

ATTACHMENT V

Martin Král
1317 N 183rd St.
Shoreline, WA 98133

February 1, 2001

Ms. Rachael Markle
City of Shoreline
Planning & Development Dept.
17544 Midvale Avenue N.
Shoreline, WA 98133

Dear Ms. Markle,

The upcoming meeting of the Shoreline Planning Commission will consider an ordinance decreasing the current standards for maximum building and impervious surface area coverage. I am submitting this letter in support of such an ordinance.

The Development Code permits a higher standard in R-8 and R-12 (medium density residential) zones. In fact, the maximums allowed in R-12 designations are the same as in the significantly higher R-18 residential zones. As you know, my experience with development at Elena Lane (now 182nd Place N.) leads me to the inescapable conclusion that permitting such projects under the Development Code has been detrimental to the neighbors' enjoyment of their property and lifestyle. While profitable for the developer, the construction of these (admittedly handsome) "mega-houses" on tiny residential lots also has negative consequences for the neighborhood and the City at large.

Siting a 2,500 sq. ft. home on a 3,500 sq. ft. lot may be attainable but is no mean feat. The compromises made with building construction, setbacks, and access force the builders to build up: in the Elena Lane example that has meant 30-35 ft. tall 2-story homes with nary any consideration for buffering the adjoining properties through adequate setbacks or landscaping. Add to that more stringent requirements for surface water management, provisions for parking and traffic improvements and what you get is a Gordian knot of a design problem.

I truly do not know why a developer chooses to place large 4-bedroom homes with 3-car garages on properties zoned R-8. Maybe there is greater profit; maybe the market for grass-free houses is inexhaustible. Whatever the motivation, it does us little good. The sheer scale and bulk of such homes brings into question the City's commitment to offering a variety of housing options for different income levels. As we have seen, builders follow the code to the max. They seldom offer a smaller home where maximum dimensions allow expanding the building envelope. No mitigation is offered to neighbors and the community for the permanent shadow cast on homes close to the property line; inadequate restrictions save mature trees that are the very symbol of Shoreline.

My recommendation here is that the maximum building coverage for R-8 lots be scaled back to 50%, and for R-12 zones to 55% to establish a lower scale for dimensions from the high density zones. Concurrently, the maximum impervious surface area allowed in R-8 should be reduced to 60%, and for R-12 zone the reduction should be established to 75%. This would allow some on-site percolation of surface water through larger garden plots and relieve the strains on our stormdrains. In light of the developer's probable response to build up to the 35 ft. height limit, the Planning Commission should then also consider reducing maximum building height to 30 ft in R-8 zones (same as R-4 and R-6) to encourage the construction of smaller, more affordable homes on these properties. There IS a need for such new houses in Shoreline. Most home buyers still want a garden; together we can ensure they will get both.

Very sincerely

Martin Král



ATTACHMENT VI

These Minutes Approved
March 15, 2001

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION SUMMARY MINUTES OF REGULAR MEETING

February 15, 2001
7:00 P.M.

Shoreline Conference Center
Board Room

PRESENT

Chair Gabbert
Vice Chair McAuliffe
Commissioner Maloney
Commissioner Marx
Commissioner Harris
Commissioner McClelland
Commissioner Doennebrink

STAFF PRESENT

Rachael Markle, Senior Planner, Planning & Development Services
Brian Krueger, Planner, Planning & Development Services
Lanie Curry, Planning Commission Clerk

ABSENT

Commissioner Monroe
Commissioner Doering (excused)

1. CALL TO ORDER

The regular meeting was called to order at 7:00 p.m. by Chair Gabbert.

2. ROLL CALL

Upon roll call by the Commission Clerk, the following Commissioners were present: Chair Gabbert, Commissioners Marx, Maloney, Harris, Doennebrink and McClelland. Commissioner Doering was excused and Commissioner Monroe was absent. Vice Chair McAuliffe arrived at the meeting at 7:02 p.m.

3. APPROVAL OF AGENDA

Chair Gabbert asked that a staff report regarding design guidelines be added to the agenda as Item 7b.

COMMISSIONER MALONEY MOVED TO APPROVE THE AGENDA AS AMENDED
COMMISSIONER MARX SECONDED THE MOTION. MOTION CARRIED UNANIMOUSLY

4. APPROVAL OF MINUTES

Commissioner McClelland requested that staff provide clarification for the reference to "20 p.m. peak hour trips" found in the second paragraph of Page 4.

COMMISSIONER MALONEY MOVED TO ACCEPT THE MINUTES OF JANUARY 18, 2001 AS CLARIFIED. COMMISSIONER MARK SECONDED THE MOTION. MOTION CARRIED UNANIMOUSLY.

5. PUBLIC COMMENT

There was no one in the audience who desired to address the Commission during this portion of the meeting.

6. REPORTS OF COMMISSIONERS

Commissioner McClelland apologized for her comments to staff at the last meeting. She said that in the future she would contact staff prior to the meeting to sort out her issues and concerns.

7. STAFF REPORTS

a. Type L Public Hearing: Proposed Amendment to the Development Code to Decrease Building Coverage and Impervious Surface in R-8 and R-12 Zones

Chair Gabbert reminded the public and the Commission of the rules and procedures for the public hearing process. The public hearing was opened.

Ms. Markle presented the staff report for the Type L Action. She said that as directed by the Commission at the January 4th meeting, staff has prepared two draft ordinances for public review and comment. Ms. Markle said the basic reason for focusing on bulk, scale and impervious surface was to address the issue of maximum house/minimum lot — particularly in the R-8 and R-12 zones.

Ms. Markle provided an overhead illustration of a building envelope that was created by defining the maximum height and minimum setbacks of a lot. The area in between becomes the building envelope. Next, she illustrated building coverage, which is defined by a percentage of the total area of the lot that can be covered by a structure. Next, she referred to the drawings provided by Ms. Kolousek to illustrate the results of applying the two proposed alternatives as well as the existing code to minimum sized lots in the R-8 and R-12 zones. She reviewed each of the illustrations with the Commission. She concluded that when the envelope is larger than the actual building coverage, there is the ability to shift the footprint of the building around within the envelope to save trees, match neighborhood character, protect privacy, etc.

Ms. Markle reviewed the illustrations that were provided for Alternatives 1 and 2. She noted that Alternative 1 allows a maximum building coverage of 50 percent in an R-8 zone. This alternative

would allow a maximum building footprint of 2,500 square feet and a maximum impervious surface of 3,500 square feet. It would allow up to a 7,500 square foot house to be built on the lot. Alternative 2 has a maximum building coverage of 45 percent, with a 2,250 square foot building footprint and impervious surface of 3,250 square feet of impervious surface (65 percent of the lot). She noted that Alternative 2 provides greater potential for landscaping, but would still only provide 1,750 square feet of landscaping for the entire minimum lot size in R-8. There is still an opportunity to build a 6,750 square foot house on the lot. Neither alternative would prevent someone from developing a large single-family home in the R-8 and R-12 zones, but it does create more room for landscaping.

Ms. Markle reviewed the illustrations that were provided for the R-12 zones. Staff found that on the very small lots neither one of the proposals had a significant effect on the building coverage of the lot. She explained that when applying minimum the setbacks on a 2,500 square foot lot, the building envelope would be 1,380 square feet. Applying the building coverage at 65 percent would result in a 1,512 square foot building footprint. However, the setbacks would prevail and the development would be limited to a maximum 1,380 square foot lot coverage. In the larger R-12 zoned lots, there is a greater difference between the existing building coverage allowed and the proposed building coverage allowed.

Ms. Markle suggested that because the smaller lots would not be affected by the proposed building coverage, they should consider adding an exception to the density dimensions table by adding the following language: "single-family detached dwellings in the R-8 and R-12 zones should not exceed a maximum building coverage of 35 percent and a maximum impervious surface area of 50 percent." These are the ratios that are in place in the R-4 and R-6 zones, which are intended for single-family detached development. The code is written to encourage single-family attached development in R-8 and R-12 zones, and this can be accomplished by limiting the building coverage. It also addresses the situations where maximum sized houses are built on minimum sized lots. She cautioned, however, that if the exemption is included, it should not apply to cottage housing.

Ms. Markle said that there are standards in the code that are very specific for attached dwelling units and address many of the issues and concerns related to design, garage placement, fencing, etc. However, none of this applies if a single-family home is built on an R-8 or R-12 lot.

Ms. Markle said the one comment letter the City received supported Alternative 2, which is the more restrictive.

Ms. Markle said the Commission has the ability to change any of the proposed percentages for impervious surface and building coverage. They can add different exceptions to the alternatives, as well. However, everything has to revolve around the building coverage and impervious surface, since these are the two issues that were advertised for the public hearing. If there are other ideas the Commission would like to consider, such as height, they could bring these issues back at a future public hearing.

At the request of Commissioner Doennebrink, Ms. Markle shared information staff collected regarding how the two proposed alternatives would have been applied to projects that were reviewed and approved by the City over the past year.

Chair Gabbert noted that most jurisdictions are more restrictive than the two alternatives being proposed. The City of Bothell allows 35 percent maximum footprint coverage and between 50 and 60 percent of impervious surface for similar zones. The City of Seattle also has about a 35 percent footprint coverage requirement. The percentages being proposed in the alternatives are generous.

Commissioner Harris inquired if the 35 percent exception that was noted by staff would only apply to R-12 zones. Ms. Markle said this could be applied to the R-8 zones, as well. However, R-8 zones are not really where the significant problems lie.

Commissioner Maloney referred to one of the projects that was used for an illustration, and noted that it is much more restrictive in design than Alternatives 1 and 2. He questioned if it would make sense for the Commission to consider a more restrictive alternative. Ms. Markle said the Commission certainly has this option, but they could end up making it a lot more difficult for developers to construct affordable units. The example that was used provides underground garages, which can be more costly. She recommended that the City not be so restrictive that they require every development to provide underground garages.

Vice Chair McAuliffe reminded the Commission that the focus of the discussion is more on large, single-family homes that are being developed on R-8 and R-12 lots, rather than attached units. Ms. Markle agreed and noted that the standards that apply to attached dwelling units are very stringent, which will help ensure that future development is quality and provides sufficient open space, etc. She clarified that the intent of the proposed alternatives is to discourage single-family development—particularly in the R-12 zones.

Commissioner Doennebrink inquired how the proposed alternatives would effect the Growth Management Act or the zoning map. Ms. Markle said that neither of the alternatives would have a negative impact, but both would accommodate a higher density because there would be fewer single-family homes on lots that are designated for higher density development.

THE PUBLIC PORTION OF THE HEARING WAS OPENED.

Martin Kral, 1317 North 183rd Street, said he was surprised that there were no developers present at the hearing. He said he is concerned that if the City significantly reduces the amount of building coverage and impervious surface allowed, developers will start developing taller, single-family homes with a boxy design. He said he supports Alternative 2, but he would like to see mitigation offered to developers who are willing to build slightly smaller homes with more landscape buffer or provide features such as dormers and bay windows that would step back the new construction to fit better with the surrounding neighborhood.

THE PUBLIC PORTION OF THE HEARING WAS CLOSED.

Commissioner Doennebrink requested that Chair Gabbert clarify his statement that surrounding jurisdictions have more stringent regulations. Chair Gabbert again stated that most jurisdictions allow

only about 35 percent building coverage in the denser single-family zones. The Commission noted that this is similar to the City's requirements for less dense, single-family zones.

Commissioner McClelland expressed concern about the possibility of encouraging smaller houses that are as tall as larger homes. The height effect will be distorted. She suggested that having cubes to illustrate the finished product would be helpful.

Commissioner Maloney agreed that, although the Commission cannot deal with height as part of this hearing, it must be part of the package. He suggested that the Commission continue the public hearing for this ordinance to such a time where height can become part of the discussion and be included in the proposed ordinance. He said he is also concerned about three-story houses being built in two-story neighborhoods. Ms. Markle noted that the current regulations allow a height of 35 feet, and this would not be changed with either of the proposed ordinances. If the exception that was noted by staff earlier is adopted, it would discourage single-family dwellings in R-8 or R-12 zones, and the height limit for single-family development in the zones would not need to be changed. She noted that the height standards for attached development would be applied to the R-12 and R-8 zones. If the exception is not adopted, then height can become an issue.

The Commission discussed that the main intent of the proposed alternatives is to limit opportunities for single-family development in the R-8 and R-12 zones and to encourage attached unit development instead. However, neither alternative would prohibit the development of a single-family home in the R-8 or R-12 zone. The exception that was presented by the staff could discourage single-family development on the smaller lots.

Commissioner Marx noted that there are a lot of 5,000 square foot lots in the City with decent houses on them. She said she would hope development on these lots could continue to provide opportunities for decent, reasonably sized, single-family homes in the R-8 zone. The proposed alternatives would be a step in the right direction.

COMMISSIONER MALONEY MOVED TO POSTPONE CONSIDERATION OF THE ORDINANCE UNTIL THE HEIGHT ASPECT COULD BE CONSIDERED, AS WELL. MOTION FAILED FOR LACK OF A SECOND.

COMMISSIONER MARX MOVED TO RECOMMEND THE CITY COUNCIL ACCEPT ALTERNATIVE 4, WHICH INCLUDES THE EXCEPTION FOR R-12 LOTS AS PROPOSED BY STAFF, WITH COTTAGE HOUSING BEING EXCEPTED FROM THE REQUIREMENTS BECAUSE THEY HAVE THEIR OWN REQUIREMENTS. VICE CHAIR McAULIFFE SECONDED THE MOTION.

Chair Gabbert reviewed that Alternative 4 would amend the Community Development Code to reduce the maximum building coverage to 45 percent in the R-8 zones and 55 percent in the R-12 zones, and to reduce the maximum impervious surface to 65 percent in the R-8 zones and 75 percent in the R-12 zones, and to add an exception to table 20.50.020—densities and dimensions in residential zones under maximum building coverage and maximum impervious surface—as proposed by staff. The motion

would include an exception for cottage housing using the following language: "For single-family detached development, excluding cottage housing, located in the R-12 zone, the maximum building coverage shall be 35 percent and the maximum impervious surface shall be 50 percent."

MOTION CARRIED 6-1 WITH COMMISSIONERS DOENNEBRENK, McLELLAND, HARRIS, MARKS, VICE CHAIR McGUIRE AND CHAIR GABBERT VOTING IN FAVOR AND COMMISSIONER MALONEY VOTING IN OPPOSITION.

The Commission discussed whether or not they wanted to further explore the issue of height in R-12 and R-8 zones and the impacts of three-story homes in one and two-story neighborhoods. They agreed that it would be helpful for staff to provide pictures and other visual aids illustrating the issues of concerns related to height. They agreed that staff should meet with Chair Gabbert to review this information prior to presenting it to the Commission at a future meeting.

b. Design Guidelines

Mr. Krueger directed the Commission to Attachment 3, which is the single-family design guidelines that were created by staff in response to citizen and Commission comments during a workshop. He noted that one of the goals of Chapter 2 of the Development Code is to ensure that the physical characteristics of new houses through infill development are compatible with the character and scale of the surrounding area and provide adequate air, light, privacy and open space for each house. To address neighborhood compatibility, five elements were selected as a focus: garages and carports, building height, main entry, landscaping and privacy. The intent of the proposed guidelines is to ask the developer to compare the elements of the existing development to what they might be proposing to build. He added that pictures were used to illustrate compatible and incompatible designs.

Chair Gabbert commented that the pictures do not seem to address all of the elements identified as a focus. He suggested that additional pictures need to be provided to better emphasize the intent of the guidelines. He said he supports the concept of design guidelines because they do help to protect the character of the neighborhoods.

Mr. Krueger said the intent is to include the design guidelines document with the packet of information an applicant would receive when they come in for a residential building permit. The guidelines are non-regulatory and non-binding. They are intended as suggestions and guidelines to help a proposal maintain compatibility with the character and scale of the neighborhood.

Commissioner Harris inquired if the design guidelines document would be used to help neighbors articulate potential meetings. Ms. Markle answered that the document could be used to help neighborhoods understand the issues that they need to be concerned about when new development is proposed in their area. The developers could also use the document to tailor their discussions at the neighborhood meetings.

Commissioner Harris noted that at the neighborhood meetings for Type B shortplats, the developers are at the land design stage of their project, and have not necessarily considered the housing design. He suggested, therefore, that the design guidelines would not really serve a purpose at the neighborhood meetings. Ms. Markle agreed that in many cases, the design guidelines would not be useful at neighborhood meetings. However, if the developer is seeking a contract rezone, the guidelines could be useful.

Commissioner McClelland said she is troubled by the fact that neighborhood character is so subjective. Neighborhoods are constantly in some type of transition and change. When it is gradual, the change is responding to the market needs. Elements such as placement of the garage and roof pitch, etc. seem to be a little less subjective. She said she would prefer renderings instead of photographs so that the elements are very suggestive. She suggested that several renderings would be appropriate.

Commissioner Harris said that he is sensitive about the issue of design guidelines and whether or not they are appropriate. He questioned whether it would be appropriate to require new development to fit the character of existing development. He said he expressively told his architect that he wants the house he is currently having built to be different. He concluded that his house would probably not meet either of the alternative guidelines.

Mr. Krueger said the intent of the design guidelines is not to restrict the style of new homes. They are overall suggestions and ideas to illustrate design styles that can make new development more compatible with the existing development.

Commissioner McClelland suggested that a sub committee of the Commission be formed to work with staff on the next draft of the design guidelines. Commissioners Harris, McClelland and Maloney indicated interest in participating in the design guidelines sub committee. The Commissioners were encouraged to provide their comments regarding the issue to staff.

8. UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda.

9. NEW BUSINESS

There was no new business scheduled on the agenda.

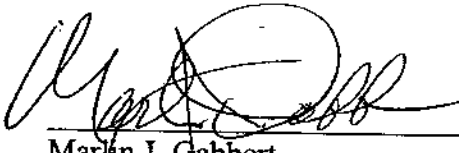
10. AGENDA FOR NEXT MEETING


Chair Gabbert noted that March 1, 2001 would be a special meeting starting at 6:30 p.m. A representative from the Washington Cities Insurance Authority would be present to talk about land use law and liability training for Planning Commissioners and staff. Staff would contact the Commissioners regarding the meeting location.

Commissioner McClelland was excused from the March 15, 2001 meeting.

11. ADJOURNMENT

The meeting was adjourned at 8:45 p.m.



Marlin J. Gabbert
Chair, Planning Commission

Lanie Curry
Clerk, Planning Commission

ATTACHMENT VII



Planning and Development Services

Single Family Design Guidelines

The Shoreline Development Code Chapter 20.50 (Subchapter 2 Single Family Detached Residential Design Standards) specifies the following purpose:

- A. To ensure that the physical characteristics of new houses through infill development are compatible with the character and scale of surrounding area, and provide adequate light, air, privacy, and open space for each house.
- B. To establish a well defined single-family residential streetscape by setting back houses for a depth that allows for landscaped front yard.
- C. To reduce the visual impact of garages from the street views.

The Code addresses specific standards for site planning including, setbacks, height limits, additions, accessory structures and fences and walls. The issue of compatible neighborhood character is not addressed by specific standards. In order to comply with the intent of the Code we hope that the following guidelines will help you creatively address the intent and help your proposal maintain compatibility with the character and scale of the neighborhood. The pictures are intended to demonstrate some obvious compatible and incompatible infill development.

Garages/Carports

- ☐ Where are the garages/carports of the houses adjacent or in the immediate vicinity of your proposal? Are they attached to the house or detached? Are they in front of the house or setback behind?
- ☐ If there is an alley access to your site, do the houses in the immediate vicinity have vehicular and garage access from that alley?
- ☐ Is your proposed garage/carport compatible in design and location to the houses in your neighborhood?



Incompatible Design



Compatible Design



Planning and Development Services

Building Height

- ☐ What is the typical height of buildings in the neighborhood? One or two-story?
- ☐ If a one (1) story building exists directly next to your site and your proposal includes a two story structure, does your design include a step down to one story in height along their common lot line or include design elements such as trellis, bay windows, or modulation to lessen impacts to you one-story neighbor?



Incompatible Design



Compatible Design

Main Entry

- ☐ Where are the main entrances of the houses adjacent or in the immediate vicinity of your proposal? Do they face the street? Are they setback from or flush with the frontmost wall of the house?
- ☐ Do these main entries have enhancement, such as porches or stoops?
- ☐ Does your proposed entry correspond in design and location to the houses in your neighborhood?



Incompatible Design



Compatible Design



Planning and Development Services

Landscaping

- ☐ What is the landscaping of the houses adjacent or in the immediate vicinity of your proposal look like? Do they have a lawn? Are there large trees on the property? Are they planted with native species? Are there hedgerows or planter boxes in the yard?
- ☐ Does your proposed landscaping correspond in design and scale to the houses in your neighborhood? Does your proposal retain the large trees on your property?



Incompatible Design



Compatible Design

Privacy

- ☐ Do the houses directly adjacent to your site have windows or private areas that would be directly visible from your proposed windows and/ or second story deck? Are these areas buffered with landscaping?
- ☐ Does your proposal consider the windows and privacy of your adjacent neighbors and/or include landscaping to buffer views from neighboring property that may invade your privacy?



Incompatible Design



Compatible Design

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Transit Policy Guidance for Metro's Six Year Transit Development Plan for 2002 – 2007
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Tim Stewart, Director <i>[Signature]</i> Sarah Bohlen, Transportation Planner <i>[Signature]</i> Victor Obeso, King County Metro Transit Planner <i>[Signature]</i>

EXECUTIVE / COUNCIL SUMMARY

The purpose of tonight's discussion is to provide your Council with information regarding King County's transit planning process, to discuss the relevant issues, and to provide your Council an opportunity to inform King County of Shoreline's interests prior to the development of the draft Six Year Transit Development Plan.

The King County Six Year Transit Development Plan defines the steps needed to achieve the long-term goals envisioned by King County's *Comprehensive Plan for Public Transportation – Long Range Policy Framework* and provides further direction about priorities for using limited resources. The current version addresses the dates 1996 – 2001, so King County will prepare a similar document to span the years 2002 – 2007. The policies adopted in this plan will affect how Metro transit service is implemented in Shoreline for the next six years. The plan could direct transit investments towards high ridership commuter routes, for example upgrading the crowded peak-only route 301, or it could spread improvements throughout the system, such as adding to local routes in various neighborhoods in Shoreline.

Victor Obeso is a Transit Planner for King County Metro and is the Project Manager for this planning effort. He is here tonight to provide your Council with more detailed information about the decisions that need to be made and listen to your policy preferences for this plan. Mr. Obeso has been making similar presentations to other councils in King County and is seeking input regarding policy direction to assist him in developing the Department's Draft Recommended Plan. This draft plan is expected to be released in late May or early June. A public comment period will be held over the summer which will provide your Council another opportunity to comment on the draft plan. The Plan is scheduled for formal adoption this fall.

Metro has identified three primary issue areas for the Six Year Transit Development Plan Update:

1. **Emphasis of New Service and Capital Program Investment**

How should new service resources be used? What type of investments best balance the objectives of our transit system? Should new service be focused on trunk routes, requiring larger buses, or on local routes that can be served by smaller buses?

2. **Amount and Allocation of Future System Growth**

How much service can be supported in this timeframe? Where should it be invested?

3. **System Performance and Evaluation**

How can transit service be made more effective and efficient, costs reduced, and the service operating environment improved? What methods should be employed to measure and evaluate performance and overall system progress?

These three issues are inter-related. Together, they ask how new investments should be prioritized, distributed, and evaluated. Your Council may want to consider how these questions affect Shoreline's needs. This report includes six recommendations that your Council may want to share with the County as they prepare their draft plan.

RECOMMENDATION

This item is for discussion purposes and no action is required. Staff will convey to the County your suggestions on the Six Year Plan draft.

Approved By: City Manager KTB City Attorney nlb

BACKGROUND / ANALYSIS

The King County Six Year Transit Development Plan defines the steps needed to achieve the long-term goals envisioned by King County's *Comprehensive Plan for Public Transportation – Long Range Policy Framework* and provides further direction about priorities for using limited resources.

King County is currently preparing an update to the existing plan and has released a discussion report describing the issues they will be considering for the update. Tonight we will have the opportunity to discuss these issues and describe Shoreline's concerns to King County. King County will be able to use this information as they prepare the Department's Draft Recommended Plan, which is scheduled to be released in late May or early June. The comment period for the Draft Plan will be this summer, and the updated Six Year Transit Development Plan is expected to be adopted by the King County Council this fall.

History

Since late 1995, Metro Transit has been implementing the Six Year Transit Development Plan for 1996-2001, which reoriented the service priorities of Metro Transit to a system that is multi-destinational in nature with more frequent two-way services emphasizing coordinated transfers to better enable multi-purpose travel. The system previously focused service to a few major destinations, predominantly in Seattle, with basic service connections between activity centers.

The time period for the existing plan is drawing to a close and it is time to update the plan to cover the next six years: 2002 – 2007. Metro expects the Countywide system to grow by 350,000 annual hours over the period of the plan. This rate of growth (approximately 10%) is somewhat less than the rate of growth experienced prior to the passage of I-695. Metro is here tonight to describe this planning process to your Council, as well as to provide a description of the policy choices to be made during this process.

This is an opportunity to provide preliminary input regarding this Plan Update. Mr. Obeso will collect your comments, as well as comments from the other King County jurisdictions, and use them as he guides the development of the draft plan. A formal comment period will be held on the draft plan this summer, at which point we will have a second opportunity to comment on the contents of the plan.

Policy Background

Shoreline has adopted policies in the Transportation Element of the Comprehensive Plan:

T-13: Work with all transit providers to ensure that Shoreline residents have frequent and comprehensive transit options available to them for commuting, and for non-work trips.

T-14: Work with Metro to improve local bus service in Shoreline that connects residents to shopping services, and schools, particularly in the mid-day, evening,

and on weekends (30 minute headways). Give priority to serving the higher density residential areas over single-family neighborhoods

T-17: Pursue methods to improve and enhance transit operations on Aurora in Shoreline. Ensure that Aurora continues to function as a primary transit corridor and provide frequent headways and express service to downtown Seattle (15 minute headways during commute hours). Explore potential low fare shuttle service on Aurora within Shoreline.

T-18: Work with transit service providers to provide safe, lighted, and weather protected passenger waiting areas at stops with high ridership, transfer points, and park and ride lots.

T-19: Work with Community Transit, Metro, and RTA to support "seamless" service across the county lines and through to major destinations. Support regional efforts by transit providers in implementing a simple, universal, rider friendly fare system.

The adopted policies suggest a transit system that provides a full range of services to Shoreline residents, with more transit priority to higher-density neighborhoods, and a strong focus on Aurora and inter-county connections.

Context

There are many transit planning efforts underway in this region. These efforts are all interdependent; but it is easy to become confused about planning responsibilities and authority due to the different agencies involved. In addition to King County's Six Year Transit Development Plan, they also implement transit service changes three times per year. Sound Transit has transit planning efforts underway that also affect transit service in our area, and Puget Sound Regional Council (PSRC) is close to adopting its Metropolitan Transportation Plan (MTP). The following table provides a quick description of the different planning efforts and describes how these efforts relate to the Six Year Transit Development Plan.

Summary of Transit-Related Planning Efforts that Affect Shoreline

Planning Effort	Focus	Relationship to the Six Year Plan
King County Service Implementation	Changes in service that occur every February, June, and September. King County must approve the route change ordinance 3-4 months prior to implementation.	The service that King County implements on an ongoing basis reflects the policies that have been adopted in the Six Year Plan. However, the implementation process is more specific than is described in the Six Year Plan and requires additional technical and public involvement work. This process typically begins with King County Transit staff preparing a service change proposal. A public outreach effort occurs, which typically lasts 4 – 8 weeks, after which a service change ordinance is prepared by the County Executive's office and submitted to the King County Council for adoption. This ordinance will typically be referred to the King County Transportation Committee prior for approval prior to adoption by the full Council. The ordinance must be passed 3-4 months prior to the implementation date to give King County staff time to prepare for the changes.
Sound Transit Phase I	Regional transit – express bus, light rail, and commuter rail.	Sound Transit is currently implementing express bus and commuter rail service and expects to implement light rail by 2009. As Sound Transit implements service in King County, some Metro bus routes become redundant. King County will address how to reallocate this bus service in the Six Year Plan.
Sound Transit Phase II	Planning will start this year. Phase II is expected to go before voters in 2004.	Phase II Planning for Sound Transit is expected to begin later this year. There are many questions about what sort of service package can be included in the proposal. However, any implementation of Phase II improvements will likely occur beyond the timeframe for the current Six Year Plan update, and will be addressed in future updates.
PSRC MTP	Regional look at all modes of transportation through 2030.	The MTP will be adopted prior to the release of the draft Six Year Plan. The Six Year Plan will use information and projections adopted in the MTP for analysis.

This table is provided as a general guide to the transit planning efforts currently underway. The four processes included in the table are not the topic of tonight's discussion, but should be kept in mind.

Analysis

Metro has identified three primary issue areas for the Six Year Transit Development Plan Update:

1. **Emphasis of New Service and Capital Program Investment**
How should new service resources be used? What type of investments best balance the objectives of our transit system?
2. **Amount and Allocation of Future System Growth**
How much service can be supported in this timeframe? Where should it be invested?
3. **System Performance and Evaluation**
How can transit service be made more effective and efficient, costs reduced, and the service operating environment improved? What methods should be employed to measure and evaluate performance and overall system progress?

These three issues are inter-related as will become clear in the following discussion. Together, they ask how new investments should be prioritized, distributed, and evaluated. Your Council may want to consider how these questions affect Shoreline's needs.

Issue Area 1: Emphasis of New Service and Capital Program Investment

This policy issue regards how investment dollars will be spent over the next six years. The money is spent on service, buses on the roads, and on the capital program, including the acquisition of buses and improvements to park & rides and bus stops, etc. The key policy issue in this area is whether investments should be targeted to key markets where significant gains in market share are possible, or whether investments should be scattered to as many areas of the County as possible. Different types of service prioritizations result in different types of capital expenditures. For example, a prioritization that focuses on commuter service to maximize ridership is likely to require more large buses and park & ride lot improvements, while a prioritization that targets local routes is likely to require a larger number of smaller buses, and more bus stop improvements.

Which of these priorities the City should support is a key question for your Council. Smaller improvements, for example, providing more frequent daytime, night, and weekend service on our local routes, may be able to better serve our neighborhoods.

King County is also considering developing a bus rapid transit system. Bus rapid transit uses improvements such as dedicated roadways and signal prioritization to allow a bus line to function more like a rapid transit system. Aurora Avenue, after our improvements have been completed, could be a candidate for Bus Rapid Transit. King County has not yet provided detailed information about what this would entail. We may wish to hold further discussions regarding this topic when more information is available. If Bus Rapid Transit is generally supported by the jurisdictions within King County, the County will place more effort into developing related policy.

Metro has analyzed three alternative ways to allocate service investments. It should be noted that the following emphasis alternatives are not meant to be choices to select from, but rather to illustrate how policy decisions can affect future investments. The resulting policy decision will likely combine elements from each of these options.

Growth Management Emphasis

This is the only alternative that examines the system Countywide, disregarding subarea boundaries. A significant share of available transit resources would be allocated to frequent bus service connections between King County's Urban Centers and Manufacturing and Industrial Centers and major residential areas. This alternative does not ignore existing transit capital improvements, such as park and rides, but does shift emphasis away from Shoreline. Our local routes would particularly suffer. King County has not identified any Shoreline routes that would potentially receive a large increase in service under this option. The priority improvements are located on routes that connect King County urban centers with other King County urban centers. Shoreline is not located between King County urban centers.

Coverage Emphasis

This alternative allocates a significant share of available transit resources to extending or expanding service coverage to a larger geographic area or an extended time of day within the Urban Growth Area. This approach could further address gaps in service coverage, improving walk access and evening or weekend access to more of the population than the current network provides. This concept is commonly referred to as "lifeline" service, and is meant to ensure that service is provided to as many people who need the service as possible. Investment under this alternative is distributed by subarea, which means that the total investment allocated to the West Subarea would be distributed to provide the most geographic coverage within that Subarea. This emphasis would benefit Shoreline the most by prioritizing service provision and/or improvements to local service within the City. It does so, however, by focusing less on investments for higher revenue-generating routes and time periods. Your Council has repeatedly stressed the need for improved east-west service in Shoreline. The Coverage Emphasis would provide a policy background supporting this need.

Ridership Emphasis

This approach would emphasize improvements to Metro services that provide frequent core service connections and higher speed, long-distance connections with the objective of serving the highest number of people, resulting in the highest reduction of single-occupancy-vehicle miles traveled on the roadways. Many of Shoreline's high ridership routes, particularly Route 358 (Aurora) and Route 5 (connecting Shoreline Community College with Downtown Seattle) would benefit from this approach. It would, however, like the Growth Management emphasis, shift investment away from local routes such as Routes 302, 314, 315, and 317. This emphasis would not provide a high likelihood for improvement to east-west local service in Shoreline.

The following matrix summarizes and compares the three options for new service and capital investment.

Emphasis	Description	Potential Benefit to Shoreline	Trade-Offs
Growth Management	Connect adopted King County urban centers and park & ride lots	No major service improvements identified, but potential for some improvement on Routes 358 and 5	Decreases potential for service increases on local routes and high ridership routes that are not connected to urban centers
Coverage	Expand service coverage to larger geographic areas or extended time of day	New service in western Richmond Highlands Neighborhood. Also expanded time of day in most of Shoreline. I-695 service reductions would likely be restored and improved.	Decreases potential for service increases on high ridership routes or in areas of the region that have adopted urban centers
Ridership	Focus service increase on routes that capture the highest number of riders	Potential major service improvements on Routes 358 and 5	Decreases potential for service increases on local routes and in areas of the region with urban centers not demonstrating high ridership

Of the three options, the Coverage Emphasis provides the most potential benefit to Shoreline. As mentioned earlier, the end result will be a mixture of the three options. Staff recommends supporting a primary emphasis on Coverage and a secondary emphasis on Ridership.

Issue Area 2: Allocation of Future System Growth

This topic received a considerable amount of attention during the Initiative 695 (the Car Tab Initiative) cutbacks. Currently, King County is divided into three subareas. Shoreline, Seattle, Lake Forest Park, and Kenmore make up the West Subarea. We currently must compete with the City of Seattle for transit service. The other subareas are the East and South Subareas. Transit service investments are made by allocating a total investment amount to each subarea, then prioritizing within the subareas. During the Initiative 695 discussions, the King County Regional Transit Committee directed Metro staff to examine new ways of allocating investment funds.

Of the three service emphasis options presented in Issue Area 1, the Growth Management Emphasis is the only alternative that utilized a countywide instead of a Subarea funding allocation system. A countywide allocation system could benefit Shoreline because when Shoreline is compared to the rest of the County, it is generally more densely populated and considered more transit-supportive than many other parts of the County. If Shoreline is compared to other areas within the Subarea, which includes Seattle, it tends to appear less densely populated and less transit supportive.

A subarea allocation system, however, provides the policy direction to ensure that each subarea receives a certain level of transit service. It is difficult to determine whether Shoreline would benefit more by competing countywide for service, or whether the surety of a subarea funding level would provide Shoreline with more service.

King County's report on allocation issues recognizes that the preferred resolution of these is very dependent on the preferred service emphasis. One of the service emphasis options looks at an allocation system that is not based on subareas. The report does not examine an alternative including changes to subarea boundaries. There is currently not enough information to provide a recommended position on changing boundaries. We may wish to discuss the following options with the other affected jurisdictions at the SeaShore Forum:

- Creating a fourth subarea for "North King County" to encompass Shoreline, Lake Forest Park, Kenmore, and Bothell, which would overlap with the East Subarea. Seattle would remain the "West" subarea, but without other cities.
- Dividing the City of Seattle into the three existing subareas. Routes oriented to the north would remain in the West Subarea. Other routes would be assigned to the East or South Subarea as appropriate.

Issue Area 3: System Performance and Evaluation

The final policy issue regards monitoring route performance. As Metro invests in new service, it also evaluates existing service, looking for efficiencies and consolidations that can be made to get the most out of the system. Developing a consensus on the criteria by which to evaluate routes is difficult. As with the allocation decisions, one must decide if it is more important that a route serve a certain number of people, or if it should provide a basic level of service to a wide area. The decisions made with respect to this policy issue also help determine when to restructure or consolidate more than one route serving similar purposes, or even when bus stops should be relocated or consolidated to better serve the riders.

Different areas of the County have different transit needs. It is important that the selected performance measurement system evaluates routes by criteria that is relevant to the type of service. For example, routes designed to provide geographic coverage should be compared to routes providing a similar service to a similar geographic area.

Shoreline should support service restructuring as a means of improving ridership and efficiency. Restructuring the existing local routes in Shoreline could provide better transit coverage, including east-west service, within Shoreline without placing high demand for new service hours from the King County Metro Transit budget. Staff recommends requesting King County to implement such a restructure in 2002.

Summary of Staff Recommendations

- Support King County's work effort on the 6-Year Plan and congratulate their staff on this effort;
- Convey to King County that our adopted policies suggest a transit system that provides a full range of services to Shoreline residents, with more transit priority to higher-density neighborhoods, and a strong focus on Aurora and inter-county connections.

- Support a system with a primary emphasis on Coverage and a secondary emphasis on Ridership;
- Support a route evaluation system that is flexible and recognizes that different areas of the County have different service needs;
- Support the usage of transit route restructuring as a means of gaining efficiency and ridership; and
- Discuss the possibility of changing subarea boundaries at the SeaShore Forum. The timeframe for this type of change is likely to exceed the timeframe for the current update process. It could, however, be considered as an update to the plan in 2002.

RECOMMENDATION

This item is for discussion purposes and no action is required. Staff will convey to the County your suggestions on the Six Year Plan draft.