

AGENDA

PLANNING COMMISSION REGULAR MEETING



Thursday, February 7, 2013
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. January 17 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.

6. GENERAL PUBLIC COMMENT	7:10 p.m.
7. NEW BUSINESS	
A. 2013 Comprehensive Plan Amendment Docket	7:15 p.m.
B. Update on Light Rail Station Area Planning	7:45 p.m.
8. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:15 p.m.
A. Light Rail Station Area Planning Subcommittee Report	
9. AGENDA FOR February 17	8:29 p.m.
10. ADJOURNMENT	8:30 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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CITY OF SHORELINE

**SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING**

January 17, 2013
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Vice Chair Esselman
Commissioner Craft
Commissioner Maul
Commissioner Montero
Commissioner Scully

Staff Present

Rachael Markle, Director, Planning and Community Development
Paul Cohen, Planning Manager, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Flannary Collins, Assistant City Attorney
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Chair Moss
Commissioner Wagner

Others Present

Deputy Mayor Eggen

CALL TO ORDER

Vice Chair Esselman 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: Vice Chair Esselman and Commissioners Craft, Maul, Montero and Scully. Chair Moss and Commissioner Wagner were absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR’S COMMENTS

Director Markle deferred her comments to the end of the meeting.

APPROVAL OF MINUTES

The minutes of January 3, 2013 were approved as presented.

GENERAL PUBLIC COMMENT

Vice Chair Esselman reviewed the rules and procedures for general public comments.

Calori Mullins, Shoreline, said she lives on 5th Avenue near Echo Lake. She expressed concern about the significant amount of pedestrian and vehicular traffic on 5th Avenue between the intersections of 195th and 205th Streets. Many people park on 5th Avenue when events are held at the stadium and track, but there is no sidewalk or pedestrian lighting. Accidents can occur because it is so dark. She also expressed concern about the safety of the children who stand by the side of the road in the mornings waiting for the bus. 5th Avenue is a straight shot from 205th, and the traffic tends to be fast. Because of the heavy pedestrian and vehicular traffic, she felt it would be wise to add street lights, extend the sidewalks, and do something to limit the speed on the street.

PUBLIC HEARING: COMMERCIAL DESIGN STANDARDS/ZONING CONSOLIDATION

Vice Chair Esselman reviewed the rules and procedures for legislative public hearings and then opened the hearing.

Staff Presentation

Mr. Cohen recalled that the Commission reviewed the proposed amendments page-by-page on January 3rd, and identified a handful of issues. Based on their January 3rd discussion, staff made some minor changes to the draft amendments. Attachment B is a legislative version of the proposal, with all of the changes that have been proposed to date, and Attachment C is a clean version that removes all language that is recommended to be repealed or deleted and highlights the code sections that remain to be discussed and deliberated upon. He advised that, since the packet was sent out to the Commissioners, the City Attorney has recommended additional changes (Exhibit 8). While the legislative format (Attachment B) can be used as a reference, Mr. Cohen suggested the Commissioners use the clean version (Attachment C) for the public hearing.

Mr. Cohen reviewed the items that are highlighted in Attachment C as follows:

- SMC 20.30.565 – The City Attorney has recommended that the first sentence in this section be amended to read, “Development approvals in Planned Action Districts identified on the City zoning map are designated Planned Action Approvals pursuant to WAC 197-11-164.” The City Attorney also recommended that the word “the” in the last line of the section be replaced with “a.” Assistant City Attorney Collins noted that there are actually two planned action Environmental Impact Statements (EIS): one for Town Center and another for North City. The proposed changes make it clear that the provision applies to both.

- SMC 20.40 – Questions were raised regarding some of the land uses identified in the land use chart and how they have been permitted or prohibited in the various zones. He explained that the land uses were not altered in the current proposal to consolidate zones. The existing uses were transferred directly over to the chart, and the Town Center uses were incorporated. Staff agrees that the land use chart could be updated at some point, but not as part of the current proposal.
- SMC 20.50.021(b) – Comments were made previously about the requirements for significant trees within the buffers located in the transition areas between commercial and single-family residential zones. Concern was expressed about whether there was adequate protection for the significant trees during construction. The provision now directly references SMC 20.50.370, which is the code section that protects trees during construction.
- SMC 20.50.125(1) and (2), SMC 20.50.230(1) and (2), and SMC 20.70.320(C)(1) and (C)(2) – These provisions are related to thresholds for required site improvements. Assistant City Attorney Collins recommended that SMC 20.70.320(C)(2) should be rewritten to read, “Aggregate value of building construction permits issued after March xx, 2013 within a five-year period exceed 50 percent of the County assessed or an appraised value of the existing structure(s) when the first permit was issued.” She also recommended that the language related to “right of way dedication” in SMC 20.70.320(D)(2) should be relocated to SMC 20.70.320(B) because it is related to frontage improvements. Mr. Cohen said staff recommends that the new language in SMC 20.70.320(C)(2) should also be applied in SMC 20.50.125 and SMC 20.50.230 so that all three sections are consistent.
- SMC 20.50.240(E)(1)(e) – This language was amended to make it clear when a tree must be planted in a tree pit. If a developer provides a planting area in addition to a sidewalk, the tree could be planted in the landscape area rather than in a tree pit.
- SMC 20.50.240(F) – During the Commission’s last discussion, there was some confusion about the minimum dimension required for public places. The previous language required 400 square feet and a minimum dimension of 6 feet, and the goal was to ensure that the public places are somewhat useable. To clarify the intent of the language, staff is recommending that Item 5 be changed to require all public places to have a lineal dimension of at least 6 feet.
- SMC 20.50.250 – At the suggestion of Vice Chair Esselman, the word “experience” was added at the end of the sentence.
- SMC 20.50.400(a) – This provision would allow the Director to approve a parking reduction of up to 25% using a combination of criteria. Commissioner Scully previously commented that electric vehicle parking (Item iii) is not necessarily connected to reducing parking demand. Language was also added to Item iv to reference the National Electric Code for the standards for conduit for future electric vehicle charging stations. Lastly, the word “handicapped” in Item iv was changed to “disabled.”

- SMC 20.50.400(b) and (c) – These items were reformatted to be additional requirements for the 25% parking reduction rather than being part of the criteria listed in SMC 20.50.400(a).
- SMC 20.50.400(d) – This provision was updated as per Commissioner Scully’s recommendation that the 50% reduction for affordable housing should be separate from the other criteria.
- SMC 20.50.500(B) – Chair Moss expressed concern that the landscape ratio of 20 and 25 square feet per parking stall seems too high. She also noted that the drawing is not consistent with the proposed requirement. The Commission should provide additional direction regarding this issue.
- SMC 20.50.540(A) – This provision adequately addresses Vice Chair Esselman’s comment that signage should not be allowed to create a safety hazard. Ms. Collins noted that the City Attorney has also recommended changes to SMC 20.50.540. The Commission agreed to review the City Attorney’s recommended changes separately.
- SMC 20.50.550(B)(C) – Commissioner Maul questioned if it is necessary to specifically list outdoor advertising signs (billboards) as prohibited since this type of sign is already prohibited by the sign code.
- SMC 20.50.570(A) – Commissioner Maul suggested that “windows” be removed from this provision. He noted that window signs, as a category, are signs that are hung on the inside of a window, and the sign code allows them to occupy up to 25% of the window area.
- SMC 20.50.590(B)(2) – Chair Moss previously recommended that owners should be required to keep the area around nonconforming outdoor advertising signs (billboards) free of debris, weeds, etc. Staff believes this change is unnecessary because the City already has code language to deal with debris, abandoned cars, etc. Staff recommends that the provision should simply read, “shall be kept in good repair and maintained.”
- SMC 20.50.610(T) – The City Attorney has recommended this new provision to clarify the regulations that apply to campaign signs.

Mr. Cohen advised that changes were also made to the map (displayed in Exhibit 9) to demarcate the boundaries of the two planned action approval areas (North City Business District and Town Center Subarea), which are cited in the code language.

In addition to the changes discussed earlier by Mr. Cohen, Assistant City Attorney Collins reviewed the following changes proposed by the City Attorney:

- In the code, only the first letter of the first word in each section title should be capitalized. This rule needs to be applied throughout the document.

- SMC 20.50.540(B) – This section was amended to read, “No private signs shall be located partially or completely in a public right-of-way unless a Right-of-Way permit has been approved consistent with SMC Chapter 12.15 and is allowed under 20.50.540(H) and 20.50.580.
- SMC 20.50.540(C) – This section was changed by deleting the words “minimally” and “with inch increments.”
- SMC 20.50.600(A) – The reference to SMC 20.50.540(G-H) was eliminated from this provision. The remaining reference (SMC 20.50.610) points to the code language that talks about exempt signs. The 5th sentence was also amended by adding the word “signs” after “temporary.” In addition, the last sentence was deleted because it was duplicative of language in the next section (SMC 20.50.600(B).
- SMC 20.50.610 – This provision was changed to add a reference to 20.50.540(B) Private signs on city right-of-way.
- SMC 20.50.610(T) – This new provision was added to reference the code section that contains the administrative rules for campaign signs.

Questions by the Commission

None of the Commissioners had questions during this portion of the hearing.

Public Testimony

Poppi Handy, Principal, SMR Architects, Seattle, thanked the Commission for their positive response and potential inclusion of parking reductions for affordable housing developments and the modifications to the City’s zoning code. Following up on her previous presentations to the Commission, she again requested the Commission’s consideration to include Director’s discretion for the dimensional standards or step backs for affordable housing in the transition areas (SMC 20.50.021). She said she believes the recent revisions to the City’s Comprehensive Plan are clear, particularly the City’s goal to promote and support low-income individuals by encouraging affordable housing and providing meaningful incentives. She specifically referenced Goal H-7, which calls for creating meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application will make incentives infeasible. She also referenced Goal H-8, which calls for exploring a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.

Ms. Handy pointed out that the current land use code requirement for dimensional step backs when facing R-4, R-6 or R-8 zones will be difficult and expensive for affordable housing developers and will create long-term maintenance and upkeep issues. She asked the Commission to refer to the packet provided by SMR Architects, which is part of the public record. Attachments C, D and E discuss the differences between the code-compliant options, an alternative code-compliant option, and their non-compliant preferred option. She summarized that it is not their intent to create a mundane, unfriendly

development. They are committed to enhancing the pedestrian experience, creating safe, affordable housing for the City of Shoreline's most needy individuals, and upholding the lofty goals set forth by the Comprehensive Plan. She said they feel the site, as envisioned by the partnership between SMR Architects, Ronald United Methodist Church, Hopelink, and Compass Housing Alliance reinforces and upholds the ideals set by the Comprehensive Plan to develop housing throughout the City that addresses the needs of all economic segments of the community:

- To encourage affordable housing availability in all neighborhoods throughout the City, particularly in proximity to transit, employment and/or educational opportunities.
- To encourage non-profit developers to build more units with deeper levels of affordability.
- To encourage, assist and support non-profit agencies that construct, manage and provide services for affordable housing and homelessness programs within the City.
- To encourage, assist and support social and health service organizations that offer housing programs for targeted populations.
- To increase the variety of housing choices in Town Center.
- To increase opportunities for moderate cost housing and to reduce new housing construction costs in Town Center.

Ms. Handy's comment letter was entered into the record as Exhibit 13.

Paula McCutcheon, Pastor, Ronald United Methodist Church, said she was present to speak on behalf of Ronald United Methodist Church as an organization, and she also brought with her several members of the church and residents of Shoreline who will speak as individuals. She thanked the Commission for being so attentive to their requests. The parking reduction that is now in the proposed code language helps tremendously in bringing affordable housing and human services to Shoreline. However, they are not quite there yet. She said she hopes that as they have counseled with the Commission in recent months, they have shown how different and unique affordable housing projects are to develop. Their faith community, for example, has been on a nearly two-year journey to bring to life the partnership between the church, Compass Housing Alliance, SMR Architects and Hopelink. They want to create affordable housing and human services right in the heart of Shoreline.

Pastor McCutcheon said the group is asking the Commission to support Director discretion for design standard variances with regards to affordable housing. She explained that affordable housing, by its nature, does not fit the standard commercial development model, and their project is a prime example. For instance, the portion of property the church has agreed to sell to Compass Housing Alliance is adjacent to an ice rink, a thrift store, a car dealership and a dentist. It faces only two traditional residences that sit quite far back from the road, and the property owners have been contacted about the project. Director discretion would enable them to create a project that is a visual testament to the unique partnership and a focal point for the neighborhood and community at large.

In addition, Pastor McCutcheon said the project incorporates the high-quality design that was envisioned when the Town Center policies and goals were developed. She has reviewed the Town Center Plan and found that many of the goals and policies reflect the church's own hopes for social equity, a broad range of housing choices, diversity, and a sense of place and well being. She said she is most struck by the stated desire to "incentivize affordable housing in Town Center" and the social equity goals and policies, which state that "Town Center offers a broad range of job opportunities and housing choices that attract

a diversity of household types, ages and incomes. Attention to design allows the public gathering places to be accessible to all. People feel safe here day and night. Festivals, exhibits and performances attract people of all ages and cultural backgrounds.”

Pastor McCutcheon referred to Goal TC-1, which calls for creating a Town Center that embodies the sustainability values of environmental quality, economic vitality and social equity. She expressed her belief that the proposed project would accomplish this goal. She also referred to Goal TC-3, which calls for creating a “sense of place” in Town Center that provides a focal point for Shoreline’s civic life and community-wide identity and embraces its unique history. She explained that Director discretion to vary the setback requirement is necessary in order to create the courtyard needed to bring the whole partnership together.

Lastly, Pastor McCutcheon referenced Goal TC-4, which calls for creating an economically and culturally thriving Town Center through the coordinated efforts of the City, the School District, other public sector organizations, business organizations, community non-profits, and neighborhood associations. She observed that the City has been an able and supportive partner in this journey, with a variety of departments and individuals offering incredible and on-going support. However, they are at a crucial juncture, where this stated desire to provide incentives for the creation of affordable housing is most needed. Without Director discretion, particularly with regards to the transition area, the project is fragile. The City has put in place this wonderful language in goals and policies to support affordable housing and make projects like this a reality. Now is the time to transform these goals into regulations and code that will empower them to become realities by allowing Director discretion for design standards. She reported that the group has shown the project to many faith communities, and it is her hope that other faith communities in Shoreline will steward their lands in a similar way to bring more affordable housing to the City.

Phyllis Johnson, Chair of the Building Committee at Ronald United Methodist Church, advised that churches and faith communities were asked by the City of Shoreline several years ago to consider dedicating excess property to affordable housing. While she cannot speak for all churches, she believes it is safe to theorize that many will have a process that must be followed. For United Methodists, whose property is held in trust by the General Conference, there is a very specific process set out in their Book of Discipline. She explained that following this process is essential if they are to be able to sell property and enter into partnerships. Over the course of nearly two years, Ronald United Methodist Church has formed a Vision Task Force, a Study Committee and a Building Committee and held more than a dozen congregational meetings and countless meetings with their partners (Compass Housing Alliance, Hopelink and SMR Architects). They have visioned, written and shared reports, and they have counseled with the District Superintendent, Pat Simpson, and gone before the District Committee on Church Building and Location three times. They have done this work because they believe in the project and the partnership and in their vision of witness and presence.

Ms. Johnson explained that the vision has not come without sacrifice, not just in terms of property, but on a more personal level. There were dissenting voices in the process, and they did lose people because of it. But again, because of their belief in being the better neighbor and living out their ministry of witness and presence, they have pressed on. However, they are still not done. Cobbling together funding for an affordable housing project is challenging, and it will be at least another two years before

ground is broken, if it is broken. They are asking that the Commission honor the goals and policies for Town Center so this project may indeed come to pass. She specifically referred to Policy TC-3 that mentions incentivization for affordable housing in Town Center, which they stand in need of. At this time, Shoreline does not offer funding for affordable housing projects, as other cities and municipalities do. The City has chosen to create a fertile environment that encourages development, and they are asking them to water that environment. She explained that it is necessary to go this extra step and provide Director discretion for design standard variances if any affordable housing project is to find a home in Shoreline. She respectfully asked that the Commission give serious consideration to granting Director discretion for design standard variances in matters of affordable housing, which is essential in insuring that their project and others that might follow can be fully realized.

Sandra Reynolds, Shoreline, said she is a member of the Ronald United Methodist Church, along with her husband. They volunteer at Hopelink and work with the Back to School Consortium. As a substitute secretary at the church, she has seen people come in grave need of help that the church has been able to provide. Working at Hopelink, she has seen countless people who are in serious need of help. The proposed project will bring to some of these people the hope they need to rebuild their lives. She reported that one night count in 2012 identified 30 individuals who were without shelter in Shoreline, and she is sure that count is low. She is really proud that the City of Shoreline has stepped forward to partner with the church and the social service agencies to bring hope to people in the community. She hopes the Commission will consider Director discretion in this matter.

Calori Mullins, Shoreline, said she has lived in Shoreline for nearly eight years. Before she chose to move to the City, she did her homework to figure out the best place for her and her children. Seattle Magazine reported that Shoreline was one of the best suburbs, and the school system is one of the best in the state. She is an active duty military member; and when she is asked about her home state, she is proud to say she is from Shoreline, Washington. She said she plans to retire in six months, and wants remain in Shoreline to serve the community that has helped her so much over the last eight years. She thanked the Commission for their support in helping the project get off the ground; but as has been pointed out, the journey is not complete yet. She asked the Commission to consider allowing Director discretion, not just as a member of the church, but as a community member and mother. Her children would play in the courtyard that would be sacrificed if they have to move the building back.

Ms. Mullins said her children have seen the plans and know there will be other children to play with. In addition, at least one of her neighbors is in desperate need of this housing. Unless Director discretion is granted, it will take the project even longer to be built. Her friend has been a resident of Shoreline for several years. Unfortunately, she is also in an abusive relationship that she has tried unsuccessfully to leave. She has gone so far as to ask to live in her family room with her children so she can stay in Shoreline where there is no place for her to go. The closest place for her to go with her children is Seattle. The time she tried to leave, she was set out of her house without her children and lived homeless on the beach for six months. She is back in her home for now. Although she is deathly allergic to cats, she is willing to live in her family room with a facemask and EpiPen so she can remove her family from the situation. She summarized that this is the first time she has been touched so close to home by homelessness. She expressed her belief that the project is very worthwhile, and she would like to see it through to fruition.

Corley Mayberry, Shoreline, said she has lived in Shoreline since 1954 when her oldest child started attending Ronald School. She and her husband are also members of the Ronald United Methodist Church. She asked that the Commission support Director discretion for design standard variances for affordable housing. She said their church sees many homeless people at their doors, and they have a man living outside the chapel at this time. They are cold, hungry, and they have no place to go. They come to the coffee hour after church on many Sundays, and the hot cup of coffee and warm room is very welcoming to them. Everyone should have the opportunity to live in a safe, healthy, affordable home. Shoreline is a caring community, and she would like to see the project come to be to provide hope for those less fortunate. Director discretion for design standard variances in affordable housing will help that happen.

Marilyn Reid, Shoreline, said she has been a member of the Ronald United Methodist Church for more than 25 years. She works as a church administrator and sees a lot of homeless people knocking at the church's door. She is always touched by them. She would like to help them, but they do not have space. As a Shoreline resident, she asked the Commission to support giving Director discretion for design standard variances for housing developments that include a significant number of homes affordable to households with lower incomes. The church believes in being a neighbor to those in need, and they believe everyone should have the opportunity to live in a safe, healthy, affordable home. Director discretion for design standards will bring them one step closer to fulfilling this vision. Again, she asked the Commission to give consideration to this request so the project may be realized.

Kelly Rider, Policy Director, Housing Development Consortium (HDC) of King County, explained that the HDC is a non-profit membership organization, representing private businesses, non-profit organizations and government agencies who are all working to develop affordable housing across King County. Their members are dedicated to the vision that all people should have a safe, healthy, and affordable home in a community of opportunity. That means they believe that all families, regardless of income, deserve the opportunity to thrive in a safe neighborhood with good jobs, quality schools, strong access to transit, and plenty of parks and open space for a healthy lifestyle—a community like Shoreline. The HDC greatly appreciates their partnership with the City of Shoreline, which helps them achieve this vision.

Ms. Rider reviewed that, through their Comprehensive Plan, the City has supported the ability to create incentives to promote development of homes affordable to low-income households. It has also supported partnerships with non-profit organizations in order to provide those housing choices in the City. However, as she has previously noted, additional regulations are required to implement this intention. They need the Commission to take action to fulfill the intention of the Comprehensive Plan. She explained that market forces have clearly failed to meet the need for affordable housing in Shoreline, demonstrated by the 48% of Shoreline renters paying more than 30% of their income for housing costs alone. More must be done. To that end, they have asked for the Commission's support of two specific policies in the Commercial Design Standards that would create meaningful incentives for affordable housing. She thanked them for incorporating their first request for a criteria based reduction in parking requirements for affordable homes, and said the HDC appreciates the Commission's willingness to closely consider their second request. Based on the Commission's comments the HDC proposes that the City give the Planning Director the discretion to provide design standard exemption when the following criteria are fulfilled:

- That the applicant can demonstrate that the intended design plan is safe, attractive and walkable, as supported by the Town Center Plan.
- That the applicant can demonstrate that the design standard exemption will result in the development of additional homes affordable to households earning 60% of area median income (AMI) or less.
- That the applicant holds a neighborhood meeting in order to solicit feedback on the design plan.

Ms. Rider explained that the proposed new policy would protect neighborhood compatibility and ensure community input, while also creating flexibility in the code to ensure that affordable housing developers are able to provide the most homes at the deepest level of affordability possible. While the Compass Housing/Hopelink/Ronald United Methodist Church project is a good example of how the policy would apply, it is important to understand that the policy would apply to any affordable housing project that comes to Shoreline. While the City is not currently funding affordable housing construction, she pointed out that the policy would increase the number of affordable homes built with the limited public dollars in Shoreline.

Ms. Rider advised that the proposal would help to implement Policy H-7 of the Comprehensive Plan, which states the intention to create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible. It would also implement Policy TC-3 of the Town Center Plan, which states the City's intention to reduce new housing construction costs and incentivize affordable housing in Town Center. She reminded the Commission that these are the commitments the City has made, and the HDC urges them to take action that is consistent.

Ms. Rider noted that the parking reduction language continues to apply to housing that is affordable at approximately 80% average median income (AMI), which is the market rate currently in Shoreline. She suggested that is not the Commission's intent, as it would apply to households who are not necessarily transit dependent and it could end up reducing the parking available and result in negative outcomes. She urged the Commission to consider language that makes the parking reduction available for housing that is affordable at 60% AMI and below as opposed to "for low-income households" as defined by the Department of Housing and Urban Development (HUD).

In closing, Ms. Rider commented that all families in Shoreline should be able to afford their housing and still have enough money to pay for basic expenses such as gas, groceries and childcare. With the Commission's support, they can bring Shoreline one step closer to this vision. Once again, she asked the Commission to provide the Planning Director the discretion to provide design standard exemptions for affordable housing developments when the proposed criteria are met.

Beth Boram, Seattle, Compass Housing Alliance, said she was present to provide more information about why the Alliance supports Director discretion for dimensional standards for low-income housing in the new code and to refute statements by the City staff that the current standards are not a burden or deterrent to affordable housing. She explained that Ronald United Methodist Church has agreed to sell the Alliance 34,000 square feet of its 99,000 square feet of property so the Alliance can build affordable housing and a social service building. She advised that 34,000 square feet is the maximum amount of

land the church can sell and still maintain its parking needs. To reach economic feasibility that is required, they need to build 60 units of affordable housing and 14,000 square feet of support service space for Hopelink. The site plan also incorporates common area space for a plaza and play area that allows the different users to interact and create a community within the site.

Ms. Boram explained that low-income housing is subject to significant cost constraints, and it would be infeasible for the Alliance to construct a building with multiple step backs. To build five stories without step backs on Linden Street, the building would need to be setback 45 feet from the property line, plus an additional four feet for the widening of the sidewalk. Under this scenario, the community space and common plaza that are a central vision to the site plan would not be feasible. Furthermore, the efficiency in the units they hope to achieve through external corridors would likely not be feasible. She pointed out that there is currently R-18, R-24 and R-12 zoning on the block where the church is located (Linden Street). The zoning directly adjacent to the church is R-6, which places the church property in the transition category that does not allow dimensional departures. However, because there is higher zoning within the block, allowing departures for dimensional standards would seem to be a reasonable request. She referred to the examples provided previously by Ms. Handy to illustrate how the dimensional standards would be a deterrent to low-income housing. She expressed her belief that the project can maintain the integrity Shoreline wants to achieve in the Town Center area with variation from the code.

Vice Chair Esselman advised that the Commission receive a large packet of exhibits that were submitted just prior to the meeting. She suggested that the meeting be recessed for about five minutes to allow the Commissioners time to review the new documents. Ms. Simulcik Smith advised that the following exhibits were received after the Commission packet was sent out:

- Exhibit 8 – City Attorney’s Office proposed changes to the Development Code Amendments
- Exhibit 9 – updated map of proposed Consolidated Commercial Zones dated 1/17/2013
- Exhibit 10 – Comment letter from Kelly Rider, Policy Director, Housing Development Consortium, dated 12/5/12
- Exhibit 11 – Comment letter from Kelly Rider, Policy Director, Housing Development Consortium, dated 1/17/13
- Exhibit 12 – A series of comment letters from Paul McCutcheon, Pastor, Ronald United Methodist Church, and Phyllis Johnson, Building Committee Chair Ronald United Methodist Church, emailed 1/17/13
- Exhibit 13 – Comment letter from Poppi Handy, SMR Architects, dated 1/3/13 and revised 1/17/13
- Exhibit 14 – Comment letter from Christopher Palms, emailed 1/17/13
- Exhibit 15 – Comment letter from M.J. Kiser, Compass Housing alliance, dated 1/16/13
- Exhibit 16 – Comment letter from Boni Biery, emailed 1/17/13

Final Questions and Deliberations

Commissioner Craft asked the Assistant City Attorney to describe the pros and cons of adopting language into the code that would incentivize affordable housing by allowing Director’s discretion to

approve design standard exemptions. Assistant City Attorney Collins cautioned that if the code were to allow the Director discretion to grant exemptions from the transition areas design standards for affordable housing, they must provide very specific criteria to guide these decisions. Otherwise the Director's decisions would be arbitrary and open to interpretation.

Commissioner Craft asked if the City, in general, has a standard position against allowing Director discretion. Assistant City Attorney Collins answered that Director discretion is not generally allowed in the Development Code. If it is allowed, very specific criteria must also be provided.

Commissioner Montero asked for clarification of Ms. Rider's recommendation to replace the HUD standard for low-income housing (80% AMI) with a new standard of 60% AMI. Commissioner Scully pointed out that Ms. Rider's comment is related to SMC 20.50.400(d), which would allow the Director to approve a parking reduction of up to 50% for the portion of housing providing low-income housing as defined by HUD. He explained that the HUD definition of "low-income housing" is 80% of AMI, and Ms. Rider's recommendation was that this be changed to 60% AMI. Mr. Cohen said the current language represents staff's attempt to accommodate a request from the Housing Development Consortium (HDC). The Commission agreed that SMC 20.50.400(d) should be amended by replacing "HUD's definition for low-income housing" with "60% of AMI." Commissioner Craft commented that ranges that are closer to 80% AMI are outside of the type of housing the incentives are intended to enhance. Director Markle agreed that this change would be appropriate, and 80% AMI is too high to allow for the parking reduction.

Vote to Recommend Approval or Denial or Modification

COMMISSIONER MONTERO MOVED THAT THE COMMISSION RECOMMEND APPROVAL OF THE PROPOSED COMMERCIAL DESIGN STANDARDS AND ZONING CONSOLIDATION AMENDMENTS AS PRESENTED BY STAFF. COMMISSIONER CRAFT SECONDED THE MOTION.

COMMISSIONER SCULLY MOVED TO AMEND THE MAIN MOTION TO INCORPORATE THE CITY ATTORNEY'S CHANGES (EXHIBIT 8) WITH THE FOLLOWING EXCEPTIONS:

- 1. IN SMC 20.70.320(C), RETAIN "WHEN" RATHER THAN REPLACING IT WITH "FOR."**
- 2. IN SMC 20.70.320(C)(2), RATHER THAN STRIKING "VALUATIONS OF", THE TERM SHOULD BE REPLACED WITH "VALUATIONS FOR."**
- 3. THESE CHANGES SHOULD BE INCLUDED WHEN THE LANGUAGE IS DUPLICATED IN SMC 20.50.125 AND SMC 20.50.230.**

COMMISSIONER MAUL SECONDED THE MOTION.

Referring to his proposed Amendment 1, Commissioner Scully explained that using the word "for" in SMC 20.70.320(C) does not make sense. He said he proposed Amendment 2 to clarify that the provision is talking about the building construction valuation for a permit; or in other words, how much is the building worth as described in the permit application. Assistant Attorney Collins indicated her support for the proposed amendments.

THE MOTION TO AMEND THE MAIN MOTION WAS UNANIMOUSLY APPROVED.

COMMISSIONER SCULLY MOVED TO AMEND THE MAIN MOTION BY CHANGING SMC 20.30.297 TO ADD A NEW SUBSECTION B TO READ, “ADMINISTRATIVE DESIGN REVIEW APPROVAL OF DEPARTURES FROM THE DESIGN STANDARDS IN SMC 20.50.021, SMC 20.50.220 TO SMC 20.50.280 AND SMC 20.50.530 TO SMC 20.50.610 SHALL BE GRANTED BY THE DIRECTOR UPON FINDING THAT THE DEPARTURE IS:

- 1. CONSISTENT WITH THE PURPOSES OR INTENT OF THE APPLICABLE SUBSECTIONS; AND**
- 2. THE APPLICANT DEMONSTRATES THAT THE DESIGN STANDARD EXEMPTION WILL RESULT IN THE DEVELOPMENT OF ADDITIONAL HOMES AFFORDABLE TO HOUSEHOLDS EARNING 60% OR LESS OF AREA MEDIAN INCOME; AND**
- 3. THE APPLICANT DEMONSTRATES THAT AT LEAST 50% OF THE FLOOR AREA OF THE PROPOSED STRUCTURE OR STRUCTURES IS DEDICATED TO HOMES AFFORDABLE TO HOUSEHOLDS EARNING 80% OR LESS OF AREA MEDIAN INCOME; AND**
- 4. THE APPLICANT HOLDS A NEIGHBORHOOD MEETING, ACCORDING TO CRITERIA ESTABLISHED BY THE DIRECTOR, TO SOLICIT FEEDBACK ON THE FINAL DESIGN PLAN PRIOR TO APPROVAL.”**

COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Scully said the purpose of his motion is to implement what Ronald United Methodist Church and its partners have asked the Commission to do, with some additional limitations. He reminded the Commission that it is not appropriate to recommend approval of the code amendments based solely on a specific project’s design; it is important to make sure there are safeguards so exemptions do not become the exception as well as the rule. He said he believes that this is the right section for the new provision, and administrative design review would be the right mechanism reviewing exemption requests. Again, he said the proposal is based on language provided by Ms. Rider, with some additional limitations. He reviewed each of the limitations as follows:

1. It is important to require that any exemptions be consistent with the purposes and intent of the applicable subsection. The purpose and intent of the transition area standards is that the neighbors do not have a massive building next to a single-family neighborhood. Whether this is accomplished via a step back or some other method, it must meet the purpose and intent of the subsection.
2. This language was proposed by Ms. Rider and will require a developer to prove that a project will help the City reach its goal of providing more affordable housing.
3. Because the provision can apply to any project, it is important to have limitations so that developers cannot obtain an exemption from the design standards for a massive, concrete structures, with no design whatsoever just because it includes one affordable unit. The proposed language would encourage projects such as what Ronald United Methodist Church is proposing, as well as other developers who are willing to contribute a significant amount of affordable housing to the City.

Commissioner Maul pointed that 80% AMI is very close to the current rate structure in Shoreline. He suggested that Limitation 3 should be changed to 60% to be “affordable” rather than “market rate.” The majority of the Commission concurred.

Director Markle suggested that the criteria should also address issues such as how many affordable units would be required, how long will the units be affordable, how affordable should the units be, who would the units serve, and what mechanism would be used to ensure the units are affordable for a certain amount of time. She cautioned that, without solid criteria, problems arise and moratoriums come about, resulting in a loss of the tool, as well as the public’s trust. She suggested they take more time as part of a different project, to create more specific criteria.

Commissioner Scully pointed out that SMC 20.30.297(A)(1) allows the Director to grant a departure from the design standards if it is consistent with the purposes and intent of the applicable subsections without any additional criteria. His proposal would actually add more limitations to this broad authority. Director Markle stated that departures from the transition and dimensional standards have been prohibited up to this point for a reason. On the other hand, the design standards are subjective and more appropriate for administrative design review. Mr. Cohen recalled that when developing the Town Center Subarea Plan, a good amount of time was spent addressing public concerns about transition areas to make sure there was ample protection for single-family residential neighborhoods. He cautioned that allowing departures to the dimensional standards (bulk of a building, step backs, etc.) is significantly different than allowing departures to the design standards (awnings, landscaping, signage, parking location, etc.)

Vice Chair Esselman agreed that the transition area standards involved a lot of community input during the Town Center planning process. The final plan was achieved by offering ample protection to single-family neighborhoods. She encouraged the Commission to be sensitive to the public’s concerns. Mr. Cohen said that while staff believes the intent of the proposed amendment is good and there is a lot of support for the idea of affordable housing, allowing Director discretion to approve departures from the dimensional standards needs to be carefully thought out. He agreed with Director Markle that more specific criteria would be needed to implement the concept.

Commissioner Craft asked Director Markle to be more specific as to when and under what circumstances the Commission could revisit the issue. While he does not think it is appropriate to put the discussion off indefinitely, community input is important and so is understanding the ramifications of every aspect of the proposal. Ms. Markle responded that there is a large push for having an affordable housing component in the station area plan, and the issue could be revisited at that time. This would allow the Commission to solicit public input and have a deliberate conversation to weigh the values and goals of the transition area standards and affordable housing. She noted that the station area planning effort would start in 2014. Work on affordable housing and housing choice packages to implement the Comprehensive Plan is scheduled to take place in 2016.

Commissioner Montero asked if it would be possible for the church to utilize the language in SMC 20.30.297(A)(2) to satisfy the conditions of hardship and development potential for their property as opposed to defining affordable housing. Mr. Cohen said he is not convinced that would be possible. He

emphasized that SMC 20.30.297 would only allow departures from the commercial design standards and sign standards. It cannot be applied to transition areas.

Commissioner Craft expressed concern that the Commission has not yet considered a specific level of criteria or received public input on this matter, and this could pose a detriment to the perceived validity of the process. Mr. Cohen reminded the Commission that community outreach for the proposed amendments and advertisements on the City's website have presented the proposal as directly applying the Town Center standards, including the transition area standards, to all commercial areas. Based on this understanding, some members of the public may have decided there was no need to provide comment.

Commissioner Scully said he understands staff's concerns, but he cannot support transition area standards that are inflexible. He is opposed to putting the issue off for a year as part of a completely separate project. However, he would support a proposal that allows the Director time to come up with criteria. He reminded the Commission that this issue has been raised on a number of occasions throughout the process, and cannot be considered a new idea.

Commissioner Craft agreed that the Commission should not postpone the discussion for an undue length of time. He asked if it would be possible to create language that allows the Director, through an administrative process or public testimony at the City Council, to either satisfy the public disclosure and public meeting requirements associated with the proposal or somehow jump start the proposal as an affordable housing component associated with another project. Director Markle advised that work on affordable housing and housing choice packages has been delayed until 2016 because staff will be spending an inordinate amount of time dealing with the Point Wells Subarea Plan and station area planning. Staff has not had the resources to take on the issue of affordable housing, which is an entirely different topic than the current proposal to amend the commercial design standards and consolidate zoning. She agreed with Vice Chair Esselman about the high level of public involvement that occurred when the Town Center transition area standards were created. She expressed her belief that the proposed change deserves a very open and deliberate discussion about what the community is willing to give up in return for affordable housing. Both are important goals, and it is crucial for the community to clearly understand the proposed change and have an opportunity to comment prior to developing the list of criteria.

Director Markle advised that a few months ago the City asked affordable housing advocates to provide draft language from other jurisdictions to give ideas on how to preserve affordability in to the future, but the City did not receive this information. Commissioner Scully pointed out that the advocates did provide copies of both the Redmond and Kirkland codes. Mr. Cohen agreed that staff received a lot of information at the last minute, but they did not have time to analyze and prepare a recommendation. While the advocates presented their general concerns, they did not provide draft language for the City's consideration until just a few days ago. Commissioner Scully referred to a January 3rd letter, to which Kirkland's code was attached. He said he understands that the demands on staff time are such that they were unable to analyze the information that was submitted today, but they did receive proposed language and sample codes a few weeks ago. He stressed his belief that now is the time to make the proposed change. If it is not perfect, they can revisit it as an amendment next year. However, putting the issue off until 2016 is unacceptable.

Director Markle acknowledged that the Commission can vote on the proposed amendment. However, she cautioned that it would be a mistake to not include criteria that addresses the amount of time the City expects the affordable housing to be available. It would allow developers to avoid the step back requirement by providing affordable housing for a short period of time.

Vice Chair Esselman observed that the real issue is that the proposed development is located with a transition zone. Once again, she reminded the Commission of the high level of community involvement that took place to create transition area standards. People were very passionate and concerned about how the Town Center Plan would impact their properties.

Commissioner Scully and Commissioner Maul referred to Section 112.34 in Kirkland's code, which addresses Director Markle's concern by requiring an affordability agreement that specifically provides that "affordable housing units provided under the section shall remain as affordable housing for a minimum of 50 years from the date of initial owner occupancy and for the life of the project for rental housing units." He asked if it would be possible for the Director to come up with a similar rule. Director Markle said she would prefer that the code contain specific criteria so her decisions are not arbitrary. Mr. Cohen pointed out that placing a time limit on the affordable housing would require an enforcement program, which the City does not have at this time. He noted that staff might have been able to come up with draft criteria if the Commission had given that direction earlier.

Commissioner Craft suggested the Commission could table their recommendation on the proposed amendments to give staff time to come up with draft criteria. He agreed that the City does not currently have a mechanism to enforce the time limit. He also agreed with Vice Chair Esselman's observation that a tremendous amount of public input was involved with creating the transition area standards. He expressed concern that the people who would be most interested in the proposed change were either not notified properly or did not realize the extent of the changes being proposed. He reminded the Commission that they are responsible for representing the viewpoints of all citizens, and he would feel remiss if the Commission made a recommendation without giving the citizens an opportunity to speak to an issue they feel strongly about.

Director Markle suggested that this issue could be included as part of the next general development code amendment package that will come before the Commission later in the year. The process for approving the amendments in the package includes a public hearing, so there would be no extra work on staff's part. The Commission agreed that would be the appropriate approach.

THE MOTION TO AMEND THE MAIN MOTION FAILED 4-1, WITH COMMISSIONER SCULLY VOTING IN FAVOR AND COMMISSIONERS ESSELMAN, MAUL, CRAFT AND MONTERO VOTING IN OPPOSITION.

COMMISSIONER MAUL MOVED THAT THE MAIN MOTION BE AMENDED TO CHANGE THE FIRST SENTENCE IN SMC 20.50.240(E)(1)(e) TO READ, "DECIDUOUS, STREET-RATED TREES FROM THE SHORELINE ENGINEERING DEVELOPMENT MANUAL SHALL BE PROVIDED EVERY 30 FEET ON AVERAGE IN GRATED TREE PITS IF THE WALKWAY IS EIGHT FEET WIDE OR IN PLANTING BEDS IF THE WALKWAY IS

GREATER THAN EIGHT FEET WIDE.” COMMISSIONER CRAFT SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

COMMISSIONER MONTERO MOVED THAT THE MAIN MOTION BE AMENDED TO CHANGE SMC 20.50.400(d) TO REPLACE “LOW-INCOME HOUSING” WITH “60% AMI”. COMMISSIONER CRAFT SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

Commissioner Montero requested clarification from staff regarding SMC 20.50.500(B), which requires 20 to 25 square feet of landscaping per parking stall. Mr. Cohen said he does not know why the code requires a higher landscaping ratio for larger parking lots. He also said it is important to think of this requirement in the context of all the other landscaping required by the code. He explained that there are a lot of commercial site requirements, and the proposed amendments create even more. The goal is to provide some flexibility to developers, and one way to do that is to allow them to overlap requirements such as walkways and plazas and landscaping. He said he would prefer a single standard of 20 square feet regardless of the number of parking spaces. He noted that parking lot landscaping must meet the minimum dimensional requirements outlined elsewhere in the code.

COMMISSIONER MONTERO MOVED THAT THE MAIN MOTION BE AMENDED TO MODIFY SMC 20.50.500(B) TO CALL OUT A SINGLE LANDSCAPE REQUIREMENT OF 20 SQUARE FEET PER PARKING STALL WHEN TEN OR MORE PARKING STALLS ARE PROVIDED. COMMISSIONER SCULLY SECONDED THE MOTION.

Commissioner Craft said he likes the language the way it is; the more landscaping the better. It adds to the beauty of the neighborhood and the commercial district, and the requirement is not overly onerous if you add up square footage of parking. He said he does not believe the change is necessary.

THE MOTION FAILED 2-3, WITH COMMISSIONERS ESSELMAN AND MONTERO VOTING IN FAVOR AND COMMISSIONERS CRAFT, MAUL AND SCULLY VOTING IN OPPOSITION.

COMMISSIONER CRAFT MOVED THAT THE MAIN MOTION BE AMENDED TO CHANGE FIGURE 20.50.500(B) TO REFLECT THE ACTUAL PERCENTAGES CALLED OUT IN SMC 20.50.500(B). COMMISSIONER SCULLY SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

COMMISSIONER MONTERO MOVED THAT THE MAIN MOTION BE AMENDED TO MODIFY SMC 20.50.550(C) TO READ, “OUTDOOR OFF-PREMISE ADVERTISING SIGNS (BILLBOARDS).” COMMISSIONER CRAFT SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

THE MAIN MOTION TO RECOMMEND APPROVAL OF THE PROPOSED COMMERCIAL DESIGN STANDARDS AND ZONING CONSOLIDATION AMENDMENTS AS PRESENTED AND SUBSEQUENTLY AMENDED WAS APPROVED UNANIMOUSLY.

COMMISSIONER SCULLY MOVED THAT THE COMMISSION RECOMMEND APPROVAL OF THE ZONING MAP AS PRESENTED. COMMISSIONER CRAFT SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

Closure of Public Hearing

Vice Chair Esselman closed the public hearing.

Mr. Cohen referred to the draft document that would be forwarded to the City Council with the Commission’s recommendation. As acting chair, Vice Chair Esselman will need to sign the document once it is finalized.

DIRECTOR’S REPORT

Director Markle referred the Commission to a memorandum she provided to update the Commission regarding Point Wells. She reported that on December 20th, the Growth Management Hearings Board issued a compliance order for the Snohomish County regulations and Comprehensive Plan. Since that time, Save Richmond Beach has submitted a petition to the Growth Management Hearings Board, challenging some of the new provisions in Snohomish County’s Comprehensive Plan regarding “Urban Villages”. This is separate from the issues the City jointly raised with the Town of Woodway and Save Richmond Beach regarding Snohomish County’s original adoption of “Urban Centers” in their comprehensive plan. The City was surprised to get a quick decision from the Court of Appeals on January 7th, which reversed the Superior Court’s decision that the developer’s permits were not vested with Snohomish County. This decision means the permits can and will be processed. As a result, the City of Shoreline has moved its timeline for the Point Wells Subarea Plan forward. She suggested the Commissioners review the court’s decision, which provides a clear and well-written chronology of vesting rights in the State of Washington.

Ms. Markle announced that the 2013 Comprehensive Plan amendment docket will be presented to the Commission on February 7th. The only amendments on the docket are related to Point Wells and outline the next steps in the subarea planning process. She advised that a press release will go out to announce the proposed amendments. The amendments involve setting a different trip cap and amending the street classification for the lower half of Richmond Beach Drive. These amendments are contingent upon the completion of the traffic corridor study, which should start sometime in February or March. It is anticipated that the traffic corridor study and subsequent changes to the Comprehensive Plan will be completed no later than August.

Ms. Markle reminded the Commission that there is a lot of history associated with Point Wells. She invited interested Commissioners to meet with either her or the City Manager to obtain more information.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Commissioner Maul reported that the Station Area Planning Committee will meet with staff on January 18th.

AGENDA FOR NEXT MEETING

Mr. Szafran reviewed that the 2013 Comprehensive Plan amendment docket will be presented to the Commission on February 7th. The Light Rail Station Area Planning Subcommittee is also scheduled to provide an update of their activities on February 7th.

ADJOURNMENT

The meeting was adjourned at 9:42 p.m.

Cynthia Esselman
Vice Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

TIME STAMP
January 17, 2013

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA: 0:45

DIRECTOR'S COMMENTS: 0:55

APPROVAL OF MINUTES: 1:12

GENERAL PUBLIC COMMENT: 1:27

PUBLIC HEARING: COMMERCIAL DESIGN STANDARDS/ZONING CONSOLIDATION:

Staff Presentation: 8:00

Questions by the Commission: 51:51

Public Testimony: 52:12

BREAK: 1:21:52

Final Questions and Deliberations: 1:28:16

Vote to Recommend Approval or Denial or Modification: 1:34:46

Closure of Public Hearing: 2:34:03

DIRECTOR'S REPORT: 2:35:30

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 2:40:21

AGENDA FOR NEXT MEETING: 2:40:49

ADJOURNMENT

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: 2013 Comprehensive Plan Docket – Proposed amendments relating to Point Wells Subarea Plan
DEPARTMENT: Planning & Community Development
PRESENTED BY: Rachael Markle, AICP, Director

Public Hearing
 Discussion

Study Session
 Update

Recommendation Only
 Other

INTRODUCTION

The State Growth Management Act limits review of proposed Comprehensive Plan Amendments (CPAs) to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this “once a year” review process.

BACKGROUND

Comprehensive Plan Amendments usually take two forms: Privately-initiated amendments and city-initiated amendments. Anyone can propose an amendment to the Comprehensive Plan. Comprehensive Plan Amendments must be submitted by the last business day of the year and there is no fee for general text amendments. The process for accepting and reviewing Comprehensive Plan amendments for the annual docket is prescribed in SMC 20.30.340(C). Please see Attachment 1: SMC 20.30.340(C). This year there were no privately-initiated amendments and one city-initiated amendment application. The City Council will review the proposed amendments as a package in order to consider the combined impacts of the proposals.

If you have questions about the docket process or any item on the proposed docket, please contact Rachael Markle, AICP, at rmarkle@shorelinewa.gov or 206-801-2531.

Approved By:

Project Manager _____

Planning Director 

PROPOSAL & ANALYSIS

This year there was only one application submitted by City staff (Attachment 2).

- **Point Wells Subarea Plan:**

In anticipation of the City reaching an agreement with Blue Square Real Estate-Point Wells, LP (BSRE) on conducting a Transportation Corridor Study on mitigating adverse impacts from its proposed development of Point Wells, City staff have submitted a proposal to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan for consideration in 2013. . These amendments may be needed to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9.

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 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.

The intent of the Transportation Corridor Study is to further determine the impacts of future development at Point Wells, including a maximum amount for vehicle exiting and entering the development, the level of improvements or mitigation required to accommodate the impacts while staying within the City's established regulations (e.g. level of service D) and establishing a traffic "cap" (e.g. Average Daily Traffic – ADT, or peak hour volume) to the project where each phase of the project would be evaluated and required to remain within the "cap".

The process for the corridor study is anticipated to include a combination of workshops and open houses totaling six (6) meetings and lasting approximately two months. The workshops are intended to be focused on the lower section of Richmond Beach Drive where individual property owners will be encouraged to participate in a process of deciding the level of improvements necessary along the right-of-way. Some examples would include whether or not to include on-street parking, bike lanes, sidewalks or pathways and on which side of the street these facilities should be located and transit access. Other issues to assess include the ease of left turning movements in relation to

the traffic projections, driveway access and minimizing cut through traffic in the surrounding neighborhoods.

The open houses are intended to provide more general information and participation for the much larger area anticipated to be impacted from the development. This includes an area from Point Wells, up Richmond Beach Drive all the way through Aurora Avenue and on to Interstate 5 at 175th Street. More site specific improvements are anticipated to be required as the traffic impact is disbursed through the roadway network and could include such examples as widened and signalized intersection improvements along Richmond Beach Road at 20th, 15th, 8th and 3rd.

Based on the outcome of the corridor study and information learned from the workshops and open houses, it is expected proposed amendments would include text and policy changes to the Point Wells Subarea Plan; amendments to incorporate mitigation projects in the Capital Facilities Element; and reclassification of NW Richmond Beach Road in the Transportation Element and Transportation Master Plan. Also, there may be a need to consider amendments to the Comprehensive Plan that could result from the development of Interlocal agreements as described in Policy PW-13.

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.

In summary, it is anticipated that the Point Wells Subarea Plan will need to be amended to allow for an increase above the current 4,000 maximum vehicle trips per day on Richmond Beach Drive between NW 199th and ^{NW} 205th. These amendments would be done concurrently with a Development Agreement with the owner(s) of the Point Wells property. This will establish a maximum trip count for new development within the subarea consistent with the City's level of service, and that will provide financing for mitigation projects needed to support the new level of service.

It is important to remember that by recommending approval of the 2013 Docket, the Commission is simply recommending to the Council that the amendments be included on the 2013 Docket. The amendments would then be studied, analyzed and considered for potential adoption at a later date in 2013.

TIMING AND SCHEDULE

- Docket request press release and website - November 8, 2012
- Docket submittal deadline – December 31, 2012
- Docket and Amendment Summary Press Release – January 18, 2013

- Planning Commission – February 7, 2013
- Council Sets Docket – February 25, 2013

RECOMMENDATION

Staff recommends that the Planning Commission recommend approval to the City Council on the 2013 Comprehensive Plan Amendment Docket (Attachment 3).

ATTACHMENT

Attachment 1 – SMC 20.30.340(C) Process for Accepting and Reviewing Comprehensive Plan Amendments

Attachment 2 – Comprehensive Plan Amendment Application

Attachment 3 – Proposed 2013 Docket

Exhibit A – Subarea Plan 2 – Point Wells proposed amendments

20.30.340 Amendment and review of the Comprehensive Plan (legislative action).

.....

C. The City of Shoreline's process for accepting and reviewing Comprehensive Plan amendments for the annual docket shall be as follows:

1. Amendment proposals will be accepted throughout the year. The closing date for the current year's docket is the last business day in December.
2. Anyone can propose an amendment to the Comprehensive Plan.
 - There is no fee for submitting a general text amendment to the Comprehensive Plan.
 - An amendment to change the land use designation, also referred to as a site specific Comprehensive Plan amendment, requires the applicant to apply for a rezone application to be processed in conjunction with the Comprehensive Plan amendment. There are separate fees for a site specific CPA request and a rezone application.
3. At least three weeks prior to the closing date, there will be general public dissemination of the deadline for proposals for the current year's docket. Information will include a staff contact, a re-statement of the deadline for accepting proposed amendments, and a general description of the amendment process. At a minimum, this information will be available on the City's website and through a press release.
4. Amendment proposals will be posted on the City's website and available at the Department of Planning and Development Services.
5. The draft docket will be comprised of all Comprehensive Plan amendment applications received prior to the deadline.
6. The Planning Commission will review the draft docket and forward recommendations to the City Council.
7. A summary of the amendment proposals will be made available, at a minimum, on the City website, in Currents, and through a press release.
8. The City Council will establish the final docket at a public meeting.
9. The City will be responsible for developing an environmental review of combined impacts of the proposals on the final docket. Applicants for site specific Comprehensive Plan amendments will be responsible for providing current accurate analysis of the impacts from their proposal.
10. The final docketed amendments will be reviewed by the Planning Commission in publicly noticed meetings.
11. The Commission's recommendations will be forwarded to the City Council for adoption. (Ord. 591 § 1 (Exh. A), 2010; Ord. 238 Ch. III § 7(f), 2000).

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7.A - Attachment 2
**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: City of Shoreline

Mailing Address 17500 Midvale Avenue North, Shoreline, WA 98133

Telephone: (206) 801-2531 **Fax:** () _____ **E-mail:** rmarkle@shorelinewa.gov

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.**

1) Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study and updated information, it is expected proposed amendments would include text and policy changes to the Point Wells Subarea Plan; amendments to applicable adopted levels of service and mitigation projects in the Capital Facilities Element; and reclassification of roads in the Transportation Element. Also, to consider amendments to the Comprehensive Plan that could result from the development of Interlocal agreements as described in Policy PW-13.

2) Amend the Point Wells Subarea Plan to increase the maximum vehicle trips per day as the level of service on Richmond Beach Drive between NW 199th and NW 205th from 4000 max vehicles trips per day concurrently with a Developer Agreement with the owner(s) of the Point Wells subarea property that will establish a maximum trip generation from new development within the subarea consistent with that level of service, and that will provide financing for mitigation projects needed to support the new level of service. In the alternative, the level of service for this road segment shall be amended upon the adoption of preannexation zoning to take effect upon annexation of the subarea to Shoreline.

Proposed text changes are shown using legislative formatting in the attached Point Wells subarea plan.

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

- C. **Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) –** (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)
Subarea Plan 2 - Point Wells text and policies; Policy PW-12; Transportation Element - Supporting Analysis Figure T-18: Street Classifications; Table T-15 Roadway Projects Recommended for Funding; Figure T-19 Roadway Improvements Recommended for Funding; Table T-16 Pedestrian Projects Recommended for Funding; Figure T-20: Pedestrian Projects Recommended for Funding; Table T-17: Bicycle Projects Recommended for Funding; Figure T-21: Bicycle Facility Improvements Recommended for Funding.



Planning & Community Development

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.*)

These amendments are being proposed to address changing circumstances and are consistent with the timing for review of level of service standards set forth in the subarea plan for Richmond Beach Drive. Policy PW-12, limits the maximum number of vehicles trips per day on the segment of Richmond Beach Drive between NW 199th Street and NW 205th Street to 4,000 trips until the owner of Point Wells and/or Snohomish County can provide to the City a Transportation Corridor Study and Mitigation Plan including financing for the mitigation. The owner has negotiated substance and procedure for this study, including limits on permitted right of way changes and a maximum trip count for build out of the subarea. The docketed changes anticipate the mitigation measures and projects to be determined in the study. The Developer has agreed to complete the Transportation Corridor Study in early 2013. Therefore, the City Council would need to amend both the Point Wells Subarea Plan and applicable sections of the Transportation Element of the Comprehensive Plan to change the street classification for Richmond Beach Drive between NW 199th Street and NW 205th Street, amending the 4000 trips per day level of service for Richmond Beach Drive and establishing mitigation projects in the Capital Facilities Plan determined by the Corridor Study as necessary to support the new level of service.

- D. **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.

Paul Munkle

Applicant Signature

12/27/12

Date

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

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2013 DRAFT COMPREHENSIVE PLAN AMENDMENT DOCKET

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

The following item has been requested to be on the work plan for the Planning Commission's review in 2013:

1. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12, adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element, and reclassification of roads in the Transportation Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.

2. Change the Street Classification Map in the Transportation Master Plan. The request will reclassify NW Richmond Beach Drive from a Local Street to a Collector Arterial.

Estimated timeframe for Council review/adoption: June 2013.

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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.

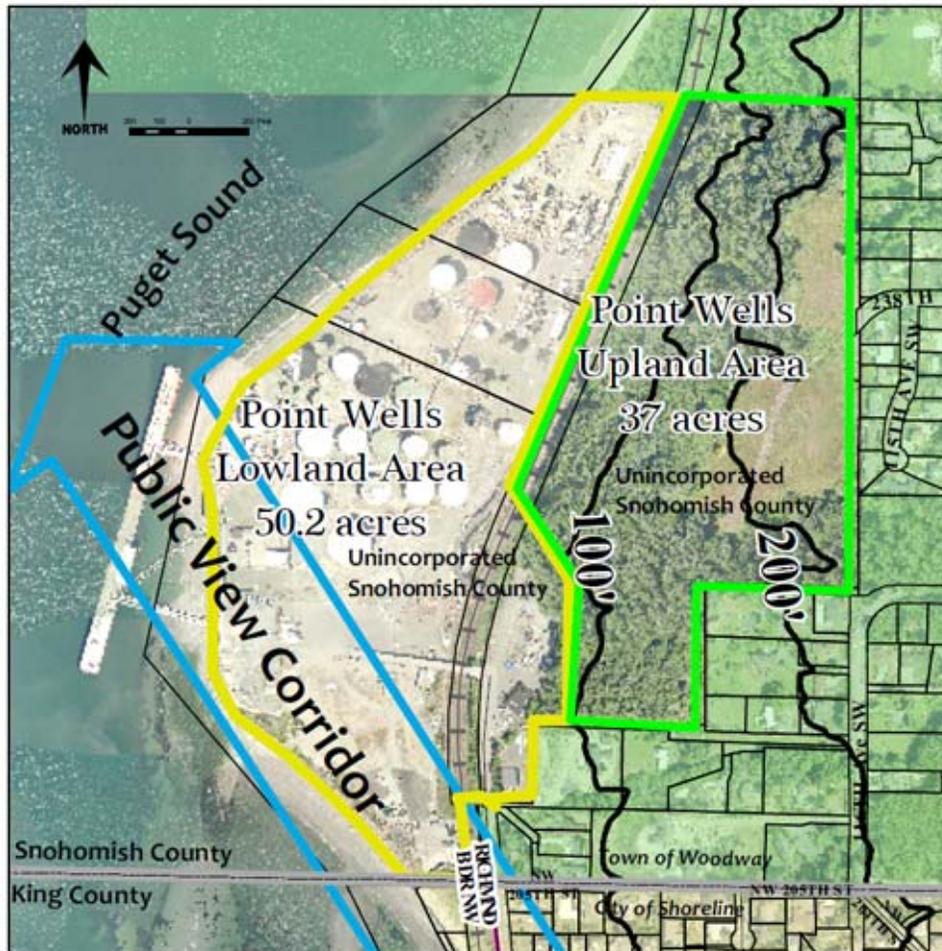


Figure 2 – Upland and Lowland Areas at Point Wells

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)

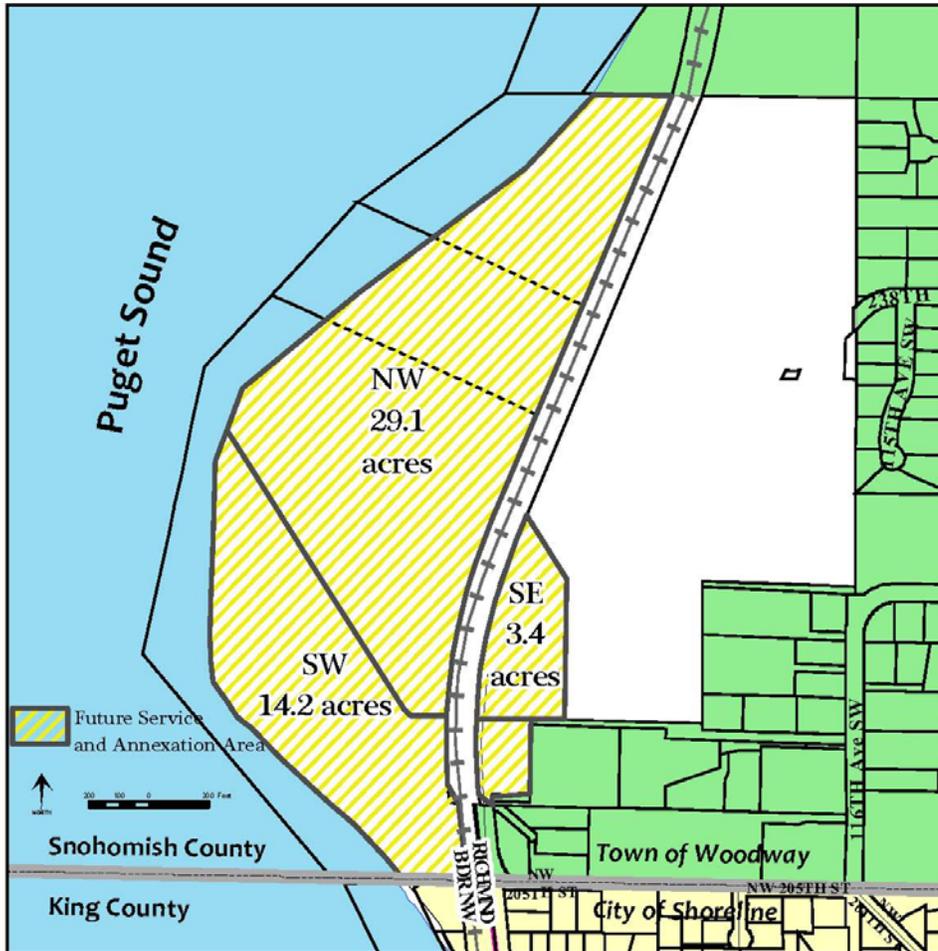


Fig. 3 – City of Shoreline Future Service and Annexation Area

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. If a potential alternative access scenario is identified, it should be added to the corridor study. 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, 23rd Place NW, NW 204th Street and other streets 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 that may result in traffic impacts as a result of proposed development at Point Wells 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 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. In December 2011, the City increased the level of service from "E" to "D" which means more intersections will fail to meet the adopted level of service as result of increased trips related to development at Point Wells. 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 secondary street with no opportunities for alternative access to dozens of homes in Shoreline and the Town of Woodway,~~ ~~The City continues to designate this as a local secondary street road 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, the City authorizes a development agreement between the owner(s) of property within the Point Wells subarea and the City of Shoreline that permits City enforcement of a maximum vehicle trip count on Richmond Beach Drive NW with financing of mitigation necessary to support the increased trip limits as determined by a Traffic Corridor Study.~~ ~~sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment.~~ In the event a development agreement is not authorized, the City should use the policies in this Subarea Plan as

a basis for approving, denying or conditioning Shoreline right-of-way permits proposed for mitigation projects under substantive SEPA authority.

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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PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Update on Light Rail Station Area Planning
DEPARTMENT: Planning & Community Development
PRESENTED BY: Rachael Markle, AICP, Director

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

INTRODUCTION

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. Additionally, the station areas provide an opportunity for redevelopment that is transit oriented and transit supportive, helping the City achieve the goals expressed in Vision 2029, the Transportation Master Plan, and the newly adopted Comprehensive Plan.

The City has been extensively engaged in Sound Transit's planning and public outreach processes to determine the alignment and station locations that will be examined in the upcoming environmental documentation. The City has also begun land use planning for the station areas, examining the right mix of uses, densities and multi-modal transportation options that will help create transit oriented communities in Shoreline.

In July 2012, Council directed staff to provide regular updates on the progress of light rail planning and station area planning. The first update occurred in September 2012, the second occurred on January 28, 2013. This staff report is a slightly adapted version of the one recently presented to Council.

Since the September update, the City has completed the State mandated major update to the Comprehensive Plan, which includes a Land Use Map depicting the station areas as a ½ mile radius around potential future stations at NE 185th Street and NE 145th Street. In late December, staff released a Request for Proposals (RFP) for creation of the NE 185th Street station subarea plan and anticipates selecting a consultant in February 2013. Sound Transit continues to gather data for development of their Draft Environmental Impact Statement (DEIS), scheduled for release in late spring/early summer 2013. The Sound Transit Board is scheduled to identify a Preferred Alternative for the alignment and station locations in late summer 2013.

Staff has included a draft ten year timeline identifying the various tasks that will be undertaken by the City of Shoreline and Sound Transit from now until the beginning of service in 2023 (Attachment A). This document includes a description of each task and the City department that will serve as lead, whether it is initiated by the City or Sound

Approved By:

Project Manager



Planning Director



Transit. This timeline is a high level overview of these tasks, displaying how various activities led by either the City or Sound Transit overlap.

As an accompaniment to the ten year timeline, staff has prepared a draft two to three year timeline, which outlines upcoming near term tasks in greater detail (Attachment B). The primary City activities that will be undertaken in this time frame are the development of the station area plans and participation in the Sound Transit DEIS review. It is anticipated that this timeline will become more specific once the consulting team is hired and be updated periodically (approximately every six months) to provide a shorter term outlook of upcoming projects.

BACKGROUND

Over the past two years, Sound Transit has narrowed the mode and alignment alternatives for the Lynnwood Link light rail extension to an alignment along the east side of I-5 through Shoreline, with light rail as the identified transit mode. Sound Transit is now in the process of developing the Draft Environmental Impact Statement (DEIS) for this project. The DEIS will evaluate several alignment options along I-5 and station locations. This will be the first light rail service in Shoreline and will change transit service in the City.

In response to the planned light rail extension, the City has begun station area planning for the two stations in Shoreline. This process began with the adoption of Framework Policies by Council in May 2012; these were incorporated into the Comprehensive Plan as policies LU20-LU43. Building off those policies, staff has developed a draft work plan for this effort, with an emphasis on robust public outreach, an evaluation of land uses for the station areas, and the need for strong multi-modal connections to the stations.

The background description for the Sound Transit planning process through September 2012 can be reviewed at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2012/staffreport091712-8a.pdf>. Additional outreach activities since then are described in the Stakeholder Outreach section of this report.

PROPOSAL & ANALYSIS

Sound Transit Funding Scenario

When the ST2 funding package was approved in 2008, it included a conceptual alignment for the Lynnwood Link extension and a project cost based upon that alignment. The ability to pay for the projects included in the package was based on funding assumptions and predicted revenues, including sales tax revenues. Since the economic downturn began, Sound Transit has seen revenues below those originally projected with the ST2 funding package. The most recent projections show that revenues in the North King subarea (of which Shoreline is a part) are down by 19.6%. This is a lower projection than in 2010, when revenues were projected to be down by 16.1%. Projected revenues are down in all of the Sound Transit subareas, but they are down the least in the North King subarea.

Sound Transit has a subarea equity policy, which states that the revenues generated in a subarea are spent in that subarea with some allowed exceptions. For example, the

segment of the Lynnwood Link extension from NE 185th Street to the county line will be funded by the Snohomish County subarea, as the residents in Snohomish County will be the primary benefactors. Should funding in the North King subarea be insufficient to pay for all of the Lynnwood Link improvements, several options are available to make up the funding deficit including:

- Extending the timeline for completion
- Elimination of projects/stations
- Request additional funding as part of the Federal New Starts application
- Seek funding from other grant sources
- Borrow funds
- Request that Seattle pay for the station at NE 130th Street if selected (NE 130th Street represents an additional station not originally assumed as part of the conceptual alignment).

Ten Year Timeline

Between now and the beginning of service in 2023, the City and Sound Transit will have several major tasks to accomplish, including ensuring that impacts from light rail construction and operations are mitigated, developing station area plans and associated zoning to allow for land use changes over time, and making certain adequate transportation facilities and transit service are in place to serve the light rail stations. Due to the overlapping nature of these tasks, the attached ten year timeline (Attachment A) was developed to help plan for staffing needs, provide opportunities for public input, and ensure that large issues are addressed at the appropriate time in the planning process. For each task listed on the timeline, a description is provided, the lead agency is identified, and the City department leading the task is shown. The City anticipates a coordinated effort with the School District throughout the planning process; however, the details of that effort have not been worked out with the School District at this time. The timeline also shows how decisions associated with light rail affect other City projects, such as the annexation and improvements to 145th Street.

Two-Three Year Timeline

Staff drafted and published a Request for Proposals (RFP) for the development of a NE 185th Street Station Subarea Plan. The purpose of the Plan is to create a livable, workable, equitable, and sustainable Transit Oriented Community (TOC) in the City of Shoreline to support light rail investment throughout the region. The RFP was advertized on December 28 and again on January 2. The closing for the RFP was January 25, 2013.

Staff will spend the month of February reviewing and interviewing potential consultants for the Plan. Staff will make a recommendation for contract award in February to the Council. The goal is to have the consulting team on board by March 1.

The consultant will be responsible for completing nine tasks: project management, agency coordination, environmental review, public participation, data collection, market research, land use changes, alternatives analysis, identifying a preferred alternative, and creating the physical plan. The consultant will be informed that public participation, SEPA review, land use, housing choice, and infrastructure should be the primary focus

of the plan. Their first task will be to develop a detailed Public Participation Plan, which will include a staggered but similar process for both Shoreline station areas. For each station, an initial task will be to refine the boundaries of the study area using criteria drafted by the Planning Commission subcommittee. Staff has scheduled recurring meetings with the subcommittee, and members can expound upon progress during tonight's discussion.

The draft two-three year timeline (Attachment B) lists the nine tasks staff and the consultant will be working on and the approximate time frame for completing each of the tasks. Staff is expecting the 185th Street Light Rail Station Subarea Plan will be completed by October 2014. Staff has also included the timeframe for the 145th Street Light Rail Station Subarea Plan. The current RFP is primarily focused on the 185th Street Station, but staff is expecting to use some of the information and apply it to the 145th Street Station, and possibly host some joint and parallel station area planning sessions. Staff has proposed to wait until Sound Transit releases the DEIS around June, which will hopefully confirm the location of the second Shoreline station at 145th. The Station Subarea Plan for 145th is targeted for completion by May 2015. These completion dates were selected to line up with Sound Transit's Federal funding application submittals and updates. Staff will continue to work closely with Sound Transit to ensure Shoreline's planning is completed in time to support Sound Transit's work to secure funding for its Lynnwood Link light rail extension project.

Puget Sound Regional Council (PSRC) Growing Transit Communities (GTC)

The Growing Transit Communities Partnership worked with the Center for Transit-Oriented Development to construct a typology of implementation actions for the 74 station areas and transit node study areas in the Growing Transit Communities geography. The study included the following five areas in Shoreline: Shoreline Park and Ride @ Aurora & 192nd; NE 185th Street Station area; N 155th Street @ Aurora Avenue N; NE 155th Street Station Area (alternative); and NE 145th Street Station area. The typology exercise categorized transit communities according to common characteristics and identified suites of policy strategies and tools to help transit communities achieve greater quality of life and equitable growth outcomes. The draft Transit Community Typology report can be viewed at <http://psrc.org/assets/8716/TypologyResultsPacket100312.pdf>.

The Transit Community Implementation Strategy will be a central tool for developing and organizing recommended actions in the Corridor Action Strategy work led by the three Corridor Task Forces. City staff participated on the North Corridor Task Force, and have been working to draft Corridor Action Strategies since Fall 2012. Council, Planning Commission, and staff were all represented at the Implementation Strategies Workshop held on 10/30/12. The Corridor Action Strategies detail the actions and tools needed to make it easier to develop jobs and housing in areas associated with transit investments. The Oversight Committee (Councilmember Eggen is the City's representative) will take final action on the Corridor Action Strategies in April 2013. The following is a link to the working drafts of the Corridor Action Strategies <http://psrc.org/growth/growing-transit-communities/public-involvement-events/imp-strategies-ws>.

STAKEHOLDER OUTREACH

Sound Transit has managed the public outreach for the Lynnwood Link Light Rail Extension project and the City has been responsible for outreach associated with the City's station area planning efforts. In 2012, there was extensive public outreach provided by both agencies to notify residents about both the light rail planning efforts, and the City's station area planning efforts.

Sound Transit attended a variety of events in Shoreline in 2012 to provide the public with information about the Lynnwood Link project. These events included:

- "Let's Have a Chat" meetings at the YMCA, the Shoreline Library, and Top Foods – March 14, 15 and 16;
- Sound Transit briefing to Council addressing station locations – April 2;
- Presentation to the Shoreline Fire Department Board of Commissioners – June 20;
- Information table at Shoreline Swinging Summer Eve – July 18;
- Information table at Celebrate Shoreline – August 18; and
- Information table at Shoreline Farmer's Market – August 25.

City staff attended the following events to share information with residents and hear their comments about the Lynnwood Link project and the City's upcoming station area planning projects:

- Presentation to the Shoreline Fire Department Board of Commissioners – June 20;
- Echo Lake Neighborhood Picnic – July 17;
- Shoreline Swinging Summer Eve – July 18;
- Night Out Against Crime Block Parties in Echo Lake, North City and Ridgecrest – August 7;
- Ridgecrest Ice Cream Social – August 16;
- Celebrate Shoreline – August 18; and
- Shoreline Farmer's Market – June 16, June 30, July 14, August 4, August 25, September 15 and October 6.

City staff presented updates at the Council retreat on March 2, 2012 and at the April 2 and September 17 Council meetings.

Sound Transit and City staff made several joint presentations in 2012 and 2013. These presentations included an overview of the Lynnwood Link project scope and timeline by Sound Transit staff. Shoreline staff provided an update on the City's policy decisions regarding light rail and station area planning, and a description of the upcoming planning process, including next steps and a rough timeline. This presentation was made to a special meeting of the Echo Lake, North City, and Meridian Park Neighborhood Associations at City Hall on September 18, 2012; to the Briarcrest Neighborhood Association on December 11, 2012; and to the Ridgecrest Neighborhood

Association on January 8, 2013. Sound Transit and City staff have been invited to the March 11, 2013 Ballinger Neighborhood Association meeting to provide the same information.

Stakeholder Groups

Staff hosted a bus and walking tour of the NE 185th Street station area for interested members of the 185th Station Citizen Committee (185SCC), the Planning Commission light rail subcommittee, and one Councilmember on December 1, 2012. The tour was followed by a discussion with the group at City Hall. Staff provided another tour on January 4, 2013 to representatives from the Shoreline Senior Center.

The Puget Sound Regional Council awarded grant money to the 185SCC in partnership with Futurewise, and to the Senior Center to promote opportunities for community involvement. Staff has scheduled recurring meetings with these groups to coordinate efforts and plan for public meetings and outreach materials.

Sound Transit will issue the DEIS in late spring/early summer 2013 and plans an extensive outreach process to gather public comments on the document. These efforts will include mailings and public meetings/hearings.

Beginning in November 2012, the City began publishing an article about light rail in each issue of Currents. Staff plans to include articles in every issue of Currents throughout 2013. These articles will focus on the “big picture” of what light rail means to the community, Sound Transit planning efforts, the City’s station area planning activities and opportunities for public participation. A website has also been established, with the quick link: www.shorelinewa.gov/lightrail.

RECOMMENDATION

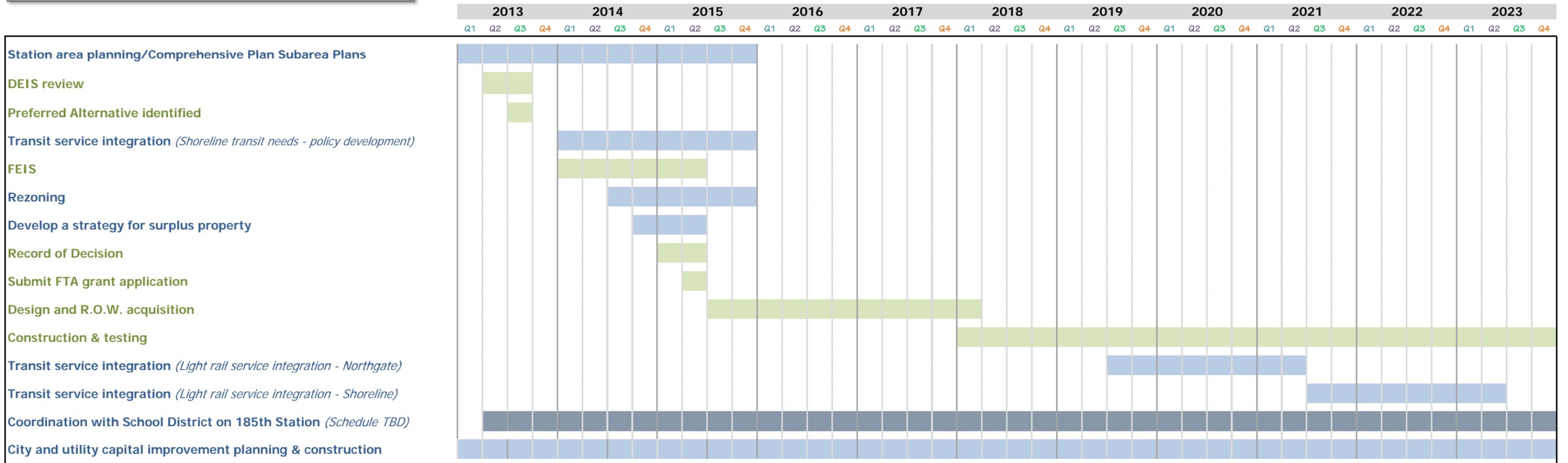
This report is intended to update the Commission on the current status of light rail station area planning, including work of the subcommittee and citizen groups, and share information presented to Council. No action is requested at this time.

ATTACHMENTS

- Attachment A: Draft 10 Year Timeline
- Attachment B: Draft 2-3 Year Timeline

The following timeline summarizes Sound Transit & City of Shoreline light rail / transit priorities and tasks spanning 2013 - 2023.

Sound Transit tasks in **green font**
 City of Shoreline tasks in **blue font**
Lead: Lead designations listed below indicate internal Shoreline department lead on task.



<p>Station area planning/ Comprehensive Plan Subarea Plans</p> <p>Includes development of station area plans for the light rail stations at NE 145th St and NE 185th St. The processes will occur sequentially, with the NE 185th St station area planned first. Public outreach and involvement will be a significant component of this process. The station area plans will evaluate land uses, densities, transportation facilities, environmental impacts, utility needs and public amenities to be developed in the area, with consideration of the impacts to existing residents as the area transitions. The final product will be the creation of subarea plans for each station area, which will be adopted as part of the City's Comprehensive Plan.</p> <p>Lead: P&CD</p>	<p>DEIS review</p> <p>Sound Transit will release the DEIS, which will do the following:</p> <ul style="list-style-type: none"> Describe the alternatives and their potential impacts. Provide environmental information to assist decision makers in selecting the project to be built. Identify measures to avoid and minimize impacts, and, when necessary, compensate for adverse impacts. Consider cumulative impacts as part of the environmental review process. Provide information for other environmental processes, such as the Endangered Species Act and the National Historic Preservation Act of 1966. <p>Release of the DEIS will include a formal public comment period.</p> <p>Lead: PW</p>	<p>Preferred Alternative identified</p> <p>Upon completion of the public outreach and comment period associated with the DEIS, the Sound Transit Board will identify the preferred alternative to be evaluated in the FEIS. The preferred alternative is a statement of the Board's current intent but is not a final decision.</p> <p>Lead: PW/CMO</p>	<p>Transit service integration (Shoreline transit needs - policy development)</p> <p>As part of the station area planning process, the City will identify policies addressing future transit needs throughout Shoreline once light rail service begins. This process will identify levels of service and areas the City wants to see served when future service changes are implemented. This will be a coordinated process with Metro, Community Transit and Sound Transit that looks at their current policies for service distribution and redistribution of service hours in conjunction with commencement of light rail service. The expected outcome will be an agreement with Metro, Community Transit and Sound Transit on policies that will direct future transit service integration.</p> <p>Lead: PW</p>	<p>FEIS</p> <p>This will be the final environmental review of the preferred alternative, as well as the other alternatives under consideration. It will identify the alignment, station locations and mitigation associated with the project. After publication of the FEIS, the Sound Transit Board will make a final decision on the route and station locations. The Board's final decision might confirm or amend the preferred alternative.</p> <p>Lead: PW</p>	<p>Rezoning</p> <p>Rezoning of land within the station area will occur in conjunction with adoption of the subarea plans. The zoning designations will be accompanied by development regulations. The regulations will address the future development of the area, with mechanisms to address land use over time as the area transitions.</p> <p>Lead: P&CD</p>	<p>Develop a strategy for surplus property</p> <p>Sound Transit is likely to have surplus property as a result of their acquisitions. These could be larger parcels acquired for staging areas or smaller strips along the rail acquired as uneconomic remnants. Sound Transit has specific policies about the disposition of surplus property, including how properties are developed for Transit Oriented Development (TOD) purposes. In advance of their acquisition process, the City will want to develop a strategy for how we would like to see Sound Transit utilize these properties.</p> <p>Lead: PW</p>	<p>Record of Decision</p> <p>The Federal Transit Administration will issue its Record of Decision finding that the requirements of NEPA have been satisfied for construction and operation of the project.</p> <p>Lead: PW</p>	<p>Submit FTA grant application</p> <p>Design and construction of the Lynnwood Link light rail extension will require grant funding from the federal government. This is a nationwide competitive grant process in which the Lynnwood Link project will be competing against other projects throughout the country. The rules for this grant process are currently under development but are likely to include criteria that consider the presence and/or possibility of TOD and zoning for higher density or employment sites near the stations.</p> <p>Lead: PW</p>	<p>Design & R.O.W. acquisition</p> <p>Sound Transit will begin design of the rail line, stations and mitigation projects. The right of way needed to accommodate these improvements, as well as areas for staging, will be acquired.</p> <p>Lead: PW</p>	<p>Construction & testing</p> <p>Sound Transit will be in the process of constructing the light rail line, stations and mitigation improvements. Once construction is complete, testing of the service will begin.</p> <p>Lead: PW</p>	<p>Transit service integration (Light rail service integration - Northgate)</p> <p>Shoreline staff will work with Metro to develop changes to bus routing in response to the opening of light rail service at Northgate. Feeder routes will be developed and commuter routes may be redesigned to serve the light rail stations. Routes in Shoreline are likely to be affected. This process will include coordination with Sound Transit and affected jurisdictions as well as opportunities for public comment. Community Transit will be evaluating options to serve Northgate as well.</p> <p>Lead: PW</p>	<p>Transit service integration (Light rail service integration - Shoreline)</p> <p>Shoreline staff will work with Metro to develop changes to bus routing in response to the opening of light rail service at Shoreline and points north. Feeder routes will be developed and commuter routes will be redesigned to serve light rail. Many routes throughout Shoreline will be affected. This process will include coordination with Sound Transit and affected jurisdictions as well as opportunities for public comment. Community Transit will be revising their service routing as well, including service that terminates in Shoreline.</p> <p>Lead: PW</p>	<p>Coordination with School District on 185th Station</p> <p>The school district owns two large properties near the NE 185th Street station. These properties have strong potential for redevelopment. It is possible that Sound Transit will need to purchase property from or enter into agreements with the School District for development of the station facilities. The City will want to involve the School District in its station area planning efforts and assist the School District in their efforts to examine the redevelopment potential of the site.</p> <p>Lead: P&CD/CMO</p>	<p>City & utility capital improvement planning & construction</p> <p>The City and utility providers will identify needed transportation and utility improvements in the vicinity of the stations and within station areas. These needs will be based upon the outcomes of the station area planning process, programmed into the Transportation Improvement Program and Capital Improvement Plan. Funding will be sought for their design and construction. This includes interagency coordination and planning for improvements to 145th Street.</p> <p>Lead: PW</p>
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2013-2015 Station Area Planning Timeline																																										
LEGEND			Commission Work										Staff work										* Council Action																			
Revised 1/10/12			2013												2014												2015															
A. 185th St Station Subarea Plan			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
1. Hire Consultant					*																																					
2. Environmental Document Preparation																																										
3. Public Participation																																										
4. Existing Conditions Data Collection																																										
5. Market and Specialized Research																																										
6. Connecting Corridors Study																																										
7. Alternatives Analysis																																										
8. Preferred Alternative																																										
9. Final Station Area Plan																																										
Council Check-In/Action (includes 145th St Station Updates)					*			*					*			*			*			*			*																	
B. 145th St Station Subarea Plan			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
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Council Check-In/Action											*																															

* This schedule is likely to shift to align with the release of the DEIS. Sound Transit estimates the DEIS will be released by June 2013. the FEIS will be complete early 2014 to mid 2015.