

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | | | |
|----------------------|---|---|---------------------------------|
| AGENDA TITLE: | Review of the 2012 Proposed Comprehensive Plan Docket Items | | |
| DEPARTMENT: | Planning & Community Development | | |
| PRESENTED BY: | Rachael Markle, Director Steven Szafran, Associate Planner, AICP | | |
| ACTION: | <input type="checkbox"/> Ordinance | <input type="checkbox"/> Resolution | <input type="checkbox"/> Motion |
| | <input checked="" type="checkbox"/> Discussion | <input type="checkbox"/> Public Hearing | |

PROBLEM/ISSUE STATEMENT:

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.

The City Council may add, modify, and delete items from the docket (Attachment A). The following items are “docketed” and on the work plan for the Planning Commission’s review in 2012 (they are not listed in priority order):

1. Major update of the City of Shoreline’s Comprehensive Plan. Estimated timeframe for Council review/adoption: December, 2012
2. Amend LU 43 by adding student housing to the Shoreline Community College Campus as an approved use. Estimated timeframe for Council review/adoption of Shoreline Community College Master Development Plan: Summer/Fall 2012.

The following items were requested to be added to the 2012 docket and Planning Work Program.

3. Amend the Implementation Plan Section of Subarea Plan 2 – Point Wells.
4. Amend the Corridor Study and Implementation Plan sections of Subarea Plan 2 – Point Wells.
5. Amend the Capital Facilities Element by adding a new policy, CF 16.5 and amending the Capital Facilities supporting analysis.
6. Amend the Comprehensive Plan Land Use Supporting Analysis, Natural Environment Section, page 101 by adding language about Point Wells under the Seismic Hazards Section.

RESOURCE/FINANCIAL IMPACT:

The first two items on the proposed docket, 2012 Comprehensive Plan Major Update and Student Housing at Shoreline Community College (SCC), will not require additional resources as those two items are already included in the Planning Department's 2012 work plan. The last four items submitted by Save Richmond Beach will require additional staff time and potentially additional financial resources.

RECOMMENDATION

Tonight Council should review the proposed docket items. The City Council is scheduled to adopt the official 2012 docket on February 27. Staff recommends the Council consider placing amendments 1, 2, 3, and 6 on the official 2012 docket. Staff recommends that Council not place amendment 4 and 5 on the official 2012 docket.

Approved By: City Manager - *JU* City Attorney ____

BACKGROUND

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. The City Council, in its review of the proposed amendments (which usually occurs near the end of the year), looks at the proposed amendments as a package in order to consider the combined impacts of the proposals.

There are two exceptions to “once a year” review. One exception applies to the first time adoption of a subarea plan, such as the Town Center Subarea Plan. The second applies to amendments adopted under an “emergency” authority. The City Council is permitted to review and adopt these exceptions independent from the once a year rule.

Comprehensive Plan Amendments usually take two forms: Privately-initiated amendments and city-initiated amendments. This year there were 5 privately-initiated amendments and 1 city-initiated amendment.

Staff reviewed the draft docket with the Planning Commission on January 5. The Commission did not add anything to the draft docket.

The draft docket (Attachment A) has been available to the public for several weeks. In addition to the Planning Commission review at a public meeting, the docket is posted on the City’s website. The December issue of Currents included an article about the 2012 docket. As of the date of this writing, no public comment on the proposed docket has been received.

If the Council chooses, it may add, delete, or modify items on the docket. Adding items to the docket may affect timing of other work tasks on the Planning Work Program. Once the Council has adopted the 2012 Comprehensive Plan Docket staff will analyze the item and present to the Planning Commission. The Planning Commission will hold a public hearing on the proposed Comprehensive Plan amendments in September 2012. The Planning Commission will make final recommendations to the City Council and the Council will consider adoption of the updated Comprehensive Plan in December 2012. If you have questions about the docket process or any item on the proposed docket, please contact Steven Szafran, AICP, Associate Planner, at sszafran@shorelinewa.gov or 206-801-2512.

ANALYSIS

Amendment 1 – Major update of the Comprehensive Plan.

The Council has directed the Planning & Community Development Department to update the Comprehensive Plan by the end of 2012.

Recommendation: Place this amendment on the 2012 Comprehensive Plan Docket. The needs of the City have changed since the last Comprehensive Plan was updated in 2005. Many elements of the plan have already been updated – the Transportation

Master Plan, the Parks, Recreation, and Open Space Master Plan, the Shoreline Management Program, and The Economic Development Plan. An updated Comprehensive Plan will incorporate many of the goals and policies drafted in the above plans.

Concerns: Adopting a revised Comprehensive Plan in less than a year is aggressive. The Planning Department and the Planning Commission must adhere to the implementation schedule in order to meet the 2012 deadline.

Amendment 2 – Adding dormitories to LU43.

Shoreline Community College (SCC) has requested to construct student housing on its campus to remain competitive with other colleges in the area as well as continuing to be an economic asset to the community.

Recommendation: Place this amendment on the 2012 Comprehensive Plan Docket. Staff believes student housing will support an expanded foreign student population. On-site housing may lead to more students staying on campus that could lead to less single-occupancy vehicles driving through the neighborhood. The addition of student housing could increase the accessibility to goods and services on the Aurora Corridor and new development on the SCC Campus.

Concerns: Students living on campus will add activity all hours of the day and building placement may displace trees and views from adjacent neighbors.

Amendment 3 - Amend the Corridor Study section of Subarea Plan 2 – Point Wells

Save Richmond Beach has requested to add specific language to the Point Wells Subarea Plan concerning the corridor study. The study should look at alternative access scenarios through Woodway in the event a secondary access road is opened.

Recommendation: Place this amendment on the 2012 Comprehensive Plan Docket. In the event that secondary access is proposed it will likely go through Woodway which would dramatically change the traffic impacts on different neighborhoods in Shoreline. The amendment will require the developer to study impacts to other intersections in Richmond Beach if a secondary access road is proposed. The amendment would also include working with Woodway and Edmonds to improve north-south mobility.

Concerns: Staff does not have any concerns at this time over the proposed language submitted.

Amendment 4 - Amend the Implementation Plan Section of Subarea Plan 2 – Point Wells.

Save Richmond Beach wants to add a new policy changing the level of service (LOS) to C at all intersections in the Richmond Beach neighborhood west of 8th Avenue NW. Save Richmond Beach believes major collisions on multiple arterials will restrict emergency services from accessing Richmond Beach west of 15th Avenue NW and believes a change to the LOS will alleviate these concerns.

Recommendation: Staff recommends not placing this amendment on the docket. The City Council recently approved the Transportation Master Plan (TMP) that included new LOS standards for all arterial intersections in the City. Changing the LOS at intersections throughout Richmond Beach will require studies by the City's traffic consultant which have a budgetary implication and would likely delay the comprehensive plan update process beyond the 2012 completion goal. The City Council discussed a proposed amendment from Save Richmond Beach during the TMP adoption process and did not choose to change the LOS standards for the Richmond Beach neighborhood.

Concerns: This change has the potential to be costly for the City. Cities are required to confirm that they have projects, plans and funding available to ensure the transportation network operates in accordance with their adopted level of service standard (LOS). Should a new LOS be adopted for arterial intersections in the Richmond Beach neighborhood, the City will need to model the anticipated future traffic demand to determine if any of the intersections will not meet the new LOS. If it is determined that an intersection will fail to meet the adopted LOS standard, a project will need to be developed to correct the failure. Additionally, a cost estimate for each project must be generated, which would then be folded into the City's impact fee program. Staff has been directed by Council to develop an impact fee program based upon the LOS adopted in December 2011 and the projects identified in the Transportation Master Plan (TMP) needed to maintain that LOS. It is anticipated that this work will be complete in the second quarter of 2012. The City does not have a schedule for updating the impact fee program although it is likely that it would happen in conjunction with the next TMP update (approximately 5-7 years). If this amendment were eventually adopted in the Comprehensive Plan update, the impact fee program update would have to occur in 2013 with an estimates cost of \$15,000 to \$30,000 to update the concurrency modeling.

Amendment 5 – Amend the Capital Facilities Element by adding a new policy, CF 16.5 and amending the Capital Facilities supporting analysis.

Save Richmond Beach has requested an amendment to the Capital Facilities Goals and Policy section to add a new policy to issue an annual limit on new water connections and require a popular vote for increases in sewer capacity to ensure that the City is able to manage and accommodate growth in an efficient manner.

Recommendation: Staff does not recommend placing this amendment on the 2012 docket.

Concerns: The rationale offered that large development would have excessive impacts on the level of service of existing residents, is not something that would be allowed under Growth Management Act (GMA) concurrency. As stated in the quoted language on page 202 of the current Plan, GMA requires that water and sewer for such a development must have adequate services available to it without decreasing the level of service to existing service areas. In addition, the proposal to limit water connections as a way to "restrict development" is, first, not currently a City tool since it is not a water provider and second, it is unnecessary since the City is obligated to deny additional land use permits under the third tool if concurrency fails for proposed new development [3]

restrict development until service can be provided at the established standards]. Finally, the City may not change state law for water or sewer district operation (require a vote for increasing sewer capacity).

Amendment 6 - Amend the Comprehensive Plan Land Use Supporting Analysis, Natural Environment Section, page 101 by adding language about Point Wells under the Seismic Hazards Section.

Save Richmond Beach has requested that Point Wells be included in the seismic hazards section of the Comprehensive Plan Land Use Supporting Analysis as having the highest risk for liquefaction.

Recommendation: Staff can evaluate this amendment as part of the overall update of the Comprehensive Plan.

Concerns: Staff does not have any concerns at this time.

RESOURCE/FINANCIAL IMPACT

Amendments No. 1 and 2 on the proposed docket have been included on the 2012 Planning work program.

Although not originally included in the 2012 Planning work program, staff does not believe that amendments 3 or 6 would add significant staff review time or delay the comprehensive plan update process. Amendment 4 addressing level-of-service for intersections in Richmond Beach, will require financial resources that are not currently budgeted to hire a consultant to modify traffic models, to generate analysis, and scope and develop project cost estimates.

SUMMARY

Amendments 1 and 2 on this year's draft docket are on the Planning Work Program for 2012. Additional staff time or resources are not needed for these two items.

Analyzing Amendment 4, the implementation section of the Point Wells Subarea Plan, will require considerable staff time and financial resources. Amendment 5 was determined by the City Attorney to be not allowed by GMA concurrency rules and staff does not recommend placing this amendment on the 2012 docket for this reason.

Amendments 3 and 6, amending language in the corridor study, and identifying Point Wells as a seismic hazard area, will require less staff time and resources but are not identified in the Planning Work Program for 2012.

RECOMMENDATION

Tonight Council should review the proposed docket items. The City Council is scheduled to adopt the official 2012 docket on February 27. Staff recommends the

Council consider placing amendments 1, 2, 3, and 6 on the official 2012 docket. Staff recommends that Council not place amendment 4 and 5 on the official 2012 docket.

ATTACHMENTS

Attachment A – Proposed 2012 Docket

Attachment B – Applications for Comprehensive Plan Amendments



2012 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 items are “docketed” and on the work plan for the Planning Commission’s review in 2012 (they are not listed in priority order):

1. Major update of the City of Shoreline’s Comprehensive Plan.

Estimated timeframe for Council review/adoption: December, 2012

2. Amend LU 43 by adding student housing to the Shoreline Community College Campus as an approved use.

Estimated timeframe for Council review/adoption of Shoreline Community College Master Development Plan: Summer/Fall 2012.

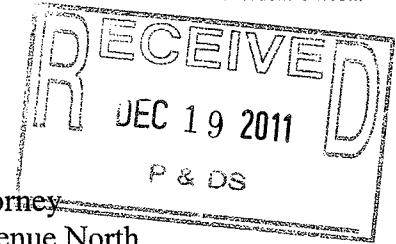
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December 16, 2011



Mr. Steven Cohn
Senior Planner; Long Range Planning
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

Mr. Ian Sievers
Shoreline City Attorney
17544 Midvale Avenue North
Shoreline, WA 98133-4921

Mr. Daryl Campbell
Vice President Administrative Services
Shoreline Community College
16101 Greenwood Avenue North
Room 1019A
Shoreline, Washington 98133-5696

Dear Messrs. Cohn, Sievers, and Campbell:

We are pleased to offer this amendment request to be docketed for the Comprehensive Plan review by the City of Shoreline in 2012. The proposed amendment would be to add language to the Comprehensive Plan recognizing student housing (dormitories) as a permitted use in the Shoreline Community College Campus. This change will also be included within the Campus Master plan which is currently under review by the City.

The specific policy proposed for revision is Land Use Policy 43, located on page 33 of the Land Use Element of City of Shoreline Comprehensive Plan. The revision underlined below is the only change being proposed at this time.

4. Shoreline Community College Campus: Shoreline Community College is an approximately 79 acre state operated community college. The College provides academic, professional, technical and workforce training programs, continuing education and community involvement programs to meet the lifelong learning needs of the community. The College also includes a mix of support uses and services for students and the community such as dormitories, retail, restaurant, childcare, conference rooms, dental hygiene clinic, library, theater, bus stops and recreational facilities.

Provided below is a response to the criteria for revising the Comprehensive Plan.

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

COPY

The purpose of the amendment is to bring the Comprehensive Plan designation of the site in line with the City's adopted zoning code. The Comprehensive plan policies for Shoreline Community College (SCC) state:

4. Shoreline Community College Campus: Shoreline Community College is an approximately 79 acre state operated community college. The College provides academic, professional, technical and workforce training programs, continuing education and community involvement programs to meet the lifelong learning needs of the community. The College also includes a mix of support uses and services for students and the community such as retail, restaurant, childcare, conference rooms, dental hygiene clinic, library, theater, bus stops and recreational facilities. LU

Existing uses in these areas as of Ordinance #507 Adoption Date shall constitute allowed uses in the City's development code. If development of any new use or uses is proposed on a site that is designated Campus Land Use, an amendment to the Comprehensive Plan and the Development Code will be required.

The comprehensive plan does not provide any information as to which accessory uses are permitted. Section 20.40.330 of the Shoreline Municipal Code (SMC) permits college uses like SCC to have dormitories.

Dormitories are allowed only as an accessory to a school, college, university or church.

Revising the Comprehensive Plan to note that Shoreline Community College Campus may include dormitories as a use will make the Development Code and the Comprehensive Plan more clearly internally consistent as required by GMA.

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

Historically, community colleges have drawn from the local population as a provider of two year Associates degrees, as a gateway to four year institutions, and for continuing education and vocational training. SCC has found over the last five years that there is a need for Community Colleges to support an expanded foreign student population. One of the ways for SCC to remain in competition with other regional colleges would be to provide on campus housing for these students.

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

By providing on campus housing, SCC will be in a position to remain competitive with other Community Colleges in the area and to continue as an economic asset to the community. Without the Comprehensive Plan amendment there would remain an internal inconsistency between the Comprehensive Plan and the development code as to whether dormitories are allowed as part of the Campus Master Plan currently being reviewed by the City.

We look forward to working with you on this matter and in the meantime, please do not hesitate to call if you have questions or concerns related to this docketing request.

Sincerely,

GORDON DERR LLP

A handwritten signature in black ink, appearing to read "DVS", is written over the typed name "GORDON DERR LLP".

David Van Skike
Land Use Planner

DVS/aka

cc: Steve Szafran



COMPREHENSIVE PLAN—GENERAL AMENDMENT APPLICATION

Planning & Community Development

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

Please attach additional pages to this form, as needed.

A. Contact Information

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

Applicant: Save Richmond Beach (contact Tom Mailhot)

Mailing Address: PO Box 60191, Shoreline, WA 98177

Telephone: (206) 321 - 5612 Fax: (____) ____ - ____ E-mail: info@saverichmondbeach.org

- 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 ~~striketrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

The Point Wells Subarea plan does not consider that the area is connected to the City by a single arterial road. This single arterial presents emergency response and safety concerns if traffic level of service is allowed to deteriorate too far. We believe any neighborhood served by a single arterial requires a higher traffic level of service standard than those that are served by multiple arterials. We believe the Point Wells Subarea plan should reflect that higher standard.

See attached document for the requested changes.

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

The suggested changes are an amendment to the Shoreline Comprehensive Plan, Point Wells Subarea Plan pages 265 and 266 in the Implementation Plan section.



17500 Midvale Avenue North, Shoreline, Washington 98133-4905

Telephone (206) 801-2500 Fax (206) 801-2788 ⁸⁰⁰⁰⁵⁴ pcd@shorelinewa.gov

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

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

Our proposed amendment includes 3 changes to the Implementation Plan section of the Point Wells Subarea Plan, pages 265 and 266.

1. The current wording notes that more than 8250 vehicle trips a day out of any Point Wells development will result in a level of service "F" or worse at a number of City intersections. The City recently amended the Transportation Master Plan adapting a city wide LOS standard of "D"; we feel the Point Wells Subarea Plan should reflect that change by noting that more than 5500 vehicle trips a day out of Point Wells will result in a level of service "E" or worse at a number of City intersections and that this will not meet the City's standard of "D".

2. Policy PW-12 classifies Richmond Beach Drive as a local street with a maximum capacity of 4000 vehicle trips per day. It also includes some language setting conditions for considering a reclassification of this road segment. We don't believe it is necessary to list any conditions for considering a reclassification of the road as these conditions restate development requirements contained in SMC section 20.60.140 paragraphs B. and C. We feel it is potentially confusing to have the conditions listed in 2 places with slightly different wording so we suggest removing the conditions from the Subarea Plan.

3. We propose a new Policy PW-12.1 adapting a LOS standard of "C" for arterial intersections in the Richmond Beach neighborhood. Richmond Beach Road serves as the only arterial access to a neighborhood with over 2,300 homes. While 20th Avenue NW does provide additional connectivity to the community via Woodway, Richmond Beach Road serves as the only connection between the neighborhood and the City of Shoreline. Steep topography, waterfront constraints, the County border, and other natural habitat barriers prevent additional access from being developed. While local street connections that serve single-family lots within the community do provide internal circulation within the neighborhood, these streets are not designed nor designated to serve and cannot support "through" traffic needs.

Since Richmond Beach Road provides the only arterial connection between the City of Shoreline and this community, a major collision on Richmond Beach Road between 8th Avenue NW and 15th Avenue NW would not only completely block access out to the rest of the city, it would also effectively block fire/emergency response in to the neighborhood should a simultaneous incident occur west of 15th Avenue NW. As the neighborhood has no staffed local fire/emergency response facilities, we feel the fire/emergency access issue by itself precludes the City from allowing significant degradation in capacity or congestion levels. Any change in the capacity of the street or a substantial increase in congestion levels would increase the chance for a major accident while at the same time degrading the City's ability to provide fire/emergency services when an accident does occur.

Prior to incorporating into a City, the area was developed and built to King County standards. There is a very specific standard 100-lot threshold in the King County Roadway Standards for a single access point. Right now,

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Planning & Community Development

there are approximately 70 homes on Richmond Beach Drive (the portion that has been deemed a "Local Road") that have only one source of ingress and egress. At a minimum that segment alone should have some special considerations applied because of the 100-lot threshold for singular access.

Lastly, the City released data last year indicating that 2 of the most dangerous intersections in the entire City are located in the Richmond Beach/Highlands transportation corridor. It would make sense from a public safety perspective to ensure that the LOS standard in that corridor is improved to prevent any further danger to the community.

It is evident that single arterial access makes circulation needs, fire/emergency vehicle access requirements, and acceptable congestion levels different for this neighborhood than for other residential areas within the city. We believe these unique conditions justify a higher level of service standard. We strongly urge the City to amend the Point Wells Subarea Plan to adopt new Policy 12.1 setting LOS standard of C or better for arterial intersections in the Richmond Beach neighborhood.

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

Tom Mailhot for Save Richmond Beach

Applicant Signature

12/29/2011

Date

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

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Point Wells Subarea Plan – Implementation Plan section, pages 265 and 266:

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells. 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.

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 are long-term policy objectives, 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 5500 vehicle trips a day enter the City's road network from Point Wells, it would result in a level of service "F" "E" or worse at a number of City intersections. This would ~~be an unacceptable impact~~ not meet the City's level of service standard of "D".

Richmond Beach Road provides the only arterial connection between the City of Shoreline and this community. A major collision on Richmond Beach Road between 8th Avenue NW and 15th Avenue NW would effectively block fire/emergency response to the neighborhood should a simultaneous incident occur west of 15th Avenue NW. As the neighborhood has no staffed local fire/emergency response facilities, the fire/emergency access issue precludes the City from allowing significant degradation in capacity or congestion levels. Any change in the capacity of the street or a substantial increase in congestion levels would increase the chance for a major accident while at the same time degrading the City's ability to provide fire/emergency services when an accident does occur.

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. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.

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

Policy PW-12.1 To preserve acceptable fire/emergency access to homes in Richmond Beach the City adapts LOS C at all arterial intersections in the Richmond Beach neighborhood west of 8th Avenue NW as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments.



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A. Contact Information

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Applicant: Save Richmond Beach (contact Caycee Holt)

Mailing Address: PO Box 60191, Shoreline, WA 98177

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

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

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

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



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

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

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

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

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

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Transportation Corridor Study and Mitigation

A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an "Urban Center" under Snohomish County zoning, as well as development scenarios *Subarea Plan Element* assuming lesser orders of magnitude. This background information provided a basis for the City to conclude that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.

Corridor Study

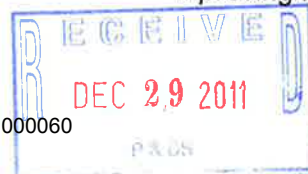
The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. The Study should also look at potential alternative access scenarios through Woodway in the event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

Implementation Plan

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

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

Policy PW-9 To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20th Ave NW, 23rd Place, and 204th. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility



within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.

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

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

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

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

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



COMPREHENSIVE PLAN—GENERAL AMENDMENT APPLICATION

Planning & Community Development

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

Please attach additional pages to this form, as needed.

A. Contact Information

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

Applicant: Save Richmond Beach (contact Caycee Holt)

Mailing Address: PO Box 60191, Shoreline, WA 98177

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

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

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

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



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

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

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

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

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

Tom Mailhot for Save Richmond Beach

Applicant Signature

12/29/2011

Date

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8/2011

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Transportation Corridor Study and Mitigation

A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an "Urban Center" under Snohomish County zoning, as well as development scenarios *Subarea Plan Element* assuming lesser orders of magnitude. This background information provided a basis for the City to conclude that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.

Corridor Study

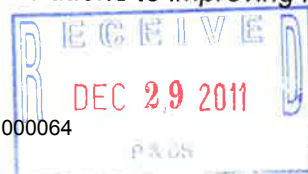
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Planning & Community Development

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A. Contact Information

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



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The Comprehensive Plan makes no note of the impacts that a large development would have on the water and sewer capacity in north Shoreline.

See attached document for the requested change.

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

The suggested change is an amendment to the Comprehensive Plan Capital Facilities Element Goals and Policies section, Level of Service subsection page 71 and Capital Facilities Element Supporting Analysis, Levels of Service section, Adequacy and Concurrency subsection, page 202.

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

The proposed amendment is suggested in the event that a large development has excessive impacts on the level of service of existing residents. It gives the City another option when looking at adequacy and concurrency of critical public services and utilities.

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

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

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Comprehensive Plan Capital Facilities Element Goals and Policies section, Level of Service subsection page 71

CF16.5: Issue an annual limit on new water connections and require a popular vote for increases in sewer capacity to ensure that the City is able to manage and accommodate growth in an efficient manner.

Capital Facilities Element Supporting Analysis, Levels of Service section, Adequacy and Concurrency subsection, page 202

Adequacy and Concurrency

According to the GMA, public facilities and services shall be adequate to serve the development at the time the development is first occupied without decreasing the level of service described in the Comprehensive Plan. Adequate public facilities and services, such as water, sewer, and surface water management service, are required to serve development. Additionally, the GMA mandates concurrency for transportation services to ensure that transportation improvements or strategies are in place at the time of development or that a financial commitment is made to complete the improvement within six years.

Water and sewer service providers have demonstrated the ability to meet current demand at the service levels established in the Comprehensive Plan. The City uses the King County Surface Water Design Manual to assure that new development meets the established service standards for surface water management. The City is currently working with all non-City-managed service providers to determine their ability to continue to meet these service standards over the next 20 years under the Land Use Designation Plan identified in *Figure LU-1*. If the City determines that water and sewer providers or the City (for transportation and surface water management) will not be able to meet these service standards, the City could choose to: 1) modify the Land Use Designation Plan identified in *Figure LU- 1* through an amendment to the Plan, 2) modify the level of service standards through an amendment to the Plan, 3) or restrict development until service can be provided at the established standards, or 4) implement an annual limit on water connections and require a popular vote for sewer capacity increase.



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

See the attached document for the requested changes.

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

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

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

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Tom Maithot for Save Richmond Beach
Applicant Signature

12/30/2011
Date

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Seismic Hazards

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

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

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

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

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