

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Comprehensive Plan Update- Parks, Recreation, and Open Space; Capital Facilities; and Utilities Elements; and Amendments to Point Wells Subarea Plan
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Miranda Redinger, Senior Planner Rachael Markle, AICP, P&CD Director
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

INTRODUCTION

After a year of Planning Commission discussion and revision of the Draft 2012 Comprehensive Plan, Council had their first opportunity to review the entire document at the end of October. The Draft 2012 Comprehensive Plan is accessible at the following link: <http://shorelinewa.gov/index.aspx?page=409>. In the report for the November 5 meeting

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2012/staffreport110512-9b.pdf>, staff proposed a timeline for adoption that meets the Council's goal of updating the Plan by December 2012, while providing an opportunity for thorough consideration of this guiding document.

Staff will present the draft document to Council in three sections, and reserve two meetings for additional discussion or revisions and a public hearing, if necessary. The revised schedule is as follows:

- November 5 – Overview of the process to date; discussion of the Introduction and Land Use Element (pages 1-32 and 83-88)
- November 13 – Discussion of Community Design, Housing, Transportation, Economic Development, and Natural Environment Elements (pages 33-66 and 89-156)
- November 19 – Discussion of Parks, Recreation, and Open Space; Capital Facilities; Utilities; and the docketed amendments related to the Point Wells Subarea Plan (pages 67-82 and 157-192 of draft Comprehensive Plan; Point Wells Subarea Plan staff report and materials available at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/pcd/pc/2012/1115/agenda.htm>)
- November 26 – Discussion of any remaining questions or final revisions
- December 10, 2012 – Tentative date for Council adoption
 - ❖ Additional dates have been reserved for further discussion (December 3) and/or public hearing, if either of these options are necessary. “Next Steps” below delineates considerations for potential public hearing dates.

The November 5 agenda allotted one hour for discussion of the Council process for review and adoption of the full Comprehensive Plan, and discussion of the Introduction and three elements. The Council decided on a two-tiered approach to working through the document, briefly discussed some broad questions regarding the Introduction, and touched on most of the big picture questions identified for the Land Use element. This pushed Community Design and Housing to the November 13 agenda. At the time of writing of this staff report, it is unknown whether the focus of the November 19 meeting will keep to the schedule outlined above, or if there will be additional elements carried over from the November 13 meeting.

The two-tiered approach that Council decided to use is a combination of options presented during the November 5 meeting. The first option was to frame discussion around the big picture questions identified for the July 9 joint meeting between the Planning Commission and Council. Council decided that this would be a good framework for discussion during meetings, but that a matrix should also be established for tracking additional questions and potential revisions. This will help Council determine which issues rise to the level of discussion during limited time at meetings. Staff is still working on the matrix and will send to Council separately. It will also be used to track comments from regional and state organizations tasked with review, and public comment. Staff will correct typos and grammatical errors identified, but other revisions will not be reflected in the draft Comprehensive Plan until Council makes final motion for adoption.

RESOURCE/FINANCIAL IMPACT

The City hired a consultant, BERK Consulting, for approximately \$40,000 to assess if the City's Comprehensive Plan, through proposed zoning code changes, can support consolidation of zoning categories, form based zoning regulations, reduction of parking standards, and removal of density limits in the commercial zones. There are no additional financial impacts associated with this project at this point.

RECOMMENDATION

Staff requests that Council discuss the Parks, Recreation, and Open Space; Capital Facilities; and Utilities elements (pages 67-82 and 157-192) of the draft Comprehensive Plan and the docketed amendments for 2012 (<http://cosweb.ci.shoreline.wa.us/uploads/attachments/pcd/pc/2012/1115/agenda.htm>), and direct staff to make desired revisions in preparation for adoption of the Comprehensive Plan on December 10. If Council has identified potential revisions that the City Attorney determines to be outside of the scope of the October 18 Planning Commission public hearing, Council should direct staff to notice and schedule a public hearing for these changes.

Approved By: City Manager **JU** City Attorney **IS**

DISCUSSION

The Planning Commission reviewed the Parks, Recreation, and Open Space; Capital Facilities; and Utilities elements; and the 2012 docketed amendments on the following dates (links to meeting materials are included):

- January 5- 2012 Comprehensive Plan Docket Amendments (Commission)
<http://cityofshoreline.com/index.aspx?page=182&recordid=4301>
- February 2- Parks, Recreation, and Open Space
<http://cityofshoreline.com/index.aspx?page=182&recordid=4299>
- February 6- 2012 Comprehensive Plan Docket Amendments (Council Study)
http://shoreline.granicus.com/MediaPlayer.php?view_id=4&clip_id=382
- February 27- 2012 Comprehensive Plan Docket Amendments (Council Action)
http://shoreline.granicus.com/MediaPlayer.php?view_id=4&clip_id=386
- April 19- Capital Facilities and Utilities
<http://cityofshoreline.com/index.aspx?page=182&recordid=4294>
- July 19- 2012 Comprehensive Plan Docket Amendments (Commission)
<http://cityofshoreline.com/index.aspx?page=182&recordid=4288>
- August 16- Capital Facilities and Utilities
<http://cityofshoreline.com/index.aspx?page=182&recordid=4286>
- October 18- Public hearing on full draft
<http://cityofshoreline.com/index.aspx?page=182&recordid=4282>

Big Picture Questions

Staff compiled a list of big picture questions to facilitate discussion at the July 9 joint City Council and Planning Commission dinner meeting. Most of those topics were not discussed that evening, but through Commission deliberation, have since been resolved. Because Parks, Recreation, and Open Space Goals and Policies were taken directly from the 2011 PROS Plan, and the Supporting Analysis is a link to that Plan, no big picture questions were generated.

Capital Facilities/Utilities

- Does Council have direction for what these elements should say about potential SPU (or other utility) acquisition/merger?
 - CFI: Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines.

To support Goal CF I:

- Acquire Seattle Public Utilities (SPU) water system in Shoreline;
- As outlined in the 2002 Interlocal Operating Agreement, complete the assumption of the Ronald Wastewater District; and prepare for the expiration of the Shoreline Water District franchise (scheduled for 2027) by evaluating assumption and consolidation with the City's water system acquired from the City of Seattle (SPU).
- There are other references to potential acquisitions or assumptions throughout the Capital Facilities and Utilities Goals and Policies, and Analyses.

- Staff identified language that would need to be removed if the November 6 Proposition 1 indicated that residents were not interested in potential acquisition of the SPU system. However, given the 70% approval of the ballot measure, this will be unnecessary.

Based on comment at the October 18 public hearing, the Planning Commission recommended some changes to the text supporting Goal CF I above, as well as language in the Capital Facilities Supporting Analysis. These changes are shown below in italics and underline/strikethrough format.

To support Goal CF I:

- *Acquire Seattle Public Utilities (SPU) water system in Shoreline;*
- *As outlined in the 2002 Interlocal Operating Agreement, complete the assumption of the Ronald Wastewater District; and prepare for the expiration of the Shoreline Water District franchise (scheduled for 2027) by evaluating assumption and consolidation with the City's water system acquired from the City of Seattle (SPU), among other options.*

Future Water Service (page 168)

The City has a tentative agreement with the City of Seattle regarding the sale of the Seattle Public Utilities (SPU) water system located in Shoreline. The Shoreline City Council has established SPU water system acquisition as a specific goal to allow citizens a direct say in how rates for services are set and how the utility is managed. Currently, rate and management decisions are made solely by the City of Seattle. It will be important for the City to study and solicit input regarding the best course of action as Shoreline Water District's franchise nears expiration in 2027.

~~*While there are currently differences in the level of investment between SPU and the SWD, the City is interested in assuring that the level of reinvestment back into the water systems will be a rate sufficient to meet the long-term goals of the Shoreline community. By controlling reinvestment in the system, the City would be able to improve its fire protection, facilitate future economic development, and manage growth by making utility infrastructure available. The latter is important if the City is to diversify its economic base by growing commercial and retail segments. Economic development provides the opportunity to improve access to goods and services, and reduces the City's financial dependency on residential property tax. Controlling the water utilities would provide one set of common standards and policies, and help streamline the permitting process for investors.*~~

~~*Consolidation of the water services with the general government of the City would provide an opportunity to share resources among the two water systems, and ultimately with general City operations. This sharing of resources provides direct savings to the water utilities on such functions as billing, accounting, equipment, manpower, and facilities. This creates a more efficient utility, less cost to the rate payers, and a more stable rate structure over time.*~~

Council may decide whether to replace these paragraphs that the Commission recommended removing or leave the draft in current form. Staff would recommend that

Council consider including the suggested paragraphs that were removed by the Planning Commission.

Point Wells Subarea Plan

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

At the October 18, 2012 public hearing on the Draft Comprehensive Plan, staff inadvertently failed to bring the changes to the Point Wells Subarea Plan and changes to the Natural Environment Supporting Analysis regarding Point Wells to the Commission's attention. The purpose of the November 15 public hearing is to make an official recommendation about the changes related to Point Wells so Council may have an opportunity to consider these changes along with the rest of the 2012 Comprehensive Plan.

The full November 15 staff report and attachments are included at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/pcd/pc/2012/1115/agenda.htm> (Note: the staff report for the Commercial Design Standards and Zoning Consolidation Project is available through this link as well.)

While changing the boundaries and name of the Potential Annexation Area were components of the adopted Subarea Plan, these changes were never implemented on City maps. Rationale for changing the boundary is explained thoroughly in the Subarea Plan, but as a brief reminder, the change in name from Potential Annexation Area (PAA) to Future Service Annexation Area (FSAA) was because PAA is a King County term. Snohomish County uses Municipal Urban Growth Area (MUGA), and objected to the use of a King County term to describe land entirely in Snohomish County. Likewise, staff did not feel it appropriate to use the MUGA Snohomish County terminology for an area that would potentially be annexed into King County. Therefore, the term FSAA was coined to be acceptable to all interested parties.

The Comprehensive Plan Update is an appropriate mechanism to implement these changes. The maps in the draft Plan have been revised to show the boundaries established in the Subarea Plan, but there are 3 mentions of PAA in the text of the draft Plan that will be changed, assuming that is part of the Planning Commission recommendation following the public hearing. Staff will include these references in the matrix.

The draft minutes from the November 15 Public Hearing (docketed items for Point Wells Subarea) will be ready for distribution at the November 19 Council meeting. These will provide additional context for issues discussed, changes incorporated as part of Commission recommendation, and Council deliberation on the criteria for adoption of a Comprehensive Plan.

NEXT STEPS

If Council and the City Attorney determine that proposed revisions to the Comprehensive Plan fall outside of the scope covered in the October 18 Planning Commission public hearing, they will direct staff to schedule and notice an additional hearing before Council. Considerations for a potential hearing are included below.

Notice of the time and place of an open record public hearing shall be made available to the public no less than **15 days** prior to the hearing for land use actions.

It seems reasonable to assume that the Council will have gone through every element of the Comprehensive Plan, and identified any major changes to the document they would like to have considered at the conclusion of the November 26 meeting. Therefore, the Council could host a public hearing at the January 7, 2013 meeting. Adoption could then be on January 7, January 14, or January 28. If no public hearing is needed, then adoption could still occur on December 10 as planned.

Accelerated Alternative: If the Council has gone through all elements of the Comprehensive Plan and identified any major changes to the document they would like to have considered at the conclusion of the November 19 meeting, then a public hearing could be scheduled for December 10 (if needed) and adoption could occur on December 10 or January 7. If no public hearing is needed, then adoption could still occur on December 10 as planned.

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

CRITERIA FOR ADOPTION

Criteria for amending the Comprehensive Plan are delineated in SMC 20.30.340-Amendment and review of the Comprehensive Plan (legislative action), and were included in the November 5 staff report (http://shoreline.granicus.com/MediaPlayer.php?view_id=4&clip_id=443).

The Commission based their recommendation for Council adoption on the belief that these criteria have been met.

RECOMMENDATION

Staff requests that Council discuss the Parks, Recreation, and Open Space; Capital Facilities; and Utilities elements (pages 67-82 and 157-192) of the draft Comprehensive Plan and the docketed amendments for 2012

(<http://cosweb.ci.shoreline.wa.us/uploads/attachments/pcd/pc/2012/1115/agenda.htm>), and direct staff to make desired revisions in preparation for adoption of the Comprehensive Plan on December 10. If Council has identified potential revisions that the City Attorney determines to be outside of the scope of the October 18 Planning Commission public hearing, Council should direct staff to notice and schedule a public hearing for these changes.

ATTACHMENTS

Attachment A: Matrix of Council questions and comments – to be sent separately

Attachment B: Point Wells Subarea Plan (includes proposed revisions)

Subarea Plan 2 – Point Wells

Geographic and Historical Context

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



Figure 1 – Point Wells unincorporated island

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

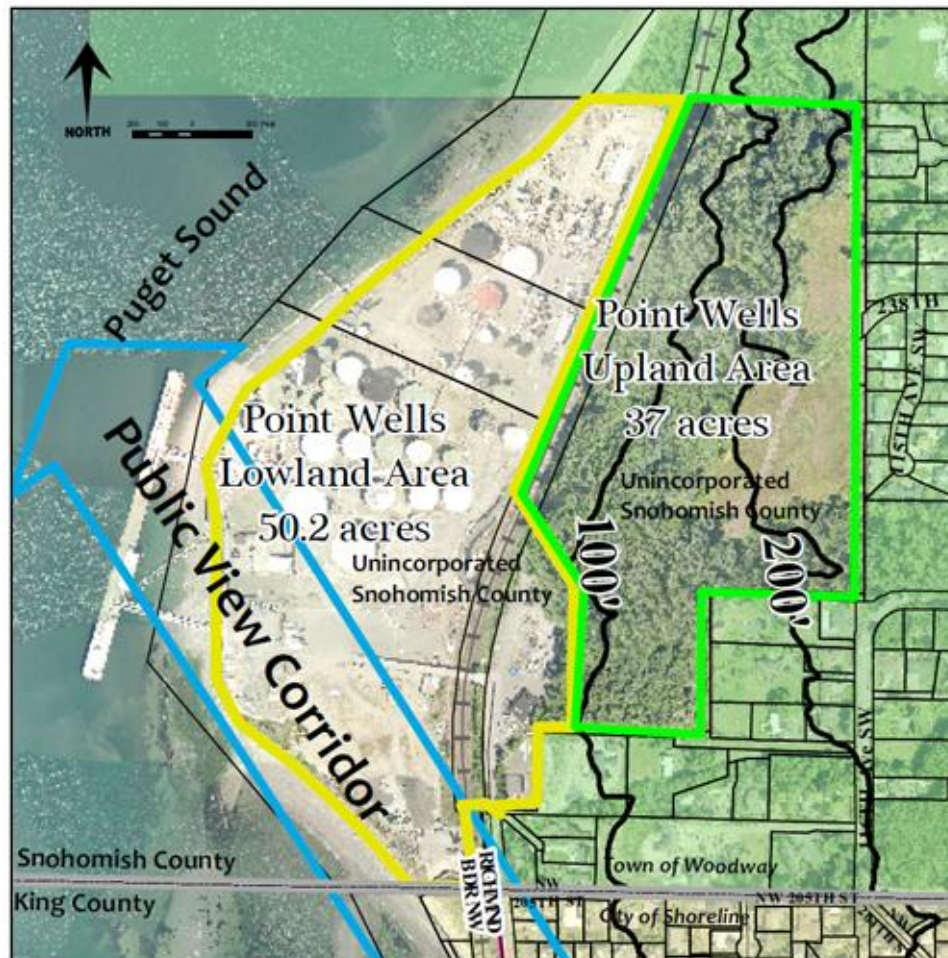


Figure 2 – Upland and Lowland Areas at Point Wells

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

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

Snohomish County's designation of Point Wells as an "Urban Center"

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

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

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

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

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

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

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

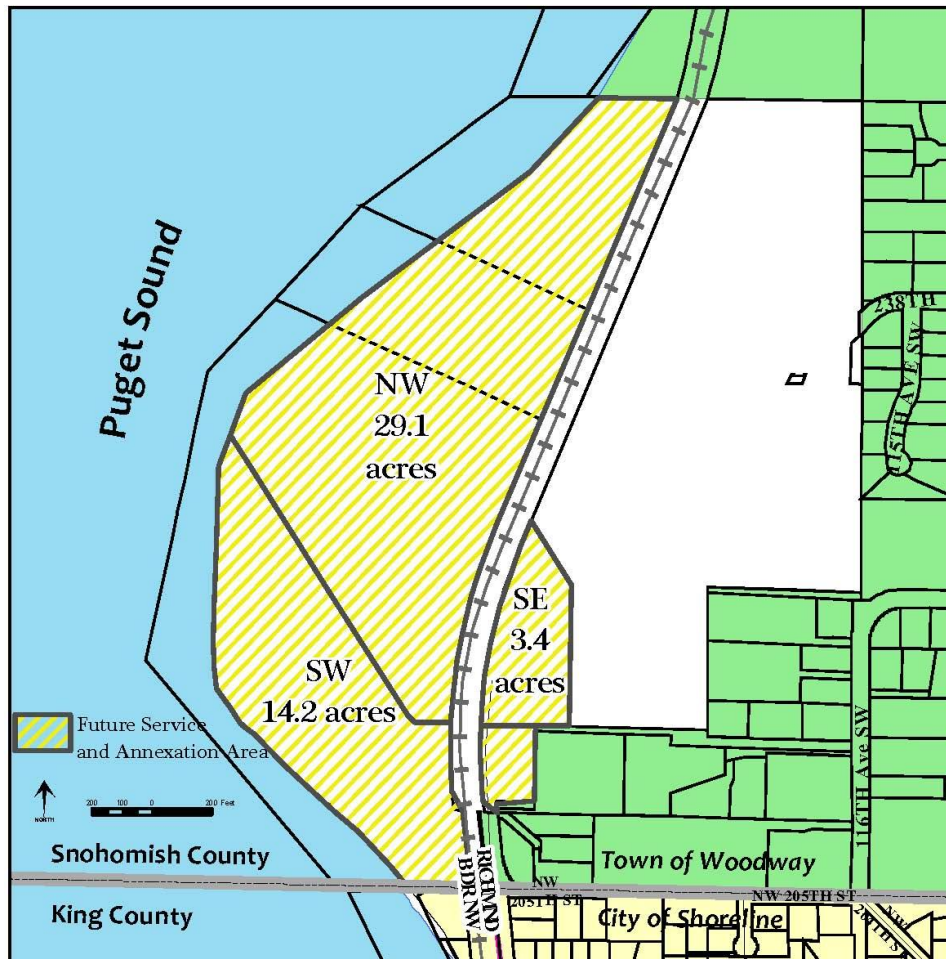


Fig. 3 – City of Shoreline Future Service and Annexation Area

A Future Vision for Point Wells

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation Corridor Study and Mitigation

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

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

Corridor Study

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

Implementation Plan

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

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

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

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

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

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

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

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

Interjurisdictional Coordination

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

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

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

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

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

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