

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Adoption of the 2015 Comprehensive Plan Amendment Docket		
<b>DEPARTMENT:</b>	Planning & Community Development		
<b>PRESENTED BY:</b>	Steven Szafran, AICP, Senior Planner Rachael Markle, AICP, Director		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

The City is limited by state law and the City’s adopted procedures to processing Comprehensive Plan amendments once a year. Proposed amendments are collected throughout a given year with a deadline of the last business day in December for public submissions of suggested amendments to be considered in the following year. The “Docket” establishes the amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to a recommendation to the City Council on amending the Comprehensive Plan. This year’s Docket (Attachment A) contains nine amendments; eight of the amendments are City initiated and one amendment is citizen initiated.

**RESOURCE/FINANCIAL IMPACT:**

Amendments #1, #4, and #7 may pose financial impacts to the City. Amendment #1 will require a change to the Transportation Master Plan which would require expanded SEPA analysis, public outreach through mailings and meetings, infrastructure analysis, and traffic analysis. Amendment #1 represents a substantial work item that has not been anticipated.

Amendment #4 has the potential to add additional moneys from King County’s portion of property taxes collected on new development within the City. LCLIP has the potential to fund infrastructure improvements over the next 20 years with the inclusion of a TDR program.

Amendment #7 has the potential to add a park impact fee for new development within the 185<sup>th</sup> Street Light Rail Station Subarea.

Amendment #9 will include additional study that will be considered during the City’s update to its Transportation Master Plan in 2016/2017.

**RECOMMENDATION**

Staff recommends that the Council approve the 2015 Comprehensive Plan Amendment Docket without the inclusion of Amendment #1 and updated to include Amendment #9.

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

## INTRODUCTION

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

## BACKGROUND

Last year, City Council adopted by resolution the 2014 Comprehensive Plan Docket which generally included amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. The Council was unable to complete the 2014 docket item due to delays in Snohomish County’s environmental review process and the ongoing evaluation of the applicant’s Traffic Corridor Study. Therefore, the same amendment proposal (which this year is Amendment #6) is proposed for the 2015 Comprehensive Plan Docket.

Comprehensive Plan amendments usually take two forms: Privately-initiated amendments and City-initiated amendments. Anyone can propose an amendment to the Comprehensive Plan. Comprehensive Plan amendments must be submitted by the last business day of the year to be considered in the following year and there is no fee for general text amendments. The process for accepting and reviewing Comprehensive Plan amendments for the annual docket is prescribed in Shoreline Municipal Code (SMC) 20.30.340(C). This year, there was one privately-initiated amendment (Amendment #1) and eight City-initiated amendments. The City Council will review the proposed amendments as a package in order to consider the combined impacts of the proposals.

## DISCUSSION

A description of the nine proposed Comprehensive Plan Amendments are as follows:

### **Amendment #1 (Privately Initiated)**

This amendment asks to consider changes to the Transportation Element of the Comprehensive Plan that would set citywide average daily trip (ADT) limits for nonarterial streets and collector-arterial streets. The application is included as Attachment B.

The proposed ADT limits would apply even if the capacity of the subject street may be higher and/or if level of service (LOS) failures would not result if ADTs were higher than the proposed ADT limits.

Generally, the amendment would place a default limit of 1,500 ADTs for a nonarterial street and a default limit of 3,000 ADTs for collector Arterial streets. The proposal would allow Council to raise the ADT limit to 3,000 on a nonarterial street and 7,000 ADTs on a collector arterial street. Council could only increase the ADT for an extraordinary circumstance on a case-by-case basis.

The City's current adopted level of service for adequate streets is in Shoreline Municipal Code (SMC) Section 20.60.140 (A) as follows:

A. Level of Service (LOS). *The level of service standard that the City has selected as the basis for measuring concurrency is as follows:*

1. *LOS D at signalized intersections on arterial streets and at unsignalized intersecting arterials; or*
2. *A volume to capacity (V/C) ratio of 0.90 or lower for principal and minor arterials.*

*The V/C ratio on one leg of an intersection may exceed 0.90 when the intersection operates at LOS D or better.*

*These level of service standards apply throughout the City unless an alternative level of service for a particular street or streets has been adopted in the Comprehensive Plan Transportation Element.*

The City's adopted LOS D for intersections applies to all arterials, including collector arterials. The V/C ratio is a supplemental level of service, as identified in the City's Comprehensive Plan, that applies to principal and minor arterials. The City does not have a LOS adopted for non-arterial streets. Shoreline is not unique, as many other cities do not have an adopted LOS for non-arterial streets. State law requires that the transportation element of a City's comprehensive plan include level of service standards for all locally owned arterials, which the City has done through the adoption of LOS D for arterial intersections.

Staff recommends excluding this amendment from the 2015 Comprehensive Plan Docket for the following reasons:

- This policy direction would be in conflict with the City's adopted concurrency program which does not evaluate level of service impacts based upon ADT, nor does it consider impacts to nonarterial (local) streets or collector arterials (other than intersections). Due to the relationship between the city's concurrency regulations and impact fee requirements, the City assumes a certain amount of growth and has identified transportation improvements to mitigate for those impacts. This policy direction could require a change to the City's concurrency regulations.
- This amendment would require a modification to our current practices for review of Transportation Impact Analyses and the requirements for their submittal.
- It is unclear how this policy could be "enforced". If a local street or collector arterial sees volumes increase above the allowed threshold, what is the City's responsibility in mitigating background traffic? This would prove to be an onerous work plan item for staff as the ADT limits would apply to the majority of Shoreline streets (see Attachment C – Streets Subject to Proposed LOS Standard Map), many of which are not currently measured on a frequent basis as part of Shoreline's traffic count program.

- The proposed volumes for ADT caps seem to be chosen somewhat arbitrarily. The City of Shoreline Transportation Master Plan traffic model provides peak hour capacities for Shoreline roads. The capacity of most collector arterials in Shoreline is more than three times greater than the proposed 3000 ADT cap. The proposed amendment focuses solely on impacts to residents along these streets and not on the goal of providing a balanced transportation network that safely and efficiently moves people and goods.
- Street classification is intended to provide a general qualitative description of how a roadway functions, not to assign a quantitative cap. It is useful (and necessary) to have these qualitative classifications in order for jurisdictions to better understand their transportation network and plan accordingly. However it is not intended to serve as a stand-alone concurrency measure. To this point, the Federal Highway Administration (FHWA) Highway Functional Classification: Concepts, Criteria, and Procedures Manual states:

*“While there is a general relationship between the functional classification of a roadway and its annual average daily traffic volume, two roads that carry the same traffic volume may actually serve very different purposes and therefore have different functional classifications. Conversely, two roadways in different parts of a State may have the same functional classification but carry very different traffic volumes.”*

Finally, it should be noted that ADT drives street classification, not the other way around. RCW 36.70A.070(6)(b) establishes the need for regulations which “prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.”

LOS is the driving factor in approving/prohibiting development, but the GMA itself does not define that term. WAC 365-196-210(19) defines LOS as an *established minimum capacity* that must be provided per unit of demand or other appropriate measure of need. WAC 365-196-210(35) refines that for Transportation LOS as meaning a measure to describe the operational condition of the travel stream and acceptable adequacy requirements with standards being expressed in terms of speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility, or safety. Thus, the RCW and the WAC both speak to ‘floors, not ceilings’. This is the rationale as the LOS is triggered by falling below a standard.

This proposed amendment works in the opposite; it sets a ceiling by seeking to place two tiers of ADTs on local streets and collectors, using the ADT as the controlling feature for development regardless of capacity or applicable LOS. The concern is that this precludes development once the ceiling is reached and omits the second part of the statute; that development can be permitted if transportation improvements or strategies to accommodate the impacts of development are made concurrent with the

development. The proposed amendment makes that clear, that “even if a development can employ mitigation measures to reduce impacts ... the prescribed ADT limits are controlling, so any mitigation efforts will fail unless the resulting traffic volume is less than the applicable ADT limit”.

In essence, this freezes the “small, welcoming, quiet character of neighborhoods” in time. The GMA, while respecting neighborhood character, does not intend this. While establishing an ADT limit may be a viable methodology for concurrency, there must be a provision to allow for improvement/strategies to accommodate the growth. Otherwise, a key tenet of the GMA is missing and growth will spread outward.

In order to meet this key tenet of the GMA, it would be necessary to further study what improvement strategies could be implemented as mitigation; shifting trips to other modes via biking, walking or transit for example. Studying and ultimately crafting a mitigation strategy would require significant resources. A consultant would likely need to be utilized since a study of this scale is not currently part of staffs’ work plan and because a LOS standard of this nature would be unprecedented. Staff estimates the cost of a study to exceed \$20,000. Staff is recommending Amendment #9 that provides for LOS standards for pedestrian and bicycle facilities as part of the City’s transportation LOS and also anticipates a future study of a multi-modal concurrency approach at the time that the City updates its Transportation Master Plan (2016/2017).

Based on these reasons, staff does not recommend this amendment.

### **Amendment #2**

Amendment #2 seeks to add language to the introduction section of the Comprehensive Plan that outlines a public participation process. Currently, the Introduction section of the Comprehensive Plan has a citizen participation element that contains one goal and eight policies. An audit by the Washington Cities Insurance Authority revealed that the City’s Comprehensive Plan should develop a more specific citizen participation plan. RCW 36.70A.140 requires that each city “establish and broadly disseminate to the public a public participation program...for early and continuous public participation in the development” of the city’s Comprehensive Plan.

Staff has included a draft of the Citizen Participation Plan in Attachment D. The plan emphasizes the involvement of the broadest cross-section of the community, including the involvement of groups not previously involved. The proposed program contains a visioning process, Planning Commission involvement in facilitation and public meetings, citizen surveys, public hearings, public noticing, written comment, and a communication program.

### **Amendment #3**

This amendment will copy the three new land use designations adopted in the 185<sup>th</sup> Street Station Subarea Plan to the Land Use Element. The 185<sup>th</sup> Street Light Rail Station Subarea Plan includes three new zoning classifications: Mixed Use Residential 35’, Mixed Use Residential 45’, and Mixed Use Residential 70’. These three new zones should also be listed in the Land Use Section of the Comprehensive Plan.

The land use designations proposed for the Land Use Element of the Comprehensive Plan are currently described in the 185<sup>th</sup> Street Light Rail Station Subarea Plan. The proposed language for this amendment is included in Attachment E.

#### **Amendment #4**

This amendment will add language to the Comprehensive Plan identifying the Landscape Conservation and Local Infrastructure Program (LCLIP) as a potential funding source for public improvements. The exact wording and ultimate recommendation on this amendment would be contingent upon the Council's direction following the presentation of the LCLIP feasibility study results, also scheduled for this year.

The 185<sup>th</sup> Street Light Rail Station Subarea Plan and implementing Development Code regulations include Transfer of Development Rights as a requirement for an applicant seeking a Development Agreement in the MUR-70' Zone and also as an alternative to providing affordable housing. TDR implementation is necessary to take advantage of the LCLIP program.

#### **Amendment #5**

This amendment will amend Policy LU47 which states, "Consider annexation of 145<sup>th</sup> Street adjacent to the existing southern border of the City". The City is currently engaged in the 145<sup>th</sup> Street Route Development Plan and is actively pursuing annexation of 145<sup>th</sup> Street. This action does not pre-suppose the Council's authority to authorize the initiation of annexation, but does provide flexibility to address maps within the comprehensive plan in anticipation of potential annexation.

There are some maps contained in the Comprehensive Plan that do not include 145<sup>th</sup> Street. With the annexation of 145<sup>th</sup> Street, all of the maps in the Comprehensive must be amended to include 145<sup>th</sup> Street as a street within the City of Shoreline.

#### **Amendment #6**

In anticipation of the City reaching an agreement with Blue Square Real Estate- Point Wells, LP (BSRE) on conducting a Transportation Corridor Study on mitigating adverse impacts from its proposed development of Point Wells, City staff have submitted a proposal to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan for consideration in 2015. These amendments may be needed to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9.

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

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

The process for the corridor study has included a combination of workshops and open houses totaling seven meetings and lasting approximately three months (<http://shorelinewa.gov/government/departments/planning-community-development/planning-projects/point-wells/transportation-corridor-study>). The workshops focused on the lower section of Richmond Beach Drive NW and the upper section of Richmond Beach Road where individual property owners participated in a process of deciding the level of improvements necessary along the two right-of-ways. Some examples include whether or not to include on-street parking, bike lanes, sidewalks or pathways and on which side of the street these facilities should be located and transit access. Other issues included the ease of left turning movements in relation to the traffic projections, driveway access and minimizing cut through traffic in the surrounding neighborhoods.

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

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

*Policy PW-13. The City should work with the Town of Woodway, City of Edmonds and Snohomish County toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells. A joint SEPA lead-agency or*



*other interlocal agreement with the County could assign to the City the responsibility for determining the scope, parameters, and technical review for the transportation component of the County's Environmental Impact Statement prepared for a future project at Point Wells. Under such agreement, this environmental analysis, funded by the permit applicant, could satisfy the policy objectives of the Transportation Corridor Study and Implementation Plan referenced at PW-10.*

In summary, it is anticipated that the Point Wells Subarea Plan will need to be amended to allow for an increase above the current 4,000 maximum vehicle trips per day on Richmond Beach Drive between NW 199<sup>th</sup> and NW 205<sup>th</sup> Streets. These amendments would be done concurrently with a Development Agreement with the owner(s) of the Point Wells property (BSRE). This will establish a maximum trip count for new development within the subarea consistent with the City's level of service, and that will provide financing for mitigation projects needed to support the new level of service. This amendment is a carry forward of the amendment that was included on the 2014 docket.

#### **Amendment #7**

This amendment will add Goals and policies to the Parks, Recreation, and Open Space Element of the Comprehensive Plan based on policies identified in the 185<sup>th</sup> Street Light Rail Station Subarea Plan. The City, through analysis of the Environmental Impact Statement for the 185<sup>th</sup> Street station, has identified the need for more parks, recreation, and open space.

The City will work with the Parks Board, the community, and other staff to determine the process for addressing the location of new park space within the subareas, for exploring the establishment of a park impact fee, for possibly determining a ratio of park space per new resident in the subarea, and for any other park issues that arise through the public process.

The 185<sup>th</sup> Street Light Rail Station Subarea Plan includes policies for parks, recreation, and open space. The policies are:

- Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.
- Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
- Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

#### **Amendment #8**

This amendment will remove a portion of Westminster Way between N 155<sup>th</sup> Street and Aurora Avenue from the City's designated truck route map in the Transportation Master Plan (Attachment F).

The Council adopted the Aurora Corridor Pre-Design Study in 1999 under Resolution No. 156. Part of that adoption included the "32 Points" which provided guidance on the design and implementation of the Aurora Corridor. Point #17 includes the direction to pursue closure of Westminster north of 155<sup>th</sup> Street. Westminster Way is a Federally Classified truck route, and staff has worked with the Washington State Department of Transportation (WSDOT) and the Federal Highways Administration (FHWA) to declassify the truck route designation north of 155<sup>th</sup>. This has been approved by WSDOT and FHWA and is no longer classified by them. As well, this amendment was discussed with Council on May 11 and will again be discussed as part of the adoption of the Westminster Way N Right-of-way Vacation.

### **Amendment #9**

This amendment concerns transportation level of service standards. This amendment will add language to the Comprehensive Plan Policy T-44 regarding level of service standards in anticipation of adopting level of service standards for pedestrian and bicycle modes later in 2015, and evaluation and potential new multi-modal level of service standards in the future. Current level of service standards only account for motor vehicle travel. Revision of the level of service standards to include pedestrian and bicycle facilities is needed to support Goals T II, T III, and T VI of the Comprehensive Plan.

Policy T44 will be amended to add: Adopt level of service standards for transit, walking and bicycling. Maintain the adopted level of service standards until a plan-based multi-modal concurrency approach is adopted that includes motor vehicles, transit, walking and bicycling transportation measures.

### **PLANNING COMMISSION DISCUSSION AND RECOMMENDATION**

On March 19, the Planning Commission unanimously recommended forwarding amendments 2 through 7 to the City Council. The Planning Commission tied 3 – 3 on the Privately Initiated Comprehensive Plan Amendment (Amendment #1) and, therefore, there is no recommendation to move forward. Note: The Planning Commission did not review docket item #9. This item was drafted by staff in response to the Sound Transit Lynnwood Link issuance of the Final Environmental Impact Study (FEIS) in April 2015.

SMC 20.30.340(6) states that the Planning Commission will review the draft docket and 20.30.340(5) states is comprised of all of the applications. SMC 20.30.340(6) states that the Planning Commission then forwards recommendations to the City Council. Despite the fact that there was no recommendation on amendment #1 or #9, the amendment can move forward as it is a component of the draft docket. The Council should address in its entirety without a Planning Commission recommendation.

It is important to remember that by recommending approval of the 2015 Docket, the Commission is simply recommending to the Council that the amendments be included on the 2015 Docket. The amendments would then be studied, analyzed and considered for potential adoption at the end of 2015.

## **RESOURCE/FINANCIAL IMPACT**

Amendments #1, #4, #7, and #9 may pose financial impacts to the City. Amendment #1 will require a change to the Transportation Master Plan which would require expanded SEPA analysis, public outreach through mailings and meetings, infrastructure analysis, and traffic analysis. Amendment #1 represents a substantial work item that has not been anticipated.

Amendment #4 has the potential to add additional moneys from King County's portion of property taxes collected on new development within the City. LCLIP has the potential to fund infrastructure improvements over the next 20 years with the inclusion of a TDR program.

Amendment #7 has the potential to add a park impact fee for new development within the 185<sup>th</sup> Street Light Rail Station Subarea.

Amendment #9 will include additional study that will be considered during the City's update to its Transportation Master Plan in 2016/2017.

## **RECOMMENDATION**

Staff recommends that the Council approve the 2015 Comprehensive Plan Amendment Docket without the inclusion of Amendment #1 and updated to include Amendment #9.

## **ATTACHMENTS**

- Attachment A – Proposed 2015 Docket
- Attachment B – Comprehensive Plan Amendment Application
- Attachment C – Map of Streets Subject to Amendment #1 Proposed LOS Standard
- Attachment D – Citizen Participation Plan
- Attachment E – Land Use Element Amendment (SA1, SA2, and SA3)
- Attachment F – Truck Route Map



## 2015 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.

1. Consider amendments to the Transportation Master Plan that would set limits for Average Daily Trips on Local Streets and Collector Arterial Streets. (Private)
2. Consider amendments to add a Public Participation Process into the Introduction section of the Comprehensive Plan.
3. Amend the Land Use Element to include Land Use Designations Station Area 1, 2, & 3 designations (SA1, SA2, and SA3).
4. Add Comprehensive Plan language identifying Landscape Conservation and Local Infrastructure Program as a potential funding source for public improvements.
5. Amend the Comprehensive Plan for 145<sup>th</sup> annexation and all applicable maps.
6. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12 and adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.
7. Consider amendments to the Comprehensive Plan that address the location of new park space within the light-rail station subareas, explore the establishment of a city-wide park impact fee, and determine a ratio of park space per new resident in the light-rail station subareas, and any other park issues that arise through the light-rail station subarea public process.
8. Amend the Transportation Master Plan to remove a portion of Westminster Way as a designated truck route.
9. Adopt level of service standards for transit, walking and bicycling. Maintain the adopted level of service standards until a plan-based multi-modal concurrency approach is adopted that includes motor vehicles, transit, walking and bicycling transportation measures.

DRAFT



**City of Shoreline**

**Planning & Community Development**

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Permit Hours: M - F \* 8:00 a.m. to 5:00 p.m.

**Attachment B**

**COMPREHENSIVE PLAN  
GENERAL AMENDMENT  
APPLICATION**

**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.

**Contact Information** - If the proposal is from a group, please provide a contact name.

Applicant Name Tom McCormick  
Address 2444 NW 201st Place City Shoreline State WA Zip 98177  
Phone 206-542-0402 Fax \_\_\_\_\_ Email tommccormick@mac.com

**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.**

See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

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

See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

**Attachment B**

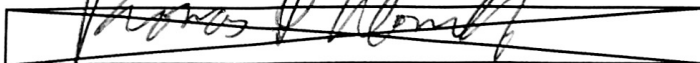
**Support for the Amendment** Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this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

See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

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**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.

Application Signature



Date 12/31/2014

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

Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

**B. PROPOSED GENERAL AMENDMENT.**

Consider amendments to the Transportation Element of the Comprehensive Plan that would set City-wide average daily trip (ADT) limits for local streets and collector arterials. (For street classifications, see the Transportation Element's Supporting Analysis, which refers to the street classifications in the 2011 Transportation Master Plan.)

The proposed ADT limits would apply even if the maximum capacity of a local street or collector arterial may be a greater value and/or if level of service failures would not result if ADTs were higher than the proposed ADT limits.

The proposed ADT limits would be two-tier limits. The basic ADT limit would be the default limit. There would also be a second, somewhat higher ADT limit, an extraordinary-circumstances ADT limit. City Council would have the authority to apply the extraordinary-circumstances ADT limit to a particular local street or collector arterial, by majority vote, without the involvement of the Planning Commission, if the City Council concludes that extraordinary circumstances exist and that it would be in the best interest of the neighborhood surrounding the particular local street or collector arterial to apply the extraordinary circumstances ADT limit.

Specifically, in addition to some conforming changes that may be needed, a new policy T46 is proposed to be inserted at page 55 of the Transportation Element (renumbering existing T46 as T47 etc.), reading as follows:

The following average daily trip (ADT) limits shall apply to local streets and collector arterials. The default ADT limit for local streets is 1,500 ADTs, but on a case-by-case basis, the City Council may approve an extraordinary-circumstances ADT limit of 3,000 ADTs for a particular local street. The default ADT limit for collector arterials is 3,000 ADTs, but on a case-by-case basis the City Council may approve an extraordinary-circumstances ADT limit of 7,000 ADTs. Before approving an extraordinary-circumstances ADT limit for a particular local street or collector arterial, the City Council must determine that extraordinary circumstances exist, and that it would be in the best interest of the neighborhood surrounding the particular local street or collector arterial that the extraordinary-circumstances ADT limit be approved. The ADT limits in this T46 shall apply even if the maximum capacity of a local street or collector arterial may be a greater value and/or if level of service failures would not result from ADTs in excess of the ADTs in this T46. If at the time this T46 is adopted, any local street or collector arterial has ADTs in excess of the applicable extraordinary-circumstances ADT limit, any such local street or collector arterial shall be grandfathered with their current ADTs. Street classifications as set forth in the Transportation Master Plan shall not be revised if the result would be to circumvent the ADT limits in this T46.



**C. REFERENCE ELEMENT OF THE SHORELINE COMPREHENSIVE PLAN (REQUIRED) AND PAGE NUMBER (IF APPLICABLE).**

Transportation Element of Comprehensive Plan, including page 55.

Transportation Element supporting analysis, including Street Classifications map.

**SUPPORT FOR THE AMENDMENT**

The small, welcoming, quiet character of neighborhoods throughout the City needs to be protected. Excessive traffic, with its attendant noise pollution, is the primary culprit eroding the small, welcoming, quiet character of our neighborhoods. The proposed amendment would limit traffic on local streets and collector arterials, thereby helping ensure that the small, welcoming, quiet character of our neighborhoods will be preserved. Residents of the City want traffic limits. It is recognized that the proposed ADT limits may impact the scale of future building projects (e.g., projects that will generate 200 or more ADTs may be impacted if resulting ADTs for local streets or collector arterials exceed the T46 limits). While the proposed amendment gives the City Council some flexibility in accommodating future projects, in general the proposed amendment makes clear that the goal of preserving the small, welcoming, quiet character of our neighborhoods takes precedence over other goals that the City may have, such as encouraging residential and commercial developments. Even if a development can employ mitigation measures to reduce traffic impacts, it is clear with the proposed amendment that the prescribed ADT limits are controlling, so any mitigation efforts will fail unless the resulting traffic volume is less than the applicable T46 ADT limit. Though a developer may argue in favor of allowing as many ADTs on a street as possible (the street's maximum capacity), with the proposed amendment the applicable ADT limit will apply to the street instead of the street's maximum capacity or nearby intersection's level of service if either would allow a higher limit.

In a 10/23/2012 SEPA Notification letter to residents who submitted concerns about the new multi-family development at 152<sup>nd</sup> street, Tricia Juhnke, City Engineer, conveyed the City's determination that there was not an adequate traffic impact by the development to require traffic mitigation measures. In the SEPA Notification letter, she stated that, "Specifically, the traffic impact analysis estimates the project will generate approximately 200 trips/day that will utilize N 152nd Street and Ashworth Avenue N. These additional trips, combined with existing traffic counts of approximately 750 trips/day results in a total daily volume of less than 1,000 trips/day. Ashworth Avenue N is classified as a local street. One typical characteristic of Local Streets is that they have the capacity to safely handle 1,500 trips/day."

Under the proposed amendment, the default ADT limit for local streets is 1,500 ADTs, but on a case-by-case basis the City Council may approve an extraordinary-circumstances ADT limit of 3,000 ADTs. Note that Table 2.1 in the City's 2011 Transportation Master Plan provides that a typical characteristic of local streets is that they have less than 3,000 ADTs.

Under the proposed amendment, the default ADT limit for collector arterials is 3,000 ADTs, but on a case-by-case basis the City Council may approve an extraordinary circumstances ADT limit of 7,000 ADTs. Note that Table 2.1 in the City's 2011 Transportation Master Plan provides that a typical characteristic of collector arterials is that they have 2,000 – 8,000 ADTs. And note that the Edmonds Comprehensive Transportation Plan, at page 3-5, specifies an ADT guideline for Collector Streets as 1,000 – 5,000 ADTs.

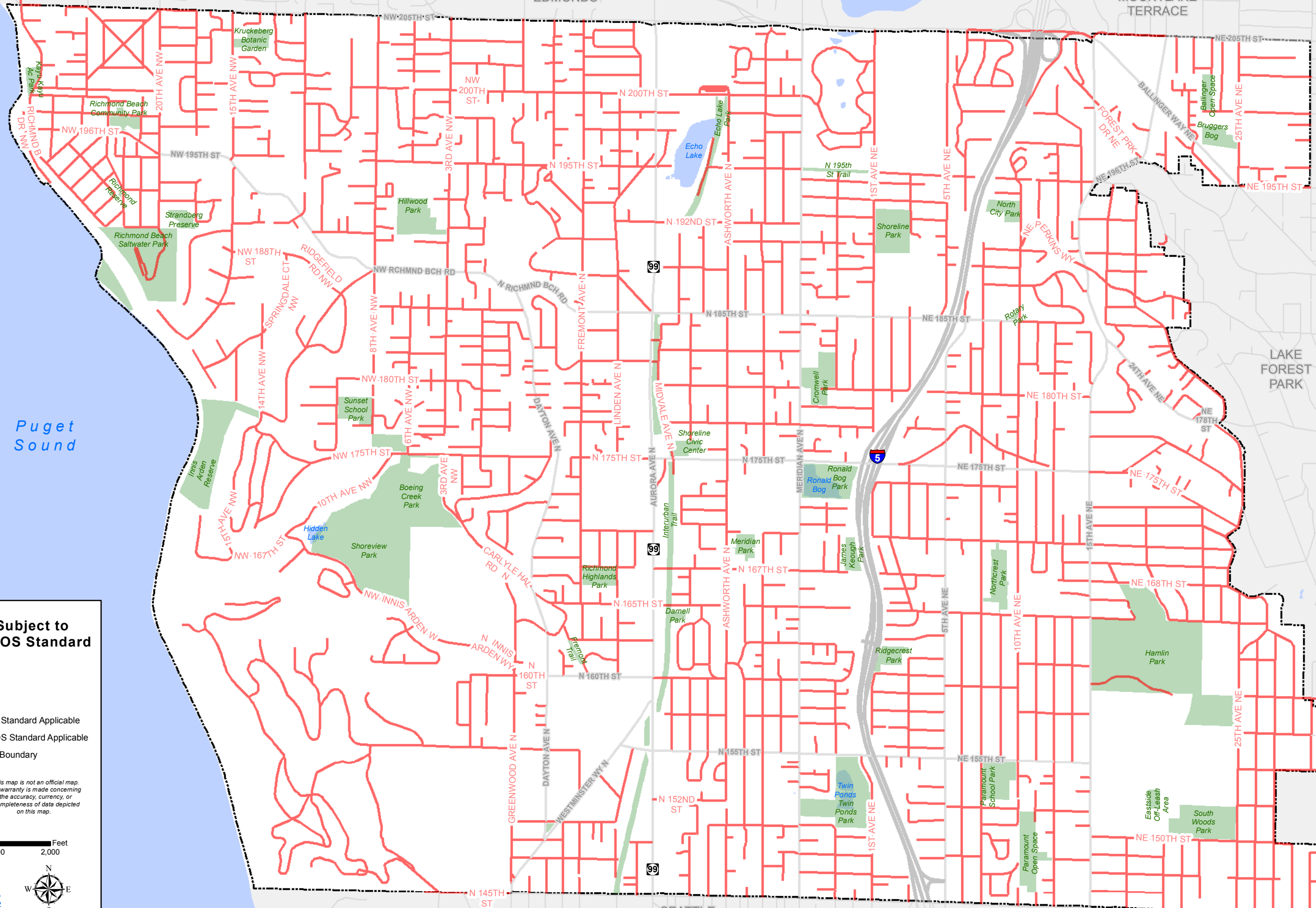
The ADT limits in the proposed T46 are reasonable policy limits that will help protect the small, welcoming, quiet character of our neighborhoods. Employing guidelines instead of the T46 policy limits would be inadequate. The T46 policy limits are necessary to ensure that permitting of future residential or commercial developments will be measured against the T46 ADT limits, and will be restrained (or mitigations required) as needed to stay within the ADT limits in proposed T46. Note that it is inadequate to use the concurrency model as a regulator if the result would be that the T46 ADT limits are exceeded. With or without concurrency payments from a developer to the City, under the proposal the City may not permit a development if the result would be that the T46 ADT limits are projected to be exceeded.

WOODWAY

EDMONDS

MOUNTLAKE TERRACE

Lake Ballinger



Path: J:\GIS\Projects\TrafficLevelofService.mxd StreetsLevelofService\_11x17.mxd  
Date: 6/2/2015 Author: lbiddison

**Streets Subject to Proposed LOS Standard**

**Legend**

**Road**

- Interstate
- Current LOS Standard Applicable
- Proposed LOS Standard Applicable
- Outside City Boundary

**Park**

**City Limit**

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

0 500 1,000 2,000 Feet

**DRAFT PUBLIC PARTICIPATION PLAN – COMPREHENSIVE PLAN****Framework Goals**

The original framework goals for the City were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the city's future. To achieve balance in the city's development, Framework Goals must be viewed as a whole, without one being pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

- FG1:** Continue to support exceptional schools and opportunities for lifelong learning.
- FG2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.
- FG3:** Support the provision of human services to meet community needs.
- FG4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
- FG5:** Encourage an emphasis on arts, culture, and history throughout the community.
- FG6:** Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education, and stewardship.
- FG8:** Apply innovative and environmentally sensitive development practices.
- FG9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
- FG10:** Respect neighborhood character and engage the community in decisions that affect them.
- FG11:** Make timely and transparent decisions that respect community input.
- FG12:** Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for older adults and people with disabilities.
- FG13:** Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- FG14:** Designate specific areas for high-density development, especially along major transportation corridors.
- FG15:** Create a business-friendly environment that supports small and local businesses, attracts large businesses to serve the community, expands our jobs and tax base, and encourages innovation and creative partnerships.
- FG16:** Encourage local neighborhood retail and services distributed throughout the city.
- FG17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies, and the business community.
- FG18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

## **Citizen Participation**

RCW 36.70A.140 of the Washington Growth Management Act requires that each city “establish and broadly disseminate to the public a public participation program...for early and continuous public participation in the development” of the city’s Comprehensive Plan.

Consistent with the recommendations of the GMA which emphasize the involvement of the broadest cross-section of the community, including the involvement of groups not previously involved, the City of Shoreline adopts the following program for citizen participation for future Comprehensive Plan Major Updates:

1. Visioning Process – This process provides Shoreline citizens an opportunity to establish a framework and context upon which the Comprehensive Plan will be based. Planning Commission meetings will provide the forum for the initial community visioning process. A draft “Vision” will be tested for consistency during the development of the Plan as the community identifies priorities and implementation strategies and updated accordingly. The ultimate “Vision” will be established at the conclusion of the planning process by the City Council as a result of community participation.

2. Planning Commission. The Planning Commission will play a key role in establishing the City’s dialogue with community members, hosting meetings and workshops during the development of the Plan. The Planning Commission will evaluate information provided by the community and develop recommendations for submission to the City Council.

3. Citizen Survey – The City will use the Citizen Satisfaction survey to inform future Comprehensive Plan amendments.

4. Public Meetings. Public meetings will be hosted by the Planning Commission on draft Comprehensive Plan amendments. This ensures that the City will meet the requirement for “early and continuous” public participation in the comprehensive planning process.

5. Public Hearing. At least one public hearing will be held before the Planning Commission to discuss proposed plan amendments.

6. Public Notice. The City will provide notice of all meetings and hearings pursuant to the requirements of RCW 36.70A.020 and .035.

7. Written Comment. The public will be invited to submit written comments. Comments will be specifically solicited from residents, special interest organizations and business interests. Comments may be in the form of letters, emails and other correspondence to the City regarding the Plan or comments received electronically on the City’s website. All comments will be logged-in according to specific area of the Plan.

8. Communications Programs & Informational Services – As staff and budgetary resources allow, the activities will be undertaken to ensure broad-based citizen participation:

- a. Comprehensive Plan news in Citywide Newsletter – updating the community on planned meetings, workshops or other significant Comprehensive Plan events. Articles on topics related to the plan and a request for feedback from the community on topics related to the Plan. The newsletter article will be disseminated via the City’s website, emailed to a mailing list and/or provided in paper copy as appropriate.
- b. Interest Groups – Contact local interest groups (i.e. Chamber of Commerce, home builders, environmental, neighborhoods, etc.) and arrange to meet and discuss relevant Comprehensive Plan issues.
- c. Community Workshops – Conduct community workshops hosted by the Planning Commission in different parts of the city to encourage neighborhood participation in the development of the Comprehensive Plan. These meetings will be held at neighborhood schools, churches or other community facilities.
- d. Press Release & Public Service Announcements – Work with the local newspapers, blogs, and social media to advertize and promote significant events related to the Comprehensive Plan.
- e. Provide written articles to local media for publication.
- f. Develop a database of interested citizens and provide regular correspondence concerning the status of Plan development
- g. Identify key resource personnel representing agencies and groups whose plans will be integrated into the Comprehensive Plan, including but not limited to fire districts, utilities, libraries and school district.
- h. Maintain a log of all public participation meetings, events and actions that the City engages in to provide documentation on the City’s effort to meet the requirements of the GMA.

## **GOALS**

**Goal CP I:** To maintain and improve the quality of life in the community by offering a variety of opportunities for public involvement in community planning decisions.

## **POLICIES**

- CP1:** Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly.
- CP2:** Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.
- CP3:** Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan.
- CP4:** Consider community interests and needs when developing modifications to zoning or development regulations.
- CP5:** Encourage and emphasize open communication between developers and neighbors about compatibility issues.
- CP6:** Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements and subareas of the Comprehensive Plan.
- CP7:** Educate residents about various planning and development processes, how they interrelate, and when community input will be most influential and effective.
- CP8:** Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

## **Community Profile**

The City of Shoreline is located in the northwestern corner of King County along the shores of Puget Sound. Shoreline is generally bounded by the City of Lake Forest Park to the east, the City of Seattle to the south, Puget Sound to the west, and Snohomish County to the north (specifically, the Cities of Mountlake Terrace and Edmonds, the Town of Woodway, and the unincorporated area of Point Wells).

# **Land Use Element Goals and Policies**

## **INTRODUCTION**

Land use describes the human use of land, and involves modification of the natural environment into the built environment, and management of these interrelated systems. Land use designations delineate a range of potentially appropriate zoning categories, and more broadly define standards for allowable uses and intensity of development. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, and other uses is important in determining the character of Shoreline. The pattern of how property is designated in different parts of the city directly affects quality of life in regard to recreation, employment opportunities, environmental health, physical health, property values, safety, and other important factors.

This Element contains the goals and policies necessary to support the City’s responsibility for managing land uses and to implement regulations, guidelines, and programs. The Land Use policies contained in this element, along with the Comprehensive Plan Map (Figure LU-1), identify the intensity of development and density recommended for each area of the city. These designations help to achieve the City’s vision by providing for sustainable growth that encourages housing choice; locates population centers adjacent to transit and services; provides areas within the city to grow businesses, services, jobs and entertainment; respects existing neighborhoods; provides for appropriate transitions between uses with differing intensities; safeguards the environment; and maintains Shoreline’s sense of community. The goals and policies of this element also address identifying Essential Public Facilities.

The Land Use Element Supporting Analysis section of this Plan contains the background data and analysis that describe the physical characteristics of the city, and provides the foundation for the following goals and policies.

## **GOALS**

- Goal LU I.** Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.
- Goal LU II.** Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.
- Goal LU III.** Create plans and strategies that implement the City’s Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.
- Goal LU IV.** Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline, and connects all areas of the city to high capacity transit using a multi-modal approach.
- Goal LU V.** Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.
- Goal LU VI.** Encourage pedestrian-scale design in commercial and mixed use areas.



- Goal LU VII.** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.
- Goal LU VIII.** Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest.
- Goal LU IX.** Minimize or mitigate potential health impacts of industrial activities on residential communities, schools, open space, and other public facilities.
- Goal LU X.** Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council.
- Goal LU XI.** Maintain regulations and procedures that allow for siting of essential public facilities.
- Goal LU XII.** Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

## **POLICIES**

### **Residential Land Use**

- LU1.** The Low Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, cottage housing, and accessory dwellings may be allowed under certain conditions. The permitted base density for this designation may not exceed 6 dwelling units per acre.
- LU2.** The Medium Density Residential land use designation allows single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing. Apartments may be allowed under certain conditions. The permitted base density for this designation may not exceed 12 dwelling units per acre.
- LU3.** The High Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted. The permitted base density for this designation may not exceed 48 dwelling units per acre.
- LU4.** Allow clustering of residential units to preserve open space and reduce surface water run-off.
- LU5.** Review and update infill standards and procedures that promote quality development, and consider the existing neighborhood.
- LU6.** Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.
- LU7.** Promote small-scale commercial activity areas within neighborhoods that encourage *walkability*, and provide opportunities for employment and “*third places*”.
- LU8.** Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

### **Mixed Use and Commercial Land Use**

- LU9.** The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

- LU10.** The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.
- LU11.** The Station Area 1 (SA1) designation encourages the development of Transit Oriented Development (TOD) in close proximity of the future light rail stations at the I-5 and 185<sup>th</sup> and the I-5 and 145<sup>th</sup>. The SA1 designation is intended to support high density residential, building heights in excess of 6-stories, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The MUR-70' Zoning adopted in the 185<sup>th</sup> and 145<sup>th</sup> light rail station subarea plan is considered conforming to this designation.
- LU12.** The Station Area 2 (SA2) designation encourages the development of Transit Oriented Development (TOD) in areas surrounding the future light rail stations at the I-5 and 185<sup>th</sup> and the I-5 and 145<sup>th</sup>. The SA2 designation is intended to provide a transition from the SA1 designation and encourages the development of higher density residential along arterials in the subarea, neighborhood commercial uses, reduced parking standards, increased housing choices, and transitions to lower density single family homes. The MUR-45' Zoning adopted in the 185<sup>th</sup> and 145<sup>th</sup> light rail station subarea plan is considered conforming to this designation.
- LU13.** The Station Area 3 (SA3) designation encourages the development of Transit Oriented Development (TOD) in area surrounding the future light rail stations at the I-5 and 185<sup>th</sup> and the I-5 and 145<sup>th</sup>. The SA3 designation is intended to provide a transition from the SA2 designation and encourages the development of medium density residential uses, some neighborhood commercial uses, increased housing choices, and transitions to low-density single-family homes. The MUR-35' Zoning adopted in the Subarea Plan is considered conforming to this designation.
- LU14.** The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.
- LU15.** Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.
- LU16.** Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.
- LU17.** Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.

## **Other Land Uses**

- LU18.** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

- LU19.** The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.
- LU20.** The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.
- LU21.** The *Campus* land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus land use designation shall be governed by a Master Development Plan Permit. Existing uses in these areas constitute allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.
- LU22.** *Land Use and Mobility Study Areas* designate areas to be studied with regard to subarea planning for light rail stations. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and Development Code.

### **Light Rail Station Areas**

- LU23.** Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU24.** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU25.** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU26.** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU27.** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU28.** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU29.** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU30.** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- LU31.** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU32.** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

- LU33.** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU34.** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for *Transit-Oriented Communities (TOCs)*, taking into account when the city's development needs and market demands are ready for change.
- LU35.** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU36.** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU37.** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU38.** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU39.** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU40.** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU41.** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU42.** Use the investment in light rail as a foundation for other community enhancements.
- LU43.** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU44.** Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU45.** Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU46.** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

### **Future Service Annexation Area**

- LU44.** Support annexations that are in the best interest of the long-term general welfare of the residents of the annexation area, the existing Shoreline community, and the City because they:
  - share a community identity;
  - are logical additions, and contiguous with the city;
  - complete the geographical areas of interest as indicated in pre-incorporation boundaries;
  - offer benefits and opportunities consistent with the City's Vision 2029 and Framework Goals;

- would benefit from consistent regulations and coordinated land use and impact mitigation;
  - balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
  - could access public safety, emergency, and urban services at a level equal to or better than services in existence at the time of annexation, without affecting level of service for existing
    - residents; and/or
    - could provide improved local governance for the City and the
    - annexation areas.
- LU45.** Assure that adequate funding is in place, or will be available within a reasonable time, to support required public facilities and services.
- LU46.** Assign an equitable share of the City’s bonded indebtedness to newly annexed areas.
- LU47.** Consider annexation of 145th Street adjacent to the existing southern border of the City. Boundaries would be as follows: (western) west side of 3rd Avenue NW; (eastern) up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (southern) all of the 145th Street right-of-way.
- LU48.** Pursue annexation of Point Wells, and implement the City of Shoreline Subarea Plan for this area.

### Transit & Parking

- LU49.** Consider the addition of compatible mixed-uses and shared (joint-use) parking at park and ride facilities.
- LU50.** Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.
- LU51.** Encourage large commercial or residential projects to include transit stop improvements when appropriate.
- LU52.** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.
- LU53.** Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.

### Sustainable Land Use

- LU54.** Educate the community about sustainable neighborhood development concepts as part of the subarea planning processes to build support for future policy and regulatory changes.
- LU55.** Explore whether “*Ecodistricts*” could be an appropriate means of neighborhood empowerment, and a mechanism to implement *triple bottom line sustainability* goals by having local leaders commit to ambitious targets for green building, smart infrastructure, and behavioral change at individual, household, and community levels.
- LU56.** Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

- LU57.** Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.
- LU58.** Support regional and state *Transfer of Development Rights (TDR)* programs throughout the city where infrastructure improvements are needed, and where additional density, height and bulk standards can be accommodated.
- LU59.** Consider social equity and health issues in siting uses, such as manufacturing and essential public facilities, to provide protection from exposure to harmful substances and environments.

### **Essential Public Facilities (EPF)**

- LU60.** Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU62:
  - a. The facility meets the Growth Management Act definition of an essential public facility, ref. RCW 36.70A.200(1) now and as amended; or
  - b. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and
  - c. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).
- LU61.** Participate in efforts to create an interjurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden, which may fall on the jurisdiction that becomes the site of a facility of a state-wide, regional, or countywide nature.

The essential public facility siting process set forth in LU62 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council (GMPC), the City may modify this process to be consistent with the GMPC recommendations.

- LU62.** Use this interim Siting Process to site the essential public facilities described in LU60 in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

### **Interim EPF Siting Process**

1. Use policies LU60 and LU61 to determine if a proposed essential public facility serves local, countywide, or statewide public needs.
2. Site EPF through a separate multi-jurisdictional process, if one is available, when the City determines that a proposed essential public facility serves a countywide or statewide need.
3. Require an agency, special district, or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the proposed essential public facility.
4. Process applications for siting essential public facilities through SMC Section 20.30.330 — Special Use Permit.
5. Address the following criteria in addition to the Special Use Permit decision criteria:
  - a. Consistency with the plan under which the proposing agency, special district or organization operates, if any such plan exists;

- b. Include conditions or mitigation measures on approval that may be imposed within the scope of the City’s authority to mitigate against any environmental, compatibility, public safety or other impacts of the EPF, its location, design, use or operation; and
  - c. The EPF and its location, design, use, and operation must be in compliance with any guidelines, regulations, rules, or statutes governing the EPF as adopted by state law, or by any other agency or jurisdiction with authority over the EPF.
- LU63.** After a final siting decision has been made on an essential public facility according to the process described in LU62, pursue any amenities or incentives offered by the operating agency, or by state law, other rule, or regulation to jurisdictions within which such EPF is located.
- LU64.** For EPF having public safety impacts that cannot be mitigated through the process described in LU61, the City should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the City should encourage consideration of such comments and conditions through coordination with the agency, special district, or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the City as a result of the public safety impacts of a proposal.
- LU65.** Locate essential public facilities equitably throughout the city, county, and state. No jurisdiction or area of the city should have a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from any specific locations in the city.

### **Water Quality and Drainage**

- LU66.** Design, locate, and construct surface water facilities to:
- promote water quality;
  - enhance public safety;
  - preserve and enhance natural habitat;
  - protect critical areas; and
  - reasonably minimize significant, individual, and cumulative adverse impacts to the environment.
- LU67.** Pursue state and federal grants to improve surface water management and water quality.
- LU68.** Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.
- LU69.** Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.
- LU70.** Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.
- LU71.** Collaborate with the State Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, enhance water quality, and resolve related inter-jurisdictional concerns.
- LU72.** Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.


- LU73.** Pursue obtaining access rights, such as easements or ownership, to lands needed to maintain, repair, or improve portions of the public drainage system that are located on private property, and for which the City does not currently have legal access.



Figure G

# Truck Routes

### Legend

 Truck Route

0 500 1,000 2,000 3,000



1 inch = 1,916 feet

