

AGENDA

PLANNING COMMISSION REGULAR MEETING



Thursday, November 15, 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.	

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.

6. GENERAL PUBLIC COMMENT	7:15 p.m.
7. PUBLIC HEARING	7:20 p.m.
A. Point Wells Subarea Plan Amendments and Map Changes	
• Staff Presentation	
• Questions by the Commission	
• Public Testimony	
• Final Questions & Deliberations	
• Vote to Recommend Approval or Denial or Modification	
Closure of Public Hearing	
8. STUDY ITEMS	8:00 p.m.
A. Commercial Design Standards	
• Staff Presentation	
• Public Comment	
9. DIRECTOR'S REPORT	9:00 p.m.
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	9:05 p.m.
11. AGENDA FOR December 6	9:15 p.m.
12. ADJOURNMENT	9:20 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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PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Comprehensive Plan Update: Amendments to the Point Wells Subarea Plan including Natural Environment Supporting Analysis and General Map Updates		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Steven Szafran, AICP, Senior Planner		
	Rachael Markle, AICP, Director P&CD		
<input checked="" type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only	
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other	

INTRODUCTION & BACKGROUND

Planning staff presented the 2012 Comprehensive Plan Amendment Docket to the Planning Commission on January 5, 2012. The proposed docket included 6 amendments with four of the amendments directly related to the Point Wells Subarea Plan. Council ultimately approved two of those requests for inclusion on the docket. The Commission then held a study session on the two proposed changes. First, adding language to the Point Wells Subarea Plan and adding additional language to the Natural Environment Supporting Analysis regarding Point Wells on July 19, 2012.

At the October 18, 2012 public hearing on the Draft Comprehensive Plan, staff inadvertently failed to bring the changes to the Point Wells Subarea Plan and changes to the Natural Environment Supporting Analysis regarding Point Wells to the Commission's attention. The purpose of tonight's public hearing is to consider the changes related to Point Wells so Council may have an opportunity to consider these changes along with the rest of the 2012 Comprehensive Plan.

In 2009, the Shoreline City Council adopted Resolution 285 which opposed the Snohomish County designation of Point Wells as an "Urban Center". In response to Snohomish County's actions, the Shoreline City Council adopted the Point Wells Subarea Plan on April 19, 2010. Prior to the Subarea Plan, Point Wells was designated as a Potential Annexation Area (PAA) on Shoreline's Comprehensive Plan Land Use Designation Map. The town of Woodway, and Snohomish County, has previously identified the entire Point Wells unincorporated island as within the Woodway "Municipal Urban Growth Area" (MUGA). Shoreline's 2010 Subarea Plan reduced the total Potential Annexation Area by approximately 37 acres of upland area adjacent to the Town of Woodway.

DISCUSSION

The Save Richmond Beach group proposed four Comprehensive Plan Amendments that apply to the Point Wells Subarea Plan and Point Wells in general. The Council voted to include two of the four Comprehensive Plan Amendments proposed by Save Richmond Beach on this year's

Approved By: **Project Manager** 

Planning Director 

docket (**Attachment A**). The first amendment adds language to the Point Wells Subarea Plan concerning alternative access through Woodway, impacts to other roadways throughout Richmond Beach if secondary access is provided, and coordinating with Edmonds and Woodway to improve north-south mobility. The proposed text changes are shown in **Attachment B**.

The second amendment will add Point Wells to the seismic hazards section of the Natural Environment Supporting Analysis. Point Wells is identified as having a high susceptibility to liquefaction on the Snohomish County Liquefaction Susceptibility Map. This amendment will identify Point Wells into the seismic hazard section of the Comprehensive Plan. Proposed language is located in **Attachment C**

Staff does not believe the proposed changes to the Point Wells Subarea Plan will cause any significant impacts. In fact, if north-south access is provided, traffic pressures may be relieved on the primary access point of Richmond Beach Road. When and if a Corridor study is completed and an implementation plan is submitted to the City, staff will evaluate the impacts to the roadway system at that time.

Map Updates

At the October 18 Meeting, the Planning Commission noted that the Point Wells Annexation Area on the maps in the 2012 Comprehensive Plan had not been updated to match the geographic location of the Point Wells Subarea Plan. Staff has researched the language in the Point Wells Subarea Plan and has revised all of the maps in which the Point Wells Future Service Annexation Area (FSAA) occurs. **Attachment D** shows how the Point Wells Future Service Annexation Area will look on the Comprehensive Plan Land Use Map. All other maps in the 2012 Comprehensive Plan will depict the Point Wells FSAA in this way. In addition, the geological hazards map has been revised to show Point Wells and a new Landslide Map will replace Figure NEA-1 in the Natural Environment Supporting Analysis. **Attachment E** shows the revised Geological Hazards Map and **Attachment F** shows the new Landslide Map.

Text Changes

The Point Wells area is referred to as a Potential Annexation Area (PAA) throughout the Comprehensive Plan. The Subarea Plan that was adopted in 2010 actually changed the designation to Future Service Annexation Area (FSAA). The text in **Attachment G** shows where PAA needs to change to FSAA.

DECISION CRITERIA

Criteria for amending the Comprehensive Plan are delineated in SMC 20.30.340- Amendment and review of the Comprehensive Plan (legislative action). The regulation is included below in *italics*, with staff response immediately following.

A. Purpose. A Comprehensive Plan amendment or review is a mechanism by which the City may modify the text or map of the Comprehensive Plan in accordance with the provisions of the Growth Management Act, in order to respond to changing circumstances or needs of the City, and to review the Comprehensive Plan on a regular basis.

B. Decision Criteria. The Planning Commission may recommend and the City Council may approve, or approve with modifications an amendment to the Comprehensive Plan if:

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

- ❖ Staff reviewed the subject amendments for consistency with the Growth Management Act and Countywide Planning Policies, and for internal consistency with other Plan elements and City policies, and determined that the new language in the Point Wells Subarea Plan, new language in the Natural Environment Supporting Analysis, and revised maps meets this requirement.

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

- ❖ The proposed amendments to the Point Wells Subarea Plan address community values with regards to studying alternative access to Point Wells and corrects information contained in the Comprehensive Plan by adding Point Wells to the Geological and Landslide hazard maps and mentioning Point Wells in the Natural Environments Supporting Analysis as being in a seismic hazard area..

3. *The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.*

- ❖ Changes to the Point Wells Subarea Plan, the Natural Environment Section, Policies, changes to the Point Wells Future Service and Annexation Area on all maps in the Comprehensive Plan, and the removal of Figures NEA-1 and NEA-3 and the addition of a new Landslide Map are intended to benefit the community, and promote public health, safety, and general welfare. By adding language to the Point Wells Subarea Plan and adding Point Wells to the City's Geological and Landslide maps, future residents will be aware of potential hazards that may occur at the Point Wells Site. Studying alternate ways of access to the Point Wells site not only benefits future residents of the Point Wells site, but also benefits current and future residents of Shoreline by potentially diverting traffic to the north or east instead of the total of the traffic heading south through Shoreline's streets.

Following the public hearing, if the Commission believes these criteria have been met, they may make a recommendation to Council. Staff would then present these amendments together with the entire Comprehensive Plan to Council, with the goal of adoption on December 10, 2012.

If you have questions or comments prior to the meeting, please contact Steven Szafran at (206) 801-2512 or by email at sszafran@shorelinewa.gov.

RECOMMENDATION

Staff recommends that the Planning Commission approve the discussed changes to the Point Wells Subarea Plan, the Natural Environment Supporting Analysis, the changes to the Point Wells Future Service and Annexation Area on all maps in the Comprehensive Plan, and the removal of Figures NEA-1 and NEA-3 which will be replaced by a new Landslide Map.

ATTACHMENTS

- Attachment A – Council Docketed Save Richmond Beach Amendments
- Attachment B – Point Wells Subarea Plan
- Attachment C – Comprehensive Plan Natural Environment Supporting Analysis
- Attachment D – Comprehensive Plan Future Land Use Map
- Attachment E – Geological Hazards Map
- Attachment F – Landslide Map

Attachment G – FSAA Text Changes



Item 7.A - Attachment A
**COMPREHENSIVE PLAN—GENERAL
AMENDMENT APPLICATION**

Planning & Community Development

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in December, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

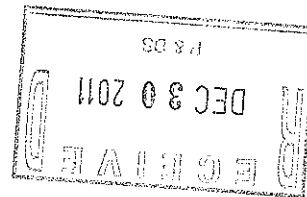
A. Contact Information

If the proposal is from a group please provide a contact name.

Applicant: Save Richmond Beach (contact Caycee Holt)

Mailing Address: PO Box 60191, Shoreline, WA 98177

Telephone: (206) 356 - 5356 **Fax:** () ___ - ___ **E-mail:** info@saverichmondbeach.org



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- B. Proposed General Amendment** – This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~strikethrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

The City of Shoreline has designated Point Wells as a Potential Annexation Area and a Future Service and Annexation Area. Point Wells is identified as having a high susceptibility to liquefaction on the Snohomish County Liquefaction Susceptibility Map, but the City Comprehensive plan does not include Point Wells in the Land Use Element when discussing potential seismic hazards.

See the attached document for the requested changes.

- C. Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) –**
(e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

The suggested change is an amendment to the Shoreline Comprehensive Plan, Land Use Element Supporting Analysis, Natural Environment section, Seismic Hazards subsection on page 101 and Appendix 1, 1998 Shoreline Master Plan Goals and Policies, Residential Development Element, page 358.

D. **Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. (*A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries.*)

The proposed amendment is suggested in the event that Point Wells is annexed into the City of Shoreline. This highly sensitive area should be highlighted for special consideration considering its high (the highest) liquefaction rating.

E. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Tom Maillat for Save Richmond Beach 12/30/2011
Applicant Signature Date

PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.

Comprehensive Plan Land Use Supporting Analysis, Natural Environment section, page 101

Seismic Hazards

Seismic hazard areas are those areas subject to severe risk of earthquake damage as a result of settlement or soil liquefaction. These conditions occur in areas underlain by soils with low cohesion and density, usually in association with a shallow groundwater table. When shaken by an earthquake, certain soils lose their ability to support a load. Some soils will actually flow like a fluid; this process is called liquefaction. Loss of soil strength can also result in failure of the ground surface and damage to structures supported in or on the soil. Loose, water-saturated materials are the most susceptible to ground failure due to earthquakes.

One area of identified seismic hazard is located along Puget Sound in Richmond Beach Saltwater Park. In this area, park structures and the Burlington Northern railroad tracks may be at risk. The other seismic hazard area is located along McAleer Creek between NE 196th Street and NE 205th Street. Roads, single-family residences, and other public and private improvements may be affected in this area. A small area near 24th Avenue NE is susceptible to both landslides and seismic hazards.

An additional area of identified seismic hazard is located in a potential annexation area at Point Wells. In this area, which is rated at the highest risk for liquefaction, Burlington Northern railroad tracks, petroleum storage facilities, and the Brightwater sewer outfall facilities may be at risk as well as planned future residential and commercial structures and other public and private improvements. Access to the western portion of the area is via a bridge over the Burlington Northern railroad tracks and a major seismic event could affect the bridge and thus limit emergency response to the area.

Comprehensive Plan Shoreline Master Program Goals and Policies, Residential Development Element, page 358

SM50: Residential development ~~shall~~ should be prohibited in seismic and landslide hazard areas or environmentally unique and fragile areas unless environmental considerations and essential emergency services to ensure public safety are in place concurrent with development.



Item 7.A - Attachment A
**COMPREHENSIVE PLAN—GENERAL
AMENDMENT APPLICATION**

Planning & Community Development

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in December, the amendment proposal will not be considered until the next annual amendment cycle.

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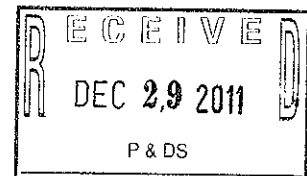
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The Point Wells Subarea plan neglects to consider the likely scenario that a road is opened through Wood way; this would result in a much different set of transportation impacts. We believe the transportation corridor study required by the Subarea plan must include an analysis of the impacts in the event that this should occur. See attached document for the requested changes.

- C. Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable)** – (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

The suggested changes are an amendment to the Shoreline Comprehensive Plan, Point Wells Subarea Plan pages 264, 265 and 266 in the Transportation Corridor Study and Mitigation section.



17500 Midvale Avenue North, Shoreline, Washington 98133-4905

Telephone (206) 801-2500 Fax (206) 801-2788 pcd@shorelinewa.gov

The Development Code (Title 20) is located at mrsc.org

D. **Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. *(A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).*

We are proposing additional wording in the Corridor Study section and the Implementation Plan section including polices PW-9 and PW-11 to require more detailed study of the impact of possible secondary access to Point Wells through Woodway.

The proposed amendment is suggested because of the likelihood that the Point Wells developer will require secondary access to make their vision a reality. In the event that secondary access is obtained it will likely go through Woodway which would dramatically change the traffic impacts on different neighborhoods in Shoreline.

The development, as per a public records request at City of Shoreline, is likely to generate in excess of 18,000 car trips per day (Joe Tovar email), if half of these cars are funneling into Richmond Beach from 20th or through local roads via 205th, that will have a very different impact on the residential nature of Richmond Beach.

E. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Tom Maitlot for Save Richmond Beach 12/29/2011
Applicant Signature Date

PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.

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 *Subarea Plan Element* 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

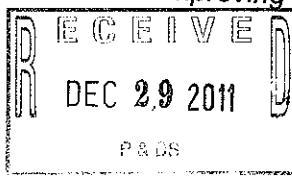
The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. The Study should also look at potential alternative access scenarios through Woodway in the event 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.

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 20th Ave NW, 23rd Place, and 204th. 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.

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 the time of this update. Therefore, it is critical that identified impacts be effectively mitigated as a *Subarea Plan Element* 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.

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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.

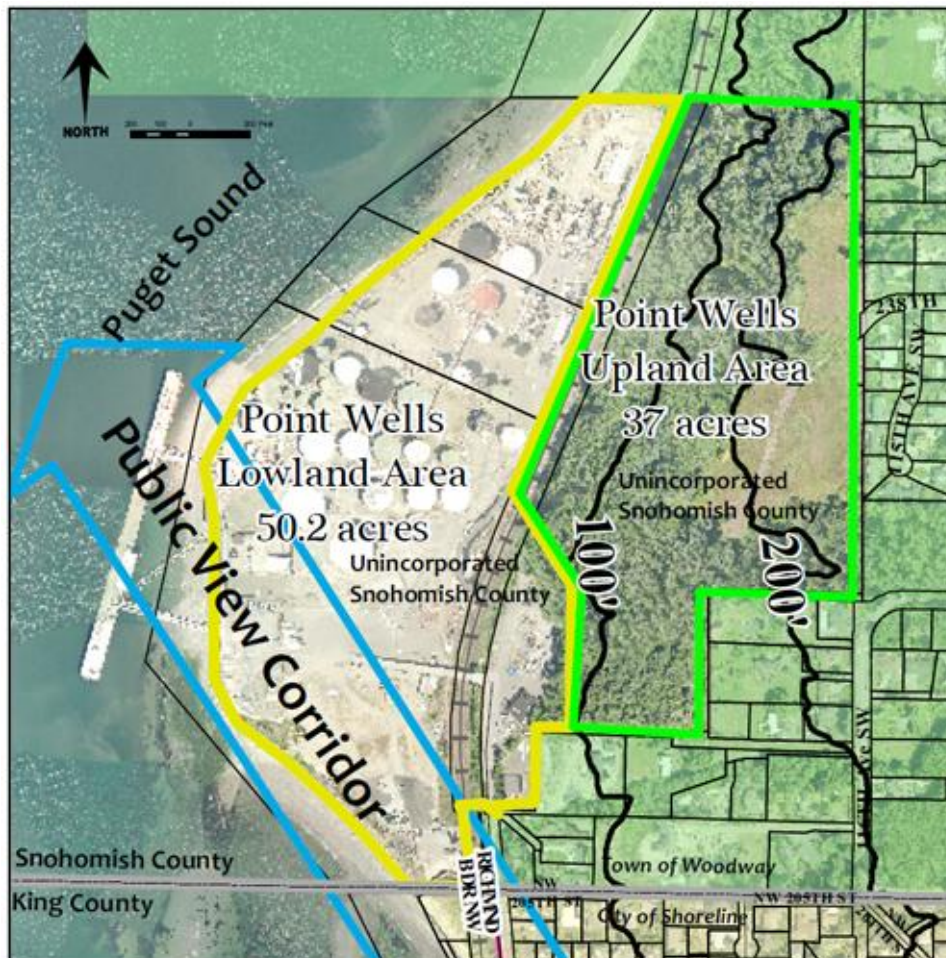


Figure 2 – Upland and Lowland Areas at Point Wells

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)

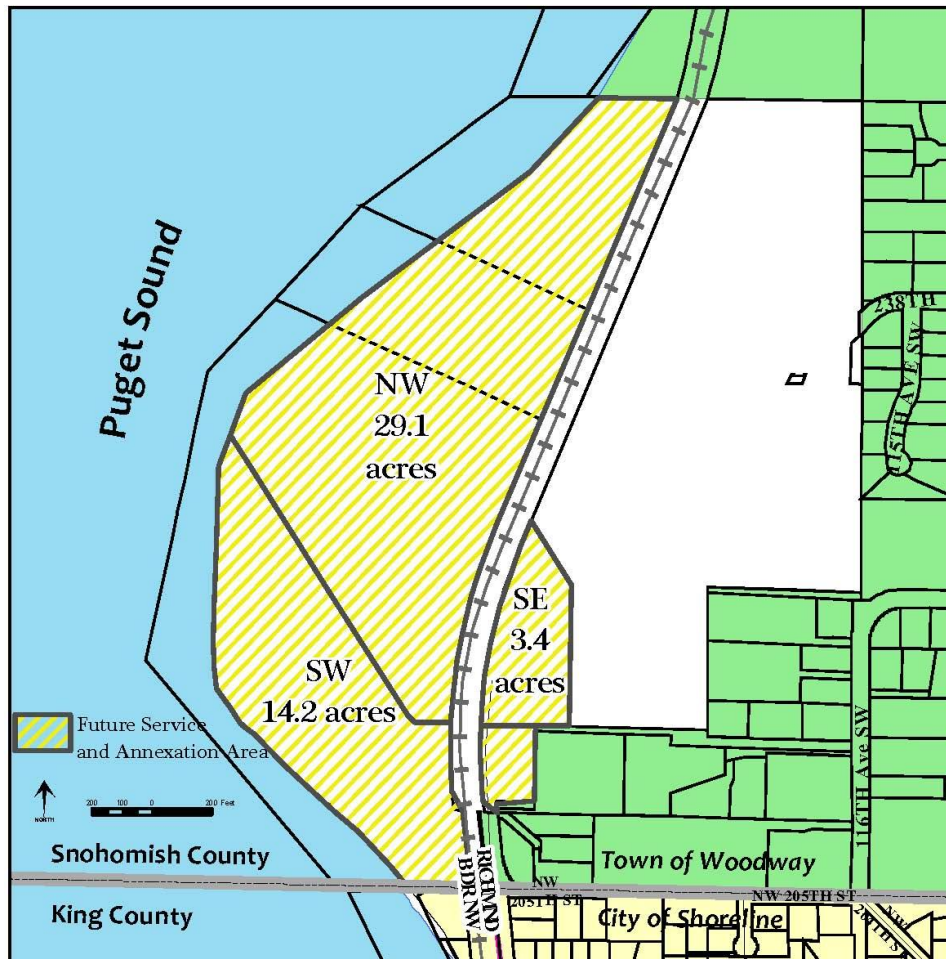


Fig. 3 – City of Shoreline Future Service and Annexation Area

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 obscures 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.

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, 23rd 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.

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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NATURAL ENVIRONMENT Supporting Analysis



Natural Environment Element Supporting Analysis

BACKGROUND AND CONTEXT

Shoreline's environment is comprised of both natural and built features. Puget Sound vistas, mature trees, vegetation, streams, wetlands, lakes, and tidelands are just some aspects of the natural environment that Shoreline citizens value. The relationships between these features, development, natural processes, and the condition of the resulting environment, have profound impacts on the quality of life in Shoreline. Shoreline is not a pristine landscape, but the very name of the city reflects the importance of the natural environment to community identity. Preserving the quality of the environment depends on government, business, and individual decisions; and coordinated actions to minimize the adverse environmental impacts that can occur during development/redevelopment, or as a result of previous practices.

Environmental Conditions

Shoreline is a community that developed primarily as a suburban residential area with an associated mix of commercial centers, parks, schools, and natural areas. Natural areas are comprised of the Puget Sound shoreline, bluffs, steep slopes, ravines, natural reserves, wetlands, streams, lakes, native growth, and stands of mature trees. These areas are found on both private and public property, including single-family residential lots, and parks.

Portions of Shoreline contain the following environmentally critical areas: geological and flood hazard areas, streams, wetlands, and fish and wildlife habitat conservation areas. The city does not contain any known critical aquifer recharge areas that supply potable water. Drinking water comes from surface systems, which originate in the Cascade Mountains and flow predominantly through the Tolt River, and is distributed by the Shoreline Water District and the City of Seattle.

Shoreline has adopted regulations to protect environmentally critical areas in the city. These regulations are referred to as the Critical Areas Regulations and are located in Chapter 20.80 of the Shoreline Municipal Code. These regulations are periodically reviewed and updated in accordance with state mandates.

The City has a current Hazard Mitigation Plan in conformance with the Federal Disaster Mitigation Act (DMA), which requires state and local governments to develop such plans as a condition of federal grant assistance, and mandates updating these plans every five years. The DMA improves upon the planning process to emphasize the importance of mitigation, encouraging communities to plan for disasters before they occur. An analysis of the environmental hazards that may impact Shoreline, and the mitigation strategies that have been identified for the City to work on are addressed in detail in the Hazard Mitigation Plan (<http://shorelinewa.gov/index.aspx?page=52>). Excerpts from that analysis are included in the appropriate hazard areas below.

IDENTIFIED HAZARDS

Earthquake

In an earthquake, all of the city would experience potentially damaging ground shaking that may cause major structural and/or non-structural damage to any non-retrofitted facility, and hamper its functionality. The city can be impacted

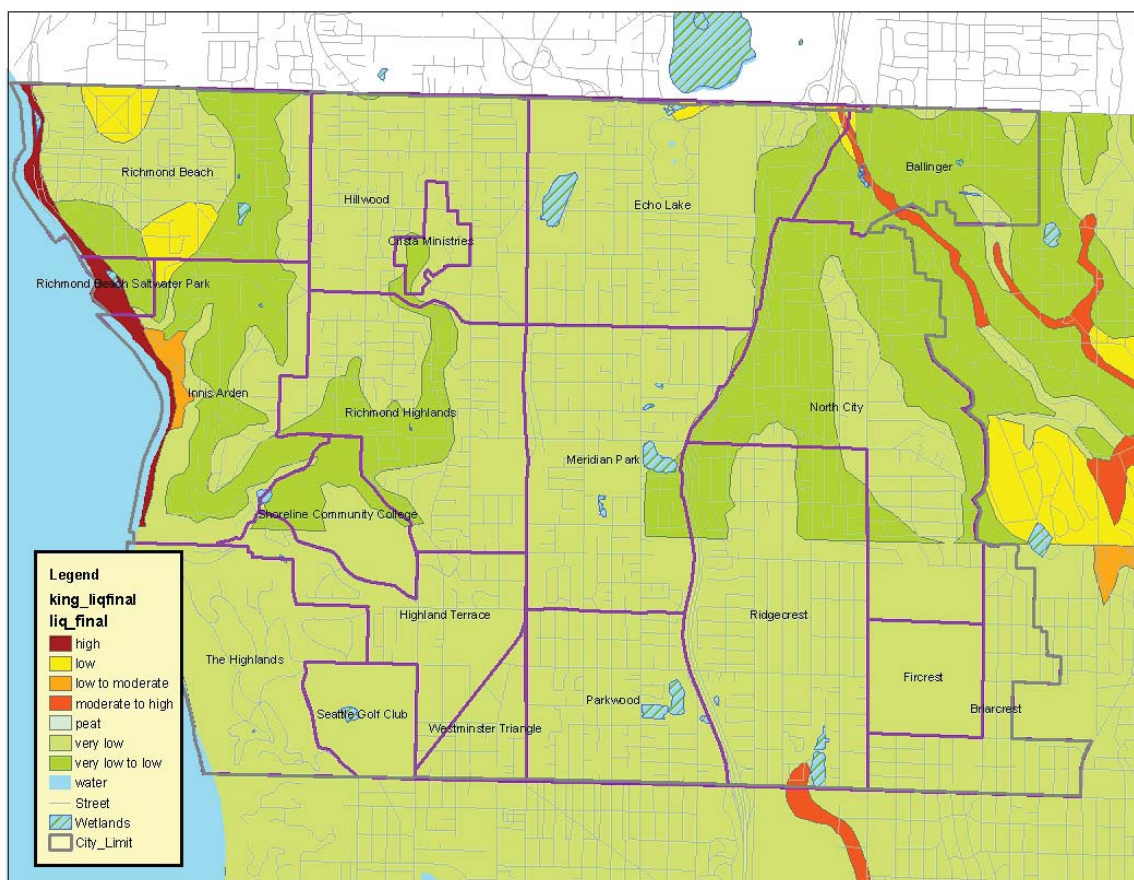
NATURAL ENVIRONMENT

Supporting Analysis

by the following three source zones:

- Shallow earthquakes start within the crust of the overlying North America plate. Of concern are the South Whidbey Island Faults within the city and to the north, and the Seattle faults to the south.
- Deep earthquakes start below the interface between the subducting Juan de Fuca and Gorda plates and the overlying North America plate. The 2001 Nisqually Earthquake is the most recent example of this type of earthquake.
- The Cascadia Subduction Zone is the third zone and is on the interface between the subducting plates and the North America plate. Because of its great extent, it could break over an enormous area, causing chaos across all of Cascadia.

Figure NEA-1
Shoreline Liquefaction Map



Secondary hazards from an earthquake event may be numerous, including fire, landslides, tsunamis, and possible hazardous material releases. Landslides do not always occur immediately following an earthquake, but can happen days later. Fires can be caused by downed power or ruptured gas lines that occur as a result of an earthquake. There may be leaks or breaks in natural gas. Hazardous materials can be spilled from ruptured containers, accidents can occur during ground shaking, and possible train derailment can occur from buckling tracks or landslides caused by an earthquake.

An additional area of identified seismic hazard is located in a potential annexation area at Point Wells. In this area, which is rated at the highest risk for liquefaction, Burlington Northern railroad tracks, petroleum storage facilities,

NATURAL ENVIRONMENT

Supporting Analysis

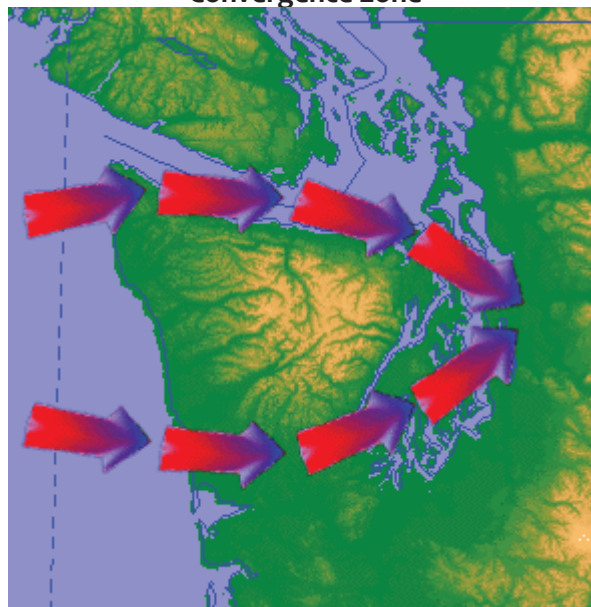
and the Brightwater sewer outfall facilities may be at risk as well as future residential and commercial structures and other public and private improvements. Access to the western portion of the area is via a bridge over the Burlington Northern railroad tracks and a major seismic event could affect the bridge and thus limit emergency response to the area.

Severe Weather

Severe weather is one of the most damaging natural hazards. Severe weather can bring heavy rain, high winds, snow and ice, and lead to storm surges that flood low-lying and coastal areas. Severe weather can lead to secondary effects, such as landslides, flooding from streams and poor drainage, fires caused by either ruptured gas lines or down electrical lines, and wildfires caused by lightning and spread by high winds. King County and the city are subject to various local storms that affect the Pacific Northwest throughout the year, such as wind, snow, ice, hail, and tornadoes. Although rare, tornadoes are the most violent weather phenomena known to man.

The entire city is susceptible to severe weather. Shoreline is located in what is commonly referred to as the “Puget Sound Convergence Zone”. This generally means that the city tends to receive higher than normal precipitation and stronger winds compared to other cities in the region.

Figure NEA-2
Convergence Zone



Neighborhoods located on slopes near the coast, including the Highlands, Richmond Beach, Innis Arden, Hillwood, and Richmond Highlands are vulnerable because of their location and limited ingress and egress points, creating a possibility of isolation during a severe weather event. Similarly, neighborhoods located on the slopes formed by McAleer Creek, including the Highlands, Highland Terrace, Ballinger, and North City are vulnerable, and have been isolated during extreme weather events.

Ice will more likely affect those areas at a higher elevation. Richmond Beach lies near sea level below the bluffs of the city, and may be isolated during a snow or ice storm, and can also be affected by a strong storm surge. Properties located along 27th Avenue NW and the BNSF railroad tracks would be most affected by a storm surge.














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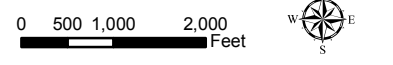


City of Shoreline
COMPREHENSIVE PLAN

DRAFT

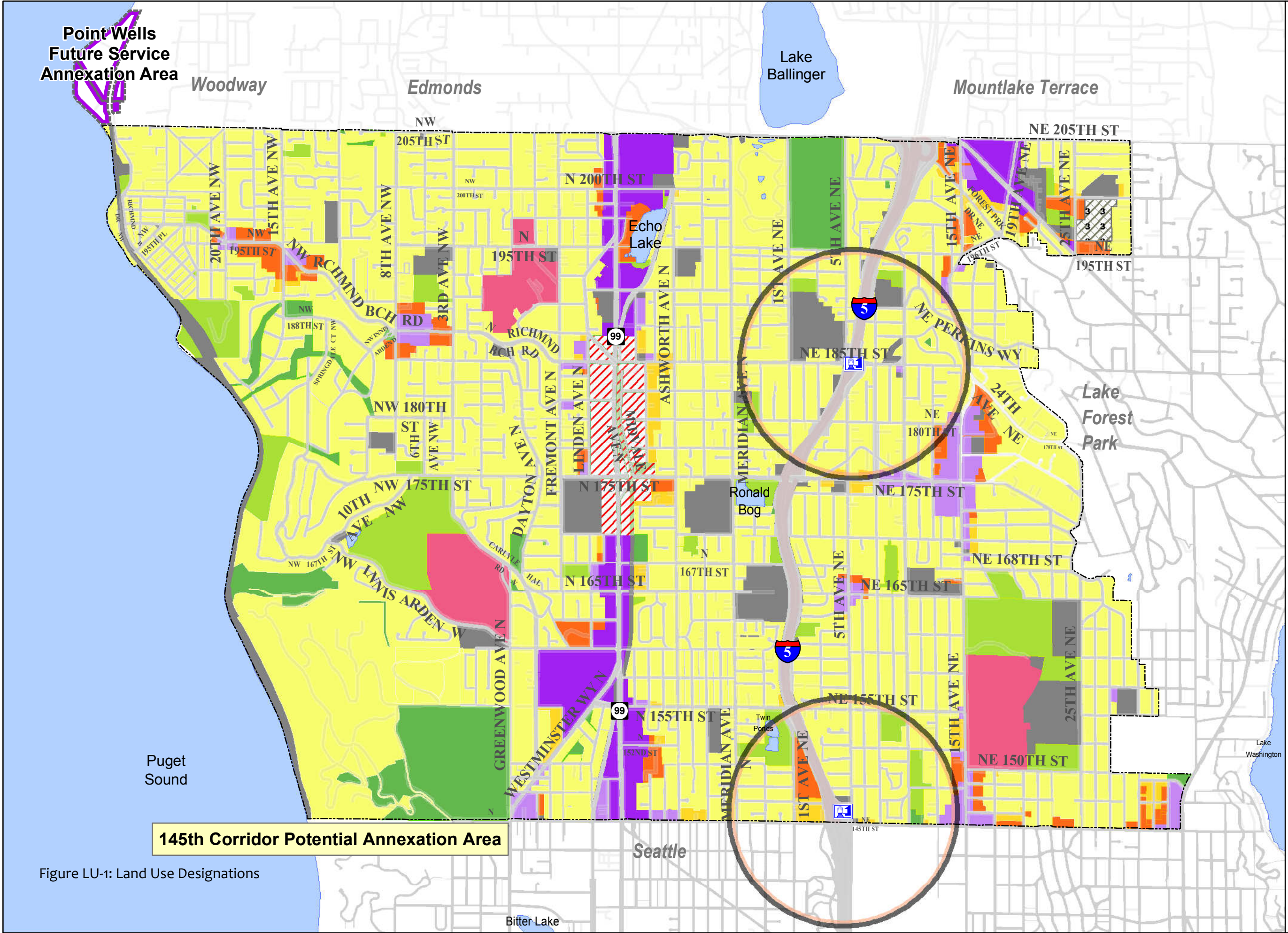
**Proposed
Comprehensive Plan
Land Use
Designations**

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Institution/Campus
-  Planned Area 3
-  Mixed Use 2
-  Mixed Use 1
-  Town Center District
-  Public Facility
-  Public Open Space
-  Private Open Space
-  Future Service and Annexation Area
-  Light Rail Station Study Areas



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Land Use



145th Corridor Potential Annexation Area

Figure LU-1: Land Use Designations

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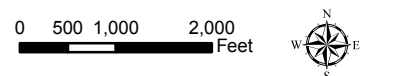


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Potential Geologic Hazard Area

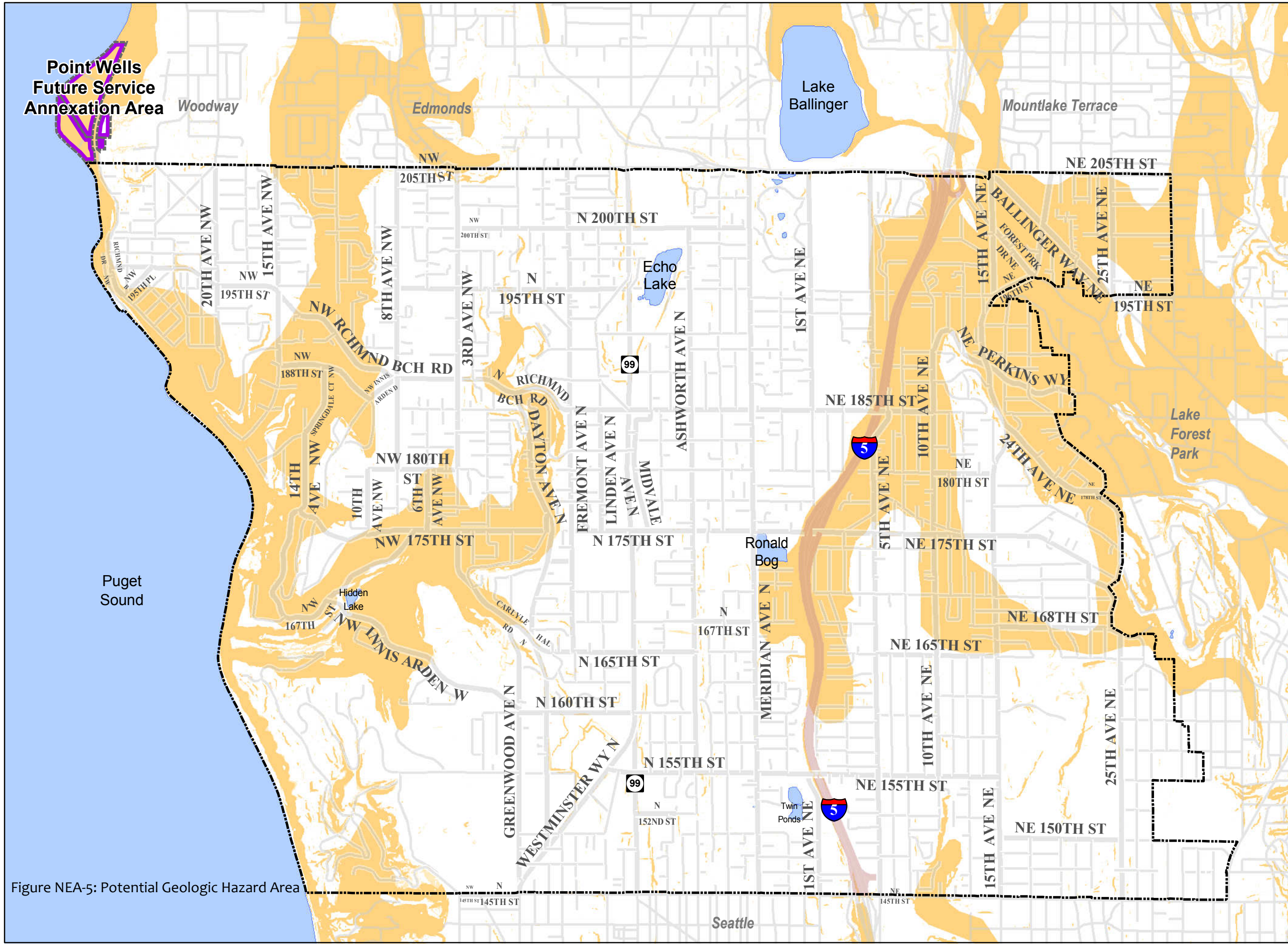
Geologic hazard areas shown include seismic hazards based on preliminary data from the Washington State Department of Natural Resources, Geology and Earth Resources Division (1993) and steep slopes and land slides based on data from the Puget Sound LiDAR Consortium and the City of Shoreline.

This map is for illustration and general planning purposes only. Actual conditions may vary and should be verified by a geotechnical investigation on a site by site basis.



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Potential Geologic Hazard Area



Point Wells
Future Service
Annexation Area

Figure NEA-5: Potential Geologic Hazard Area

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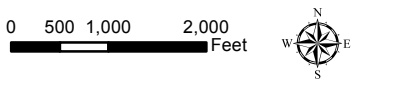
Confirmed by USGS *

Confirmed by City

Slope (percent)

- more than 40 percent
- 15.01 to 40 percent
- 0 - 15 percent

1. 25th Ave NE between NE 175th St and 24th Ave NE
2. 14th Ave NE between NE 195th St and NE 200th St
3. 23rd Ave NE near Ballinger Way NE
4. NE 196th St over McAleer Creek
5. 11th Ave NE and Paramount Park Open Space
6. NE 152nd St and Ashworth Ave N
7. Evanston Ave N / Dayton Ave N at N 178th St
8. Carlyle Hall Rd and M-1 Dam
9. Shorewood Hills I and II
10. Boeing Creek between North Pond and Hidden Lake
11. 17th Ave NW north of NW Springdale Pl
12. 17th Pl NW and Storm Creek
13. Panterra Pond



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

Landslides

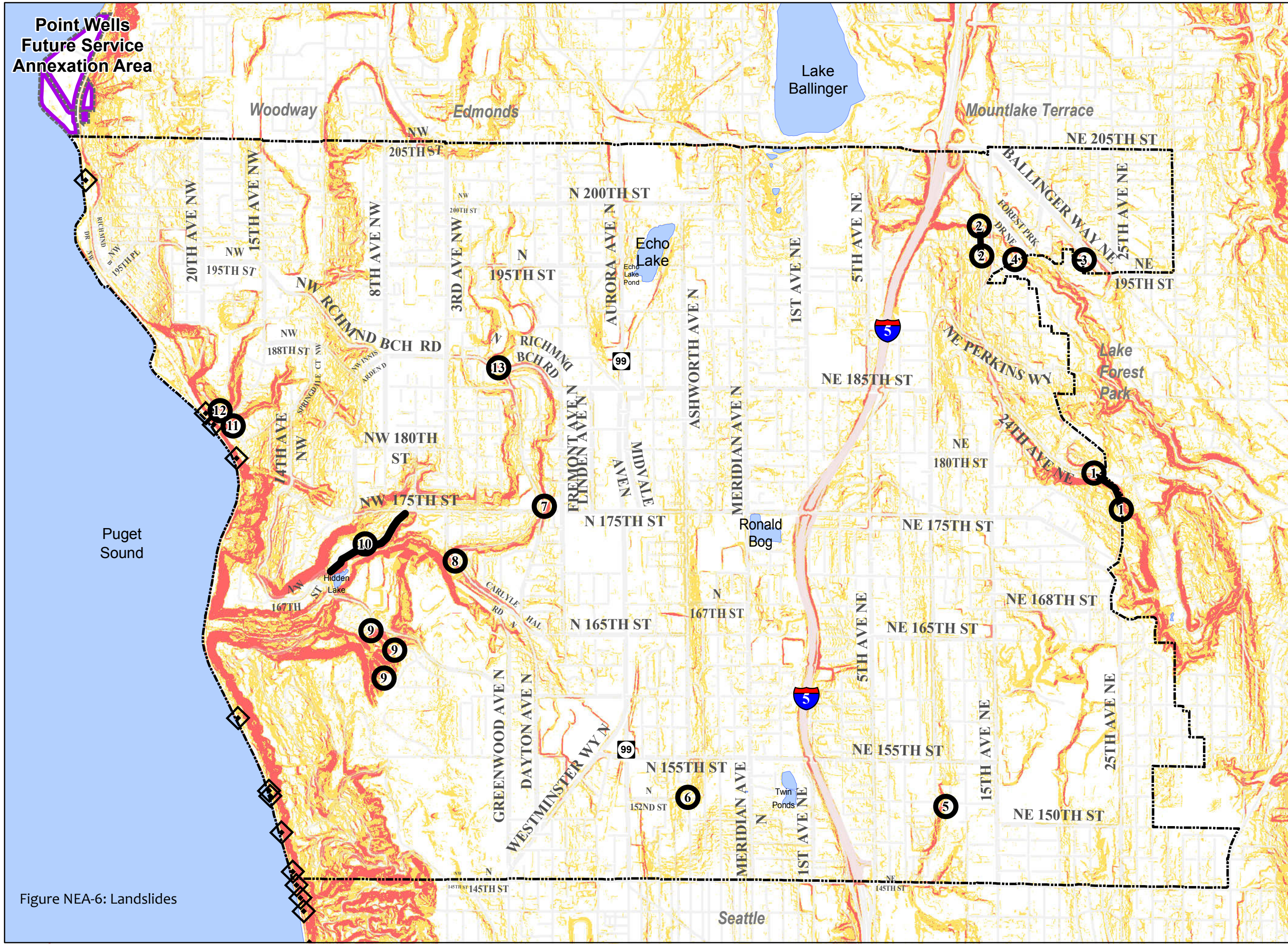


Figure NEA-6: Landslides

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Page 14 –

Potential Future Service Annexation Area – Point Wells

Page 25 –

Potential Annexation Area/Future Service Annexation Area

Page 140 –

An additional area of identified seismic hazard is located in the Future Service Potential Annexation Area at Point Wells. In this area, which is rated at the highest risk for liquefaction, Burlington Northern railroad tracks, petroleum storage facilities, and the Brightwater sewer outfall facilities may be at risk. Existing and future residential and commercial structures and other public and private improvements may also be at risk. Access to the western portion of the area is via a bridge over the Burlington Northern railroad tracks, and a major seismic event could affect the bridge, thus limiting emergency response to the area.

Page 193 –

Shoreline Jurisdiction

Under the SMA, the shoreline jurisdiction includes areas that are 200 feet landward of the ordinary high water mark (OHWM) of waters that have been designated as “shorelines of statewide significance”. The City of Shoreline’s shoreline area includes approximately 3.5 miles of Puget Sound coastline. There are no shorelines of statewide significance associated with rivers, streams, or freshwater lakes in the city or it’s Future Service Potential Annexation Area (PFSAA) of Point Wells.

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PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Commercial Zoning and Design Standards Amendments
DEPARTMENT: Planning & Community Development
PRESENTED BY: Paul Cohen, Planning Manager *PC*
Rachael Markle, AICP, Director

- | | | |
|---|---|--|
| <input type="checkbox"/> Public Hearing | <input checked="" type="checkbox"/> Study Session | <input type="checkbox"/> Recommendation Only |
| <input type="checkbox"/> Discussion | <input type="checkbox"/> Update | <input type="checkbox"/> Other |

INTRODUCTION

Tonight's meeting is to orient the Commission to the amendment proposal and its major concepts and key issues involved in the consolidation of commercial zones and design standards. The proposed code amendment language will be studied at the next meeting on December 6th.

The amendments are to consolidate redundant commercial zoning categories and redundant, similar, or conflicting commercial code sections as they affect development in commercial zones. Generally, where the standards conflicted we erred to the greater requirement. The proposal is to use the Town Center design standards as the basis to update design standards for all commercial zones in Shoreline.

Shoreline has 8 commercial zoning categories of which 3 pairs (6) have identical permitted land uses and dimensional standards. Town Center remains unique and Ridgecrest Planned Area (PA2) has very similar standards to CB. The proposal is to consolidate Office (O) into Neighborhood Business (NB) zones, North City Business District (NCBD) and Ridgecrest (PA2) into Community Business (CB) zones, and Industrial (I) and Mixed Use Zone (MUZ) into a new Arterial Business (AB) zone. Town Center (TC) zones would remain unchanged. It is important to note that the land area of all commercial zones is proposed not to change (Attachment A and B).

The existing commercial design standards (i.e. layout and design of parking, landscaping, signs, entries, facades) are outdated and overlaid with design standards from other districts. Since Town Center is the latest iteration of design standards that have been vetted with the community there is strong reason to apply it to all commercial zones. Meanwhile, the Town Center Plan has won two state planning awards from the governor and from the American Planning Association. In addition, it is important to note that the existing dimensional standard (i.e. height, setbacks, lot coverage) for each commercial zone would not change - with a few small exceptions.

This code reform is important now while the City has the opportunity to make its code more clear and streamlined prior to anticipated increases in development activity. As a

Approved By: Project Manager _____ Planning Director *RM*

result, the proposal will give greater emphasis on design, to pedestrian amenities and neighborhood protections in exchange for some added development potential.

BACKGROUND

On February 6, 2012 the City Council gave staff direction to pursue these code amendments to support Council Goal 1: Strengthen Shoreline's economic base-

1. Improve and streamline the City's development regulations for commercial zones

Over the last decade the City has had iterations of commercial design standards that staff has administered and developers have navigated. These include the 2000 Commercial/ Mixed Use, NCBD, PA2, and MUZ design standards. In July 2011 the Council unanimously adopted the Town Center Development Code. The three year review and adoption process for the subarea plan involved substantial city-wide participation and support. This resulted in improved and coordinated design standards to make commercial areas within the Town Center subarea more pedestrian-friendly and viable as places to shop and live. In November 2011, the Council, with the adoption of the Southeast Neighborhood Legislative Rezone, stated the need for improved and consolidated commercial design standards for applicable zoning designations throughout the City.

The Town Center Development Code includes the most recent commercial design and development standards for the City. Rather than having each area with slightly different or redundant standards Council has recommended consolidating and streamlining the code for all commercial zones using the core design standards of Town Center. In addition, the City has redundant commercial zoning designations with identical land use and dimensional standards. These zones can be consolidated without changing the existing development potential or regulations.

Public Outreach Meetings – 2012

- June 20th: Open house - notified by mail to all commercial zoned properties and the surrounding 500 feet of residential properties in addition to Currents and the City webpage.
- June 21st: SE Shoreline - regarding commercial development in their subarea plan.
- June 27th: Chamber Government Affairs Committee - representing Shoreline business interests.
- September 5th: Council of Neighborhoods – representing all neighborhood associations.
- October 29th: Commercial Developer focus group – sampling of area developers.
- Group email list updates – people participating in the above meetings.
- To date, no comment letters have been received

Comprehensive Plan

The Planning Commission completed recommendations for the Comprehensive plan Land Use Chapter on October 18th. In the plan policies LU-9, 10, and 11 and the Land Use map MU-1 and MU-2 designations were amended to support the code amendments to consolidate redundant zoning and commercial design standards.

Mixed Use and Commercial Land Use

- LU9: Through a commercial zoning consolidation process, create a new zone to replace the Mixed-Use Zone and the Industrial zone, combine redundant commercial standards, and base transition and design standards on Town Center Subarea Plan, using “form-based” rather than maximum densities.
- LU10: 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.
- LU11: 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 provide retail, office, and service uses, and greater residential densities than are allowed in low density residential designations, and promotes pedestrian connections, transit, and amenities.

SEPA

The City issued a Determination of Non-significance for the comprehensive plan and specifically this proposal to consolidate commercial zoning categories and design standards on October 3, 2012 (Attachment C). The comment/appeal period ended October 17, 2012.

Required Process

This proposal to amend the Development Code and Zoning Map is a legislative action.

Code Amendment Criteria – 20.30.350 (Type L – Legislative action)

A. Purpose. An amendment to the Development Code (and where applicable amendment of the zoning map) is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City.

B. Decision Criteria. The City Council may approve or approve with modifications a proposal for the text of the Land Use Code if:

1. The amendment is in accordance with the Comprehensive Plan; and
2. The amendment will not adversely affect the public health, safety or general welfare; and
3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

PRIMARY CHANGES

Housing Density – In commercial zones other than TC and NCBD density is determined by units per acre. Frequently, the maximum density allowed cannot be reached because of it conflicts with the height limitations. Even with incentives (below), development has not been able to achieve greater height. In TC and NCBD density is determined by the building bulk limitations only. *This amendment proposes to extend the density limitation by building bulk as found in TC and NCBD to all commercial zones. Staff finds that the existing layers of requirements are redundant and barriers to redevelopment. The SEPA review has analyzed the potential increase of 2,000 housing units mostly in the Aurora corridor.*

Development Incentives – Typically incentives are used to promote features or improvements that may be beyond the development market to promote affordable housing, green building, and amenities in exchange for greater development potential. The current code has these incentives under MUZ and PA2 zones. The use of Floor Area Ratio (FAR) incentive to gain greater building height also has not been used, does not increase density potential, and conflicts with height standards. None of these incentives have been used since the City adopted its own Development Code in 2000. *The amendment will propose to allow full development potential without incentives because they are not used or do not coincide with the current development market. The strongest incentive at this point is the shedding of unnecessary requirements.*

Parking – TC, PA2, NCBD, and the remainder of the City have their own parking standards. TC parking requirements were reduced from 1.2 to 1.5 spaces to .075 spaces per one-bedroom unit and from 1 space for 300 square feet of commercial to 400 square feet for retail and 500 square feet for office. *The amendment will propose using the reduced standard of TC for all commercial zones.*

Thresholds for Site Improvements and Frontage – The Development Code has articulated thresholds for when a project proposes to make partial improvements, such as an addition or remodel, and when full site improvement or frontage improvement are triggered. It is based on a threshold of the construction value of the project compared to the assessed value of the property. The Development Code has different thresholds for TC, NCBD, commercial development, multifamily development, and frontage improvements. A threshold has three triggers to full site improvements for.

1. All new development, which is not defined and redundant of the third threshold;
2. 20% addition of a 4,000 square foot building, which means any addition over 800 square feet without regard to the size of the property; and
3. 50% of assessed value of property and structure or with some other thresholds assessed by structure only.

The amendment will propose one threshold for all development based on property and structure values, development that involves more than one property, and a set time period where different, smaller construction permits can add up to a full site improvement threshold.

Administrative Design Review (ADR) – Currently the ADR process pertains to all development in MUZ, TC, PA2, and similarly in NCBD under Planned Action Approval. The criteria are that the development has to show how it meets the design standards or if they request a departure from those standards how the departure still meets the intent of the applicable code section. Unchanged, departures cannot be requested for dimensional and Transition Area requirements. *This amendment proposes that all commercial zones require an ADR only if they request a departure from the design standards.*

Exemption for Plazas and Front Parking – Currently, there are no exemptions for smaller parcels from front of building parking and plaza development. This threshold is needed so that small lots can have all of their other site requirements fit on the property. *This amendment will propose an exemption so that smaller lots can have more flexible parking lot standards and not be required to add a plaza space.*

Transition Areas to Single Family - Transition Areas are added requirements to step down the bulk of development, provide landscape buffers, and control vehicle access and traffic impacts toward single family zoned neighborhoods. The Development Code currently has 4 different standards in 4 different code sections as they relate to CB and I, NCBD, MUZ, and TC. *The amendment will propose to raise all the standards for all commercial zones to the TC standards when they abut or across the street from R-4, R-6, and add R-8 zones.*

Arterial Business – Arterial Business is located along Aurora Avenue north and south of TC. The City needs some land available for big box development along arterials that do not emphasize pedestrian amenities other than sidewalks. *This amendment proposes that parking be allowed between street frontage and buildings and that building articulation and design features not be required above the first floor level in Arterial Business zones.*

SECONDARY CHANGES

Land Use Charts – Current land use charts do not include TC and PA2. Also, there have been problematic items on the chart that staff will propose to be improved. *The amendments will move the land use charts from TC and PA2 to the main land use chart with the other zones and suggest changes to a small variety of land uses.*

Dimensional Charts – There are dimensional charts each for residential zones (R-4 to R-48), residential development in commercial zones, and commercial development in commercial zones, TC, PA2, and NCBD. *The amendment will propose that only 2 charts are needed – one for residential zones and one for commercial zones.*

Neighborhood Business Height Increase – The Development Code allows for a height increase from 35 feet to 50 feet if 25% of the building floor area has residential units. *The amendments will propose 50 feet in height without incentive for all development in NB zones because commercial areas can have residential development and that the impacts of upper floors in residential or commercial or negligible.*

Special Overlay Districts – This zoning category in which the Development Code or zoning map have designated actual districts. *This amendment proposes to remove this category.*

SEPA – TC and NCBD are the only two districts with Planned Action Approvals, which have SEPA determinations for the development potential of each district. That means they are exempt from project related SEPA review. Amendments to the general SEPA exemptions will be separate and coming to the Commission for consideration. *The amendment will have a separate section to explain Planned Areas Approvals and maps that demarcate the two districts.*

TIMING AND SCHEDULE

- Notice of amendments was sent to the Department of Commerce - October 2, 2012.
- SEPA adoption notice sent to Department of Ecology - September 27, 2012.
- The City issued a SEPA Determination of Non-significance - October 3, 2012.
- Notice for the upcoming December 20th public hearing – October 31, 2012 (Attachment D).

NEXT STEPS




The Commission's next meeting is December 6 for study and discussion of the proposed amendment language. On December 20 the public hearing will be held with possible Commission recommendations. No other additional meetings are scheduled at this time.

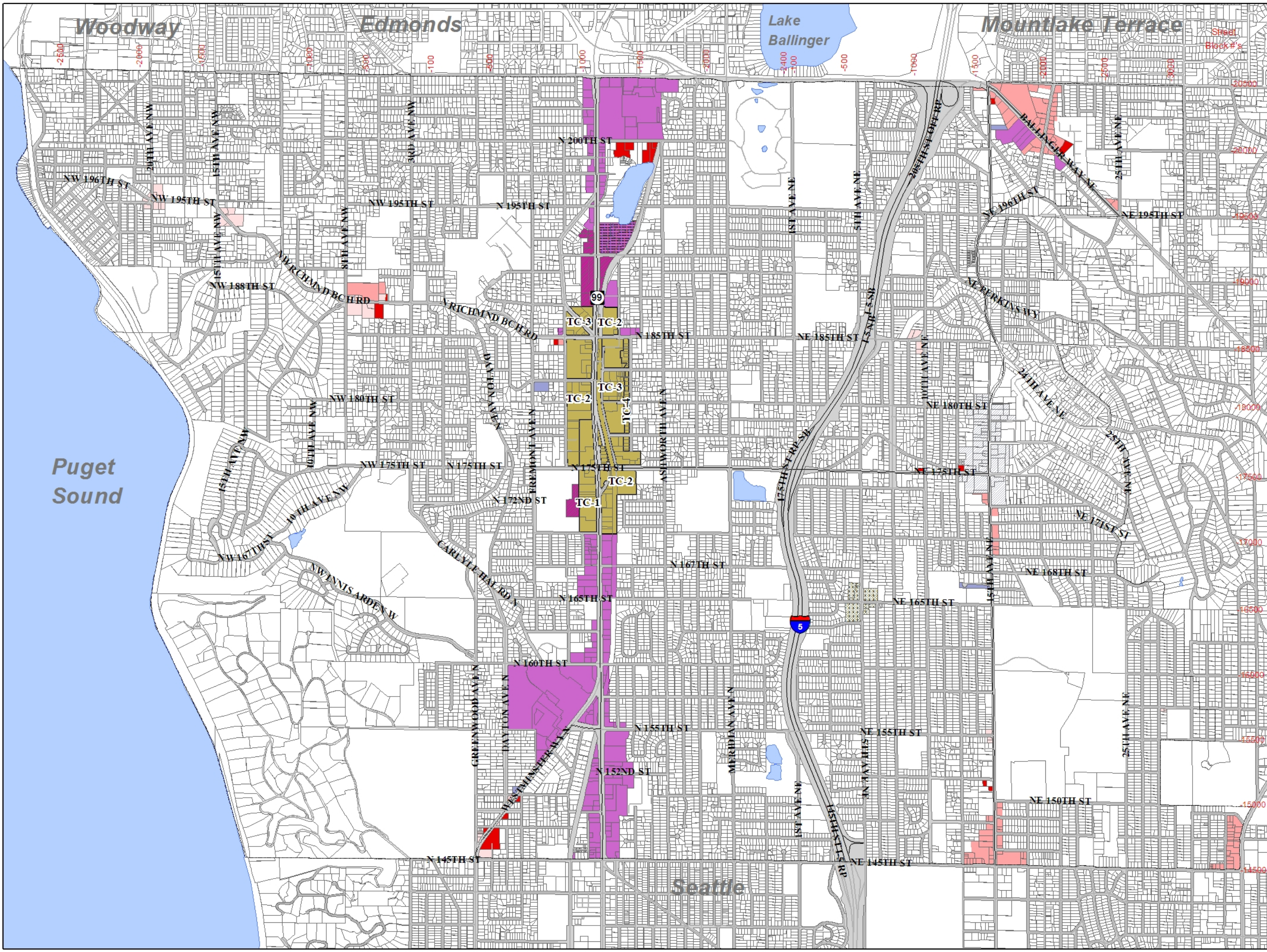
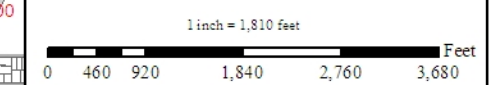
ATTACHMENTS

Attachment A - Existing Zoning Map
Attachment B – Proposed Zoning Map
Attachment C - SEPA Determination
Attachment D - Notice of SEPA Determination, Amendments, and Public Hearing

Current Commercial Zones

Zoning Designations





-  TC 1-4; Town Center 1 to 4
-  I; Industrial
-  MUZ; Mixed Use Zone
-  MUCZ; Mixed Use Contract Zone
-  PA 2; Planned Area 2
-  NCBD; North City Business District
-  O; Office
-  CB; Community Business
-  NB; Neighborhood Business
-  CZ; Contract Zone

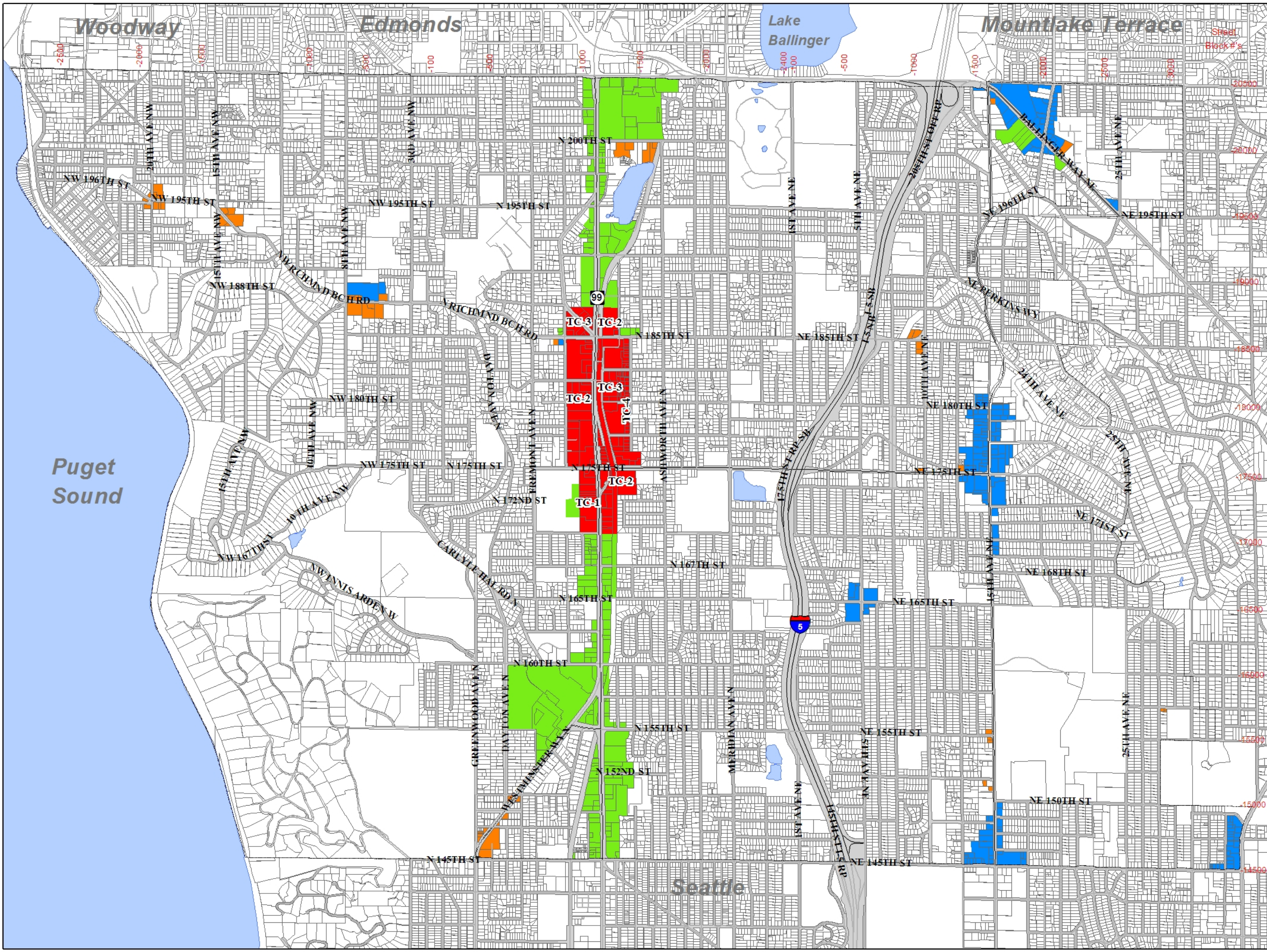
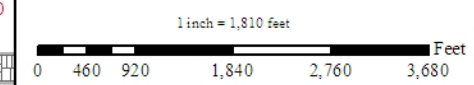


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Proposed Consolidated Commercial Zones 5/1/2012

Zoning Designations

-  TC 1-4; Town Center 1 to 4
-  AB; Arterial Business (MUZ and Industrial)
-  CB; Community Business (PA2, CB, and NCBD)
-  NB; Neighborhood Business (NB and O)



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Planning and Community Development

17500 Midvale Avenue N
Shoreline, WA 98133-4905
(206) 801-2500 ♦ Fax (206) 801-2788

SEPA THRESHOLD DETERMINATION DETERMINATION OF NONSIGNIFICANCE (DNS) 2012 Comprehensive Plan Update

PROJECT INFORMATION

Proposed Project Description: The proposed action is the adoption of updates to the City of Shoreline Comprehensive Plan. The update is necessary to comply with the Growth Management Act (GMA). This is the required 2015 Update. Policies and implementing regulations relating to commercial zone consolidation and controlling achievable densities through bulk standards were analyzed as part of this proposal.

Project Number: Not Applicable (Nonproject Action)

Date of Issuance: October 3, 2012

Applicant: City of Shoreline

Location: City of Shoreline: City-wide

Planning Commission Public Hearing Date: October 18, 2012

SEPA THRESHOLD DETERMINATION OF NONSIGNIFICANCE (DNS)

The City of Shoreline has determined the proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). The City will not act on this proposal for at least 14 days from the date of issuance. This decision was made after review of the environmental checklist and other information on file with the City. A Notice of Adoption of existing environmental documents was issued September 28, 2012. The information is available to the public upon request at no charge. The environmental checklist can be reviewed on the city's website at:

<http://shorelinewa.gov/> <http://www.shorelinewa.gov/index.aspx?page=409>

PUBLIC COMMENT AND APPEAL INFORMATION

This may be your only opportunity to submit written comments, including comments on the environmental impacts of the proposal. Written comments must be received at the address listed below before 5:00 p.m. October 18, 2012. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Miranda Redinger, 17500 Midvale Avenue North, Shoreline, WA 98133 or email to mredinger@shorelinewa.gov. Upon request, a copy of the City Council decision on the proposal may be obtained. Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for Thursday, October 18, 2012 at 7:00 p.m. in the Council Chambers at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

APPEAL INFORMATION

There is no administrative appeal available for this decision. The SEPA Threshold Determination may be appealed to superior court. If there is not a statutory time limit in filing a judicial appeal, the appeal must be filed within 21 calendar days following the issuance of the decision on the underlying action in accordance with State law.

The project file is available for review at the City Hall 17500 Midvale Avenue N, 1st Floor – Planning & Community Development. For specific project questions, contact Miranda Redinger, City of Shoreline Planning and Community Development at 206-801-2513.

SEPA RESPONSIBLE OFFICIAL

RESPONSIBLE OFFICIAL: Rachael Markle, AICP, Director of Planning & Community Development

17500 Midvale Avenue North
Shoreline, WA 98133-4905

PHONE: 206-801-2531

SIGNATURE: _____

DATE: _____

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“The City of Shoreline” Notice of Public Hearing of the Planning Commission including SEPA DNS Threshold Determination

Description of Proposal:

The proposed code amendments are to consolidate 8 redundant zoning categories to 4 zoning categories without increasing commercial land area, use the Town Center design standards as the basis for all commercial zones, not increase dimensional standards of the existing commercial zones, limit dwelling unit density by the building bulk limitations instead of per acre, and reduce parking requirements to Town Center requirements.

Interested persons are encouraged to provide oral and/or written comments regarding the above proposal at an open record public hearing. The hearing is scheduled for Thursday, December 20, 2012 at 7:00 p.m. in the Council Chambers at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

On October 3, 2012 The City of Shoreline determined that the proposal will not have a probable significant adverse impact on the environment and issued a DNS. The DNS is issued in accordance with WAC 197-11-340(2). The City will not act on this proposal for at least 14 days from the date of issuance. This decision was made after review of the environmental checklist and other information on file with the City. A Notice of Adoption of existing environmental documents was issued September 28, 2012. The information is available to the public upon request at no charge. Upon request, a copy of the final threshold determination for this proposal may be obtained together with the City Council.

Copies of the proposal, SEPA Checklist and proposed code amendments are available for review at the City Hall, 17500 Midvale Avenue North. If there is not a statutory time limit in filing a judicial appeal, the appeal must be filed within 21 calendar days following the issuance of the underlying decision (City adoption) for the above code amendments in accordance with State law.

Questions or More Information: Please contact Paul Cohen, Planning & Community Development at (206) 801-2551 or pcohen@shorelinewa.gov.

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