

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Resolution No. 360 Ratifying the King County Countywide Planning Policies
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Steve Szafran, AICP, Senior Planner
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

On March 31, 2014, the Metropolitan King County Council approved and ratified amendments to the King County Countywide Planning Policies (CPP). The one amendment the County Council approved and ratified was to add the Central Issaquah Urban Core as an Urban Center.

In accordance with the Countywide Planning Policies, G-1 (e), amendments must be ratified within 90 days of King County approval and require affirmation by the county and cities and towns representing at least 70 percent of the county population and 30 percent of those jurisdictions. Ratification is either by an affirmative vote of the city's or town's council or by no action being taken within the ratification period.

The City of Shoreline has until July 11, 2014 to disapprove any amendments in the CPPs.

RESOURCE/FINANCIAL IMPACT:

There are no financial impacts associated with this action.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 360 to ratify King County's Countywide Planning Policies as recommended by the Metropolitan King County Council.

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

BACKGROUND

The Growth Management Planning Council (GMPC) was formed in 1992 to guide the development of the Countywide Planning Policies (CPPs). The GMPC is a representative body of elected officials from King County, the City of Seattle, the City of Bellevue and the Sound Cities Association (SCA). Shoreline is a member of the SCA. Key actions established by the CPPs are:

- Establish housing and employment targets for each jurisdiction;
- Adopt local comprehensive plans pursuant to GMA and CPPs;
- Develop land use capacity and urban density evaluation program;
- Work to maintain permanent rural areas; and
- Develop a growth management monitoring program.

In 2010 and 2011, the GMPC undertook the first comprehensive evaluation of the CPPs since their initial adoption and enacted amendments to the CPPs in 2012. A full set of updated policies is required to bring the CPPs into compliance with the multicounty planning policies (VISION 2040) adopted by the Puget Sound Regional Council in 2008. VISION 2040 is the regional growth strategy for the four-county region including King, Kitsap, Pierce and Snohomish Counties.

On March 31, 2014, the Metropolitan King County Council approved and ratified amendments to the King County Countywide Planning Policies (CPP) through King County Ordinance No. 17783 (Attachment A). The Urban Growth Area map in the 2012 King County Countywide Planning Policies was amended to add the Central Issaquah Urban Core as a designated Urban Center (Attachment B).

In accordance with the Countywide Planning Policies, G-1 (e), amendments must be ratified within 90 days of King County approval and require affirmation by the county and cities and towns representing at least 70 percent of the county population and 30 percent of those jurisdictions. Ratification is either by an affirmative vote of the city's or town's council or by no action being taken within the ratification period. Adoption of proposed Resolution No. 360 (Attachment C) would provide for this affirmative vote. The City of Shoreline has until July 11, 2014 to disapprove any amendments in the CPPs.

ANALYSIS

The City of Issaquah proposed an amendment that the Central Issaquah Urban Core be designated as an Urban Center in the Countywide Planning Policies. The Issaquah City Council authorized nomination of the Central Issaquah Urban Core for Urban Center on April 15, 2013. This amendment was reviewed by the Growth Management Planning Council on May 29, 2013 (Attachment D).

The proposed Urban Center is approximately 461 acres and includes several of Issaquah's top employers, including Costco's corporate headquarters. Most of Issaquah's future housing and job growth (CPPs Targets - 5,750 housing units and 20,000 jobs) is planned for Central Issaquah and the proposed Urban Center. This

growth will transform the Urban Center from a collection of strip malls and office buildings into a more livable, sustainable and balanced mixed use community. Planned growth is 51 jobs and 15.58 housing units per acre within Issaquah's Urban Center.

Requirements for Urban Center Designation

The CPPs describe Urban Centers as areas of concentrated employment and housing, with direct service by high-capacity transit and a wide range of other land uses. Collectively, they are expected to account for up to one half of King County's employment growth and one quarter of household growth over the next 20 years. In order to be designated as an Urban Center, jurisdictions must meet specific criteria in the Countywide Planning Policies, including having planned land uses to accommodate:

- A minimum of 15,000 jobs within one-half mile of an existing or planned transit center;
- At a minimum, an average of 50 employees per gross acre within the Urban Center; and
- At a minimum, an average of 15 households per acre within the Urban Center.

In addition, the CPPs require that fully realized Urban Centers shall be characterized by the following:

- Clearly defined geographic boundaries;
- An intensity/density of land uses sufficient to support effective and rapid transit;
- Pedestrian emphasis within the Center;
- Emphasis on superior urban design which reflects the local community;
- Limitations on single-occupancy vehicle usage during peak commute hours;
- A broad array of land uses and choices within those land uses for employees and residents;
- Sufficient public open spaces and recreational opportunities; and
- Uses which provide both daytime and nighttime activities in the Center.

Applicable Countywide Planning Policies

The Countywide Planning Policies provide direction about the process for designating Urban Centers followed by Issaquah's Urban Core qualifications in italics.

DP-29 Concentrate housing and employment growth within designated Urban Centers.

7,185 new residential units and 27,565 new jobs are planned for the 461 acre Urban Center.

DP-30 Designate Urban Centers in the Countywide Planning Policies where city-nominated location meets the criteria in policies DP-31 and DP-32 and where the city's commitments will help ensure the success of the center.

The City's commitment to becoming an Urban Center is summarized in Attachment D – City of Issaquah Staff Report to the Growth Management

Planning Council. These actions are the result of six years of community planning.

Urban Centers will be limited in number and located on existing or planned high capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. The Land Use Map in Appendix 1 shows the locations of designated Urban Centers.

Issaquah's proposed Urban Center is located adjacent to I-90, a designated high capacity transit (HCT) corridor in the 2005 Sound Transit Long Range Plan.

DP-31 Allow designation on new Urban Centers where the proposed Center:

- a) Encompasses an area up to one and a half square miles; and**

The proposed Issaquah Center is 461 acres (.72 square miles).

- b) Has adopted zoning regulations and infrastructure plans that are adequate to accommodate:**

New mixed use urban density zoning districts were adopted for the proposed Urban Center on April 15, 2013. The Central Issaquah Plan EIS identifies specific measures to assure that the City's infrastructure plans are adequate to accommodate the planned growth.

- i) A minimum of 15,000 jobs within one-half mile of an existing or planned high-capacity transit station.**

The adopted Central Issaquah Plan includes a conceptual HCT I-90 corridor and four potential light rail stations. Three of the four potential stations meet this criterion.

- ii) At a minimum, an average of 50 employees per gross acre within the Urban Center; and,**

The Central Issaquah Plan anticipates 23,555 jobs in the proposed center – an average of 51.1 employees per gross acre.

- iii) At a minimum, an average of 15 housing units per gross acre within the Urban Center.**

The Central Issaquah Plan anticipates 7,185 new residential units in the proposed center – an average of 15.58 units per gross acre.

Adopt a map and housing and employment growth targets in City comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through:

The Central Issaquah Plan includes a Land Use Map, including the proposed Urban Center and housing and employment targets.

- **A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction;**

The adopted Development and Design Standards allow a mix of uses vertically and horizontally.

- **A range of affordable and healthy housing choices;**

The Housing Element of the Central Issaquah Plan includes policies addressing housing choices and affordability. Residential and mixed use residential development in the proposed Urban Center is required to provide not less than ten percent of the residential units for mid-moderate incomes. Affordable housing is also one of the required public benefits to participate in the City's density bonus program within the Development and Design Standards.

- **Historic preservation and adaptive reuse of historic places;**

The City of Issaquah's Comprehensive Plan includes policies to preserve natural, cultural and historic resources.

- **Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center;**

The proposed Urban Center will be served by a "Green Necklace" of connected urban parks, green space and pedestrian corridors and three new parks. The proposed Urban Center is also adjacent to Lake Sammamish State Park (512 acres) and Issaquah's 30 acre Tibbetts Valley Park.

- **Strategies to increase tree canopy within the Urban Center and incorporate low-impact development measures to minimize stormwater runoff.**

The Central Issaquah Development and Design Standards establish minimum tree densities, tree removal standards and tree replacement requirements.

City Codes require redevelopment to be consistent with low impact development measures, including narrow streets and impervious pavement.

- **Facilities to meet human service needs;**

The Community Food and Clothing Bank is within walking distance from the proposed Center. The City provides financial support to a variety of local and regional human service programs that serve Issaquah.

- **Superior Urban Design which reflect the local community vision for compact urban development.**

The City adopted new Development and Design Standards for the proposed Urban Center to promote pedestrian oriented development and create a sense of place.

- **Pedestrian and bicycle mobility, transit use and linkages between these modes;**

The vision for the proposed Urban Center is to create a “connected urban community where pedestrians are priority”. This vision is implemented through related plan policies and the adopted Development and Design Standards.

- **Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and,**

Chapter 6.0 Circulation of the Development and Design Standards will “create a complete streets network” for the Urban Center. In addition, the Central Issaquah Plan identifies a number of strategies for Central Issaquah to become bike friendly.

- **Parking management and other strategies that minimize trips made by single-occupant vehicles, especially during peak commute periods.**

Approximately 75% of the developed land in Central Issaquah is currently used for parking. The new Development and Design Standards replace the City’s current suburban parking standards with new parking requirements and policies to encourage transit use and walking. The Central Issaquah Plan includes a commitment to achieve a 17% transit, transit supportive and nonmotorized mode split.

DP-33

Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.

The Sound Transit 2 Plan (ST2) proposal to extend rail service to Issaquah will play an important role in connecting Issaquah to other regional employment and housing centers. The designation of the Central Issaquah Urban Core as an Urban Center will support future transit investment in the I-90 HCT corridor.

GMPC and King County Council Decision

The GMPC staff has declared that the City of Issaquah has demonstrated its commitment to developing a fully realized Urban Center as envisioned in the CPPs. Specific findings include:

- Issaquah’s comprehensive plan and downtown plan establish the policy framework for achieving a compact, mixed use, transit and pedestrian oriented Urban Center.
- Issaquah has implemented its plans with supportive land use and development regulations, including unlimited residential density in the downtown zone, increased height limits, design guidelines and streamlined permit processing.
- The city has planned for future growth within the Urban Center through recent investments in utility, street and sidewalk upgrades, and in land assembly and acquisition. These efforts include plans for a mixed-use Town Square development, and plans for a transit-oriented development project.

King County Council and their staff have also had an opportunity to thoroughly review the city’s proposal, and concurs that it meets the requirements in the CPPs for designation as an Urban Center.

RESOURCE/FINANCIAL IMPACT

There are no financial impacts associated with this action.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 360 to ratify King County’s Countywide Planning Policies as recommended by the Metropolitan King County Council.

ATTACHMENTS:

Attachment A – King County Ordinance No. 17783

Attachment B – Urban Growth Area Map

Attachment C – Proposed Resolution No. 360

Attachment D – May 29, 2013 City of Issaquah Staff Report to the Growth Management Planning Council



KING COUNTY

Signature Report

April 1, 2014

Ordinance 17783

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Proposed No. 2014-0072.1

Sponsors Dembowski

1 AN ORDINANCE adopting Growth Management Planning Council
2 Motion 13-1 and ratifying Motion 13-1 for unincorporated King
3 County.

4 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

5 SECTION 1. Findings:

6 A. King County Countywide Planning Policy DP-31 allows for designation of new Urban
7 Centers.

8 B. The city of Issaquah has demonstrated that the Central Issaquah Urban Core meets the criteria
9 listed in Policy DP-3.

10 C. On May 29, 2013, the city of Issaquah briefed the Growth Management Planning Council on
11 the proposal to designate the Central Issaquah Urban Core as an Urban Center.

12 D. On September 25, 2013, the Growth Management Planning Council adopted Motion 13-1
13 amending the urban Growth Area map in the 2012 King County Countywide Planning Policies to add the
14 Central Issaquah Urban Core as an Urban Center.

15 SECTION 2. The amendment to the 2012 King County Countywide Planning Policies, as shown
16

17 in Attachment A to this ordinance, is hereby adopted and ratified on behalf of the population of
18 unincorporated King County.

19

Ordinance 17783 was introduced on 3/3/2014 and passed by the Metropolitan King County Council on 3/31/2014, by the following vote:

Yes: 7 - Mr. Phillips, Mr. Gossett, Ms. Hague, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr. Upthegrove

No: 0

Excused: 2 - Mr. von Reichbauer and Ms. Lambert

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

[Signature]
FOR: Larry Phillips, Chair

ATTEST:

[Signature]
Anne Noris, Clerk of the Council

APPROVED this 2 day of APRIL, 2014.

[Signature]
Dow Constantine, County Executive

RECEIVED
2014 APR -3 AM 11:32
CLERK
KING COUNTY COUNCIL

Attachments: A. GMPC Motion No. 13-1

9/25/13

ATTACHMENT A

Sponsored By: Executive Committee

GMPC MOTION NO. 13-1

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34

A MOTION to amend to the Urban Growth Area map in the 2012 King County Countywide Planning Policies to add the Central Issaquah Urban Core as an Urban Center.

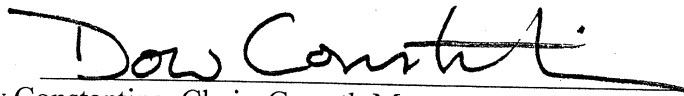
WHEREAS, accommodating growth in Urban Centers allows King County to meet a range of objectives including providing a land use framework for an efficient and effective regional transportation system; and

WHEREAS, Countywide Planning Policy DP-31 allows for designation of new Urban Centers; and

WHEREAS, the City of Issaquah has demonstrated that the Central Issaquah Urban Core meets the criteria listed in Policy DP-31; and

WHEREAS, City of Issaquah briefed the Growth Management Planning Council on the proposal to designate the Central Issaquah Urban Core as an Urban Center at its meeting on May 29, 2013.

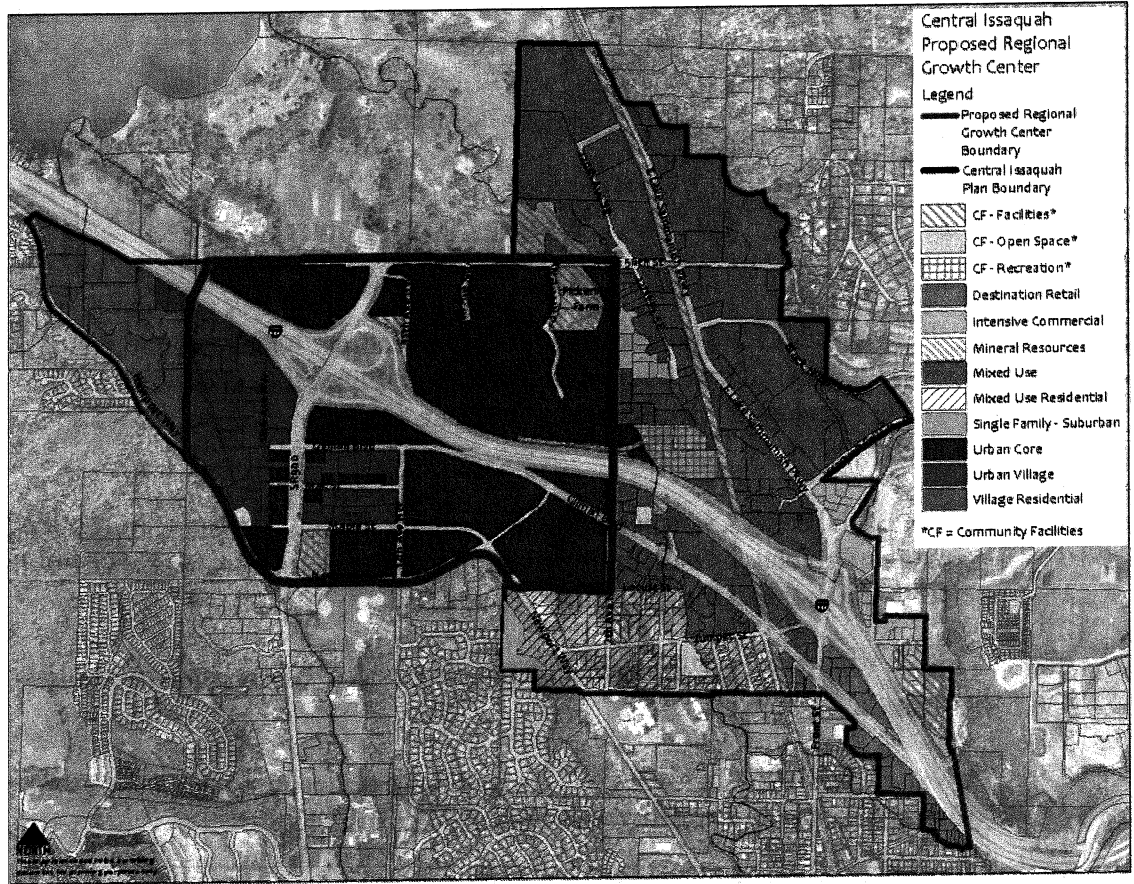
NOW THEREFORE BE IT RESOLVED that the Growth Management Planning Council of King County hereby recommends that the Urban Growth Area map in the 2012 King County Countywide Planning Policies be amended to add the Central Issaquah Urban Core as an Urban Center as shown on attachment A to this motion.

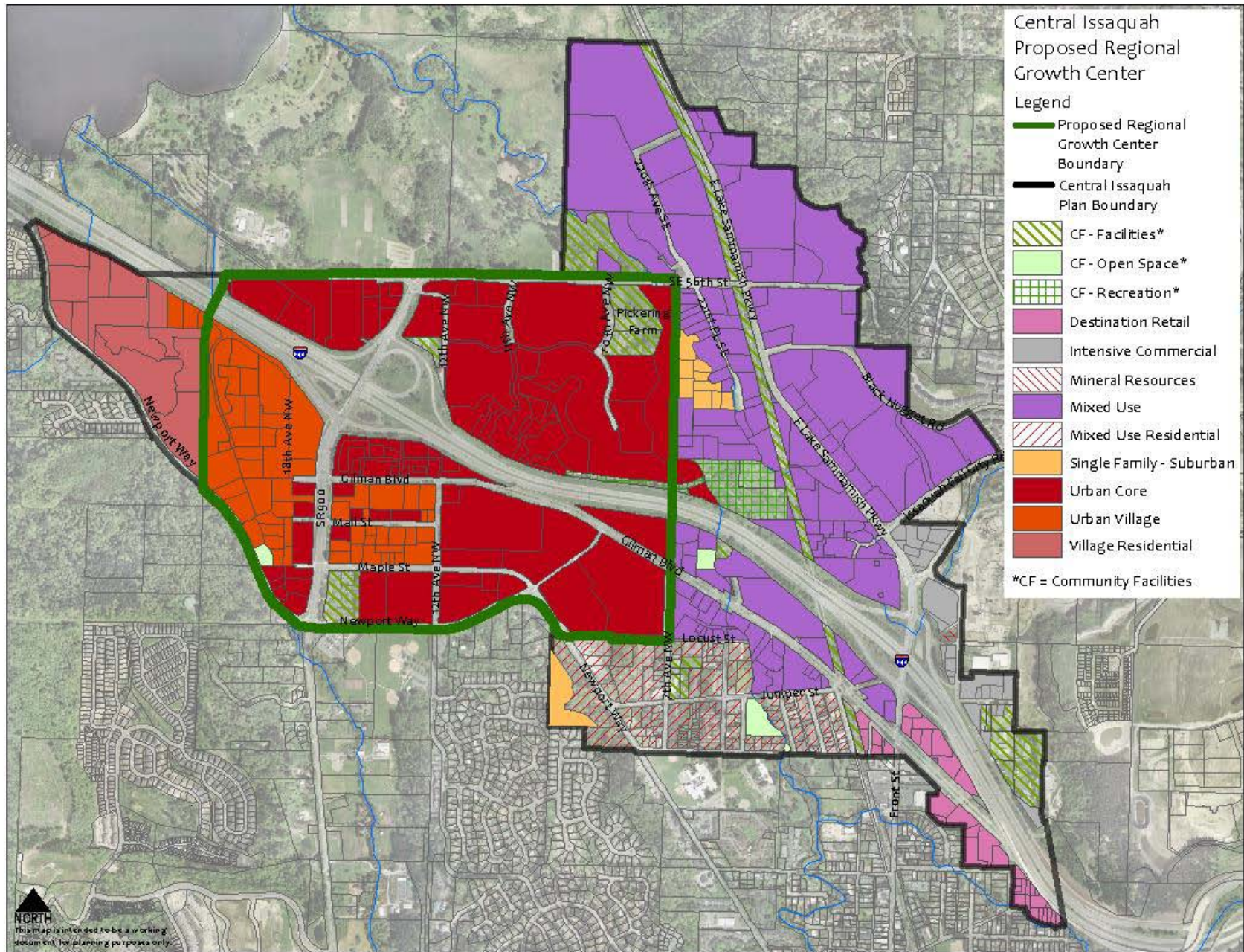


Dow Constantine, Chair, Growth Management Planning Council

Attachment A: Central Issaquah Urban Core map

Attachment A to Motion 13-1





RESOLUTION NO. 360

**A RESOLUTION OF THE CITY OF SHORELINE,
WASHINGTON, RATIFYING THE AMENDMENTS TO THE
KING COUNTY COUNTYWIDE PLANNING POLICIES.**

WHEREAS, on March 31, 2014, the King County Council adopted Ordinance No. 17783; and

WHEREAS, with the adoption of Ordinance No. 17783, the King County Council approved and ratified a single amendment to the 2012 King County Countywide Planning Policies; and

WHEREAS, Ordinance No. 17783 amended the Urban Growth Area map in the Countywide Planning Policies to designate the Central Issaquah Urban Core as an Urban Center; and

WHEREAS, in accordance with Countywide Planning Policy G-1, any amendment must be ratified within 90 days of King County's approval and requires affirmation by the county and cities and towns representing at least 70 percent of the county population and 30 percent of those jurisdictions; and

WHEREAS, it has been found by the City County that these amendments to the Countywide Planning Policies are not in conflict with the City's Comprehensive Plan or the Shoreline Municipal Code and do not affect the City of Shoreline;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:

Section 1. The amendment to the King County Countywide Planning Policies adopted and ratified by King County Ordinance 17783 (Exhibit A) is hereby ratified on behalf of the population of the City of Shoreline.

ADOPTED BY THE CITY COUNCIL ON JUNE 23, 2014.

Shari Winstead, Mayor

ATTEST:

Jessica Simulcik Smith, City Clerk

Council Meeting Date: May 29, 2013

Agenda Item: IV

**NG COUNCIL AGENDA ITEM
KING COUNTY, WASHINGTON**

AGENDA TITLE: Designate Central Issaquah as an Urban Center in the King County Countywide Planning Policies – Appendix 1 Land Use Map

PRESENTED BY: Ava Frisinger, Issaquah Mayor

SUMMARY

Nomination: The City of Issaquah is proposing that Central Issaquah be designated an Urban Center in the Countywide Planning Policies. The Issaquah City Council authorized nomination of the Central Issaquah Urban Core for Urban Center on April 15, 2013 (AB 6586).

Location: The area proposed for Urban Center designation is shown on the attached map. The proposed Center is 461 acres and includes several of Issaquah's top employers, including Costco's corporate headquarters.

Growth Targets and Future Land Use: Most of Issaquah's future housing and job growth (GMA Targets - 5,750 housing units and 20,000 jobs) is planned for Central Issaquah and the proposed Urban Center. This growth will transform the Urban Center from a collection of strip malls and office buildings into a more livable, sustainable and balance mixed use community. Planned densities are 51 jobs and 15.58 housing units per acre.

A Commitment to Urban Center Expectations: The Issaquah City Council has taken the following steps to plan for growth in the proposed Urban Center:

- ADOPTED the Central Issaquah Plan, including a policy calling for Urban Center designation;
- COMPLETED a *Planned Action EIS* for Central Issaquah and the proposed Urban Center;

- ☑ ADOPTED new *Development and Design Standards* for Central Issaquah;
- ☑ ADOPTED a *Planned Action Ordinance* for the proposed Urban Center; and
- ☑ REZONED the proposed Urban Center from primarily *Office and Retail* zoning to higher density mixed use *Urban Core* and *Urban Village* zoning.

APPLICABLE COUNTYWIDE PLANNING POLICIES

The Countywide Planning Policies provide direction about the process for designating Urban Centers.

DP-29 Concentrate housing and employment growth within designated Urban Centers.

7,185 new residential units and 27,565 new jobs are planned for the 461 acre Urban Center.

DP-30 Designate Urban Centers in the Countywide Planning Policies where city-nominated location meets the criteria in policies DP-31 and DP-32 and where the city’s commitments will help ensure the success of the center.

The City’s commitment to becoming an Urban Center is summarized above. These actions are the result of six years of community planning.

Urban Centers will be limited in number and located on existing or planned high capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. The Land Use Map in Appendix 1 shows the locations of designated Urban Centers.

Issaquah’s proposed Urban Center is located adjacent to I-90, a designated high capacity transit (HCT) corridor in the 2005 Sound Transit Long Range Plan.

DP-31 Allow designation on new Urban Centers where the proposed Center:

- a) **Encompasses an area up to one and a half square miles; and**

The proposed Issaquah Center is 461 acres (.72 square miles).

- b) **Has adopted zoning regulations and infrastructure plans that are adequate to accommodate:**

New mixed use urban density zoning districts were adopted for the proposed Urban Center on April 15, 2013. The Central Issaquah Plan EIS identifies specific measures to assure that the City's infrastructure plans are adequate to accommodate the planned growth.

- i) **A minimum of 15,000 jobs within one-half mile of an existing or planned high-capacity transit station.**

The adopted Central Issaquah Plan includes a conceptual HCT I-90 corridor and four potential light rail stations. Three of the four potential stations meet this criterion.

- ii) **At a minimum, an average of 50 employees per gross acre within the Urban Center; and,**

The Central Issaquah Plan anticipates 23,555 jobs in the proposed center – an average of 51.1 employees per gross acre.

- iii) **At a minimum, an average of 15 housing units per gross acre within the Urban Center.**

The Central Issaquah Plan anticipates 7,185 new residential units in the proposed center – an average of 15.58 units per gross acre.

- DP-32 Adopt a map and housing and employment growth targets in City comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through:**

The Central Issaquah Plan includes a Land Use Map, including the proposed Urban Center and housing and employment targets.

- **A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction;**

The adopted Development and Design Standards allow a mix of uses vertically and horizontally.

- **A range of affordable and healthy housing choices;**

The Housing Element of the Central Issaquah Plan includes policies addressing housing choices and affordability. Residential and mixed

use residential development in the proposed Urban Center is required to provide not less than ten percent of the residential units for mid-moderate incomes. Affordable housing is also one of the required public benefits to participate in the City's density bonus program within the Development and Design Standards.

- **Historic preservation and adaptive reuse of historic places;**

The City's Comprehensive Plan includes policies to preserve natural, cultural and historic resources.

- **Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center;**

The proposed Urban Center will be served by a "Green Necklace" of connected urban parks, green space and pedestrian corridors and three new parks. The proposed Urban Center is also adjacent to Lake Sammamish State Park (512 acres) and Issaquah's 30 acre Tibbetts Valley Park.

- **Strategies to increase tree canopy within the Urban Center and incorporate low-impact development measures to minimize stormwater runoff.**

The Central Issaquah Development and Design Standards establish minimum tree densities, tree removal standards and tree replacement requirements.

City Codes require redevelopment to be consistent with low impact development measures, including narrow streets and impervious pavement.

- **Facilities to meet human service needs;**

The Community Food and Clothing Bank is within walking distance from the proposed Center. The City provides financial support to a variety of local and regional human service programs that serve Issaquah.

- **Superior Urban Design which reflect the local community vision for compact urban development.**

The City adopted new Development and Design Standards for the proposed Urban Center to promote pedestrian oriented development and create a sense of place.

- **Pedestrian and bicycle mobility, transit use and linkages between these modes;**

The vision for the proposed Urban Center is to create a “connected urban community where pedestrians are priority”. This vision is implemented through related plan policies and the adopted Development and Design Standards.

- **Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and,**

Chapter 6.0 Circulation of the Development and Design Standards will “create a complete streets network” for the Urban Center. In addition, the Central Issaquah Plan identifies a number of strategies for Central Issaquah to become bike friendly.

- **Parking management and other strategies that minimize trips made by single-occupant vehicles, especially during peak commute periods.**

Approximately 75% of the developed land in Central Issaquah is currently used for parking. The new Development and Design Standards replace the City’s current suburban parking standards with new parking requirements and policies to encourage transit use and walking. The Central Issaquah Plan includes a commitment to achieve a 17% transit, transit supportive and nonmotorized mode split.

DP-33 Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.

The Sound Transit 2 Plan (ST2) proposal to extend rail service to Issaquah will play an important role in connecting Issaquah to other regional employment and housing centers. The designation of the Central Issaquah Urban Core as an Urban Center will support future transit investment in the I-90 HCT corridor.

Attachment A: Central Issaquah Plan Proposed Regional Growth Center Map

