medical services and fire protection from the Shoreline Fire Department. In addition, the City would be responsible for development permit processing, code enforcement, parks, recreation and cultural services, and public works roads maintenance.

Future residents of the lowland portion of Point Wells would become a part of the Richmond Beach community by virtue of the shared parks, schools, libraries, shopping districts and road grid. As citizens of the City of Shoreline, they would be able to participate in the civic life of this “community of shared interests,” including the City’s Parks Board, Library Board, Planning Commission, or other advisory committees, and City Council.

Policy PW-1 The Lowland Portion of the Point Wells Island, as shown on Figure 3, is designated as the City of Shoreline's proposed future service and annexation area (FSAA)

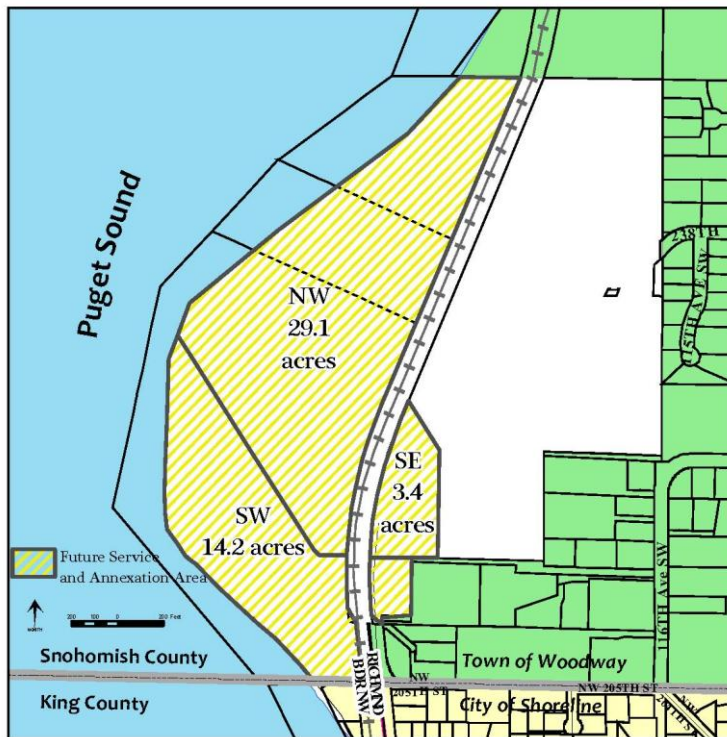


Fig. 3 – City of Shoreline Future Service and Annexation Area

A Future Vision for Point Wells

The Subarea Plan, intended to be a 20-year plan document, envisions a Point Wells development that could take longer than 20 years to become fully realized. Because of the time horizon of the plan and future development, the City, in its decision-making, should consider the long-term costs of near-term actions and make choices that reflect a long-term perspective.

The City's vision for Point Wells is a world class environmentally sustainable community, both in site development and architecture. The redevelopment of the site should be predicated on remediation of the contaminated soil, and the restoration of streams and native plant regimes appropriate to the shoreline setting. New site design and improvements should incorporate low impact and climate friendly practices such as

alternative energy sources, vegetated roofs, rainwater harvesting, rain gardens, bioswales, solar and wind technologies. Development at Point Wells should exhibit the highest quality of sustainable architecture, striving for gold or platinum LEED (Leadership in Energy and Environmental Design) certification.

Policy PW-2 The Vision for Point Wells is an environmentally sustainable mixed-use community that is a model of environmental restoration, low-impact and climate-friendly sustainable development practices, and which provides extensive public access to the Puget Sound with a variety of trails, parks, public and semi-public spaces.

Point Wells also represents a major opportunity to create a new subarea consistent with City objectives for economic development, housing choice, and waterfront public access and recreation. With almost 3,000 linear feet of waterfront, and sweeping 180 degree public views from Admiralty Inlet off Whidbey Island to Rolling Bay on Bainbridge Island, this site has unparalleled opportunity for public access, environmental restoration, education, and recreation oriented to Puget Sound.

The City's vision for Point Wells includes a mix of land uses, including residential, commercial, and recreational. The City recognizes that the site may be suited to a wide range of residential uses (e.g., market rate housing, senior housing, special needs housing, hotels, extended stay, etc.) as well as a range of commercial uses (e.g., office, retail, restaurant). Rather than proscribe the number or type of residential units, or the floor area of various types of commercial uses, the City prefers that flexibility be left to the developer to respond to market realities. However, whatever use mix is proposed must demonstrate that it conforms to adopted parking requirements, site design and building form policies cited below.

There are at least three distinct sub-areas within the FSAA, identified on Fig. 3 with the notations NW, SW, and SE. Because of their proximity to the single family neighborhoods to the east and south, maximum building heights in the SW and SE areas should be lower than in the NW subarea. Because of the large difference in elevation between the NW subarea and lands east of the railroad tracks, much taller buildings could be placed in this area without significantly impairing public views. Building placement in this area should avoid obstruction of the public view corridor shown on Fig. 2. The appropriate number, placement and size of taller buildings in NW subarea should be determined through the development permit and environmental review process.

The portion of the Puget Sound shoreline in the SW subarea is the most environmentally sensitive area and a candidate for habitat restoration. This area has sandy substrate, supports some beach grass and other herbaceous vegetation, and contains a fair amount of driftwood. This area should be a priority for open space and restoration including elimination of invasive plants, re-establishing native riparian and backshore vegetation.

Policy PW-3 Use and development of and near the Puget Sound shoreline and aquatic lands at Point Wells should be carefully designed and implemented to minimize impacts and achieve long-term sustainable systems. New bulkheads or over-water structures should not be permitted and the detrimental effects of existing bulkheads should be reduced through removal of bulkheads or alternative, more natural stabilization techniques.

Any improvements in the westernmost 200 feet (within the jurisdiction of the Shoreline Management Act) of the NW and SW subareas should be limited to walkways and public use or park areas. Outside that shoreline area, buildings should be located and configured to maintain as much openness and public views across the site as possible, with taller structures limited to the central and easterly portions.

Policy PW-4 A public access trail should be provided and appropriate signage installed along the entire Puget Sound shoreline of the NW and SW subareas and secured with an appropriate public access easement document.

The relatively lowland area west of the tracks (between 10 and 20 feet above sea level) is abutted east of the tracks by a heavily forested slope. See Fig. 1. The slope rises steeply (15% to 25% grades) from the railroad tracks to the top of the slope, which is at approximately elevation 200. See Figure 2. The tree line at the top of the slope consists of mature trees from 50 to 100 feet in height, which further obscure public views of Point Wells from the portions of Woodway above elevation 200.

Policy PW-5 New structures in the NW subarea should rise no higher than elevation 200.

New buildings east of the railroad tracks would be much closer to existing single family homes in Woodway and Richmond Beach. To reflect this proximity, buildings of a smaller scale are appropriate.

Policy PW-6 New structures in the SE Subarea should rise no higher than six stories.

In order to promote maximum openness on the site and prevent bulky buildings, the City should consider innovative regulations such as design standards and guidelines, building floor plate maxima, requiring a minimum separation between taller structures and the protection of public view corridors. Public views from city rights-of-way in the Richmond Beach neighborhood are a major part of the area's character, and provide a sense of place, openness, beauty and orientation. A prominent public view corridor across the lowland area, shown in Fig. 2, affords a public view from Richmond Beach Drive northwest to Admiralty Inlet and Whidbey Island. Placement and size of structures at Point Wells should be located and configured so as not obstruct this important public view corridor.

Policy PW-7 The public view from Richmond Beach Drive in Shoreline to Admiralty Inlet should be protected by a public view corridor across the southwest portion of the NW and SW subareas.

Policy PW-8 New structures in the NW subarea should be developed in a series of slender towers separated by public view corridors.

Transportation Corridor Study and Mitigation

A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an "Urban Center" under Snohomish County zoning, as well as development scenarios

assuming lesser orders of magnitude. This background information provided a basis for the City to conclude that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.

Corridor Study

The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. The Study should also look at potential alternative access scenarios through Woodway in the event a secondary access road is opened. The Study should also evaluate and identify expanded bicycle and pedestrian safety and mobility investments, and identify “context sensitive design” treatments as appropriate for intersections, road segments, block faces, crosswalks and walkways in the study area with emphasis on Richmond Beach Road and Richmond Beach Drive and other routes such as 20th Ave. NW that may be impacted if a secondary road is opened through Woodway.

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Implementation Plan

The corridor study would be a step in the development of such a plan. The scope of the implementation plan should include a multimodal approach to mobility and accessibility to and from Point Wells, as well as detailed planning for investments and services to improve multimodal travel for adjacent communities between Point Wells and I-5. This could well include an integrated approach to accessing Point Wells, the Richmond Beach neighborhood, and Richmond Highlands with the Bus Rapid Transit system along Aurora Avenue, the I-5 corridor itself - focusing on the interchanges at N. 205th and N. 175th , as well as the Sound Transit light rail stations serving Shoreline.

While the analysis of vehicle flows is appropriate as part of the study, the solutions should provide alternatives to vehicle travel to and from Point Wells - as well as more transportation choices than those that currently exist today for the Richmond Beach neighborhood and adjacent communities.

Policy PW-9 To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20 Avenue NW, 23^d Place NW and NW 204th Street. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.

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Policy PW-10 The needed mitigation improvements identified in the Transportation Corridor Study and Implementation Plan should be built and operational concurrent with the occupancy of the phases of development at Point Wells.

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells at this time. Therefore, it is critical that identified impacts be effectively mitigated as a condition of development approval. It is also vital that the traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor. In the event that secondary vehicular access is obtained through Woodway to the Point Wells site, the mitigation and improvements of the impacts to those additional road segments must also occur concurrent with the phased development.

Historically, mobility and accessibility in Richmond Beach and adjacent communities has been dominated by the single occupancy vehicle. Provision of bicycle and pedestrian facilities has been limited because retrofitting an existing road network with these facilities is an expensive undertaking. The Richmond Beach Road corridor is served by limited Metro bus service and is beyond a reasonable walking distance from potential development within Point Wells. Though rail service to a station in Richmond Beach was evaluated by Sound Transit, no service is envisioned in the transit agency's adopted 20 year plan. Improved transit, bicycle and pedestrian mobility is a long-term policy objective, but the majority of trips in the area will likely continue to be by automobiles utilizing the road network. The City's traffic study completed in 2009 shows that if more than 8,250 vehicle trips a day enter the City's road network from Point Wells, it would result in a level of service "F" or worse at a number of City intersections. This would be an unacceptable impact.

Policy PW-11 The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Management Plan. The City should also work with neighboring jurisdictions Woodway and Edmonds to improve north-south mobility. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.

Policy PW-12 In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment.

Interjurisdictional Coordination

The City should work with the Town of Woodway and Edmonds to identify ways in which potential future development in the lowland portion of Point Wells could be configured or mitigated to reduce potential impacts on Woodway. There is no practical primary vehicular access to the lowland part of Point Wells other than via Richmond Beach Road. However,

the City should work with property owners and Woodway to provide a bicycle and pedestrian route between Woodway and Point Wells.

The Growth Management Act states that cities, rather than county governments, are the preferred providers of urban governmental services. Because urban governmental services and facilities in Shoreline are much closer to Point Wells than are similar services and facilities located in Snohomish County, it is most efficient for the City to provide those services.

Working with its public safety partners, Shoreline Fire Department and Shoreline Police Department, the City should invite Snohomish County to discuss an interlocal agreement to address the timing and methods to transition local governmental responsibilities for Point Wells from the County to the City. Included in these discussions should be responsibilities for permitting and inspection of future development at Point Wells, and possible sharing of permitting or other local government revenues to provide an orderly transition.

Policy PW-13 The City should work with the Town of Woodway, City of Edmonds and Snohomish County toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells. A joint SEPA lead-agency or other interlocal agreement with the County could assign to the City the responsibility for determining the scope, parameters, and technical review for the transportation component of the County's Environmental Impact Statement prepared for a future project at Point Wells. Under such agreement, this environmental analysis, funded by the permit applicant, could satisfy the policy objectives of the Transportation Corridor Study and Implementation Plan referenced at PW-10.

Policy PW-14 In the event that development permit applications are processed by Snohomish County, the City should use the policies in this Subarea Plan as guidance for identifying required mitigations through the SEPA process and for recommending changes or additional permit conditions to achieve greater consistency with the City's adopted policies.

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City of Shoreline COMPREHENSIVE PLAN

DRAFT

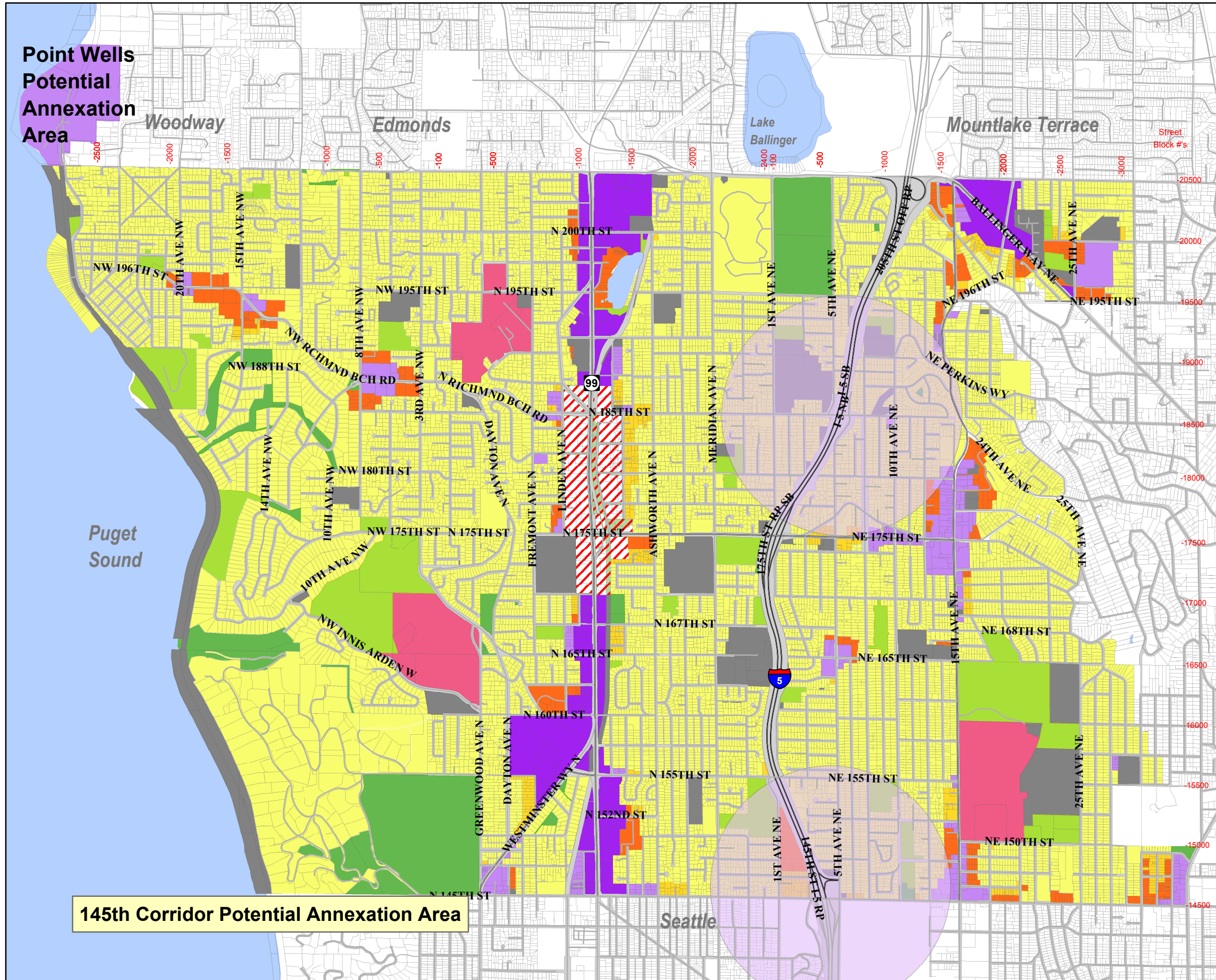
Proposed Comprehensive Plan Land Use Designations

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Mixed Use 2
- Mixed Use 1
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Light Rail Station Study Areas



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Comprehensive Plan Land Use



145th Corridor Potential Annexation Area