

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

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| AGENDA TITLE: | Adoption of Ordinance No. 730 - 2015 Comprehensive Plan Amendments |
| DEPARTMENT: | Planning & Community Development |
| PRESENTED BY: | Steven Szafran, AICP, Senior Planner Rachael Markle, AICP, Director |
| ACTION: | <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

PROBLEM/ISSUE STATEMENT:

With a few state exceptions, the City is limited to amending its Comprehensive Plan once a year by both state law (RCW 36.70A) and the City's own adopted procedures. The "docket" establishes the amendments that will be reviewed and studied during the following year by staff and the Planning Commission prior to a Planning Commission recommendation to the City Council on the proposed amendments. This year's docket (Attachment A) contains 10 amendments; nine of which are City-initiated and one is citizen-initiated.

The Planning Commission held a public hearing on the proposed 2015 Comprehensive Plan Amendments on October 15, 2015. The City Council then reviewed the Commission's recommended amendments at their November 23rd meeting. At that meeting, Council generally agreed with Planning Commission's recommendation on each of the proposed amendments. Proposed Ordinance No. 730, which adopts the 2015 Comprehensive Plan Amendments, is attached as Attachment B.

RESOURCE/FINANCIAL IMPACT:

Of the proposed Comprehensive Plan amendments to move forward for adoption, only Amendment #8 may pose a financial impact to the City. Amendment #8 requires additional study that will be considered during the City's update to its Transportation Master Plan in 2016/2017. Additionally, Amendment #10, while not recommended for adoption, would also require additional study for the Transportation Master Plan, including an expanded SEPA analysis, public outreach through mailings and meetings, infrastructure analysis, and traffic analysis. Amendment #10 represents a substantial work item that would need to be included as part of the Transportation Master Plan update scheduled for 2016/2017.

RECOMMENDATION

Staff recommends that Council move to adopt Ordinance No. 730.

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

INTRODUCTION

The Growth Management Act, RCW 36.70A, generally 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 yearly review process.

BACKGROUND

Comprehensive Plan amendments usually take two forms: Privately-initiated amendments and City [Staff or Council]-initiated amendments. Anyone can propose an amendment to the Comprehensive Plan, but amendments must be submitted by the last business day of the year to be considered in the following year. While there is no fee for general text amendments, there are separate fees for a site specific Comprehensive Plan Amendment requests and rezone applications. 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 #10) and nine City-initiated amendments. In addition, Amendment #5 is carried-over from 2014. Last year, Council carried over this amendment from the 2014 Comprehensive Plan Docket, which includes 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 now as #5 is recommended for the 2016 Comprehensive Plan Docket.

The Planning Commission held a public hearing on the proposed 2015 Comprehensive Plan Amendments on October 15, 2015. The City Council then reviewed the Commission recommendations at their November 23rd meeting. At that meeting, Council generally agreed with Planning Commission's recommendation on each of the recommended amendments. Of the 10 amendments, Council proposed amendment numbers 1, 2, 7, 8 and 9 to move forward for adoption and amendments 3, 4, 5, 6 and 10 either not be adopted or moved to the 2016 docket. The staff report and attachments from the November 23rd meeting can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport112315-9b.pdf>.

DISCUSSION

To adopt the 2015 Comprehensive Plan Amendments, Council must adopt proposed Ordinance No. 730. For review, a description and the Planning Commission's recommendation for each of the 10 proposed Comprehensive Plan Amendments are as follows:

Amendment #1 – Public Participation Plan

Amendment #1 adds 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 suggested that the City's Comprehensive Plan should develop a more specific public 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 and amendment" of the City's Comprehensive Plan and development regulations.

The recommended 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.

Recommendation:

The Planning Commission recommended approval of the Public Participation Plan amendment.

Amendment #2 – Light Rail Station Land Use Designations

This amendment will add three new land use designations adopted in the 185th Street Station Subarea Plan to the Land Use Element. The three new designations are Station Area 1, Station Area 2, and Station Area 3. The 185th Street Light Rail Station Subarea Plan also includes three new corresponding zoning classifications: Mixed Use Residential-35', Mixed Use Residential-45', and Mixed Use Residential-70'.

This proposed Comprehensive Amendment simply adds the land use designations already adopted in the 185th Street Subarea Plan into the Land Use Element of the Comprehensive Plan.

Recommendation:

The Planning Commission recommended approval of this amendment.

Amendment #3 – Landscape Conservation and Local Infrastructure Program

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 City began looking at the LCLIP program as a way to include Transfer of Development Rights (TDRs) into the light rail station subareas. In exchange for accepting development rights, the City will have access to financing for revitalizing designated districts. The City will also be able to bond against the future tax revenue generated by the development projects to make essential infrastructure improvements. In addition to looking at the two station areas, the consultant (ECONorthwest, Forterra, Heartland, and King County) also looked at getting more TDRs in Town Center, the Aurora Square Community Renewal Area (CRA), and the Aurora Corridor.

The 185th Street Light Rail Station Subarea Plan and implementing Development Code regulations include TDRs as a requirement for an applicant seeking a Development Agreement in the MUR-70' Zone and also as an alternative to providing affordable housing for the first 300 units developed within the Mixed-Use Residential zones. TDR implementation is necessary to take advantage of the LCLIP program. The City Council has not yet approved a TDR program. This amendment and the proposed language in the Development Code are contingent upon additional research and consideration by the City Council.

The City's current Comprehensive Plan policies are adequate to move forward with a TDR program if the Council chooses to do so. The Comprehensive Plan contains policies that address TDRs and infrastructure improvements:

Policy 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.

Policy ED4 – Use incentives and development flexibility to encourage quality development.

Policy NE1 – Promote infill and concurrent infrastructure improvement in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.

Policy CF5 – Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential in areas zoned for commercial and mixed-use.

Policy ED21 – Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.

Policy CF10 – Consider all available funding and financial mechanisms, such as utility rates, bonds, impact fees, grants, and local improvement districts for funding capital facilities.

Recommendation:

The Planning Commission recommended that this amendment be withdrawn since there are existing policies as noted above to support the Council's further exploration and potential approval of both a TDR program and utilization of LCLIP to fund infrastructure.

Amendment #4 – 145th Street Annexation

This amendment will amend Policy LU47 which states, "Consider annexation of 145th Street adjacent to the existing southern border of the City". The City is currently engaged in the 145th Street Corridor Study and is working towards annexation of 145th Street.

There are some maps contained in the Comprehensive Plan that do not include 145th Street. If the City annexes 145th Street, all of the maps in the Comprehensive must be amended to include 145th Street as a street within the City of Shoreline.

Consideration of annexation is not scheduled to occur until 2016 or later. The 145th Street Corridor Study is not expected be completed until the first quarter of 2016, and Council and staff will need the outcomes of this study to help formulate any potential recommendations or action on annexation of roadway into the City of Shoreline.

Recommendation:

The Planning Commission recommended that this amendment be carried over to the 2016 Comprehensive Plan docket.

Amendment #5 – Transportation Corridor Study

The City anticipated that the Transportation Corridor Study on mitigating adverse impacts from BSRE’s proposed development of Point Wells would be completed in 2015. Therefore, staff recommended that the same Comprehensive Plan amendment docketed in 2014, that would amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan, remain on the docket for 2015. However, staff does not now anticipate that the Richmond Beach Traffic Corridor Study will be completed in 2015 and therefore any recommendations coming out of the study will not be considered by the City Council until at least 2016.

Recommendation:

The Planning Commission recommended that this amendment be carried over to the 2016 Comprehensive Plan docket.

Amendment #6 – Park Facilities in 185th Street Station Subarea

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 185th Street Light Rail Station Subarea Plan. The City, through analysis contained in the Environmental Impact Statement for the 185th Street Station, has identified the need for more parks, recreation, and open space.

The City will work with the Parks Board and the community to determine the process of locating new park space within the subarea, establishing a means to fund new park space such as a park impact fee, determining a ratio of park space per new resident in the subarea, and any other park issues that arise through the public process.

The 185th 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.

Much of the analytical work for this amendment will occur as part of the Parks, Recreation, and Open Space Master Plan update that will occur in 2016. The City Manager's 2016 proposed budget includes one-time funding for professional service support to work on these items.

Recommendation:

The Planning Commission recommended that this amendment be carried forward to 2016 Comprehensive Plan docket.

Amendment #7 – Declassifying Westminster Way Truck Route

This amendment will remove a portion of Westminster Way between N 155th Street and Aurora Avenue from the City's designated truck route map in the Transportation Master Plan.

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 direction to pursue closure of Westminster north of 155th 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 155th. This has been approved by WSDOT and FHWA and is no longer classified by them. This amendment was also discussed with Council on May 11, 2015.

Recommendation:

The Planning Commission recommended approval of this amendment.

Amendment #8 – Transportation Level of Service Standards

This amendment concerns transportation level of service (LOS) standards. This amendment will add language to the Comprehensive Plan Policy T-44 regarding LOS standards in anticipation of adopting LOS standards for pedestrian and bicycle modes later in 2015, and evaluation and potential new multi-modal LOS standards in the future. Current LOS 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 would 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.

Recommendation:

The Planning Commission recommended approval of this amendment to Policy T44.

Amendment #9 – Interlocal Agreements for Point Wells

The purpose of this amendment is to make it clear that when development occurs at Point Wells, the City will work toward adoption of interlocal agreements with not only the jurisdictions of Woodway, Edmonds, and Snohomish County, but all other service providers. This amendment will update the Point Wells Subarea Plan Policy PW13 and all other applicable policies to include all service providers as entities the City will work with when development occurs at Point Wells.

The Council added this amendment to the docket at their meeting on June 15, 2015.

Recommendation:

The Planning Commission recommended approval of this amendment by amending Policy PW-13 to include “and all other service providers”.

Amendment #10 – Average Daily Trip Limits

This year there was one privately initiated amendment. The 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 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 Council changed the scope of this amendment on June 15, 2015. Instead of putting a default limit of ADTs on nonarterial and Collector Arterial streets, the Council wanted staff to study the requirement of adding a volume over capacity (V/C) ratio of .90 to all Collector Arterial Streets in the City. Any changes to the City’s V/C ratio would be reflected in Policy T44 of the Comprehensive Plan.

Staff will not be able to complete the technical and analytical work, including coordination with consultant support, along with the other work plan items already scheduled, in 2015. Staff recommends that this docket item be carried forward to the 2016 Docket. The recommendation is that this work be included with the work done to update the City’s Transportation Master Plan in the second half of 2016 and be considered as part of the 2016 Comprehensive Plan Amendment Docket. The work anticipated in 2016 to evaluate the V/C Level of Service for Collector Arterials includes updating the Shoreline Transportation Model that was used during the last Transportation Master Plan update in 2011. This includes modeling for a Volume over Capacity Level of Service (V/C LOS) standard for Collector Arterials, even though the

City does not currently have a V/C LOS for Collector Arterials. Based upon the V/C modeling, the City established the following criteria to determine future roadway improvement (growth) projects:

- The roadway is a Principal or Minor Arterial
- The roadway is not a state highway, as these roadways are exempt from concurrency standards
- The average V/C ratio along the project corridor is greater than 0.90
- The ability to mitigate the impacts of growth is entirely within the jurisdiction of the City (i.e. does not require improvements in neighboring jurisdictions)

Since the Transportation Model included a review of V/C ratios for City Collector Arterials, staff will not have to update the model which saves some amount of effort. However, the current model indicates that staff will need to incorporate a few new growth projects into the City's Traffic Impact Fee (TIF) structure if the V/C ratio is applied to Collector Arterials.

Also it should be noted that it is not only new development that must meet LOS standards, but the City itself for existing traffic volumes. In other words the analysis may find that existing traffic volumes may require capacity improvement projects to meet the V/C ratio on collector arterials and if this proves to be true, the City must pay for those projects.

A consultant would need to be utilized to develop capacity improvement projects and estimates for Fremont Ave N, Greenwood Ave N, and 8th Ave NW. Staff would then need to understand how this impacts the TIF rate study. This is the base information that staff believes is necessary for the Planning Commission to make a recommendation for Council's consideration on whether the City should adopt a V/C LOS for Collector Arterials. Engaging the consultants will take both financial resources and additional staff time to evaluate options presented by the consultants.

Recommendation:

While the Planning Commission recommended studying the requirement of adding a volume over capacity ratio of .90 to all Collector Arterial streets in the City, staff recommends that this docket item be carried forward to the 2016 Docket. Staff may not be able to complete the technical and analytical work, including coordination with consultant support, along with the other work plan items already scheduled, in 2016. The recommendation is that this work be included with the work done to update the City's Transportation Master Plan in the second half of 2016 and be considered as part of the 2016/2017 update of the Transportation Master Plan.

RESOURCE/FINANCIAL IMPACT

Of the proposed Comprehensive Plan amendments to move forward for adoption, only Amendment #8 may pose a financial impact to the City. Amendment #8 requires additional study that will be considered during the City's update to its Transportation Master Plan in 2016/2017. Additionally, Amendment #10, while not recommended for adoption, would also require additional study for the Transportation Master Plan,

including an expanded SEPA analysis, public outreach through mailings and meetings, infrastructure analysis, and traffic analysis. Amendment #10 represents a substantial work item that would need to be included as part of the Transportation Master Plan update scheduled for 2016/2017.

RECOMMENDATION

Staff recommends that Council move to adopt Ordinance No. 730.

ATTACHMENTS

Attachment A – 2015 Docket

Attachment B – Proposed Ordinance No. 730

Attachment B, Exhibit A – Comprehensive Plan Amendments

Exhibit A, Attachment 1 – 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 add a Public Participation Process into the Introduction section of the Comprehensive Plan.
2. Amend the Land Use Element to include Land Use Designations Station Area 1, 2, & 3 designations (SA1, SA2, and SA3).
3. Add Comprehensive Plan language identifying Landscape Conservation and Local Infrastructure Program as a potential funding source for public improvements.
4. Amend the Comprehensive Plan for 145th annexation and all applicable maps.
5. 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.
6. 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.
7. Amend the Transportation Master Plan to remove a portion of Westminster Way as a designated truck route.
8. 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.

9. Amend the Point Wells Subarea Plan Policy PW13 and all other applicable policies to include all service providers as entities the City will work with when development occurs at Point Wells.
10. Study the requirement of adding a volume over capacity ratio of .90 to all Collector Arterial Streets in the City. Any changes to the City's V/C ratio would be reflected in Policy T44 of the Comprehensive Plan.

Estimated timeframe for Council review/adoption: December 2015.

ORDINANCE NO. 730

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON
ADOPTING THE 2015 COMPREHENSIVE PLAN ANNUAL DOCKET
AMENDMENTS TO THE SHORELINE COMPREHENSIVE PLAN.**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and planning pursuant to the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, in conformance with the Growth Management Act, the City has adopted a Comprehensive Land Use Plan; and

WHEREAS, the Growth Management Act provides for the opportunity to amend the Comprehensive Plan once a year and the City has developed an annual docketing review process for continuing review and evaluation of its Comprehensive Plan; and

WHEREAS, at its June 15, 2015 regular meeting, the City Council established the 2015 Comprehensive Plan Annual Docket; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights when considering the 2015 Comprehensive Plan Annual Docket; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the 2015 Comprehensive Plan Annual Docket; and

WHEREAS, the environmental impacts of the 2015 Comprehensive Plan Annual Docket resulted in the issuance of a Determination of Non-Significance (DNS) on September 30, 2015; and

WHEREAS, on October 15, 2015, the City of Shoreline Planning Commission held a properly noticed public hearing on the 2015 Comprehensive Plan Annual Docket so as to receive public testimony; and

WHEREAS, at the conclusion of public hearing, the City of Shoreline Planning Commission voted to recommend approval, in part, of the 2015 Comprehensive Plan Docket; and

WHEREAS, the 2015 Comprehensive Plan Annual Docket recommended by the Planning Commission includes amendments related to the public participation program; light rail station land use designations; declassifying the Westminster Way Truck Route; incorporating level of service standards for transit, pedestrian,

and bicycle modes; and interlocal agreements with service providers for Point Wells; and

WHEREAS, on November 23, 2015, the City Council held a study session on the 2015 Comprehensive Plan Docket as recommended by the Planning Commission; and

WHEREAS, the City Council has considered the entire public record, public comments, written and oral, and the Planning Commission's recommendation; and

WHEREAS, the City Council has determined that the 2015 Comprehensive Plan Docket is consistent with the Growth Management Act and the other provisions of the Comprehensive Plan, and meets the criteria set forth in SMC 20.30.340; and

WHEREAS, the City provided public notice of the amendments and the public meetings and hearing as provided in SMC 20.30.070;

THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Amendment. The City of Shoreline Comprehensive Plan is amended as follows:

1. The "Citizen Participation" section set forth in the Introduction of the Comprehensive Plan is amended as shown on Exhibit A – Amendment No. 1.
2. The "Mixed Use and Commercial Land Use" section of Element 1 Land Use of the Comprehensive Plan is amended as shown on Exhibit A – Amendment No. 2.
3. The Transportation Master Program section of Element 4 Transportation of the Comprehensive Plan is amended as shown on Exhibit A – Amendment No. 7 and Amendment No. 8.
4. Appendix B Subarea Plan 2 – Point Wells of the Comprehensive Plan is amended as shown on Exhibit A – Amendment No. 9.

Section 2. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON DECEMBER 14, 2015

Mayor Shari Winstead

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2015
Effective Date: , 2015

Ordinance No. 730 – Exhibit A

Amendment No. 1 – Comprehensive Plan Introduction

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 and other City initiated projects:

1. Visioning Process – This process provides Shoreline citizens an opportunity to establish a framework and context upon which the Comprehensive Plan major update 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 Comprehensive plan and other city-initiated projects such as subarea plans, master plans, and development agreements. 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, if available, to inform future Comprehensive Plan amendments.

4. Public Meetings. Public meetings will be hosted by the Planning Commission on draft Comprehensive Plan amendments and other city-initiated projects. 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 and city-initiated projects news in Citywide Newsletter (Currents) – updating the community on planned meetings, workshops or other significant events. Articles on topics related to the plan and a request for feedback from the community on topics related to the Plan or projects. 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, Development Code amendments and other city project issues.
- c. Community Workshops – Conduct community workshops hosted by the Planning Commission to encourage neighborhood participation in the development of the Comprehensive Plan or subarea related plans. These meetings may be held at city hall, neighborhood schools, churches or other community facilities.
- d. Press Release & Public Service Announcements – Work with the local newspapers, blogs, and social media to advertise and promote significant events related to city issues including the Comprehensive Plan, Development Code amendments and other city issues.
- e. Develop a database of interested citizens and provide regular correspondence concerning the status of amendments.
- f. 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.
- g. 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.

Amendment No. 2 - Land Use Element

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 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.~~

~~LU12. 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.~~

~~LU13. Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.~~

~~LU14. Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.~~

LU11. The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity of the future light rail stations at I-5 and 185th Street and I-5 and 145th Street. The SA1 designation is intended to support high density residential, a mix of uses, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The MUR-70' Zone is considered conforming to this designation.

LU12. The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in areas surrounding the future light rail stations at I-5 and 185th Street and I-5 and 145th Street. 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' Zone is considered conforming to this designation.

LU13. The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in area surrounding the future light rail stations at I-5 and 185th and I-5 and 145th. The SA3 designation is intended to provide a transition from the SA1 and SA2 designation and transitions to lower density designations 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' Zone 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.

Amendment No. 7 - Transportation Element

Delete existing Figure G Truck Route and replace with attached Figure G Truck Route (Attachment 1).

Amendment No. 8 – Transportation Element

T44. Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not meet the City’s established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board’s Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better. These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10

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.


Amendment No. 9 – Appendix B Subarea Plan 2 – Point Wells

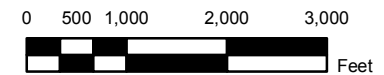
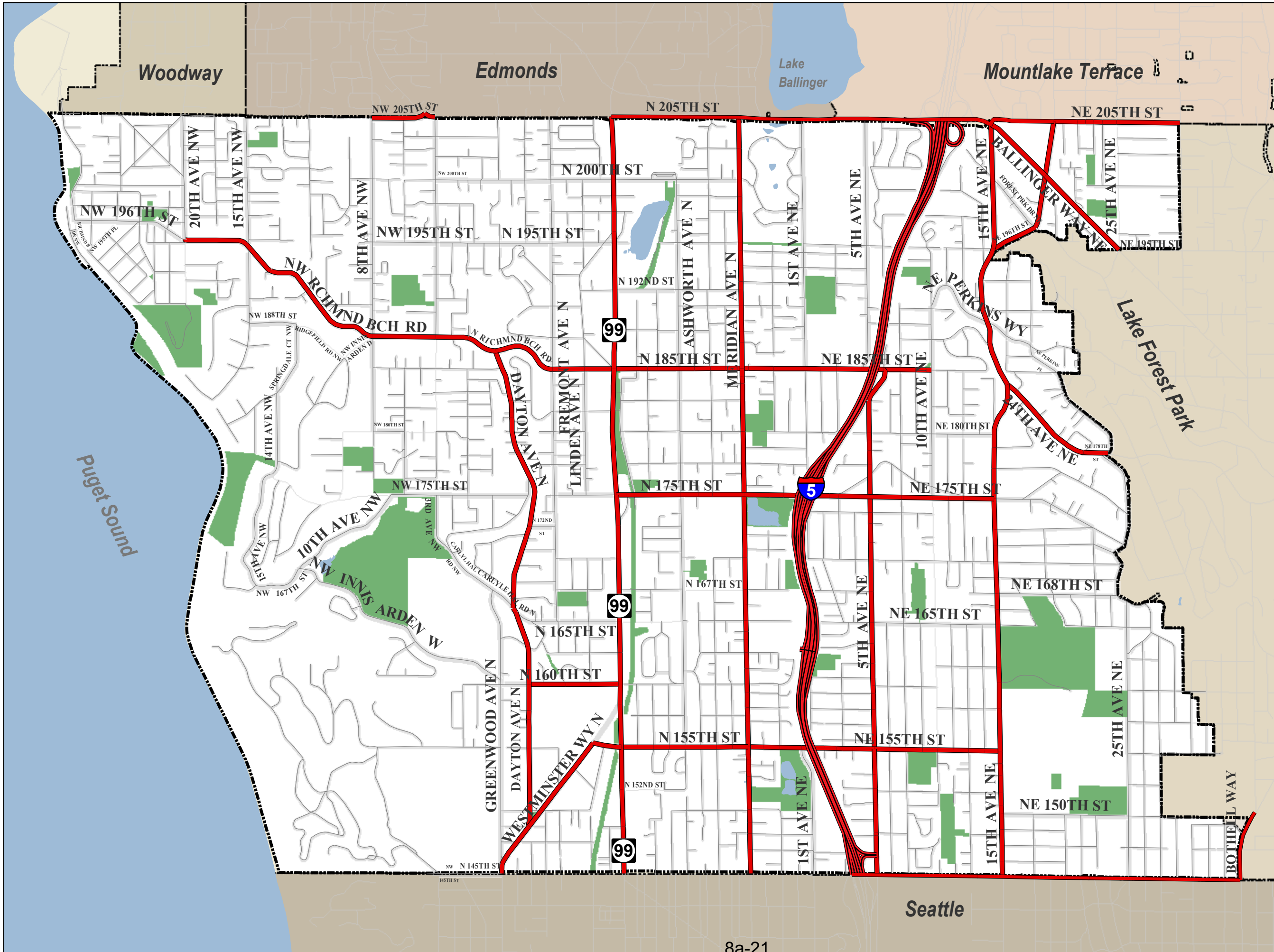
Policy PW-13 The City should work with the Town of Woodway, City of Edmonds, ~~and~~ Snohomish County and all other service providers toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells. 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.

Figure G

Truck Routes

Legend

 Truck Route



1 inch = 1,916 feet

