

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Ordinance No. 766 – Amending the Comprehensive Plan		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Steven Szafran, AICP, Senior Planner Rachael Markle, AICP, Director		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The 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 December 1 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 for final approval by amending the Comprehensive Plan. The Council established the final docket on June 13, 2016. This year's Docket (**Attachment A**) contains 8 amendments; five of the amendments are City-initiated and 3 amendments are citizen-initiated.

RESOURCE/FINANCIAL IMPACT:

Amendment #3 has the potential to add a park impact fee for new development within the 145th and 185th Street Light Rail Station Subareas.

Amendment #8 regarding the addition of a V/C ratio not to exceed 0.90 on a segment of Richmond Beach Road may pose financial impacts to the City. This proposed amendment may add additional work that staff has not anticipated.

Amendments #4 and #6 would include additional study as part of a future update to the Transportation Master Plan. These amendments 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 #4 represents a substantial work item and potential change to the City's Transportation Impact Fee structure that has not been anticipated.

No impacts are anticipated for Amendments #5 and #7.

RECOMMENDATION

This is an informational meeting in preparation of the December 12 meeting where Council may adopt the annual Comprehensive Plan amendments. The Planning

Commission recommended to carry-over of Amendments #1 and #2 to 2017; adoption of Amendments #3, #5, #7, and #8; and did not recommend adoption of Amendments #4 and #6 for reasons outlined in this report.

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

INTRODUCTION

The State Growth Management Act, RCW 36.70A, limits consideration of proposed Comprehensive Plan amendments to no more than once a year. To ensure that the public can view the proposals within a concurrent, 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

In June 2016, Council established the 2016 Comprehensive Plan Final Docket which included amendments to the Point Wells Subarea Plan, annexation of 145th Street, Parks, Recreation, and Open Space Master Plan, Transportation Policies, Land Use Element Policies regarding Essential Public Facilities, and the Southeast Neighborhoods Subarea Plan.

Prior to the adoption of the docketed amendments via Ordinance No. 730 on December 14, 2015, which adopted some, but not all, of the 2015 docketed Comprehensive Plan amendments, the Council carried over a number of items from the 2015 Docket to the 2016 Docket. Those amendments include:

1. Consider amendments to the Comprehensive Plan related to the annexation of 145th Street (SR523), including amendments for all applicable maps.
2. 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.
3. 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.
4. Update Policy T44 to add Collector Arterials to the street classifications that have a LOS standard.

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 December 1 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).

DISCUSSION

The Planning Commission studied the docketed amendments on November 3, 2016 and held a public hearing on the proposed 2016 Comprehensive Plan Amendments on November 17, 2016. The Planning Commission meeting minutes from the November 3, 2016 study session is included as **Attachment B**. The City received one comment letter and one citizen testified at the Planning Commission study session on November 3. The public comment letter is included as **Attachment C**. The minutes of the November 17, 2016 public hearing are included as **Attachment F**.

A description and the Planning Commission's recommendations for each of the eight (8) proposed Comprehensive Plan Amendments are shown below. Amendments 1 through 4 are carried over from the 2015 Comprehensive Plan Docket. Proposed Ordinance No. 766 contains the amendments recommended for approval by the Planning Commission. Proposed Ordinance No. 766 is included in staff report as **Attachment G**.

Amendment #1 (2015 Carry-Over)

Amend the Comprehensive Plan for the 145th Street annexation and all applicable maps.

Analysis:

This amendment will amend Policy LU47 which states, "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."

The City has completed the NE 145th Corridor Study and developed a preferred concept. The City currently is working on contracting consultants for detail design and environmental work. At this point, consideration of annexation is not scheduled to occur until 2017 in order to study recommendations and potential actions that may require a Comprehensive Plan amendment.

Planning Commission Direction:

The Planning Commission recommended that this amendment be carried-over and placed on the 2017 Comprehensive Plan Docket with the intent that the item will be studied in 2017.

Amendment #2 (2015 Carry-Over)

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.

Analysis:

This amendment was carried over from the 2015 Final Docket.

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 2016 remain on the docket for 2016. However, staff does not now anticipate that the Richmond Beach Traffic Corridor Study will be completed in 2016 and therefore any recommendations coming out of the study will not be considered by the City Council until at least 2017.

Planning Commission Recommendation:

The Planning Commission recommends that this item be carried-over and placed on the 2017 Comprehensive Plan Docket. However, they recommended that the policy not prematurely state that an increase of vehicle trips per day from a 4,000 trips maximum is required.

Amendment #3 (2015 Carry-Over)

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.

Analysis:

This amendment was carried over from the 2015 Docket. 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 145th and 185th Street Light Rail Station Subarea Plans. The City, through analysis contained in the Environmental Impact Statement for the 145th and 185th Street Stations, has identified the need for more parks, recreation, and open space.

Staff 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 as part of the Parks, Recreation and Open Space Master Plan update. This work is planned for 2017.

The 145th and 185th Street Light Rail Station Subarea Plans include 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 started in 2016 and scheduled for adoption in 2017. The Adopted 2017 Budget includes funding to support this analysis.

Planning Commission Recommendation:

The Planning Commission recommended that this policy be adopted in 2016, regardless of staff's recommendation to carry-over this item to 2017, because they believe that the need for parks in the light rail station should be established sooner rather than later.

The docketed policy combined both a city-wide park impact fee and a light-rail station subarea park ratio when the amendment was docketed in 2015. The Planning Commission's recommended policy continues to combine both issues.

Staff recommends that the policy, if adopted at this time, be split into two policies and to remove the last clause ("and any other park issues that arise through the light-rail station subarea public process") from the policy as non- directive of any action. Further, Park's staff does not recommend adoption of a policy to establish a ratio of park space per new resident in the light-rail station subareas at this time. As staff has started work on the park impact fee program, there are other level of service measurements that will be considered in addition to the park space ratio to new residents. From this analysis a recommendation on the level of service measurement will be brought forward to the Park Board and the City Council.

Commission Recommended Policy PR21: 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.

or

Staff Proposed Alternative Policy PR21: Explore the establishment of a city-wide park impact fee.

and

Staff Proposed Alternative Policy PR22: Determine a ratio of park space per new resident in the light-rail station subareas.

Amendment #4 (2015 Privately-Initiated Carry-Over)

Update Policy T44 to add Collector Arterials to the street classifications that have a LOS standard to read:

Proposed Amended Policy T44: “Adopt a supplemental level of service for Principal Arterials, ~~and~~ Minor Arterials, and Collector 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, or Collector 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, or Collector 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. (Applicant: Save Richmond Beach).

Analysis:

This amendment was carried over from the 2015 Docket. Council directed staff to study this as part of the Transportation Master Plan (TMP) update, which will most likely be part of the 2018 Comprehensive Plan Docket.

The Commission was concerned about the consequences of recommending denial of this amendment. Specifically, would this amendment limit traffic impacts in the Richmond Beach Neighborhood if development occurs at Point Wells?

Staff explained that the volume over capacity ratio (V/C) is one way to measure traffic on a particular street. If a proposed development adds a significant amount of traffic to the city's streets, that developer can mitigate the trips generated by increasing the capacity of the roadway. This typically occurs by widening the street, thus adding more traffic to a particular neighborhood. The danger here is that the proposed widened roadway will be out of character for the neighborhood.

Another unintended consequence is those Collector Arterial Streets that are currently approaching the 0.90 V/C ratios. The City will be responsible for mitigating a Collector Arterial street if that roadway exceeds the 0.90 V/C ratios. Road widening projects are expensive and the City already has seven other growth projects that are identified in the Transportation Master Plan.

Staff indicated to the Commission that Amendment #4 is unneeded and that Amendment #8 will address potential traffic impacts in the Richmond Beach

Neighborhood by placing a lower V/C ratio to Richmond Beach Drive north of NW 196th Street and a provision to limit the V/C ratio west of 8th Avenue NW, measured at any point, on Richmond Beach Road.

Staff does not recommend adoption of this policy amendment. Council directed staff to study this as part of the TMP. The TMP update has not yet begun, however staff has reviewed this proposal in consideration of existing TMP modeling efforts. Expanding the .90 V/C standard to apply to Collector Arterials would have current and future implications on required growth projects to address deficiencies and on our Transportation Impact Fee structure. Although Collector Arterials were not initially included as part of the standard, 2030 modeling was done for all arterials in order to gauge future V/C. The 2030 traffic model developed for the 2011 Transportation Master Plan shows that Fremont Ave N would fail concurrency and therefore, the City would need to plan and estimate costs for a project to increase vehicle capacity. This project would likely require an additional lane in order to increase vehicle capacity. Given that bike lanes are slated for this street, right of way acquisition would likely be needed in order to accommodate the growth project. This would be a high-cost project which would need to be incorporated into the Transportation Impact Fee schedule, increasing costs to developers and to the City. In addition, the project would widen a roadway which may not be consistent with the residents or community's vision for this street. Other Collector Arterial streets are nearing this limit and in future updates, would need to be addressed with additional growth projects, and additional lanes, if the standard was carried forward.

Planning Commission Recommendation:

The Planning Commission does not recommend adoption of Amendment #4.

Amendment #5 (City-Initiated)

Update Land Use Policy LU64 by correcting references to the King County Countywide Planning Policies regarding the siting of essential Public Facilities.

Analysis:

This amendment is a clean-up of Land Use Policies 63, 64, 65, 66, and 67 which references two King County Countywide Planning Policies, Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies), that are no longer in the Countywide Policies. The proposed amendments also correct references to policy numbers that have changed.

Planning Commission Recommendation:

The Planning Commission recommends this policy be adopted as amended.

LU63: Require land use decisions on essential public facilities to meet the following criteria to be made consistent with the process and additional criteria set forth in LU65
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).

LU64: 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 LU65-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.~~

LU65: Use this ~~interim~~ Siting Process to site the essential public facilities that meet the criteria in LU63 ~~LU60~~ in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

~~Interim~~ EPF Siting Process

1. Use policies LU63 ~~LU60~~ and LU64 ~~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.

LU66: After a final siting decision has been made on an essential public facility according to the process described in LU65 ~~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.

LU67: For EPF having public safety impacts that cannot be mitigated through the process described in LU64 ~~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.

Amendment #6 (Privately-Initiated)

This proposed underlined amendment would add the following language to the Point Wells Subarea Plan Policy PW-12:

In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment. As a separate limitation in addition to the foregoing, the maximum number of new vehicle trips a day entering the City's road network from/to Point Wells shall not exceed the spare capacity of Richmond Beach Road west of 8th Avenue NW under the City's .90 V/C standard based on Richmond Beach Road being a 3-lane road (the .90 V/C standard may not be exceeded at any location west of 8th Avenue NW along Richmond Beach Road).

Analysis:

Staff does not support this amendment because it is redundant of the City's LOS Standards. While the applicant has pointed out that it is not staff's place to recommend changes to the proposed amendment, the City's Capital Improvement Program (CIP) includes a project to restripe Richmond Beach Road in this segment from four lanes to three. This would be the future roadway configuration, which would limit capacity more than it is today. Therefore, the capacity is driven by the future CIP.

This language is included in Comprehensive Plan Amendment #8 and would again be redundant. Adopting the proposed language may limit any flexibility to make an exception to our adopted standard, regardless of potential benefits or tradeoffs. No other impacts would be expected however staff recommends adopting the language only once, as part of Amendment 8.

Planning Commission Recommendation:

The Planning Commission does not recommend adoption of this proposed policy amendment.

Amendment #7 (City-Initiated)

This proposed amendment will strike three policies from the Southeast Neighborhoods Subarea Plan that were moved to the 145th Street Station Subarea Plan and amend the planning area boundaries of the Southeast Neighborhoods Subarea Plan to align with the 145th Street Station Subarea Plan boundaries.

Analysis:

The Southeast Neighborhoods Subarea Plan was adopted in May 2010. It covered an area bounded on the south by 145th Street, on the west by 8th Avenue, on the north by 155th and 150th Streets, and on the east by Lake City Way. It contained portions of both the Ridgecrest and Briarcrest neighborhoods. When the Briarcrest neighborhood annexed into the City, most of the area was not assigned Comprehensive Plan designations, but given the place-holder "Special Study Area." The City worked with a Citizen's Advisory Committee from July 2008 until November 2009 to create a vision, craft policy recommendations, and adopt Comprehensive Plan and zoning designations for this area of Shoreline.

There is an area of overlap between the Southeast Neighborhoods Subarea and the 145th Street Station Subarea, which creates an inconsistency within the Comprehensive Plan with regard to designations on the Future Land Use Map. The Southeast Neighborhood Subarea Plan uses the standard Comprehensive Plan land use designations (e.g. Low Density Residential, High Density Residential, and Mixed Use 2) while the 145th Street Station Subarea Plan uses the station-specific land use designations (e.g. Station Areas 1, 2, and 3).

The GMA (36.70A RCW) states that a Comprehensive Plan is to be an internally consistent document and, therefore, any subarea plan must be consistent with all elements of the Comprehensive Plan, including other subarea plans. The overlap of the proposed 145th Street Station Subarea and the Southeast Neighborhood Subarea creates inconsistencies and, therefore, an amendment should occur in order to address the overlap between the two subareas.

Since the boundary of the Southeast Neighborhoods Subarea Plan is being amended, some of the policies contained in that plan refer to areas no longer within the boundaries of that subarea. Therefore, in order to preserve the work of the Citizen Advisory Committee that created the Southeast Neighborhood Subarea Plan, the city

adopted the following policies that refer to Paramount Park, Paramount Open Space, or 15th Avenue into the 145th Street Station Subarea Plan.

- Transportation Policy 7 - Implement improvements along arterials to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.
- Community Design Policy 5 - Improve the area around 145th Street and 15th Avenue with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the city.
- Parks, Recreation, and Open Space Policy 3 - Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145th Street light rail station are designed and constructed to fit the character of the parks.

Planning Commission Recommendation:

The Planning Commission recommends the removal of the following policies in the SE Shoreline Subarea Plan because they refer to specific locations in the 145th Subarea Plan and have been adopted as general policies. Accordingly, they recommend the adjustment of the west boundary of SE Subarea map to abut the east boundary of the recently adopted 145th Subarea map in **Attachment D**.

T6: Implement improvements along 15th Ave. to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.

PR6: Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood.

CD13: Improve the area around 145th St. and 15th Ave. with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the City.

Amendment #8 (Privately-Initiated)

This proposed amendment would add a new policy to the Implementation Plan section of the Point Wells Subarea Plan in **Attachment E**. The proposed language reads.

Adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane or less for an improved roadway consistent with pedestrian and bike standards and a V/C ratio not to exceed 0.90 on Richmond Beach Road, measured at any point, west of 8th Avenue NW assuming a three-lane roadway consistent with the City's Transportation Master Plan and Capital Improvement Plan. The applicable V/C standards shall not be exceeded on either of these road segments.

Analysis:

This supplemental Level of Service standard provides an appropriate limit for the street in consideration of the existing neighborhood and future growth at the Point Wells site.

This supplemental LOS standard is generally consistent with the previously established 4000 ADT cap, as well as with the citywide V/C ration set for Principal and Minor Arterials. While a V/C lower than .65 would further constrain trips generated by the Point Wells site, staff has concerns about justification. A V/C lower than .6 is considered Level of Service A. Standard practice when planning transportation facilities is to have a target Level of Service of C or D. It would be difficult to classify a V/C within the category of Level of Service A as failing a traffic concurrency standard.

The Council discussed the merits of this amendment at their June 13, 2016 meeting. The Council said that the amendment provides the community assurance that the City will study a V/C ratio of .65 or lower for Richmond Beach Drive north of NW 196th Street and would not exceed .90 on Richmond Beach Road measured at any point west of 8th Ave.

The Council acknowledged that there are no other areas in the City with a V/C ratio lower than .90, but added the amendment adds supplemental protection from traffic moving to and from development from Point Wells on Richmond Beach Drive. The Council commented that a citywide V/C ratio is not necessary and noted there are certain streets that have unique problems that need to be addressed.

Mayor Roberts asked if v/c ratios apply to local streets, how the current language in the Comprehensive Plan “4000 Average Daily Trip (ADT)” will be affected, and if there is an overlap between Amendments 6 and 8. The City Traffic Engineer, Kendra Dedinsky replied that v/c ratios do not apply to local streets, and said the language in the Comprehensive Plan does not need to be changed. She agreed that there is redundancy and an overlap with Amendment 6 and 8, but explained the Amendments work together and highlight the need to enforce a V/C of .90 west of 8th Avenue NW).

Planning Commission Recommendation:

Planning Commission recommends approval of a new Comprehensive Plan Amendment Policy PW-13 and the subsequent renumbering of existing policies PW-13 and PW-14 to PW-14 and PW-15 respectively.

Policy PW-13: Adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane or less for an improved roadway consistent with pedestrian and bike standards and a V/C ratio not to exceed 0.90 on Richmond Beach Road, measured at any point, west of 8th Avenue NW assuming a three-lane roadway consistent with the City's Transportation Master Plan and Capital Improvement Plan. The applicable V/C standards shall not be exceeded on either of these road segments.

RESOURCE/FINANCIAL IMPACT

Amendment #3 has the potential to add a park impact fee for new development within the 145th and 185th Street Light Rail Station Subareas.

Amendment #8 may add additional work that staff has not anticipated.

Amendment #4 and #6 would include additional study that will be considered during the City's future update to its Transportation Master Plan. These amendments 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 #4 represents a substantial work item and potential change to the City's Transportation Impact Fee structure that has not been anticipated.

No impacts are anticipated for Amendments #5 and #7.

RECOMMENDATION

This is an informational meeting in preparation of the December 12 meeting where Council may adopt the annual Comprehensive Plan amendments. The Planning Commission recommended to carry-over of Amendments #1 and #2 to 2017; adoption of Amendments #3, #5, #7, and #8; and did not recommend adoption of Amendments #4 and #6 for reasons outlined in this report.

ATTACHMENTS

Attachment A – 2016 Comprehensive Plan Amendment Docket
Attachment B – November 3, 2016 Planning Commission Meeting Minutes
Attachment C – Public Comment Letter
Attachment D – Southeast Neighborhoods Subarea Plan
Attachment E – Point Wells Subarea Plan
Attachment F – November 17, 2016 Planning Commission Public Hearing Minutes
Attachment G – Proposed Ordinance No. 766
Attachment G, Exhibit 1 – 2016 Comprehensive Plan Proposed Amendments



2016 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.

Final 2016 Comprehensive Plan Amendments

1. Amend the Comprehensive Plan for 145th Street annexation and all applicable maps.
2. 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.
3. 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.
4. Update Policy T44 to add Collector Arterials to the street classifications that have a LOS standard. The proposed amendment reads:

“Adopt a supplemental level of service for Principal Arterials, ~~and~~ Minor Arterials, and Collector 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, or Collector 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, or Collector 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. (Applicant: Save Richmond Beach).

5. Update Land Use Policies LU63, LU64, LU65, LU66, and LU67 by correcting references to the King County Countywide Planning Policies regarding the siting of essential Public Facilities.

6. Amend Point Wells Subarea Plan Policy PW-12 to read:

“In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment. As a separate limitation in addition to the foregoing, the maximum number of vehicle trips a day entering the City’s road network from/to Point Wells shall not exceed the spare capacity of Richmond Beach Road west of 8th Ave NW under the City’s .90 V/C standard based on Richmond Beach Road being a 3-lane road (the .90 V/C standard may not be exceeded at any location west of 8th Ave NW along Richmond Beach Road). (Applicant: McCormick).

7. Amend the Southeast Neighborhoods Subarea Plan to move policies related to the 145 Street Station Subarea Plan, amend text, and amend the borders of the Southeast Neighborhoods Subarea Plan to avoid overlap with the 145th Street Station Subarea Plan.
8. Adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane or less for an improved roadway consistent with pedestrian and bike standards and a V/C ratio not to exceed 0.90 on Richmond Beach Road, measured at any point, west of 8th Avenue NW assuming a three-lane roadway consistent with the City’s Transportation Master Plan and Capital Improvement Plan. The applicable V/C standards shall not be exceeded on either of these road segments.

DRAFT

CITY OF SHORELINE

**SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING**

November 3, 2016
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Vice Chair Montero
Commissioner Chang
Commissioner Maul
Commissioner Malek
Commissioner Thomas

Commissioners Absent

Chair Craft
Commissioner Mork

Staff Present

Rachael Markle, Director, Planning & Community Development
Paul Cohen, Planning Manager, Planning & Community Development
Steve Szafran, Senior Planner, Planning & Community Development
Kendra Dedinski, Traffic Engineer
Dan Eernisse, Economic Development Director
Julie Ainsworth Taylor, Assistant City Attorney
Lisa Basher, Planning Commission Clerk

CALL TO ORDER

Vice Chair Montero called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Vice Chair Montero, and Commissioners Chang, Maul, Malek and Thomas. Chair Craft and Commissioner Mork were absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of October 20, 2016 were adopted as corrected.

GENERAL PUBLIC COMMENT

Pam Cross, Shoreline, said she found Kim Lancaster's comments to the City Council on October 24th with respect to the Planning Commission's meeting regarding transitional encampment legislation to be insulting. Her statement that there was palpable hostility in the meeting is untrue. The only disruption in the meeting was when the people with her waived around some printed material, perhaps signs. Ms. Lancaster stated that the proposed amendments were intended to decrease barriers for churches and other human service organizations, but she failed to say that the actual subject being discussed was housing of encampments in residential backyards. Even her husband's statement includes a request to add individuals as managing agencies and to reduce the setback distance to zero for homeowners. Ms. Cross said she is puzzled by Ms. Lancaster's oversight because churches and other non-profits seem to be doing just fine, but the use of residential backyards is entirely new. It is the untested use of backyards of someone who may have no background or skills in operating such an encampment that needs careful consideration.

Ms. Cross recalled that Ms. Lancaster made it sound as if people who spoke against the changes do not want the homeless in the City. Those who spoke expressed their concerns for the homeless, as well as for the host family by directing attention to several items, one of which was the likelihood that the homeowner's insurance policy of the host family would be cancelled due to the change in liability exposure. This would directly impact the host, as well as the guests, who could be injured while on the property. She said she has since confirmed this with the Office of the Insurance Commissioner, who advised that the host family may also see increased auto insurance rates due to the addition of licensed drivers on the property, depending on what their motor vehicle records are like.

Ms. Cross further recalled that, as Ms. Lancaster noted, those opposed to the amendments (not opposed to homeless people) found out about the Planning Commission meeting the day before or the same day. They didn't even know one another. As a result, their comments were not coordinated. On the other hand, Ms. Lancaster was able to make a nice presentation to the City Council, bringing along some of her homeless associates who talked in a clear and concise way, never repeating what a prior person had said. It was almost as if it had been rehearsed. She said Ms. Lancaster's statement that the alleged hostility is based on fear and lack of knowledge is not born out by the on-point comments of the speakers. Again, she said they are not opposed to church encampments and have no issues with those who are currently without a home. Stating practical considerations for safety, training and control is not hostility, but bringing attention to items that may have been overlooked and should be part of a healthy dialogue. Ms. Lancaster obviously cares very much and has made it clear that she wants to help the homeless, and so do those who have voiced concern. They want to get people who are currently living in tents kept warm, dry and safe; but they wonder how a tent in a residential backyard is warmer, dryer or safer than a church or another non-profit. At the end of the day, the joint goal should be the elimination of tent cities, and not the perpetuation of them.

Margaret Willson, Shoreline, recalled that she addressed the Commission at their last meeting about the proposed amendments related to temporary encampments. She referred to the issue of setbacks and commented that it was recently suggested that tents and port-a-potties should be treated the same as stone barbecues and garden sheds. She pointed out that stone barbecues do not snore, and we don't defecate in our garden sheds. Someone else suggested it would be plain discrimination against some of

Shoreline's most vulnerable citizens to not allow backyard homeless camps. She agreed that it would be discrimination if they allowed backyard boy scout camps, but not backyard homeless camps, but it would not be discrimination to prohibit all backyard camps, which is what she felt the City should do. It was also suggested that Shoreline try a limited social experiment for three years and then reevaluate. She referred to the current situation in Seattle since it stopped enforcing camping regulations. There are now outdoor camps all over, and homeless drug addicts from all over the country are coming to Seattle because it is easier. She does not want Shoreline open to this same thing. The homeless population could quadruple, and the camps could become permanent. She has also heard that opposition to the camps is based on irrational fear. She recalled that, at the last Commission meeting, ten Shoreline residents provided fact-based reasons why the camps are a bad idea. There were also 17 sets of comments on the City's website with fact-based reasons. Saying that the opposition is based on irrational fear belittles, but does not refute the arguments.

Ms. Willson commented that she believes the tone of the conversation is getting unpleasant. The first time she looked on the City's website, there were 17 comments against encampments; but the next time she looked, there were only 16. She discovered through a conversation on Next Door Richmond Beach that one person had removed her name because she received hate mail and she didn't want her email address on the website any more. The opponents of the camps have also been accused of racism, which is totally out of line; and the proponents have been threatening lawsuits against the City if it doesn't allow the camps in backyards despite the opposition of most Shoreline citizens. She concluded that little good comes of conversations that devolve to this level. What needs to be done, instead, is figuring out what would be effective. Everyone agrees they need to address the plight of the homeless, and they should be researching what has worked in other cities and implementing similar programs in Shoreline. She noted that she submitted an email with more information on the topic.

Tom McCormick, Shoreline, reviewed that, last year the City Council adopted Resolution 377, which pertains to Richmond Beach Drive and states, *"the current 4,000 daily traffic volume limit remains in full force and affect until such time that Policy 12 of the Point Wells Subarea Plan is amended to increase it."* The resolution also says that *"until the Point Wells Plan is repealed or amended, the City shall not take any action inconsistent with the 4,000-trip limit."* However, one of the items on the docket of 2016 Comprehensive Plan Amendments is to establish a .65 Volume/Capacity (VC) ratio or lower for Richmond Beach Drive (Amendment 8) that would result in seven to ten or more average daily trips. He questioned how the amendment can even be presented to the Commission when the City Council has agreed that no action can be taken inconsistent with the 4,000 limit. When the proposed amendment is considered later on the agenda, he would like the Commission to determine that it is inappropriate to consider as it is in violation of Resolution 377. Alternatively, the Commission could change the .65 V/C ratio to establish an upper limit that does not exceed the 4,000 limit. He concluded that as the proposed amendment stands, it would be inappropriate for the Commission to consider it.

Mr. McCormick also referred to proposed Amendment 6, which is also on the docket of Comprehensive Plan amendments. Amendment 6 talks about establishing a 90% capacity limit for Richmond Beach Road west of 8th Avenue. While the City has stated that the amendment is redundant because it is covered elsewhere in another docketed item, Mr. McCormick suggested that the amendment would not be redundant if the other docketed item is not passed. He urged the Commission to adopt Amendment 6. In addition, he suggested that Amendment 6 should be expanded to extend all the way to 3rd Avenue.

He reminded the Commission that the City has applied for a grant from the Washington State Department of Transportation (WSDOT) requesting funds so it can restripe the segment between 3rd and 8th Avenues as three lanes.

PUBLIC HEARING: DRAFT ORDINANCE NUMBER 765 – NEW REGULATIONS FOR SELF STORAGE FACILITIES

Vice Chair Montero reviewed the rules and procedures for the hearing and then opened the hearing.

Staff Presentation

Director Markle reviewed that there is currently a moratorium in place on the acceptance of applications for new self-storage facilities. The moratorium was enacted because the code does not clearly address where self-service storage facilities are permitted; the use tables need to be updated to reflect adopted plans, goals and policies; and there has been a recent dramatic increase related to the development of self-storage facilities in the City. Currently, there are four facilities that were established between 1978 and 1989 under King County codes, and one that was constructed in 2004. In the past year, the City has permitted two and received six proposals for self-storage facilities. This alerted staff to an influx of self-storage facilities and led to the moratorium.

Director Markle said some issues staff has been exploring over the past few months are concerns about design. Many of the older self-storage facilities have blank walls and are sprawling, one-story, auto-centric buildings constructed of unattractive materials. Another concern is that self-storage facilities are incompatible with adjacent uses and allow outdoor storage. In addition, there is concern that the City has a limited amount of commercial property to meet its needs and visions for the future, and self-storage is a very long-term use that is not typically converted to another use once established. To address these concerns, she reviewed each of the proposed amendments as follows:

- **Amendment 1 (SMC 20.20.046.S)**

The definition for “Self-Storage Facility” was updated to be in line with the State’s definition.

- **Amendment 2 (SMC 20.20.046.W)**

The definition for “warehousing” was also updated to make it clear that warehousing is not self-storage.

- **Amendment 3 (Table 20.40.230)**

This amendment addresses which zones self-storage facilities should be permitted or prohibited. As proposed, “self-storage facilities” would specifically be added to the Nonresidential Uses Table as permitted with index criteria in all Mixed Business (MB) zones and in the Community Business (CB) zone along Ballinger Way NE only and prohibited in all other zones. In addition, the use would be specifically prohibited in the Aurora Square Community Renewal Area (CRA), on arterial corners, or within ¼ mile of another self-storage facility.

Director Markle advised that the City received a number of comments from self-storage representatives, who provided good factual information and ideas about the proposed regulations. One comment suggested that self-storage also be allowed in other CB zones on parcels that take access from a state highway. This would include the CB zones on Lake City Way in Southeast Shoreline. This change would result in the use also being allowed along Aurora Avenue North, Ballinger Way NE and Bothell Way NE.

- **Amendment 4a (SMC 20.40.505.A)**

The City uses the Supplemental Index Criteria to permit a use subject to meeting criteria that are intended to make the use compliant with the purpose of a particular zone. Staff has proposed several supplemental index criteria for self-storage facilities. The intent is to further define where self-storage facilities are permitted or prohibited, specify how self-storage units can and cannot be used, and add design standards specific to self-storage facilities. The proposed criteria include the following:

1. ***Self-storage facilities shall not be permitted on property located on a corner on an arterial street.*** The intent of this provision is to preserve a developable area on each of the corners where arterials intersect so that uses can develop there that are of a pedestrian scale, activate the streetscape, contribute to placemaking and create jobs. To make the intent clearer, staff is proposing that the following sentence be added, ***“For the purposes of this criterion, corners are defined as all private property adjacent to two or more intersecting arterial streets for a minimum distance of 200 feet in length by a width of 200 feet as measured from the property lines that face the arterials.”*** If the Commission supports the corner restriction concept, a picture would ideally be added to the code. The new language would yield an approximately 40,000 square foot parcel or parcels at the corners where self-storage would be prohibited.
2. ***Self-storage facilities shall not be located within ¼ mile measured from the property line of the proposed site to another existing or permitted self-storage facility.*** A map was used to illustrate the location of the four existing and two permitted self-storage facilities in relation to the six proposed self-storage facilities. Staff is recommending the “distance from” regulation to prevent the overconcentration of self-storage facilities in a particular area, and either 500 feet or ¼ mile will effectively serve this purpose. However, applying a “distance from” requirement on Ballinger Way NE would essentially preclude new self-storage facilities in the area. If the Commission believes that self-storage facilities should be allowed in the Ballinger area, they should not enact a “distance from” restriction in that location. Staff is seeking feedback from the Commission about whether there should be a “distance from” requirement; and if so, what should the exact measurement be.

As written, the proposed “distance from” requirement would also apply to permitted projects. This raises questions about what happened if there are two self-storage facility projects under permit review at the same time that would be located within a ¼-mile or 500-foot radius of each other. Allowing the project that is issued a building permit first and denying the second permit that is under review would create an unpredictable permitting process.

The Commission could also consider one or more exceptions to the “distance from” requirement to ideally require self-storage facility projects to include elements that directly address the City’s vision, goals and policies. For example, there could be an exception if 75% of the required ground floor commercial space is devoted to other permitted uses in the zone besides self-storage. If the issue is that self-storage will take up valuable commercial space that could be developed with something more active that produces more jobs, this requirement would activate the ground level but allow a self-storage use to occur on the upper floors. Another exception could be to allow the facilities to locate within the radius of an existing or permitted facility with a Conditional Use Permit, if the existing facility has been operational for five years, based upon a market study showing demand for the additional square footage, or based on a maximum total rentable space within a radius. The latter option could be a possible solution to the problem of when two permits come in at the same time.

- **Amendment 4b (SMC 20.40.505.B)**

Based on research of other jurisdictions, staff is also recommending Supplemental Index Criteria that regulates how self-storage units are used. These regulations are intended to address community concerns about safety and compatibility with neighboring uses. As proposed, the index criteria would prohibit: living in storage units; manufacturing in storage units; conducting estate and garage sales from storage units; storing flammable, perishable and hazardous materials in storage units; and outdoor storage. Staff has not received any negative feedback related to these proposed restrictions, and the rules seems to be standard operating procedure.

- **Amendment 4c (SMC 20.40.505.C)**

Staff recommends the adoption of Supplemental Index Criteria to ensure the design of self-storage facilities promotes the City’s vision and is compatible with newly redeveloped sites and future redevelopment. The recommended design requirements include:

1. All facilities are to be multi-story.
2. All access to storage units shall be from the interior of the facility.
3. Loading docks and bays must be screened.
4. Standards for fences and walls.
5. 35% glazing on all floors above the ground floor.
6. Prohibiting the use of certain building materials.
7. Requiring the use of muted exterior colors.
8. Prohibiting installation of electrical outlets in storage units.

Staff received a fair amount of feedback regarding the proposed design requirements and their practicality. For example:

- A comment was received about the requirement that “*no unit may face the street or be visible from off of the property.*” The commenter concluded that the requirement conflicts with the glazing requirement because the doors would be visible through the glazing. The purpose of

the windows, in this case, would be more to dress the building to look like an office. The windows could appear glazed on the outside, but there would be another wall that obscures the inside. If the Commission disagrees with this concept of glazing, it could recommend removing the clause *“or be visible from off the property.”*

9. A comment was received regarding the amount of glazing. Mr. Ricks provided the Commission with an estimate of the glazing of various elevations of the proposed project. This information may be helpful to the Commission to decide the proper amount of glazing to require. His project was one of the examples shown at the last meeting, and the entire building is about 15% glazing. Some floors have more or less than others.
10. There were also questions about how it would look and feel to have a lot of glazing facing residential uses. It could be seemingly intrusive, create glare, have light all night, etc.
11. A comment was received regarding consideration of metal panels. The commenter stated the panels are thick and durable and they had planned to use them. The City’s adopted Commercial Design Standards allow for metal panels, and removing the prohibition may be appropriate if enough other design standards remain in place to preclude the construction of a large, metal warehouse style facility. These other design standards include modulation, variation in roofline, some glazing, colors, etc.

Director Markle explained that following the public hearing, the Commission will likely formulate a recommendation to the City Council on the proposed regulations. The recommendation will be presented to the City Council on November 28th for a study session. The City Council is likely to take action on the proposed amendments following their public hearing on December 12th.

Director Markle concluded her presentation by recommending approval of draft Ordinance Number 765 to establish new regulations for self-storage facilities with consideration of amending SMC 20.40.505(A)(1) as proposed in the presentation. She reminded the Board that SMC 20.40.505(A)(1) is the proposed additional language relative to corners.

Clarifying Questions from the Commission

Commissioner Chang said she has concerns about the limited number of commercial properties to meet the City’s needs and vision, which is why the moratorium was put in place. She requested clarification from staff about the impacts (jobs, tax revenue, etc.) of self-storage versus other types of mixed-use development. Director Markle advised that property tax is the main tax revenue that comes from self-storage, along with some utility tax. The use would generate very little or no sales tax. As an example, a commenter pointed out that the site of the proposed facility on 19th Avenue NE is located in the middle of developed commercial area but has remained undeveloped for 20 years. Development of the self-storage facility will result in additional property tax revenue based on the improvements. In another example, the City receives about \$12,000 in property tax from the existing self-storage facility on Ballinger Way NE. By comparison, many of the newer apartment buildings have 10-year property tax exemptions, so the City is not receiving taxes on the improvements. The property tax received from these developments is currently similar to the property tax received from self-storage. She does not

have an example of the properties taxes generated by a mixed-use development, but properties taxes are based on valuation. Sales tax and utility taxes will be more on a commercial building versus a self-storage facility.

Commissioner Malek observed that eight developers from the Seattle area have submitted permit applications for self-storage facilities in Shoreline. He recognized that land values are high in Seattle, but he asked if the less strict land regulations also attract developers to Shoreline. Director Markle said she never got confirmation that the City's regulations were more amenable in relation to Seattle, but she believes the City's regulations are more amenable than those of Lake Forest Park and Edmonds. In talking with the developers, it is not likely that all eight will end up developing, as the market dynamic will change once the new facilities come on line.

Commissioner Malek asked if it would be better to use size as a means of separating the facilities from one another rather than imposing a ¼-mile radius or another arbitrary number. Director Markle agreed that option would preclude an overconcentration, but she is not clear which option would be the most effective without doing an analysis.

Commissioner Thomas commented that, at the end of the day, they want something that looks good, and she questioned if glazing is really the best way to achieve this goal. Perhaps there are other alternatives such as an artistic design or the articulation required in the general commercial design standards. She expressed her belief that the design standards should remain consistent from one type of development to another. Having different design standards for self-service storage facilities can create a lot of confusion. Director Markle agreed there are other alternatives that would be attractive and acceptable, and the Commission may want to reduce the amount of glazing to allow for that type of treatment, as well. The design standards allude to being able to do that, but they do not prescribe one particular method over another. The intent is to direct the design to be different than the typical, large and boxy designs that would not meet the City's current design guidelines.

Commissioner Malek asked if it would be reasonable to discriminate between the CB and MB zones. It seems reasonable that the scale and scope of the fringe areas like Ballinger Way NE and 145th Street at Bothell WA NE would be different than what you would expect to see along Aurora Avenue N. He asked if the use could be regulated differently based on zoning in terms of scale, scope and size. He explained that his intent is to hold the facilities to the scale and scope of other development in the immediate environment. However, he does not want to complicate the language in the code so much that it is difficult or unwelcoming for incoming developers to decipher. Director Markle said it would be very easy to place limitation on the size and scale of the use in the CB zone. They might seek direction during the hearing about what is considered large and smaller-scale self-storage facilities.

Commissioner Chang said she is concerned when looking at the map that identifies the location of the existing and proposed new self-storage facilities. She also has sympathy for people who own the properties and have already gone through the design process. They've invested a lot of money and time putting their proposals together. Even with the proposed amendments, there would still be other places where self-storage facilities would be allowed to develop in the City. Director Markle agreed there would still be a few properties available for self-storage, but the market will play into whether or not new facilities are developed. Commissioner Chang asked if self-storage facilities are allowed in Lake

Forest Park and Edmonds. Director Markle answered that they are not allowed in Lake Forest Park, and Edmonds' regulations are not extraordinarily clear.

Commissioner Chang suggested that the City could accept the applications that have already been proposed, but then not allow any more. Assistant Attorney Ainsworth-Taylor commented that the City could take this approach if it is determined to be in the best interest of the citizens. She noted that the City already outright prohibits certain uses, and the same could be done for self-service storage facilities. This would be an overall policy decision for the City Council to make.

Vice Chair Montero asked if any of the current self-storage facilities allow outside storage. Director Markle said the facility on Midvale Avenue has outside storage, but she is not familiar with what is allowed at the other facilities. Vice Chair Montero concluded that a citizen of Shoreline would have to go outside of the City to find storage for recreational vehicles.

Commissioner Thomas asked staff's rationale for the proposed requirement that no more than 25% of the ground floor space could be used for self-storage, and the remaining 75% would require some other type of commercial use. While she understands the intent of requiring commercial uses along the street front, she voiced concern that 75% could be excessive, depending on the size and shape of the lot. Director Markle said the existing Commercial Design Standards require commercial uses along the street frontage to a depth of 20 feet. That would be the intent for this regulation, too. She agreed there should be some correlation between the commercial space and the actual street frontage, and 25% was thrown out for feedback and public comment. Rather than a scientific number, it was intended to be enough to allow space for the commercial use required for self-storage, as well as other commercial uses. She said she did not receive any feedback from the development community regarding this provision. Commissioner Thomas clarified that that the standard, whatever is applied, would only apply to the portion of property facing the street fronts, and only for a certain depth.

Mr. Cohen said it is important to remember that self-storage is allowed as an accessory use in Mixed Use Residential (MUR) zones. The idea is that there is a need for people living in the multi-family developments to have self-storage as an accessory use. However, the facility would not be at the same scale as the existing and proposed self-storage facilities.

Public Testimony

Randall Olsen, Seattle, Land Use Attorney, Cairncross & Hempelmann, said he was present to represent Sherry Development, the proponent of the project at 14553 Bothell Way NE. The property is located about three lots north of the intersection of 145th Street and Bothell Way NE. It is zoned CB and developed with an existing storage facility that has been permitted and is currently under construction immediately south of the property. He referred to a letter he submitted prior to the meeting, which contains his detailed thoughts and summarized the following requests:

- He recommended that self-storage facilities be permitted in all CB and MB zones that take access from a State Highway. The facilities should be located on properties that are primarily auto-oriented and capable of serving a broader region rather than the immediate neighborhood. Properties in the CB zone that meet this goal are the ones that front on a State Highway (Ballinger Way NE and

Bothell Way NE). The Staff Report suggests that self-storage facilities be permitted in the CB zones, but only on Ballinger Way NE, and it is difficult to see why the use would make sense on Ballinger Way NE but not on Bothell Way NE.

- He expressed his belief that the “distance from” requirement is complicated and probably unnecessary for many reasons. For example, the market will limit the number of uses there will be. The idea of having a maximum square footage for self-storage in a particular area might be a much more workable approach. If the City considers this option, he suggested 250,000 square feet would be a number that would allow two viable projects to occur, but would not be so large as to trigger concerns.
- If the Commission chooses to go forward with a dispersion requirement that has commercial on the ground floor, he requested that it be based upon the frontage of the property. The Sherry property has a small amount of frontage and most of the site is located in the back. Having that ratio taken into consideration would be the way to go.

Michael Sherry, Bainbridge Island, said he is the developer of the project at 14553 Bothell Way NE. He explained that this site, in particular, has very limited other options for development. The traffic is very fast along Bothell Way NE, and access is limited to right-in and right-out. A high-speed bus lane goes right past the property, as well. In terms of meeting the objectives of the CB zone, the site has limitations that are traffic oriented. In addition, the neighborhood is not all that conducive to other options. Surrounding developments include a McDonalds, another storage facility, and a strip club across the street. He said the market analysis indicates that an additional self-storage facility is warranted in this location. He said his analysis of the distinction between MU-2 and MU-1, which are defined in the Comprehensive Plan, is contrary to what staff says. He believes MU-2 would actually be more appropriate for self-storage, and his property is identified as MU-2 under the Comprehensive Plan. Additionally, it does not make sense to him that only self-storage would have a distance limitation from its competitors. He is not aware of any other uses in the City where a distance measurement is applied. The market place does a very good job of limiting the number of self-storage facilities that are developed over time.

Mr. Sherry referred to the proposed 75% commercial requirement. He explained that his site has a minimal amount of frontage along Bothell Way NE and most of the site is around back. The building footprint is about 36,000 square feet, so 75% of the first floor as commercial space would result in approximately 26,000 square feet of non-rentable space. The very front could be used, but he cannot imagine a tenant would pay commercial rates to use the spaces around the back. Wasted space costs about \$70 to \$80 per foot, which equates to about a \$2 million penalty for his project to be located next door to a competitor. In addition, an additional 65 parking stalls would be required, consuming another substantial part of the property. He does not believe having more parking lots is an objective of the Commission. He asked the Commission to reconsider this requirement, and he is encouraged by the previous discussion that the requirement would only apply to a small footprint against the active street front. He stressed the importance of considering the practical cost aspects about what the impact would be on a building with that kind of requirement.

Robin Murphy, Seattle, said his design firm in Seattle designs a lot of self-storage facilities. He observed that a lot of the discussion is centered on aesthetics and preventing the buildings from being large, blank boxes. His firm also designs theaters, which have a similar issue. You cannot put a lot of fenestration on a theater, but the building must be integrated into the fabric of the surrounding area. For storage, they have determined the best formula is to concentrate glazing, both vertically and horizontally, into the areas that are facing the right-of-way. It is important that the buildings are read as storage buildings rather than disguised as office buildings, but they can be designed effectively to meet design requirements by placing the windows in positions where it reads what the building actually provides to the customers. This design keeps windows away from areas that are inappropriate, such as single- and multi-family residential development and other interior lot lines. He explained that windows are very important in storage, and placing them at the end of corridors allows natural lighting into the spaces and provides a sense of security and understanding of where you are. However, imposing a 35% to 50% window requirement around the perimeter of the building does not make sense. The average office building has approximately 35% window to wall area, and the energy code for metal buildings limits the design to 30% windows. A more stringent requirement would require the developer to prescriptively over-insulate to counter affect the fact that too many holes were pocked into the metal building.

Mr. Murphy commented that, generally, two types of materials are used for self-storage facilities: masonry and metal siding. While this may sound like a small pallet, there is an endless variety of articulations of those materials, profiles and colors. There are many ways to modulate the buildings both vertically and horizontally. Windows are part of that, but to require the facility to look like something other than what is it would be a mistake.

Mr. Murphy expressed his belief that self-storage facilities need to be approximately 100,000 gross square feet, which equates to a footprint of about 33,000 square feet for a 3-story building. Requiring that 75% of the ground floor must be a commercial use other than storage would result in a 20,000 square foot footprint that is basically unusable. He reminded the Commissioners that self-storage facilities are not typically located on prime real estate. They are in secondary areas that are zoned for commercial, but not necessarily in a location that a retail tenant would want to occupy.

Holly Golden, Seattle, Land Use Attorney, Hillis Clark Martin & Peterson, said she works with Lake Union Partners on their site at 19237 Aurora Avenue North. She voiced support for the draft ordinance and encouraged the Commission to move it along to the City Council for approval. She commented that the site on Aurora Avenue North is perfectly situated for self-storage, and the proposed legislation would allow it. However, she requested some simple changes to the draft ordinance.

Ms. Golden explained that for the proposal at 19237 Aurora Avenue North, the 35% glazing requirement and the restriction on any metal panels would be problematic. She noted that a comment letter she previously provided included a rendering of the proposed building. As currently designed, it does use metal panels and it has less than 35% glazing. The glazing requirement is tricky, and good design can be achieved through other methods. Especially for a use that does not have occupants, it is difficult to set a hardline rule. She does not support the idea of “fake” windows. The facility is not an office building, and it seems silly to try and make it look like one. As explained earlier by Mr. Murphy, windows in the building can be useful features. The ability to see some of the doors through the

windows would run counter to that and would encourage the fake windows with the fake wall behind it. She asked the Commission to reconsider the restriction on the visibility of doors through the windows.

Ms. Golden also commented that metal panels are versatile and durable, and they are allowed under the current Commercial Design Standards above four feet. It seems reasonable, with all the other design requirements, that it would work in this setting as well. She recommended that the restriction on metal panels be removed. She suggested that another fix to address design concerns would be to allow design departures. Although design departures are currently allowed from the Commercial Design Standards, Item C.9 in the proposed ordinance would prohibit design departures for self-storage facilities. She emphasized that self-storage is often appropriate at difficult sites that are not being used for other multi-family or commercial uses. Flexibility needs to be allowed to account for unusual, site-specific characteristics. Again, she voiced her support for legislation that allows self-storage facilities in Shoreline on appropriate sites like 19327 Aurora Avenue North, and she encouraged the Commission to move the draft legislation forward to City Council.

Joe Ferguson, Shoreline, Lake Union Partners, said his firm is the developer of the property at 19237 Aurora Avenue North. He is also a resident of Shoreline and he is encouraged by the proposed restrictions, specifically in areas with adopted neighborhood plans. His firm also develops a wide variety of mixed-use urban housing and retail in urban locations throughout the northwest, including Seattle, Portland and Salt Lake City; and they have a good perspective on what makes for a great neighborhood. Restrictions on corners make sense, as do restrictions in town centers and subareas where the City is trying to encourage vibrant street use. He said he would also support a reasonable radius restriction, as long as it is applied consistently throughout the City. It would be somewhat silly and unpredictable to assign different rules to different locations. He also voiced support for the previous comments relative to the glazing requirement. He explained that there is a need for authenticity to the use. There is a demand within the market, and developers are seeing opportunity based on this demand. It is a fairly simple equation to identify where and how much square footage of storage would be absorbed in a certain radius. With that in mind, he encouraged the Commission to let the market speak. Let developers build into that demand, and trust the fact that they are going to have trouble getting financing if it does not exist. A size restriction may sound good in concept, but the intent is to avoid the concentration of the use within an area. Regardless of whether the facility is 100,000 or 200,000 square feet, at issue is how the use is experienced at the street.

John Limantzakis, Seattle, said he and his family have owned the parcel on Bothell Way NE between 145th and 146th Avenues for just shy of 20 years. While they have been required to pay property taxes for all of those years, only approximately 6,000 square feet of the site generates revenue. They have been trying to redevelop the property for a number of years, and many different avenues have been considered. However, they have been unable to do anything, particularly when the left-turn lane was cut off to have access to the property. He expressed his belief that Mr. Sherry's proposal is a good fit for the property; not just for him, but there will also be land remaining for another type of commercial use.

Rodger Ricks, Redmond, said he is a former resident of Shoreline. He referred to a letter he submitted prior to the meeting and summarized some of the points it contained. He recalled that, at their last meeting, the Commission seemed to favor self-storage as a use in the community, but it should be appropriately distributed and not take away from prime commercial parcels. There seems to be a bit of a

tone that self-storage is an undesirable use that needs to be shielded, but that is not the case. One of every 10 households use self-storage, and they need to be located conveniently.

Mr. Ricks said he is proposing a new self-storage facility on 19th Avenue NE in the Ballinger District. He agreed with Director Markle that the radius requirement would not be appropriate for the Ballinger District because it is such a concentrated area. If a radius requirement is applied, no additional self-storage facilities would be allowed. There are currently two self-storage facilities in the Ballinger area, an older one that allows outdoor storage and a newer one that is very small. A third-party demand consultant identified a demand for 161,000 square feet in that location, yet the current facilities only provide 90,000 square feet. The area is very underserved at this time. He noted that the parcel has been vacant for 22 years. While it has been cleared, no development proposal has made sense. The occupancy levels of the existing facilities in Ballinger are extremely high, and they are charging much more than surrounding communities.

Mr. Ricks agreed with the previous concerns relative to glazing. He said he attempted to apply some of the concepts suggested by Mr. Murphy, such as putting lights at the ends of hallways so it is convenient for all patrons in the facilities and putting the signature on the front to demonstrate the building's use. He asked that the Commission consider reducing the glazing requirement to a more reasonable level.

Paul Ribary, North Bend, said he is the general contractor for the facility being constructed at 16523 Aurora Avenue N, which broke ground about four weeks ago. As a builder, he has done about 25 storage facilities in the last 15 years and a number of things have changed during that time. Specifically, he referred to the glazing requirement and how it relates to the energy code. He agreed with Mr. Murphy as far as the impact of the glazing requirement on a developer's ability to meet the energy code. On a cold day, you will end up with a very cold facility, which is contrary to the need to make it warm and inviting to the customers and meet the state energy requirements. There is also a cost consideration of glazing versus other options that meet the design requirements. He agreed that windows are important to provide light during the day and advertising and awareness of what the facility is. He noted that it is about 3.5 times more expensive to install siding that is glazed versus metal, hardy or block. In the construction industry, his job is to keep costs down for his clients. He invited the Commissioners to visit the construction site at any time.

Vice Chair Montero closed the public comment portion of the hearing.

Commission Deliberation and Possible Action

COMMISSIONER THOMAS MOVED THAT THE COMMISSION ADOPT DRAFT ORDINANCE 765 AND THE ASSOCIATED DEVELOPMENT CODE CHANGES AS PROPOSED BY STAFF. COMMISSIONER MALEK SECONDED THE MOTION.

Commissioner Thomas said she believes there is a demand for self-storage facilities in the City, and there are some parcels that are not well leant to other types of development. She would like the use of these properties to be maximized. The goal of the design guidelines is to have attractive buildings, but she doesn't know if the glazing requirement is the right approach. Although those in the industry believe it is important that the facilities are easily recognized as self-storage, there is also concern that

there not be a lot of large, boxy buildings that have little articulation and do not blend into the character the City is trying to achieve as part of its vision. The discussion should consider the best approach to accomplish both goals. She said she supports keeping the design standards consistent for all buildings types in the MB and CB zones. Applying different standards to specific types of development can create confusion for the community, property owners and developers.

COMMISSIONER MALEK MOVED THAT THE LANGUAGE IN SMC 20.40.505.A.2 BE AMENDED BY ELIMINATING THE EXCEPTION AND REPHRASING THE FIRST PARAGRAPH TO READ, “SELF-STORAGE FACILITIES IN THE MB ZONE NOT TO EXCEED 250,000 SQUARE FEET AND TO A SUBSTANTIALLY LESSER EXTENT WITHIN THE CB ZONE.”

Commissioner Malek said he does not have a mathematical calculation for what belongs in the CB versus the MB zone, but he feels a fringe zone is something that can accommodate more square footage. He asked about the cumulative square footage of the two existing and one proposed self-storage facilities in the Ballinger CB zone. Director Markle said there is just one existing, and she does not know the exact size of either the existing or proposed facility.

Assistant City Attorney Ainsworth-Taylor suggested that the language in the motion should provide more specificity. Commissioner Malek commented that if a reasonable size is 100,000 square feet, the percentage of useable square footage would be substantially less than the total size of the building. Mr. Cohen asked if this would be square footage of building or lot, and Commissioner Malek answered that he was referring to the gross square footage of the building.

COMMISSIONER MALEK RESTATED HIS MOTION TO MOVE THAT THE LANGUAGE IN AMENDMENT 4a (SMC 20.40.505.A.2) BE AMENDED BY ELIMINATING THE EXCEPTION AND REPHRASING THE FIRST PARAGRAPH TO READ, “SELF-STORAGE FACILITIES IN THE MB ZONE AGGREGATE ARE NOT TO EXCEED 300,000 SQUARE FEET AND NOT MORE THAN 150,000 SQUARE FEET IN THE CB ZONE. COMMISSIONER THOMAS SECONDED THE MOTION FOR DISCUSSION.

Commissioner Maul commented that the language proposed in the motion seems wide open because it does not specify in what distance the limitation applies to. He said he would be willing to eliminate Item 2 entirely and leave it unrestricted. If there is 300,000 square feet of self-storage in an area, the price will drop like a rock, and a developer might think twice about that level of competition. He expressed his belief that none of the options put forward for limiting the number of facilities makes sense to him. He does not anticipate there will be an overly huge concentration of self-storage facilities being constructed in any of the locations. Mr. Ricks advised that, generally, the industry calculates based on net rentable space, and there is about 90,000 square feet of existing space and the new project would add about 80,000 more.

Commissioner Malek said if a volume of self-storage is located anywhere in the City, it should be in the MB zones and not the CB zones. The intent of his motion was to provide a frame of reference to be evaluated. The motion promotes the concept of having a disparity between the two zones. The “distance from” requirement seems more esoteric and less intuitive.

Commissioner Thomas agreed with Commissioner Maul. She is not sure that the restriction, as a whole, will meet the intent. Again, she recommended that the Commercial Design Standards should be applied universally to get attractive buildings, which is the ultimate goal. She does not have an issue with the type of businesses allowed, as the design standards will govern the appearance of any new development. She understands the need to make the buildings easily recognizable to customers, but the demand for storage is high and people who are looking for it will find it whether hidden in an unusual area or not.

Commissioner Chang agreed there is a need for storage but expressed her belief that there must be limits placed on the use. There is a certain vision for how they want the City to build out, and having some limit would be appropriate. She supports the proposed “distance from” requirement. Vice Chair Montero agreed there should be some restrictions in place, but he believes the use should be more restrictive in the CB zone than in the MB zone. He noted that the MB zones are primarily located adjacent to the two station subareas or along State highways, which lends them to having a higher concentration of self-storage facilities. The MB zones are also located closer to residential areas and other municipalities that have higher restrictions for self-storage facilities. Director Markle reviewed a map and pointed out the locations of the CB and MB zones.

Commissioner Maul voiced concern that, as proposed, the limitation would apply to all CB and MB zones, yet staff has proposed that the use be prohibited in some of these zones. Commissioner Malek said the intent was to exclude the use in the Aurora Square CRA and other areas as previously stated by staff.

ASSISTANT CITY ATTORNEY AINSWORTH-TAYLOR SUMMARIZED THE MOTION TO READ AS FOLLOWS: STRIKE THE EXCEPTION LANGUAGE IN SMC 20.40.505.A.2 IN ITS ENTIRETY AND REPLACE THE LANGUAGE IN THE FIRST PARAGRAPH OF ITEM 2 TO READ, “SELF-STORAGE FACILITIES LOCATED IN THE CB ZONE SHALL NOT EXCEED A GROSS BUILDING AGGREGATE SIZE OF 300,000 SQUARE FEET AND THOSE IN THE MB ZONE 150,000 SQUARE FEET.

THE MOTION FAILED UNANIMOUSLY.

COMMISSIONER THOMAS MOVED THAT THE EXCEPTION IN SMC 20.40.505.A.2 BE REPLACED WITH THE FOLLOWING: “AGGREGATE STORAGE UNITS IN THE MB ZONE WOULD NOT BE GREATER THAN 250,000 SQUARE FEET.” THE MOTION DIED FOR LACK OF A SECOND.

COMMISSIONER MAUL MOVED THAT SMC 20.40.505.A.2 BE ELIMINATED ALTOGETHER. COMMISSIONER MALEK SECONDED THE MOTION.

Commissioner Maul commented that placing limitations on the use would be difficult. Telling a property owner he/she can’t do self-storage because there is already one next door would be unfair. He does not see the use proliferating to an unacceptable level. Until he hears a better idea for how to limit the use, he would like Item 2 to be eliminated.

THE MOTION CARRIED 4-1, WITH COMMISSIONER CHANG VOTING IN OPPOSITION.

COMMISSIONER THOMAS MOVED THAT SMC 20.40.505.A.4 BE AMENDED TO ALLOW SELF-STORAGE FACILITIES TO LOCATE IN CB ZONES THAT ARE ADJACENT TO STATE HIGHWAYS.

Commissioner Thomas expressed her belief that the use would be appropriate along both Ballinger Way NE and Bothell Way NE. Mr. Cohen pointed out that there are a number of other state highways in the City with CB zoning. Director Markle also pointed out that the proposed change would preclude the applicant on 19th Avenue NE from locating a self-storage facility. Although the property is located in the CB zone, it is not adjacent to a State highway. Commissioner Thomas said the intent of her motion was to allow the use on Bothell Way NE.

COMMISSIONER THOMAS WITHDREW HER MOTION.

COMMISSIONER MAUL MOVED THAT SMC 20.40.505.A.4 BE ELIMINATED. COMMISSIONER THOMAS SECONDED THE MOTION FOR DISCUSSION.

Commissioner Maul asked the logic behind limiting the use to CB zones that are adjacent to Ballinger Way NE and 19th Avenue NE only. Director Markle explained that the City and public has spent a lot of time talking about what the character of some neighborhoods should be and how they should be developed, etc. Some of these areas are zoned CB and are not very large. For example, if a 40,000 to 60,000 square foot site in Ridgecrest were allowed to develop with self-storage, it would consume a large portion of the neighborhood. Staff does not believe this use would meet the intended vision. The same is true for the North City Neighborhood, which is intended to be more walkable with on-the-street interest. If self-storage is allowed in all CB zones, the use will be allowed in North City, Ridgecrest, and even the Richmond Beach Shopping Center area.

Commissioner Thomas agreed that self-storage facilities do not belong in Ridgecrest or in North City, which have subarea plans in place to guide future development. Director Markle shared a suggestion from Mr. Eernisse to change SMC 20.40.505.A.4 to read, *“All self-storage facilities to locate in CB zones that are primarily served by State highways.”* Assistant City Attorney Ainsworth-Taylor voiced concern about the meaning of the word, “primary.” She cautioned that a traffic analysis would be required for each proposal to determine if a site is primarily served by a State highway or not.

THE MOTION FAILED UNANIMOUSLY.

COMMISSIONER MAUL MOVED THAT SMC 20.40.505.A.4 BE AMENDED TO READ, “IN THE COMMUNITY BUSINESS ZONE, SELF-STORAGE FACILITIES ARE ALLOWED ADJACENT TO BALLINGER WAY NE, BOTHELL WAY NE AND 19TH AVENUE NE ONLY.” COMMISSIONER THOMAS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

Commissioner Thomas observed that the Commercial Design Standards already include standards for glazing and commercial uses on the ground floor. Director Markle clarified that the existing glazing

standard only applies to the front façade on the ground floor. The proposed additional design requirement would require glazing on upper floors, as well. Mr. Cohen pointed out that multi-family and office development typically includes windows on all floors anyway, and that is why glazing is only emphasized on the ground floor. Commissioner Thomas pointed out that, theoretically, the existing Commercial Design Standards would allow an office or multifamily development to be constructed without windows. Mr. Cohen clarified that the glazing standard was not intended for movie theaters and storage. If the motion is to use the existing Commercial Design Standards, the examples of self-storage facilities that were provided would meet the requirement for ground floor glazing, and no glazing would be required above the first floor.

COMMISSIONER MALEK MOVED THAT SMC 20.40.505.C.5 BE ELIMINATED. THE MOTION DIED FOR LACK OF A SECOND.

COMMISSIONER THOMAS MOVED THAT SMC 20.40.505.C.5 BE AMENDED TO READ, “A MINIMUM WINDOW AREA SHALL BE 20% OF EACH FLOOR ABOVE THE GROUND FLOOR OF A SELF-STORAGE FACILITY BUILDING THAT IS VISIBLE FROM A STREET.” COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Thomas said her motion was intended to be a compromise between the staff’s proposed 35% requirement, which seems to be a lot, and nothing. She is most concerned about the facades that are visible from a street. She wants to get away from the feeling of a big, boxy façade. She understands that business owners do not feel it is necessary for self-storage facilities to blend in with the surrounding development. However, many jurisdictions require certain design standards for facades that are visible from the street. She chose 20% as an arbitrary number based on the examples that were provided.

COMMISSIONER MALEK MOVED TO AMEND THE MOTION TO CHANGE “SMC 20.40.505.C.5 TO READ, “A MINIMUM WINDOW AREA SHALL BE 20% OF EACH FLOOR ABOVE THE GROUND FLOOR OF A SELF-STORAGE FACILITY BUILDING THAT IS VISIBLE FROM A STREET OR FACING A RIGHT-OF-WAY.” COMMISSIONER THOMAS SECONDED THE MOTION TO AMEND. THE MOTION TO AMEND CARRIED UNANIMOUSLY.

Commissioner Maul pointed out that glazing of more than 30% of the entire building creates a problem in meeting the energy code. Requiring 20%, or even 35%, glazing only on the facades facing the street or right-of-way, would allow projects to stay below this threshold. He said he does not mind seeing doors through the glass, and great examples were provided at their last meeting. He is not so sure that a 35% requirement would be outrageous if it only applies to the facades facing the street. Perhaps they should leave it at 35% and allow for departures as staff decisions. He noted that the project on Bothell Way NE has very little façade facing the street, so meeting the 35% requirement would not be difficult.

Commissioner Thomas commented that as long as there are other ways to make the streetscape attractive, it does not have to be done through glazing. However, it seems like glazing has been used as a tool in other jurisdictions. Regardless of what is inside, the exterior needs to be visually attractive from the streetscape.

THE MAIN MOTION, AS AMENDED, CARRIED UNANIMOUSLY.

Commissioner Thomas noted that SMC 20.40.505.C.9 does not allow departures from the Commercial Design Standards for self-storage facilities. She asked why staff is proposing more stringent requirements on this one type of business over another. Mr. Cohen explained that an Administrative Design Review is only required when an applicant wants to depart from the design standards. Commissioner Thomas clarified that she is not suggesting that all self-storage facility applications must go through Administrative Design Review. She is simply suggesting that it not be eliminated as an option for self-storage facilities.

Director Markle explained that SMC 20.40.505.C.9 would require self-storage facilities to adhere strictly to the adopted standards, and there would be no opportunity for an administrative variance. If the Commission is not concerned about strict compliance with the standards, they could allow staff to administer departures through the Administrative Design Review process. Commissioner Thomas noted that allowing departures would be consistent with what is currently allowed for all other types of commercial development.

COMMISSIONER THOMAS MOVED THAT SMC 20.40.505.C.9 BE ELIMINATED IN ITS ENTIRETY. COMMISSIONER MALEK SECONDED THE MOTION.

Commissioner Chang asked about the potential impact of eliminating Item 9. As an example of a potential problem, Commissioner Maul advised that an applicant could request a code departure for the requirement of 50% glazing on the ground floor. Mr. Cohen reminded the Commission that requests for departures from the Commercial Design Standards must meet one of two criteria: 1) it must meet the purposes of the Commercial Design Standards, or 2) it must have a hardship. Rather than simply allowing a departure, staff tries to negotiate with applicants for additional design elements as a tradeoff.

Commissioner Chang asked how cost comes into play when applicants request code departures. Mr. Cohen answered that cost cannot specifically play into the decision making, but staff does look for parity when negotiating with applicants. The idea is that design standards, by regulation, do not always produce the best product, even though that is the intent. Flexibility allows staff to work with applicants to make a project look better in a different way.

Vice Chair Montero referred to SMC 20.40.050.C.8, which prohibits un-backed, non-composite sheet metal products that can easily dent. Commissioner Maul asked if a product that comes as a sandwich panel or a sheet that is applied to a wall would be considered “backed.” Mr. Cohen answered that the Commercial Design Standards allow cladding, and they also look at how the façade is inset or stepped back and color changes. They have departed from some of the requirements to actually get better quality cladding as a tradeoff. Vice Chair Montero also referred to SMC 20.40.050.C.7 and asked who would determine what a “muted tone” is. Mr. Cohen clarified that the additional design standards laid out in SMC 20.40.050.C would supplement the Commercial Design Standards and would not be negotiable. If Item C.9 is eliminated, then departures from the Commercial Design Standards would also be allowed for self-service storage facilities.

THE MOTION CARRIED 3-2, WITH VICE CHAIR MONTERO AND COMMISSIONER MALEK VOTING IN OPPOSITION.

Commissioner Thomas explained that the existing Commercial Design Standards require 50% glazing and 12-foot ceilings on the ground floor for the first 20 feet in depth. Because the standard would apply to just the front portion of the ground floor, the public concern about losing the entire first floor would not be an issue.

Director Markle referred to the new language proposed by staff for second sentence in SMC 20.40.050.A.1, which prohibits self-storage facilities from locating on a corner on an arterial street.

COMMISSIONER MALEK MOVED THAT SMC 20.40.050.A.1 BE AMENDED BY CHANGING THE SECOND SENTENCE TO READ, “FOR THE PURPOSES OF THIS CRITERION, CORNERS ARE DEFINED AS ALL PRIVATE PROPERTY ADJACENT TO TWO OR MORE INTERSECTING ARTERIAL STREETS FOR A MINIMUM DISTANCE OF 200 FEET IN LENGTH BY A WIDTH OF 200 FEET AS MEASURED FROM THE PROPERTY LINES THAT FACE THAT ARTERIALS.” COMMISSIONER THOMAS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

COMMISSIONER MAUL MOVED THAT SMC 20.40.050.C.8 BE AMENDED TO ADD “AT THE FIRST FLOOR” AFTER THE WORD “DENT.” THE MOTION DIED FOR LACK OF A SECOND.

Commissioner Thomas summarized that the proposed changes to the Use Table (Table 20.40.130) would allow self-storage facilities in the CB and MB zones, but not in the TC and NB zones.

THE MAIN MOTION TO ADOPT DRAFT ORDINANCE 765 AND THE ASSOCIATED DEVELOPMENT CODE CHANGES AS PROPOSED BY STAFF WAS UNANIMOUSLY APPROVED AS AMENDED. COMMISSIONER MALEK SECONDED THE MOTION.

The Commission took a 5-minute break at 9:25 p.m. The meeting reconvened at 9:30 p.m.

STUDY ITEM: 2016 COMPREHENSIVE PLAN AMENDMENTS

Staff Presentation

Mr. Szafran reminded the Commission that the State Growth Management Act (GMA) limits review of the proposed Comprehensive Plan amendments to no more than once per year. To ensure that the public can view the proposals in a citywide context, the City creates a docket or list of the amendments that will be considered each year. The City Council set the final list in June with 8 amendments: 3 privately-initiated amendments and 5 city-initiated.

Staff reviewed each of the proposed amendments with the Commission as follows:

- **Amendment 1** would amend Land Use Policy LU-47, which considers annexation of 145th Street adjacent to the southern border of the City. This amendment was also on the 2015 Comprehensive Plan Amendment Docket and was bumped to 2016. Staff is not prepared to bring it forward yet, and is recommending it be placed on the 2017 docket.

None of the Commissioners had questions relative to this amendment.

- **Amendment 2** is consideration of amendments to the Point Wells Subarea Plan as described in the Staff Report. This amendment has also been on the City's docket for a while. Staff is recommending that it be bumped to the 2017 docket.

None of the Commissioners had questions relative to this amendment.

- **Amendment 3** would amend the Parks, Recreation and Open Space (PROS) Master Plan. The Parks Department is currently working on the PROS Master Plan update, which will hopefully be adopted next year. Staff is recommending that this amendment be bumped to the 2017 docket.

None of the Commissioners had questions relative to this amendment.

- **Amendment 4** would amend Transportation Policy T-44 by adding a Volume Over Capacity (V/C) Ratio for Collector Arterial Streets. The amendment was privately initiated. The City does not currently have a V/C ratio for Collector Arterial Streets. Staff is not recommending approval of the amendment.

Ms. Dedinski cautioned that applying the proposed V/C ratio standard in a widespread manner and more rigidly than it already is would limit the City's ability to accommodate growth in a flexible way. Also, the only mitigation strategy is to widen roadways, which might not be the kind of thing that communities want to see on local streets or collector arterials.

Ms. Dedinski said the City Council directed staff to study the amendment as part of the Transportation Master Plan (TMP) update, which has not yet started. In an effort to get information before the Commission, she reviewed the 2011 TMP modeling effort, which modeled the collector arterial network with relation to the V/C standard. From that static model, she saw that the City does have streets that would fail the V/C standard. That means the City would have to restructure its Transportation Impact Fee to accommodate an additional growth project, which would be costly because the only way to get at the V/C ratio is by widening the roadway to add more lanes to accommodate more traffic. The main thing to consider is whether that would be the right fit for the street and would that be the goal they want to achieve with the Transportation Impact Fee.

Ms. Dedinski advised that, in considering an updated model as part of the TMP Update, it is likely that other collector arterials would also fail the V/C standard, and the City would once again have to revisit additional growth projects, which would mean widening roadways. Examples of streets that would exceed the threshold include Fremont Avenue North and 196th Street. Commissioner Chang asked if adding lanes would be the only way to address potential failures. Ms. Dedinski answered affirmatively, according to the City's current framework. There are other methodologies for

concurrency that get at the heart of the City's concerns, and what they have been directed to study as part of the TMP update is a multi-modal level of service that encompasses sidewalks and non-motorized facilities, etc. The current concurrency standard only really addresses vehicles. While this approach is easy to apply, it has implications as to what happens with roads.

Commissioner Thomas asked Ms. Dedinski to provide a description of a collector arterial. Ms. Dedinski explained that principle and minor streets are the main arterials through the City and carry the largest amounts of traffic. The collector arterials provide a supporting framework for feeding the principle and minor arterials. They provide connections to the communities and neighborhoods. At the request of Commissioner Thomas, Ms. Dedinski provided a map to illustrate the collector arterial infrastructure.

Given that the amendment was proposed by residents of Richmond Beach, Commissioner Thomas said she assumes the assumption for promoting the amendment is the thought that if a road only has a certain capacity, the City cannot allow the development that will overwhelm the current capacity of the road. Ms. Dedinski agreed that is the idea. Staff's recommendation is to specifically focus on the Richmond Beach (Point Wells) component in order to avoid unintended consequences. Staff does not want the policy to be applied to all collector arterials, as they don't want the unintended consequences to spiral out from the Point Wells site. For example, one unintended consequence would be that the City must update its Transportation Impact Fee Structure to include a growth project for Fremont Avenue North, which would probably require right-of-way acquisition and be quite costly. This would increase costs to developers and put the City on the hook to complete the growth project. It would also have some implications in the future when the City updates its traffic model for other streets, meaning more widening on more streets.

Commissioner Chang said it does not make sense to her that the proposed amendment would imply that the City has to widen as opposed to certain projects could not happen. Ms. Dedinski agreed that the V/C ratio would limit growth until the infrastructure is in place to support it. That means it could potentially limit build-out at the Point Wells site because it requires right-of-way. However, on roadways that are already at the standard or near, it would also put the City on the hook for widening roadways and planning for growth projects to accommodate those. Although the V/C on Richmond Beach Drive is currently very low and is unlikely to reach the .9 V/C ratio unless development occurs at Point Wells, that would not be the case if applied citywide. All of the locations where potential problems could occur will be identified as part of the modeling that is done for the TMP Update in 2017.

Commissioner Thomas asked what criteria the City uses to upgrade a collector arterial to a minor arterial. Ms. Dedinski said the last time this occurred was as part of the TMP Update that occurred in 2007. Usually, this change is justified by increased traffic volumes and supporting land uses. Commissioner Thomas said that if those factors continue and there is a lot of congestion, the City could reclassify a roadway from a collector to a minor arterial. Ms. Dedinski agreed and said another alternative is proposed in Amendment 8, which would provide a supplemental level of service for the single roadway they are really concerned about.

- **Amendment 5** would clean up Land Use Policies LU-63, LU-64, LU-65, LU-66 and LU-67. These all reference an outdated King County Countywide Planning Policy.

None of the Commissioners had questions relative to this amendment.

- **Amendment 6** would amend Point Wells Subarea Plan Policy PW-12 by adding a separate limitation about the maximum number of vehicle trips entering a day on the City's road network from and to Point Wells. As proposed, the capacity should not exceed the spare capacity of Richmond Beach Road west of 8th Avenue NW under the City's V/C ratios. This is a privately initiated amendment.

Ms. Dedinski advised that staff is not opposed to the concept proposed in the amendment, but it is redundant with the language proposed in Amendment 8. Staff is recommending approval of Amendment 8.

Commissioner Thomas asked if "spare capacity" is a phrase put forward by the proponent of the amendment or if it is a common phrase. Ms. Dedinski explained that V/C refers to the actual measured volume of the roadway over the capacity of the roadway, and makes sense in the context of the proposed amendment. It is a common planning tool, and the baseline planning level capacities are assigned by the Puget Sound Regional Council (PSRC). The City further refines the V/C ratio in the TMP model. For example, for the capacity of the referenced Richmond Beach Road (west of 8th), if there is an assigned capacity per lane of 800 vehicles per hour, the V/C ratio would be the amount left after the current volumes are deducted out.

Commissioner Thomas pointed out that Amendment 6 would only be redundant if Amendment 8 is adopted in some form to address this issue. Ms. Dedinski explained that the intent of Amendment 6 is to be very specific and direct and to allow less wiggle room from the current Level of Service (LOS) Standards. But it is actually redundant to the existing citywide LOS Standard, which is .9 V/C. The proposed amendment would simply reiterate that it is .9 V/C for Richmond Beach Road. It would do the same thing as the current citywide standard is already doing. The intent is to not allow the City to allow it to go higher. For example, on 15th Avenue NE, the City has allowed the V/C to go up to 1.1 to address safety issues and neighborhood right-of-way constraints.

Commissioner Chang asked if the City is allowed to exceed the .9 V/C if the intersection is still working at a certain LOS Standard. Ms. Dedinski answered affirmatively. She explained the V/C ratio is a supplemental LOS Standard, and that the intent of the amendment is to keep the V/C at .9 on all legs Richmond Beach Road. Commissioner Maul commented that the V/C Standard is for peak hour situations and has nothing to do with the 4,000-vehicle maximum. Ms. Dedinski agreed and said the two do not conflict with one another. The V/C standard simply provides an added measure of protection.

- **Amendment 7** would amend the Southeast Neighborhood Subarea Plan to move policies related to the 145th Street Station Subarea Plan, amend the text, and amend the borders of the Southeast Neighborhood Subarea Plan. The City just adopted the 145th Street Station Area Plan, and

applicable policies from the Southeast Neighborhood Subarea Plan were moved into the 145th Plan, and the borders need to be amended so they no longer overlap.

None of the Commissioners had questions relative to this amendment.

- **Amendment 8** would add a new Point Wells Subarea Plan Policy adopting a V/C ratio of 0.65 or lower for Richmond Beach Drive northwest of 196th Street. This is a privately-initiated amendment, as well.

Ms. Dedinski clarified that, in addition to the redundant language in Amendment 6, Amendment 8 proposes an additional supplemental LOS Standard for Richmond Beach Drive, specifically. She recalled that Mr. McCormick commented earlier in the meeting, asking for a lower V/C standard. She cautioned that the City already has a table in the TMP that outlines what each V/C range relates to in terms of LOS A through F. Going any lower would make the V/C questionably defensible from a legal perspective because .65 is already an LOS B within the TMP, and this is not typically defined as a failure.

Mr. Szafran advised that a public hearing on the proposed amendments is scheduled for November 17th.

Public Comment

There was no one in the audience who indicated a desire to comment.

DIRECTOR'S REPORT

Director Markle did not have any additional items to report on.

UNFINISHED BUSINESS

Letter to the City Council

The Commission reviewed the letter that was drafted as a report to the City Council of the Commission's most recent activities. Commissioner Thomas pointed out that the letter does not include the Commission's recent discussions and public hearing on the proposed Development Code amendments related to Temporary Encampments. She reviewed that the Commission postponed its recommendation and continued the hearing. She suggested it would be helpful to have a discussion with the City Council to learn more about the goals and objectives they want to achieve regarding the matter. The Commissioners agreed it should be added as a topic of discussion at their joint meeting with the City Council on November 28th. Assistant City Attorney Ainsworth-Taylor agreed to forward the Commissioners a copy of the resolution the City Council adopted on homelessness.

Mr. Cohen explained that the memorandum that is prepared for the joint meeting will list a number of topics the Commission has discussed and wants to make a priority. The proposed amendments related to Temporary Encampments could be added to the list as an issue for discussion. The Commissioners agreed that would be appropriate.

Commissioner Malek requested a copy of the 2017 Draft Budget, as well as a list of the Council's 2017 goals. Assistant City Attorney Ainsworth-Taylor advised that the City Council is slated to adopt the 2017 Budget following a public hearing on November 24th. She agreed to forward the Commissioners a link to the draft budget, which is available on line. Commissioner Malek felt it would be helpful for the Commission to understand where the City Council is looking at spending time and money and how the goals align with that. This will enable the Commission to better align its time and initiatives with those of the Council. Mr. Cohen said the joint meeting agenda will include a discussion of the Council's priorities and goals.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports of committees or Commissioners.

AGENDA FOR NEXT MEETING

Mr. Szafran advised that a public hearing on the draft Comprehensive Plan amendments is scheduled for November 17th. Assistant City Attorney Ainsworth-Taylor reminded the Commissioners that, at their last meeting, they continued the study session for the Development Code batch amendments. The Commission agreed to add the amendments to the November 17th meeting agenda. Mr. Szafran noted that a public hearing on the Development Code amendments is scheduled for December 1st.

Mr. Szafran reminded the Commission that the joint meeting with the City Council is scheduled for November 28th at 5:45 p.m.

ADJOURNMENT

The meeting was adjourned at 10:05 p.m.

William Montero
Vice Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

From: [Plancom](#)
To: [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Susan Chang](#); [Donna M. Moss](#)
Subject: FW: Revisions: Amendment #8 and Amendment #6
Date: Thursday, November 17, 2016 5:35:54 PM

From: Tom McCormick[SMTP:TOMMCCORMICK@MAC.COM]
Sent: Thursday, November 17, 2016 5:35:44 PM
To: Plancom
Cc: Kendra Dedinsky; Tom Mailhot
Subject: Revisions: Amendment #8 and Amendment #6
Auto forwarded by a Rule

Planning Commissioners:

Please consider the following as you deliberate on whether to recommend approval, denial, or amendment of the two proposed Comprehensive Plan amendments discussed below:

Amendment #8. This amendment, proposed by City staff, would add a new Policy to the Point Wells Subarea Plan, as follows:

Adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane or less for an improved roadway consistent with pedestrian and bike standards, and a V/C ratio not to exceed 0.90 on Richmond Beach Road, measured at any point, west of 8th Avenue NW assuming a three-lane roadway consistent with the City's Transportation Master Plan and Capital Improvement Plan. The applicable V/C standards shall not be exceeded on either of these road segments.

1. The City's Traffic Manager has advised me that the above 0.65 or lower V/C ratio is meant to supplement, but not replace, the current 4,000 ADT limit contained in Policy PW-12 of the Point Wells Subarea Plan. It would be best if Staff's proposal said this clearly, using the following revised language (added text is underlined), and :

As a separate limitation in addition to the 4,000 ADT limitation contained in Policy PW-12, adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane or less for an improved roadway consistent with pedestrian and bike standards, . . .

2. The City's Transportation Master Plan and Capital Improvement Plan contemplate converting Richmond Beach Road to three lanes all the way from 24th Avenue Northwest to Dayton Avenue North. For instance, the CIP says: "This project will re-channelize Richmond

Attachment C - Public Comment Letter

Beach Rd/NW 195th St./NW 196th St. from 24th Ave NW to Dayton Ave N, from four lanes to one lane in each direction, plus a center turn lane.” For consistency with the foregoing language, I recommend that the City’s proposal be further revised as follows:

. . . and a V/C ratio not to exceed 0.90 on ~~Richmond Beach Road~~ Richmond Beach Rd/NW 195th St./NW 196th St. from 24th Ave NW to Dayton Ave N, measured at any point along the roadway, ~~west of 8th Avenue NW~~ assuming a three-lane roadway consistent with the City’s Transportation Master Plan and Capital Improvement Plan.

Amendment #6. If the above revisions are made to Amendment #8, then I will have no objection to Commissioners jettisoning Amendment #6. (Amendment # 6 was proposed by me.)

My understanding is that Staff has no objections to the above revisions.

Thank you for considering the above.

Tom McCormick

PS: I apologize in advance that I will be unable to attend tonight’s meeting.

From: [Plancom](#)
To: [Rachael Markle](#), [Steve Szafran](#), [Easton Craft](#), [David Maul](#), [William Montero](#), [Paul Cohen](#), [Lisa Basher](#), [Jack Malek](#), [Laura Mork](#), [Miranda Redinger](#), [Julie Ainsworth-Taylor](#), [Susan Chang](#), [Donna M. Moss](#)
Subject: FW: Congestion on Richmond Beach Road
Date: Monday, November 14, 2016 8:57:28 AM
Attachments: [PastedGraphic-4.png](#)

From: Tom McCormick[SMTP:TOMMcCORMICK@MAC.COM]
Sent: Monday, November 14, 2016 8:57:00 AM
To: Chris Roberts
Cc: Shari Winstead; Keith Scully; Doris McConnell; Will Hall;
Jesse Salomon; Keith McGlashan; Plancom; Debbie Tarry; Tom Mailhot;
Jerry Patterson; Bill Willard; John John
Subject: Congestion on Richmond Beach Road
Auto forwarded by a Rule

Mayor Roberts,

Thank you for reiterating that one of Council's goals is to ease congestion on Richmond Beach Road and on 185th.

As everyone knows and fears, if the Point Wells site ever gets developed, even at 1/3 of the proposed scale of 3,081 residential units, the congestion will become intolerable—especially after Richmond Beach Road is converted to three lanes as planned. There will be stunning failures of the City's LOS standards, not to mention the 4,000 ADT limit for Richmond Beach Drive. Fortunately, Council has recently expressed its support of the 4,000 ADT limit, a limit which will help prevent increases in congestion. The Council declared last year (Resolution 377) that, "the current 4,000 daily traffic volume limit remains in full force and effect" until such time that Council amends or removes it.

Again, I would like to thank you for reiterating that one of Council's goals is to ease congestion on Richmond Beach Road and on 185th.

Sincerely,

Tom McCormick

On the Mayor's Mind: Thank you, Shoreline voters

Posted: 13 Nov 2016 07:54 PM PST

By Shoreline Mayor Chris Roberts

I want to thank Shoreline voters for passing **Shoreline's Proposition 1** and **ST3**. The passage of both measures will improve our quality of life.

As a Council we are committed to providing efficient, effective services for Shoreline residents and businesses. It is a goal of the Council to increase funding for human services, to ease congestion on Richmond Beach Road, near Shoreline Community College, and on 185th. With the passage of ST3, Shoreline will see a rebuilt 145th Street between Bothell Way and I-5. I am excited about the future of our City.

I am committed to preserving the values and vision that we share and cherish. The **vision of the City** is "a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, and play, and most of all, call home."

We are a community where one of our greatest strengths is its diversity. We must continue to show respect for people of all cultures and backgrounds. We must continue to stand up against bullying and discrimination, wherever it may occur.

We are a community where one of our greatest strengths is the care and compassion we share with one another. We must remain committed to ensuring that all Shoreline residents feel welcomed, loved, and safe. We must comfort those in our community that may be hurting or scared.

We are a community where one of our greatest strengths is our commitment to equity and equality. We must continue to confront injustice and support efforts that provides people greater security and opportunities to fulfill their pursuit of happiness.

I am confident that our City will remain dedicated to our ideas and an advocate for the values we share and a champion for the people of our community.



Shoreline Mayor
Chris Roberts

From: [Plancom](#)
To: [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Susan Chang](#); [Donna M. Moss](#)
Subject: FW: Proposed Comp Plan amendment 4
Date: Friday, October 28, 2016 3:41:53 PM

From: tmailhot@frontier.com[SMTP:TMAILHOT@FRONTIER.COM]

Sent: Friday, October 28, 2016 3:40:02 PM

To: Plancom

Cc: Rachael Markle; Steve Szafran; Tom McCormick; Jerry Patterson

Subject: Proposed Comp Plan amendment 4

Auto forwarded by a Rule

I don't understand the reasoning behind the staff's recommendation to deny proposed Comp Plan amendment 4. Amendment 4 calls for extending the current .90 V/C ratio limit placed on principle and minor arterials so that it applies to collector arterials as well.

Shoreline's Transportation Master Plan includes on page 19 this description of the City's street classification system:

The primary function of arterials is to provide a high degree of vehicular mobility through effective street design and by limiting property access. The vehicles on arterials are often through traffic. Arterials in Shoreline are further divided into three classes: Principal, Minor and Collector Arterials. Generally, the higher the classification of a street (Principal being the highest), the greater the volumes, through movements and length of trips, and the fewer the access points.

Clearly, the plan call for principle arterials being the busiest and collector arterials being the least busy, yet by refusing to adapt this amendment, the staff is recommending that there be no limits placed on traffic levels on collector arterials. The example they use, Fremont Ave N., admits as much. They state that upgrading Fremont to meet a .90 V/C ration "would be a high-cost project which would need to be incorporated into the Transportation Impact Fee schedule, increasing costs to developers and to the City. In addition, the project would widen a roadway which may not be consistent with the residents or community's vision for this street." Or to read between the lines: "We'd rather not place any limits on traffic on Fremont Ave because it will be inconvenient to provide mitigation as traffic volumes increase."

Limits on collector arterials will become even more important in the future. The City has rezoned large areas around the 185th St light rail station in anticipation of adding up to 25,000 new housing units in that area. The highest density area closest to the station is bounded on the west by 1st Ave NE, on the east by 10th Ave NE, and north of 185th has 5th Ave NE running right through the middle of it; these three streets will see the greatest increase in traffic yet they are all collector arterials with no restrictions on traffic volume. Of course the EIS for the light rail station area didn't even study traffic volumes on these streets because, I assume, there was no limit they had to worry about - no Comp Plan element that would be violated no matter how much additional traffic was added.

Worse, figure 3.3-7 in the EIS shows that two of these streets (1st NE and 5th NE north of 185th) will have bike lanes while 10th NE will have sharrows (bikes traveling in the vehicle lane). It makes no sense to direct bike traffic to what will become the busiest (and hence most dangerous) streets in the area.

Finally, having no limits on these streets also makes it harder for the City to demand traffic mitigation funds from developers as they build the large projects envisioned in this area.

It just seems wrongheaded to argue, as staff does, that they don't want limits on collector arterials because then the City would just have to enforce them, that they would rather look the other way and allow unlimited traffic on these streets.

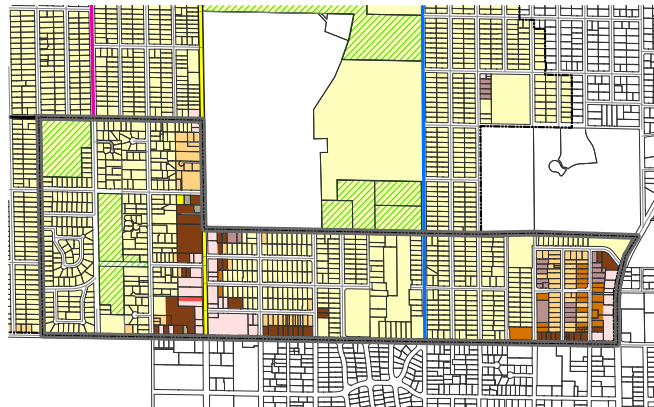
Please vote to approve amendment 4 or at least require City staff to explain how leaving these streets unregulated and subject to unlimited traffic will be in the best interest of Shoreline residents who live along those streets.

Tom Mailhot



Southeast Neighborhoods Subarea Plan

May 24, 2010



The Southeast Neighborhoods Subarea is bounded on the south by 145th Street, on the west by 8th Avenue, on the north by 155th and 150th Streets, and on the east by Lake City Way. It contains portions of both the Ridgcrest and Briarcrest neighborhoods, and is comprised predominately of single-family households, most of which were constructed after WWII.

When it was annexed, most of the subarea was not assigned Comprehensive Plan designations, but given the place-holder “Special Study Area.” The City of Shoreline worked with a Citizen’s Advisory Committee from July of 2008 until November of 2009 to create a vision and craft policy and zoning recommendations. This subarea plan is a condensed version of their report.

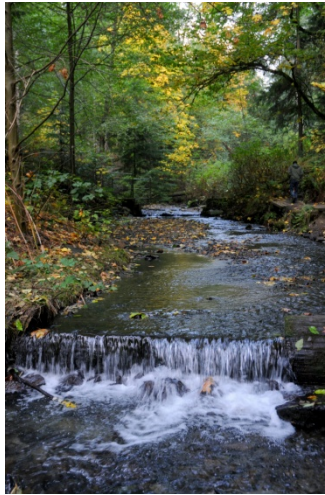
The plan is intended to provide direction for the next 20 years. Many things will change in that time period. By 2030, there will likely be a light rail stop near 145th St. and Interstate 5. New automotive technology may have transformed the fueling, design, and maybe even necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve.

Yet while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance. Change may be inevitable, but it can be channeled to provide amenities and improvements and

prevented from negatively affecting the quality of life that is why people choose to live in this part of Shoreline.

Natural Environment

Goal: To provide a healthy and flourishing natural environment for the benefit of both human and wildlife residents, utilizing innovative technology and conservation measures



The community identified a number of natural characteristics that enhanced the quality of life in the neighborhood and were highly valued. These included the extensive tree canopy, vegetative cover, and prevalent wildlife, notably the varied list of bird species. They also acknowledged other existing, natural conditions that could pose problems in the process of development or redevelopment. These included the high groundwater table, poor soil conditions and infiltration rates that exist on some sites. This section attempts to balance natural capital with development.

Natural Environment Policy Recommendations:

NE1: Create incentives to encourage the use of innovative methods of protecting natural resources (solar power for lighting outside space, green storm water conveyance systems, new recycling options).

NE2: Create incentives to encourage innovative strategies to enhance the natural environment on and around developed sites (green roof and green wall techniques, hedgerow buffers, contiguous green zones through neighborhoods, green storm water conveyance systems).

NE3: When redeveloping a site, encourage incorporation of measures that improve or complement the community's natural assets such as its tree canopy, surface water elements, wildlife habitat, and open space.

NE4: Link green open spaces within subarea and then link them to those outside subarea to create trails.

NE5: Support creation of contiguous ecosystems, with attention to wildlife habitat, through development of a "green corridor," as a public/private partnership, including the area between Seattle's Jackson Park, Paramount Park, and Hamlin Park.

NE6: Protect and renew (“daylight”) streams in the area.

NE7: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through existing programs such as the backyard wildlife habitat stewardship certification program.

NE8: Use green street designs in south Briarcrest to provide more green space for residents in that area and to link residents to an east-west trail that connects the area to other trails such as the Interurban Trail.

NE9: Develop technical resources for better understanding of overall hydrology, including the locations of covered streams in the subarea, and recommend actions and measures to address existing stormwater drainage problems.

NE10: Create incentives to plan all remodel and new development around substantial trees and groves of trees to preserve tree canopy.

NE11: Retain and establish new trees, open spaces, and green belts.

NE12: Use green buffers of specific buffer area to building height ratio between different land uses, especially where transition zoning is not possible.

Land Use

Goal: To promote smart growth, enhancement of local businesses and amenities, connectivity and transition between uses, and compatibility between potential development and the established residential character of the neighborhoods.



Because the Central Puget Sound region is a desirable place to live, its population is expected to grow over the next 20 years. Shoreline, due to its location and amenities, is likely to grow as well.

In general, the plan preserves the single-family character of the neighborhoods. However, a major focus of the plan is to increase housing choice by encouraging styles of “appropriate” infill development, such as Accessory Dwelling Units and small houses on small lots, rather than zoning large areas for higher density. This way, growth is diffused throughout the area, has minimal visual impact on neighboring houses, and provides extra living space for extended families or rental income.

In addition to encouraging infill development, the subarea plan identifies a few areas where access to transit, business corridors, and park amenities would allow multifamily homes and create areas with commercial and residential uses. To create a transition between single family areas and mixed-use commercial areas, the plan provides

for stepping down in zoning intensity from the areas designated for higher density or mixed-use to the single-family core of the neighborhood.

Land Use Policy Recommendations:

LU1: Promote the analysis of impacts to the full range of systems as part of the planning and development process.

LU2: Create incentives to use vegetated buffers between types of land use, in addition to transition zoning or open space.

LU3: Development, as defined in the Comprehensive Plan, should be approached from the perspective of innovative options for increasing density.

LU4: Establish policies and zoning to provide appropriate transitions between existing and proposed development and dissimilar land uses to minimize conflicts relating to solar access, noise, scale, etc.

LU5: Place highest-density housing (mixed-use) on transit lines or in already established commercial zones.

LU6: After updated regulations governing new development and redevelopment have been established, revisit the rules on a regularly scheduled basis for the purpose of enhancing the rules that work and eliminating those that don't work.

LU7: Consider establishing a neighborhood business zone that would be restricted to non-residential uses, or some other solution to the problem of retail development being overlooked when residential development on the site yields more profit.

LU8: Establish metrics, targets, baselines and a reporting timeframe to measure progress of social, economic and natural capital when evaluating Comprehensive Plan completeness.

LU9: As the housing market and transportation technologies evolve to support more options, establish zoning designations for areas that may be appropriate for car-free zones or reduced parking standards.

LU10: Quality of life for current residents in the subarea should be considered in decision-making processes that involve new development in the community, even though decisions must also take into account overall land use goals and the economic needs of the City as a whole.

Housing

Goal: To promote housing diversity, affordability and adaptability while respecting and maintaining the identified single-family character of the neighborhoods.



The subarea is mostly built out, with very few large tracts of raw land remaining, so most expected growth will occur as infill and/or redevelopment. Given that these options include a wide spectrum of styles and quality, how this housing would fit with the surrounding community posed one of the greatest challenges. Through a visual preference survey, a number of infill development concepts were identified as having good potential for being compatible with the existing neighborhood character. These include: Accessory Dwelling Units (ADU), small houses on small lots, cluster development, duplexes on corner lots, etc. Examples of some of these styles of housing and policy recommendations regarding their incorporation into the neighborhoods are included below.

**Housing Policy Recommendations:**

H1: Recognize and continue the area's history of providing affordable yet diverse housing to a variety of residents across the income spectrum.

H2: New housing development that is added in the center of established neighborhoods of the SE Subarea should be consistent with neighborhood character. Lot size to structure ratios and the scale of building are important.

H3: Distribute low-income housing so that it is not all in one place in the neighborhood, prohibiting the development of large, low-income housing groups or units.

H4: Increase housing stock that attracts new residents by appealing to a diversity of buyers' and renters' interests, including:

- Energy efficiency
- Parking options
- Density/size/FAR
- Private/shared outdoor open space

- Affordable/quality/sustainable building materials and construction practices
- Multi-family/multi-generational/single family housing options
- Accessory Dwelling Units
- Adaptability

H5: Because existing housing tends to be more affordable than new construction, remodeling and refurbishing current stock should be encouraged over demolition and redevelopment.

H6: Review existing policies and City code on Accessory Dwelling Units and home businesses to promote low-impact density.

H7: Adopt regulations that would allow “cottage style” housing without compromising quality.

H8: Encourage “green” building through incentives, fees and /or tax policies.

H9: Encourage partnerships with non-profit affordable housing providers, land trusts, Community Development Corporations and other organizations whose mission involves increasing the stock of affordable housing.

Transportation

Goal: To promote connectivity, safety, alternative transportation and walkability throughout the subarea’s roadways and trail systems



This subarea faces a number of problems similar to those of other neighborhoods. Certain issues, most notably those related to 145th Street and increasing transit service, cannot be addressed on a subarea level because of complicated jurisdictional and funding logistics. Therefore, this subarea plan focuses on improvements to traffic safety, road treatments, and pedestrian and bicycle networks within the City’s boundaries and purview.

Transportation Policy Recommendations:

T1: Encourage “walkable” and “bikeable” neighborhoods and intra-area connections through incorporation of safe pedestrian and bicycle corridors.

T2: Retain, improve, and expand public transit.

T3: Increase local transit service to economic hubs and schools (in addition to service to downtown Seattle) that focuses on east/west connections.

T4: Improve automobile traffic flow on major arterial corridors to accommodate increased density.

T5: Implement traffic calming measures on priority local streets between 145th and 150th Streets, as well as other local roadways to improve safety and reduce cut through traffic.

~~T6: Implement improvements along 15th Ave. to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.~~

T67: Work with neighbors to complete more “green street” type projects that will “complete” the street right of way and add pedestrian ways without adding curb-gutter and sidewalk.

T78: Add bus shelters at busy stops.

T89: As part of potential redevelopment of the commercial area on Bothell Way, address the east/west access issues to promote neighborhood connectivity to businesses, while protecting the residential neighborhood from cut-thru traffic.

T940: As part of the update of the Transportation Master Plan, also consider smaller, innovative solutions to reducing automobile dependence, such as circulator busses, car-sharing, bike rentals, etc.

T1044: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

Parks, Recreation & Open Space

Goal: To preserve, protect and promote creation of public spaces that balance needs for human recreation, animal habitat, and natural vegetative growth



The subarea contains or is adjacent to several of Shoreline’s parks, including Hamlin, South Woods, and Paramount Park and Open Space. The following policies are proposals for implementation by the City as resources permit, recognizing that the Parks Department and Board have their own Master Plan and processes. The City has an interest in acquiring lands adjacent to Paramount Park Open Space.

Parks, Recreation & Open Space Policy Recommendations:

PR1: Support development of a trail/designated pathway connecting the Interurban trail and the Burke-Gilman trail with Paramount Park (upper and lower), Hamlin Park, South Woods, and Seattle's Jackson Park.

PR2: Encourage development of sidewalks, footpaths, green streets, and signage on existing walkways near trail areas.

PR3: Use incentives to encourage development of more open/green space.

PR4: For larger-scale developments, establish a standard for proportional area of open space created or green space preserved.

PR5: Provide reasonable signage at main entrances to all parks.

~~PR6: Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgcrest Neighborhood.~~

Economic Development

Goal: To promote development of businesses that serve needs of local residents, add to vibrancy and socially-oriented identity of neighborhoods, and provide jobs



The neighborhood supports opportunities for establishment of local gathering places and nodes of business activity where needed goods and services are located within walking distance, and could provide employment opportunities for local residents.

Economic Development Policy Recommendations:

ED1: Encourage the creation of community gathering places. Create nodes (indoor & outdoor) for gathering and social interaction.

ED2: Revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment, and employment.

ED3: Increase small-scale economic development (e.g., retail, office, service) that employs local people and complements residential character.

ED4: Inventory and promote the SE Subarea resources and opportunities, such as redevelopment at Shorecrest, Public Health Labs, and Fircrest.

ED5: Encourage community groups to define specific types of commercial, retail and professional businesses to best serve needs of subarea residents.

ED6: Encourage home-based business within the parameters of the residential zoning to bolster employment without adverse impact to neighborhood character.

ED7: Attract neighborhood businesses with support from the Economic Development Advisory Committee that could be sustained by the community.

ED8: Continue active participation from the City and the neighboring community in determining most beneficial uses, practices, and mitigation in long-term plans for Fircrest.

ED9: Encourage staff to identify potential Capital Improvement Projects that support the adopted subarea plan vision for business areas in the southeast neighborhoods.

ED10: Modify commercial zoning regulations to require that mixed-use buildings be designed to accommodate ground level commercial uses along arterial street frontages.

Community Design

Goal: To encourage well-planned design of systems and appropriate transitions between different uses so that positive impacts of growth are realized and negative impacts may be minimized



Over the next 20 years, the community wished to maintain a reputation of supporting a diverse population base and providing some of the City's most affordable housing options. Another priority was to retain green and open space so that a variety of wild flora and fauna would also continue to live in the neighborhood. There was widespread support for a thriving business district and alternative forms of housing, as long as they were visually compatible with existing single-family homes. Concentrating on elements of design and transition and articulating standards could provide an effective method to bring the vision to fruition.

Community Design Policy Recommendations:

CD1: Development regulations applicable to the SE Subarea should be predictable and clear, written in a manner that reduces uncertainty for developers, City staff, and the community.

CD2: Development & Land Use designs and patterns should contribute to the vitality of the area as a whole, serving the broader community and immediately adjacent neighbors, using compatibility criteria and incentives to be determined.

CD3: Encourage planning of local "hubs" for provision of services and gathering places.

CD4: Support development of a plan to implement a network of "feeder" pathways/trails (may also be in the form of green streets) to connect neighborhoods to larger, city-wide walkways (such as a potential trail connecting Interurban, Hamlin, Southwoods & Burke-Gilman) and to encourage walkable neighborhoods.

CD5: Encourage redevelopment and revitalization of existing infrastructure (schools, businesses, single and multi-family structures) by providing incentives.

CD6: Community design should be pedestrian-oriented with incentives for development and redevelopment to open new or enhance existing pedestrian access and green spaces.

CD7: Establish rules and incentives that ensure developments are planned in ways that are consistent with the communities' vision of three-pronged sustainability (economic, environmental and social equity).

CD8: Establish density and zoning regulations and design review processes that are flexible enough to allow for creativity in design, but restrictive enough to ensure the protection of the community, especially the immediately adjacent neighbors.

CD9: Use medium- to low-density, multi-family units as transitional areas from high-density residential or commercial properties to single-family homes.

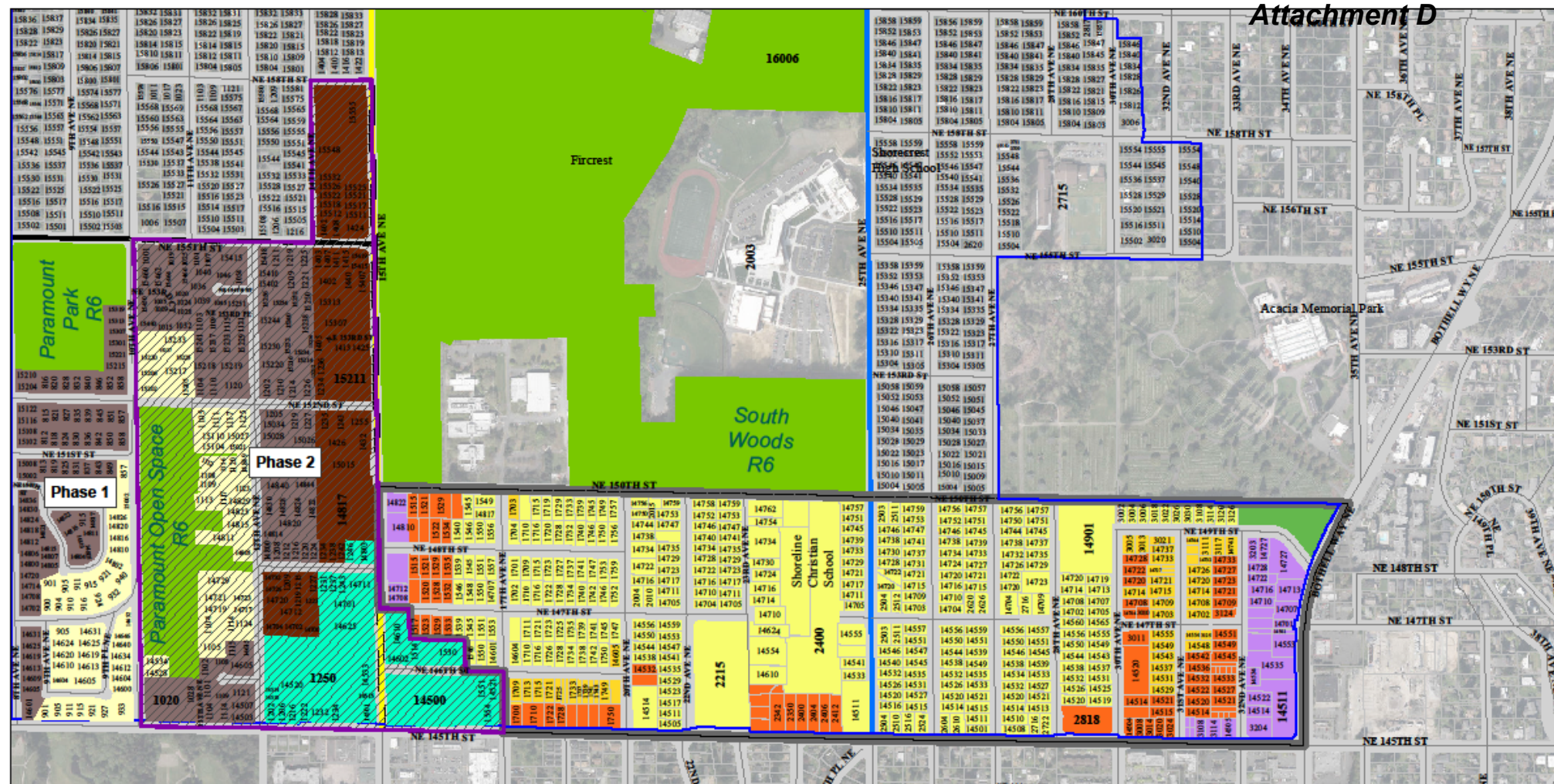
CD10: Modify the existing R-48 transition regulations to permit a 50 foot height limit (60 feet through a conditional use process) only if the subject site is adjacent to R-24 or R-48 residential zones or commercial zones and not adjacent to residential zones with a density less than R-24.

CD11: Take advantage of city, state, and federal pilot projects whose focus is improvement of the environmental health of the community, such as green streets, innovative housing designs, alternative power generation, etc.

CD12: Establish rules and incentives that ensure actions occur in a manner that is consistent with the community's vision, while still promoting and providing incentives for redevelopment.

~~CD13: Improve the area around 145th St. and 15th Ave. with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the City.~~

CD134: Work with community groups, neighborhoods and outside experts to promote "community gardens" for production of food and recreation.



City of Shoreline
Geographic Information System

Southeast
Shoreline

Project name: ZoningShoreline_1117_ProposedLandUse
Print date: 10/19/2016

Proposed
Land Use

Final
Option

Comprehensive Plan

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Private Open Space

Zoning Designation

- MUR-70; Mixed Use Residential
- MUR-45; Mixed Use Residential
- MUR-35; Mixed Use Residential
- R-6; Residential, 6 units/acre

- Planning Area
- Outside Shoreline
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Local Street

- Park
- Park Expansion
- Unclassified Right of Way
- Tax Parcel
- Phase Designation
- Phase 2

0 125 250 500 750 1,000 Feet



Subarea Plan 2 – Point Wells

Geographic and Historical Context

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



Figure 1 – Point Wells unincorporated island

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

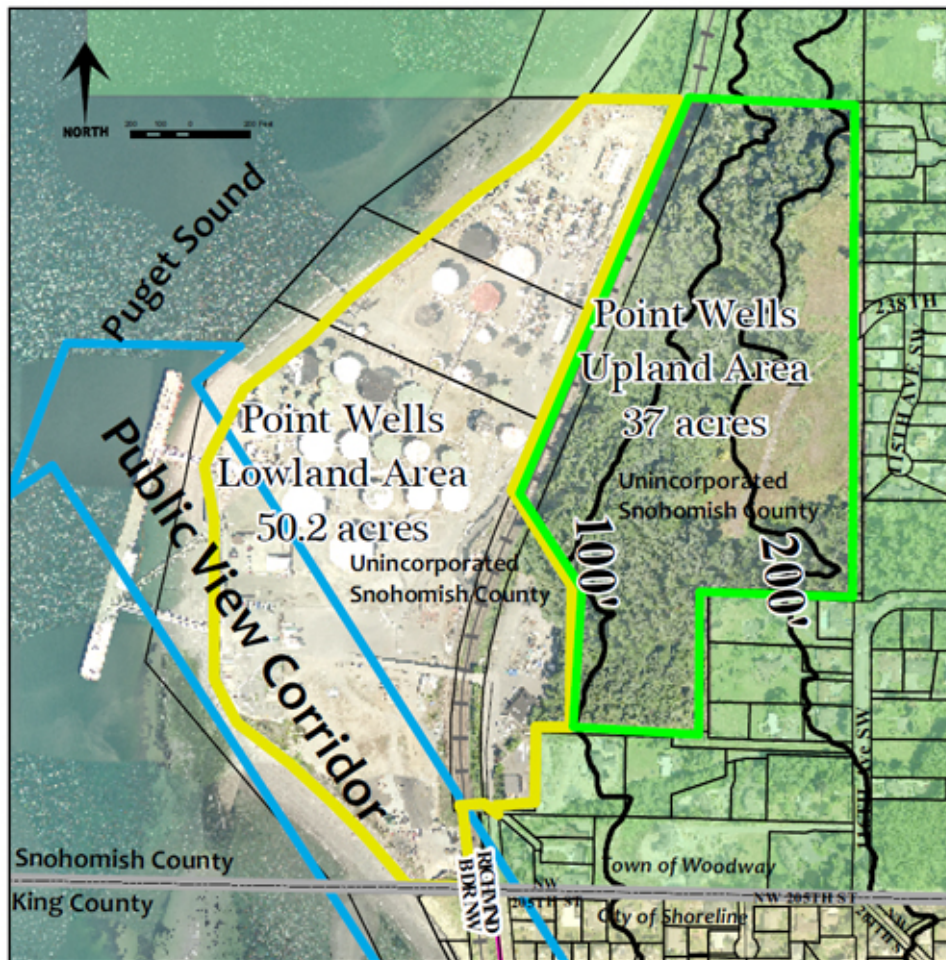


Figure 2 – Upland and Lowland Areas at Point Wells

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

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

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

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

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

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

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

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

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

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

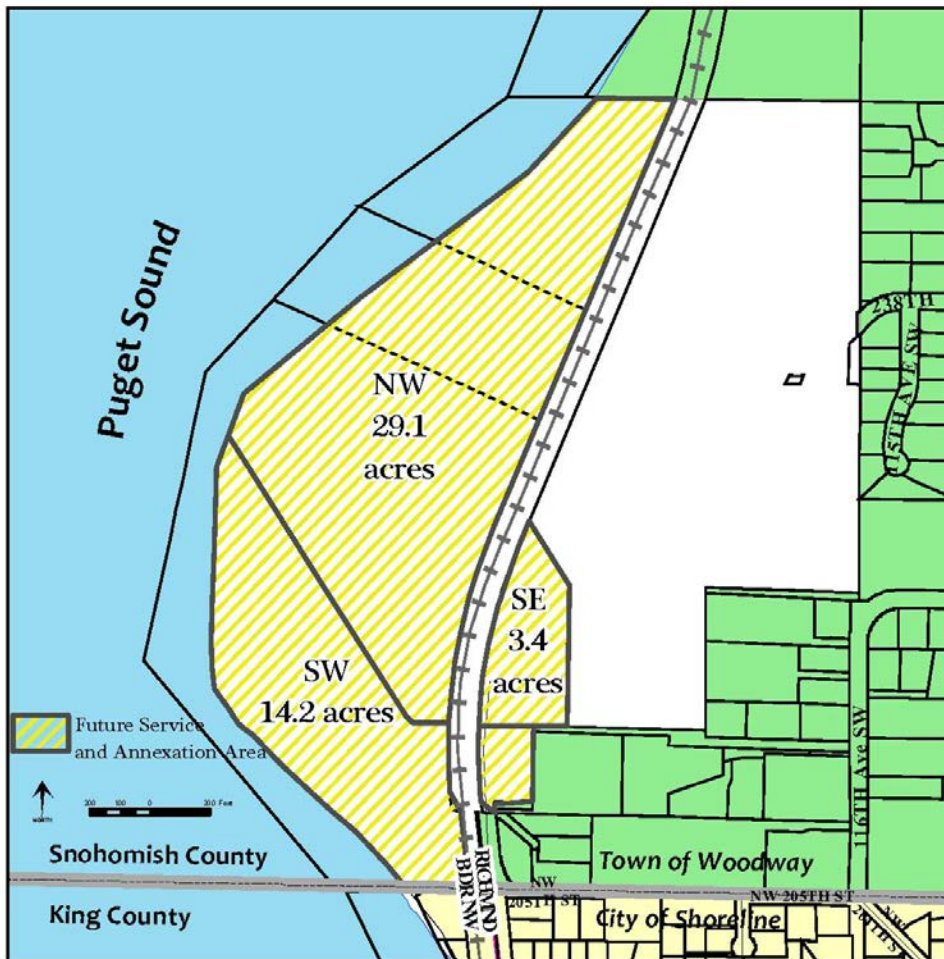


Fig. 3 – City of Shoreline Future Service and Annexation Area

A Future Vision for Point Wells

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation Corridor Study and Mitigation

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

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

Corridor Study

The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. If a potential alternative access scenario is identified, it should be added to the corridor study. The Study should also evaluate and identify expanded bicycle and pedestrian safety and mobility investments, and identify “context sensitive design” treatments as appropriate for intersections, road segments, block faces, crosswalks and walkways in the study area with emphasis on Richmond Beach Road and Richmond Beach Drive and other routes such as 20th Ave. NW, 23rd Place NW, NW 204th Street and other streets that may be impacted if a secondary road is opened through Woodway.

Implementation Plan

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

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

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

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

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

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

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

Policy PW-12 In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment. As a separate limitation in addition to the foregoing, the maximum number of new vehicle trips a day entering the City's road network from/to Point Wells shall not exceed the spare capacity of Richmond Beach Road west of 8th Avenue NW under the City's .90 V/C standard based on Richmond Beach Road being a 3-lane road (the .90 V/C standard may not be exceeded at any location west of 8th Avenue NW along Richmond Beach Road).

Policy PW-13 The City should adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane or less for an improved roadway consistent with pedestrian and bike standards and a V/C ratio not to exceed 0.90 on

Richmond Beach Road, measured at any point, west of 8th Avenue NW assuming a three-lane roadway consistent with the City's Transportation Master Plan and Capital Improvement Plan. The applicable V/C standards shall not be exceeded on either of these road segments.

Interjurisdictional Coordination

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

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

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

Policy PW-14 ~~13~~ *The City should work with the Town of Woodway, City of Edmonds, 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.*

Policy PW-15 ~~14~~ *In the event that development permit applications are processed by Snohomish County, the City should use the policies in this Subarea Plan as guidance for identifying required mitigations through the SEPA process and for recommending changes or additional permit conditions to achieve greater consistency with the City's adopted policies.*

Development Review Process Team Meeting Minutes – November 17, 2016

PRESENT: Paul Cohen, Tricia Juhnke, Bob Earl, Randy Witt, Ray Allshouse, Jarrod Lewis, Rachael Markle, Dan Eernisse, Lisa Basher

1. Improve DRT – Rachael and Randy

Rachael and Randy have been working together to come up with ways to improve DRT and make it more productive. Randy distributed a document called 'Improving DRT'.

It was noted by staff that Lisa's last day would be December 30, and that going forward, the role of the Admin for DRT would be expanding. Linda Pearl will continue to alternate with the new admin staff that replaces Lisa in PCD, and the admin will take over arranging the DRT agenda and coordinating the meetings, as well as preparing the notes for the meetings. The handout details the roles of the two admin staff, and I have included this information below:

- The preparation of the meeting agenda, notes/action items and assignment reminders will be alternated between the PCD and PW Administrative Assistants (AA).
- Agenda items for the next meeting and action items are agreed upon at the end of the meeting.
- The notes are prepared by the AA #1.
- AA #2 develops the next meeting agenda, sets automatic reminders to staff and supervisor for assignment completion dates.
- AA #2 circulates agenda and completed assignments to Directors for verification / changes, then sent to entire group.
- AA #2 prepares notes for meeting
- AA #1 takes agenda items and action items and repeats for following meeting.

For their part, members of DRT will be expected to:

- Complete their assignments within the time agreed upon for distribution in advance of the meetings.
- Maintain the parking lot of future topics, prioritize them for future meetings.
- Come prepared to discuss items, have future items in mind, discuss quickly and concisely, reach agreement or actions on next steps, etc...
- Find agreement where possible, but where there are policy differences that don't seem resolvable, "shape" the issues and alternatives for elevation for the PW and PCD to resolve outside of meeting.

Dan Eernisse commented that between Public Works and Planning his observation has been that things get pushed off because of disagreements between Public Works and Planning and maybe we need a final step in the DRT process where someone above the two departments serves as a mediator to negotiate the outcome. Randy responded that him and Rachael have discussed this and

as directors of the two departments they will work together in those situations. He is hoping to prevent most things from going to the City Manager, but they may take something to that level if it is necessary to get to a solution.

Dan E continued to comment that he felt that this solution is more about keeping the agenda going but doesn't solve the issue of trying to work a problem through to resolution. Tracy made the point that that isn't always the goal of this group, but that sometimes it's just an opportunity to address issues that we wouldn't otherwise find a time/opportunity to communicate between departments. Dan clarified that its not really a 'conflict resolution' that hes searching for, but maybe a decision chart would be a more appropriate channel.

Jarrold agreed and reported that often times it is not a conflict that stops progress on things he begins to work on, but the complexity of the problem and how many different divisions or departments could be involved. He finds he will begin working on something and realize that it affects so many people and that they all have different ways of looking the problem. Things quickly become too complicated to move any further. Because of the complexity of the problems that end up coming to DRT he suggested something like a 'decision tree' that would provide a framework for problem resolution:

Jarrold further expanded on this line of thinking;

- a) First we approach something as an open ended conversation.
- b) Then if it feels like it's not getting resolved, it gets put through a more structured process, like a decision tree or an issue paper.
- c) Then it would go to randy and Rachael to resolve as directors and leaders of this group and then;
- d) if necessary it goes to Debbie.

Bob agreed and suggested that it would require creating a schematic with each problem that outlines the interconnectedness of an issue and can be changed without affecting something else.

Dan asked if there was one issue that everyone agrees has to be resolved right now? Randy said he would give a priority to the things that keep recurring. Paul mentioned that its better if we work on one or two things until they get done instead of having several projects going at once that never get fully resolved.

Next meeting: Look at the list of topics that have been on our parking lot for a while and decide which to start with.

Jarrold wanted to bring up a question unrelated to this subject: on the preap process, what has been the historical process of preap meetings in terms of time? Are they an hour or an hour and a half? Everyone agreed that it's always been an hour and a half. Paul suggested that staff can conclude their meeting on time and give the applicant their card to follow up if they are wanting to continue the meeting beyond the 1.5 scheduled time.

ORDINANCE NO. 766

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON
ADOPTING THE 2016 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 13, 2016 regular meeting, the City Council established the 2016 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 2016 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 2016 Comprehensive Plan Annual Docket; and

WHEREAS, the environmental impacts of the 2016 Comprehensive Plan Annual Docket resulted in the issuance of a Determination of Non-Significance (DNS) on October 17, 2016; and

WHEREAS, on November 3, 2016 the City of Shoreline Planning Commission held a study session and on November 17, 2016, the City of Shoreline Planning Commission held a properly noticed public hearing on the 2016 Comprehensive Plan Annual Docket so as to receive public testimony; and

WHEREAS, at the conclusion of public hearing, the City of Shoreline Planning Commission recommended the carry-over of Amendments No. 1 and 2 to the 2017 Docket; recommended the approval of Amendments Nos. 3, 5, 7, and 8; and recommended denial of Amendments Nos. 4 and 6; and

WHEREAS, the 2016 Comprehensive Plan Annual Docket recommended for approval by the Planning Commission includes amendments related to the park

space and an associated impact fee; the essential public facility siting procedures; the Southeast Neighborhoods Subarea; and the adoption of a volume to capacity ratio for Richmond Beach Drive; with amendments recommended for carry-over related to the annexation of 145th Street and the Point Wells Subarea; and

WHEREAS, on December 5, 2016, the City Council held a study session on the 2016 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 2016 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 to Comprehensive Plan. The City of Shoreline Comprehensive Plan is amended as follows:

1. A new policy, policy PR21, is added to Element 7, the Parks, Recreation, and Open Space Element, of the Comprehensive Plan as shown on Exhibit 1 – Amendment No. 3.

2. Policies LU63, LU64, LU65, LU66, and LU67 of Element 1, the Land Use Element, of the Comprehensive Plan are amended as shown on Exhibit 1 – Amendment No.5.

3. Policies T6, PR6, and CD13 of the Southeast Neighborhoods Subarea Plan of the Comprehensive Plan are deleted in their entirety and the existing subsequent policies are renumbered as shown on Exhibit 1 – Amendment No. 7.

4. Appendix A of the Southeast Neighborhoods Subarea Plan is both amended as shown on Exhibit 1 – Amendment No. 7.

5. Page 1 of the Southeast Subarea Plan is amended as shown on Exhibit 1 – Amendment No. 7.

6. A new policy, Policy PW-13, is added to the Transportation Corridor Study and Mitigation section of the Point Wells Subarea Plan of the Comprehensive Plan and the existing policies PW-13, PW-14, and PW-15 in the Interjurisdictional Coordination section of the Point Wells Subarea Plan are renumbered as shown on Exhibit 1 – Amendment No. 8.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 3. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any person or situation.

Section 4. 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 12, 2016.

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2016
Effective Date: , 2016

Exhibit 1 of Ordinance No. 766

2016 Comprehensive Plan Proposed Amendments

The following amendments are proposed for adoption as Ordinance No. 766

Amendment No.3

Policy PR21: 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.

Amendment No. 5

LU63: Require land use decisions on essential public facilities to meet the following criteria to be made consistent with the process and additional criteria set forth in LU65

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).

LU64: 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 LU65-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.~~

LU65: Use this ~~interim~~ Siting Process to site the essential public facilities that meet the criteria in LU63 ~~LU60~~ in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

~~Interim~~ EPF Siting Process

1. Use policies LU63 ~~LU60~~ and LU64 ~~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.

LU66: After a final siting decision has been made on an essential public facility according to the process described in LU65 ~~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.

LU67: For EPF having public safety impacts that cannot be mitigated through the process described in LU64-~~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.

Amendment No. 7

Southeast Neighborhoods Subarea Plan

(Delete the following policies.)

~~T6: Implement improvements along 15th Ave. to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.~~

~~PR6: Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood.~~

~~CD13: Improve the area around 145th St. and 15th Ave. with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the City.~~

(Update Southeast Neighborhoods Subarea Plan title)

Southeast Neighborhoods Subarea Plan

~~May 24, 2010~~ December 12, 2016

(Replace Southeast Neighborhoods Subarea Plan map)

Amendment No. 8

Policy PW-13: Adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane or less for an improved roadway consistent with pedestrian and bike standards and a V/C ratio not to exceed 0.90 on Richmond Beach Road, measured at any point, west of 8th Avenue NW assuming a three-lane roadway consistent with the City's Transportation Master Plan and Capital Improvement Plan. The applicable V/C standards shall not be exceeded on either of these road segments.