

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of the 2018 Comprehensive Plan Amendment Docket		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Steven Szafran, AICP, Senior Planner Paul Cohen, Planning Manager 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, with exceptions only in limited situations. Proposed amendments are collected throughout the previous year with a deadline of December 1st for public and staff 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 their recommendation to the City Council for final approval to amend the Comprehensive Plan by the end of the following year.

This year's 2018 Docket was presented to the Planning Commission on February 1, 2018 and contains six (6) City-initiated amendments and three (3) Citizen-initiated amendments.

RESOURCE/FINANCIAL IMPACT:

Docket Amendment #5 (rezone amendment) has the potential to impact the Planning and Community Development Department's work plan and budget. An amendment to the Land Use Designation and concurrent rezone of this scope and size is a major work plan item and staff would be responsible for creating a plan for public involvement, multiple community meetings and outreach, and evaluating the environmental impacts which will require the services of a consultant that would impact the Department's budget.

RECOMMENDATION

The Planning Commission and staff recommend that the Council move to approve the 2018 Comprehensive Plan Amendment Docket with the exclusion of Docket Amendment #5.

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

BACKGROUND

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, city-wide 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.

Proposed amendments are collected throughout the previous year with a deadline of December 1st for public and staff 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 their recommendation to the City Council for final approval to amend the Comprehensive Plan by the end of the following year.

In March 2017, the City Council established the 2017 Comprehensive Plan Final Docket. Prior to the adoption of the 2017 Docket via Ordinance No. 802 on November 14, 2017, which adopted some, but not all, of the 2017 docketed amendments, the Council carried over three items from the 2017 Docket to the 2018 Docket. Those “carried-over” amendments are as follows:

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 Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan.

Comprehensive Plan amendments usually take two forms: Privately-initiated amendments and City-initiated amendments. This year, the Planning Commission was presented with six City-initiated amendments, which include the three amendments carried over by Council from 2017 (shown above). The Planning Commission has recommended the draft Docket (Attachment A) and the City Council is now tasked with establishing the Final Docket which will direct staff’s preparation of amendments that will be adopted later this year.

DISCUSSION

The Planning Commission considered the draft Comprehensive Plan Docket on February 1, 2018 and voted to forward the recommended 2018 Docket to the City Council for consideration. The Planning Commission meeting minutes from February 1, 2018 are included as Attachment B to this staff report. The City received one written public comment regarding the proposed 2018 Comprehensive Plan Docket, which is included as Attachment C. A description and the Planning Commission's recommendation for each of the nine (9) proposed Comprehensive Plan Amendments is shown below:

Amendment #1 (2017 Carry-Over)

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

Analysis:

This amendment was carried over from the 2017 Final Docket. This amendment will amend Policy LU47 which states, "Consider annexation of 145th Street adjacent to the existing southern border of the City".

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

The City is currently working towards annexation of 145th Street. On April 11, 2016, the City Council adopted a preferred design concept for the corridor, and the 145th Street Multimodal Corridor Study Final Report was completed in November 2016. The eastern portion of the corridor (SR 522 to the 145th light rail station) is included in the Sound Transit 3 package for capital improvements that will facilitate Bus Rapid Transit services on SR 522 and SR 523. The City has received grant funds to help fund design of the Interstate-5 interchange improvements and is currently working with partner agencies to develop agreements on how to move forward with construction and funding of the improvements. The corridor west of the Instate-5 interchange will require partnership with other agencies to move the adopted preferred design concept forward.

The corridor is not under the ownership of the City of Shoreline and completion of the corridor improvements will require intergovernmental cooperation, especially with King County and the City of Seattle, the two current owners of the corridor. Future ownership of the corridor could be a matter of consideration as agreements are reached regarding the implementation of the City's preferred design concept.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #2 (2017 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 Transportation 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 has been carried-over since 2013. The City anticipated that the Transportation Corridor Study (TCS) on mitigating adverse impacts from BSRE's proposed development of Point Wells would be completed in 2013 and every subsequent year since. Staff does not anticipate that the Richmond Beach TCS will be completed in 2018 and therefore any recommendations coming out of the study will not be considered by the City Council until at least 2019. However, in the event the TCS is completed this year, maintaining it on the docket will ensure its consideration.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #3 (2017 Carry-Over)

Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan.

Analysis:

The City's Public Works Department is currently in the process of updating the Surface Water Master Plan and the Capital Facilities Element of the Comprehensive Plan. The proposed 2018 Surface Water Master Plan will address drainage and water quality problems associated with population and development growth, increasing regulations, and aging infrastructure within the City. The 2018 Surface Water Master Plan will consolidate information from several different technical manuals and plans in order to develop a plan that will guide the utility for the next five to 10 years.

The 2018 Surface Water Master Plan will help the City develop:

- Levels of Service definition;
- Prioritized asset management improvement strategy;
- Requirements to comply with the 2018-2022 National Pollutant Discharge Elimination System (NPDES) Phase II permit;
- Recommendations for Capital Improvement Projects (CIP);
- Rate structure and financial planning recommendations;
- Policy recommendations for Council consideration;
- Condition Assessment Plan;
- Technical drainage capacity issues memo; and
- Operations and Maintenance Manual.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #4 (Proposed by the Public Works Department)

Consider deleting Appendix D – Master Street Plan from the Transportation Master Plan and replace with reference to the Engineering Design Manual pursuant to SMC 12.10.015.

Analysis:

The City's Public Works Department is proposing various amendments to the City's Master Street Plan which is Appendix D of the Transportation Master Plan. The proposed changes include:

- Delete Appendix D from the Transportation Master Plan; and
- Update all applicable sections of the Comprehensive Plan to reference the Master Street Plan in the Engineering Development Manual (EDM).

The deletion of the Master Street Plan from the Comprehensive Plan will allow the flexibility of the Public Works Department to make adjustments to the Master Street Plan as needed due to street related requirements being located in the Engineering Development Manual.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #5 (Privately Initiated)

Consider amending the land use designation for all parcels designated Low-Density Residential and Medium-Density residential between Fremont Avenue N, Ashworth Avenue N, 145th Street, and 205th Street to High-Density Residential. Conversely, change the zoning of all parcels between the previously mentioned streets from R-6, R-8, R-12, and R-18 to R-24.

Analysis:

This is a privately-initiated amendment (Attachment D). The applicant states that rezoning the above referenced areas will provide a transition between the Aurora Corridor and single-family homes west of Fremont Avenue and east of Ashworth Avenue. Furthermore, single-family zoned property would no longer be adjacent to commercial zoning along the Aurora Corridor which would eliminate the need for transition area development regulations. The above referenced area should also be rezoned since the area is in close, walking distance to mass-transit (Metro Transit E-Line) and other amenities that are available within the Aurora Corridor.

City staff believes this proposed amendment to the Comprehensive Plan Land Use Map and concurrent rezone may be possible and does comply with many of the goals and policies of the Comprehensive Plan. However, a change of this scope is a major work

plan item and staff would be responsible for creating a plan for public involvement since the amount of properties this affects is substantial. This project could be, at a minimum, a two-year project. Also, staff would be responsible for evaluating the environmental impacts of the rezone which may require the services of a consultant that would impact the Department's budget.

Planning Commission Discussion

This amendment generated the most discussion at the February 1, 2018 Planning Commission public hearing. Some Commissioners were interested in the idea of studying the proposed change to the Land Use Designations and concurrent rezone but most of the Commission thought this item should be discussed in a bigger, community-wide planning process.

Most Commissioners were concerned that the proposed area of rezone is much bigger than the area of the 145th and 185th Street Station Subarea plans combined and that this proposed project would impact staff's work plan for 2019-2020.

Planning Commission Recommendation:

Exclude this amendment from the 2018 Comprehensive Plan Docket.

Amendment #6 (Privately Initiated)

Consider amendments to Transportation Policy T44 which clarifies how an Arterial Streets' Volume over Capacity (V/C) ratio is calculated.

Analysis:

This is a privately-initiated amendment to clarify how the City calculates an Arterial Street's Volume over Capacity Ratio (V/C). The applicant's interpretation is that neither the AM or PM peak, one-directional traffic volume may exceed 90 percent (90%) of the arterial's peak AM or peak PM, one-directional capacity. The amendment also clarifies the following items:

- One leg of an arterial intersection may be greater than 90% only at signalized intersections;
- One leg of an intersection refers to that portion of an arterial that is between the signalized intersection and the next nearest intersecting arterial or nonarterial;
- Level-of-Service (LOS) D is not to be exceeded for either the AM or PM peak; and
- Memorializes the grandfathered 1.10 V/C ratio for the specified road segments on Dayton Avenue N and 15th Avenue NE.

The proposed amendments to Policy T44 can be found in Attachment E.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #7 (Privately Initiated)

Consider amendments to the Point Wells Subarea Plan.

Analysis:

This is a privately-initiated amendment to amend and update the Point Wells Subarea Plan. The applicant states that many changes have occurred since the adoption of the Plan in 2010 and should be updated to reflect those changes. The applicant's proposed changes to the Plan are included in Attachment F.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #8 (Proposed by the Planning and Community Development Department)

Consider amending Land Use Designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element to provide clarification.

Analysis:

Staff received concerns from some Councilmembers that the City's Comprehensive Plan Land Use Designations for Mixed-Use 1 and Mixed-Use 2 are too similar and therefore unclear of their differences. Also, these designations are unclear as to which zoning districts implement each Land Use Designation. Staff will propose language and bring back a proposal by the end of 2018.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #9 (Proposed by the Public Works Department)

Consider updates to the Pedestrian System Plan from the Transportation Master Plan

Analysis:

The Pedestrian System Plan will update key arterial and local streets in need of improvement in order to create a network of sidewalks. The Public Works Department has started a year-long process to create a sidewalk prioritization plan, as directed by the City Council. Major components of the process will be to create a system for identifying projects, as well as researching and recommending ways to fund them.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

RESOURCE/FINANCIAL IMPACT

Docket Amendment #5 (rezone amendment) has the potential to impact the Planning and Community Development Department's work plan and budget. An amendment to the Land Use Designation and concurrent rezone of this scope and size is a major work

plan item and staff would be responsible for creating a plan for public involvement, multiple community meetings and outreach, and evaluating the environmental impacts which will require the services of a consultant that would impact the Department's budget.

RECOMMENDATION

The Planning Commission and staff recommend that the Council move to approve the 2018 Comprehensive Plan Amendment Docket with the exclusion of Docket Amendment #5.

ATTACHMENTS

- Attachment A – Planning Commission Recommended 2018 Comprehensive Plan Amendment Docket
- Attachment B – February 1, 2018 Planning Commission Meeting Minutes
- Attachment C – Public Comment Letter
- Attachment D – Amendment #5 Application Proposal
- Attachment E – Amendment #6 Application Proposal
- Attachment F – Amendment #7 Application Proposal



2018 DRAFT 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.

Proposed 2018 Comprehensive Plan Amendments

1. Amend the Comprehensive Plan for 145th Street annexation and all applicable maps. (2017 Carry-over)
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 Transportation Corridor Study as described in Policy PW-9. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13. (2017 Carry-over)
3. Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan. (2017 Carry-over)
4. Consider deleting Appendix D – Master Street Plan from the Transportation Master Plan and replace with reference to the Engineering Design Manual pursuant to SMC 12.10.015. (Public Works)
5. Consider amending the land use designation for all parcels designated Low-Density Residential and Medium-Density residential between Fremont Avenue N, Ashworth Avenue N, 145th Street, and 205th Street to High-Density Residential. Conversely, change the zoning of all parcels between the previously mentioned streets from R-6, R-8, R-12, and R-18 to R-24. (Kellogg)
6. Consider amendments to Transportation Policy T44 which clarifies how an Arterial Street's Volume over Capacity (V/C) ratio is calculated. (McCormick)
7. Consider amendments to the Point Wells Subarea Plan. (Mailhot)
8. Consider amending Land Use Designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element in order to provide clarification. (P&CD)
9. Consider updates to the Pedestrian System Plan from the Transportation Master Plan. (Public Works)

Estimated timeframe for Council review/adoption: November 2018.

DRAFT
CITY OF SHORELINE

SHORELINE PLANNING COMMISSION
MINUTES OF PUBLIC HEARING MEETING

February 1, 2018
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Vice Chair Montero
Commissioner Malek
Commissioner Mork
Commissioner Thomas

Staff Present

Rachael Markle, Director, Planning and Community Development
Paul Cohen, Planning Manager, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Carla Hoekzema, Planning Commission Clerk

Commissioners Absent

Chair Craft
Commissioner Maul

CALL TO ORDER

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

ROLL CALL

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

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of the January 4, 2018 minutes were accepted as presented.

GENERAL PUBLIC COMMENT

Ryan Hager, Katerra Construction, said he was present to brief the Commission on the project that Katerra Construction is currently doing at the old post office site at 175th and 15th. He explained that Katerra is a technology company that is trying to change the way construction is done by prefabricating

as much as possible. The company sources most of its materials and building products, and the goal is to get to a point where the company can self-perform and self-supply everything for its jobs.

Addison Melzer, Katerra Construction, said he is the project engineer on the project at the old post office site. He reported that demolition just started and mass excavation is scheduled for mid-February. They intend to move into concrete work in April, and the cross laminated timber (CLT) panels will be delivered in August. He explained that CLT is a growing trend that is new to the Northwest, and this will be their first CLT podium project. The expected date of completion is November of 2019. He invited the Commissioners to contact them with any questions or comments. He concluded by stating that Katerra wants to be good neighbors to all of Shoreline.

PUBLIC HEARING: SUBDIVISION CODE AMENDMENTS

Staff Presentation

Mr. Szafran reviewed that subdivision processing in the current Development Code is not specific and very unclear. Staff feels it is necessary to articulate the subdivision process to meet State requirements, to respond to the development community, and to provide consistent City administration. He explained that the purpose of a subdivision is to divide land for the purpose of development or sale. Currently, the City has three subdivision categories: short subdivision, formal subdivision and binding site plan. The current code includes criteria for approval, but there are no formal procedures for processing and reviewing applications.

Mr. Szafran reminded the Board that they reviewed the proposed amendments in a study session on January 4th. Since January 4th, staff has not received any comments from the Commissioners or the public regarding the proposed amendments. He reviewed that the proposal is to develop three separate options:

- **Option A – Subdivision without Development.** Land would be subdivided with development to follow separately at a later date. Typically, this process is used when a property owner wants to subdivide land with the intention of selling the newly created parcel(s).
- **Option B – Subdivision with Development.** This option is similar to Option A, but it allows submittal of the building permit, too. The intent of this option is to allow concurrent review of the site development, building, and right-of-way permits after approval of the preliminary plat. The option would benefit developers who want to start the subdivision process, but may not be ready to submit the development permits at the same time.
- **Option C – Consolidated Subdivision.** This option is similar to Option B, but with a concurrent review of the preliminary plat, building, site development and right-of-way permits as one application. For applicants who are ready for full development, this option could potentially save up to seven months in review time.

Mr. Szafran advised that, in addition to the amendments described above, staff is proposing changes to the definitions for “formal subdivision” and “short subdivision.” In 2015, the City Council adopted an ordinance that amended the number of lots in a formal subdivision, but the change was not picked up in

the definition. As proposed, a formal subdivision would be “10 or more lots” and a short subdivision would be “9 or fewer lots.”

Public Testimony

There was no public testimony.

Commission Deliberation and Decision

Commissioner Thomas said she contacted Mr. Szafran prior to the meeting to clarify the differences between Options B and C. Her understanding is that:

- Option A would be utilized by applicants who just want to subdivide a piece of property. Currently, this action would require both a site development permit and right-of-way permit.
- Option B would be utilized by applicants who want to subdivide a property pending development at some point in the future. These applicants may not know exactly what they want to develop on their properties at the time they are subdivided. In this case, the applicant is asking for a preliminary plat application, but he/she will not submit applications for site development, right-of-way or building permits. Once the preliminary plat is decided, an applicant would submit applications for the other permits.
- Option C would allow an applicant to submit applications for all permits at the same time.

Commissioner Thomas suggested that an Item d should be added to Option B to address what happens if an applicant chooses not to proceed with a building permit. Perhaps the application should revert to a subdivision without development (Option A). She felt this would make the difference between Options B and C clearer.

Commissioner Mork asked what would happen if an applicant chooses Option B but then decides not to proceed with building, site development and right-of-way permits for a variety of reasons. Mr. Szafran answered that the applicant could either withdraw the application and start over again or subdivide the property without a building permit (Option A). Commissioner Mork asked how the City would know if an applicant decides not to submit the permits required for Option B, and Mr. Szafran answered that there are time limits, and applications will have to be submitted by certain dates. As the dates approach, the City sends letters to applicant to provide further direction. If a subdivision application expires before the required permits have been obtained, the applicant would be required to start over again.

Commissioner Thomas asked Commissioner Malek to respond to her suggestion to add clarifying language. Commissioner Malek agreed that the language could be changed in a variety of ways to make it easier to use and more transparent. However, he would support the proposed language, as written, if staff is confident and comfortable with its application.

Mr. Cohen said the current code refers to criteria and procedures, but then no procedures were provided. Over the past several years, staff has administered the subdivision code in a traditional way (similar to

Option A), starting with preliminary short plat approval, followed by the site development and right-of-way permits that are required before the final plat is approved. Option B is similar, except following the preliminary short plat approval, an applicant can submit applications for site development, right-of-way and building permits at the same time. Option C allows an applicant to submit applications for the short plat, site development, right-of-way and building permits at the same time. All four permits would be reviewed concurrently. The idea is to accommodate the various needs of developers. With all three options, recording of the final plat must be done separately at the end. He explained that as projects move forward, lot lines sometimes have to be adjusted, and having final plat approval at the end allows the wiggle room necessary to make these slight changes.

Commissioner Malek asked how difficult it would be to revise the language if developers find it difficult to understand. He likes the idea of making the language more intuitive and descriptive, but he does not have any proposed language for the Commission to consider. He suggested that they move the amendment forward as presented, recognizing that changes can be made at a later date to provide greater clarification.

Mr. Szafran reminded the Commission that the Planning and Community Development Department offers handouts at the front counter for potential applicants that are more descriptive and written in layman's terms. A handout could be created to provide more descriptive information relative to subdivisions. These handouts are also available on the City's website. Mr. Cohen said the City is working to implement more opportunities for on-line applications, and the intent is to start electronic plan review sometime this year, as well. He agreed to review the terms used in the proposed language again to make sure they are clear and easy to explain to applicants.

Mr. Cohen explained that the review process for short plats and formal plats are different. Currently, formal plats must be reviewed by the Hearing Examiner and approved by the City Council. The 2018 batch of Development Code amendments will include an amendment that simplifies the process to be consistent with recent changes in State law that allow cities to administratively approve formal plats. This change will significantly reduce the time of processing.

Mr. Cohen also pointed out that the current code uses the terms "long plat" and "formal plat" interchangeably. Staff will also put forth an amendment to clean up the language, using the term "formal plat" only.

Given that the subdivision code will be revised again before the end of 2018, Commissioner Thomas said she would support the language as proposed in the amendment, recognizing that it could be updated and made clearer if necessary. Mr. Cohen suggested that when the proposed amendments are presented to the City Council, it might be helpful to back up and provide more details about the subdivision process, right-of-way permits, site development permits, building permits, etc.

COMMISSIONER THOMAS MOVED THAT THE COMMISSION ACCEPT THE PROPOSED SUBDIVISION CODE AMENDMENTS AS PRESENTED IN THE STAFF REPORT AND RECOMMEND THAT THE CITY COUNCIL APPROVE THEM AS WRITTEN. COMMISSIONER MALEK SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

STUDY ITEM: 2018 COMPREHENSIVE PLAN DOCKET

Mr. Szafran reviewed that the State Growth Management Act (GMA) limits review of Comprehensive Plan amendments to no more than once per year. The State also requires that the City create a list or docket of amendments that may be considered each year. Nine amendments have been proposed for 2018. He reviewed each of the amendments as follows:

- **Amendment 1** would amend the Comprehensive Plan for the 145th Street annexation and change all applicable maps. The amendment is a carryover from the 2017 docket. Staff is recommending that this amendment be placed on the 2018 docket.
- **Amendment 2** is also carried over from the 2017 docket. As proposed, it would consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect outcomes of the Richmond Beach Transportation Corridor Study. It would also consider amendments that could result from the development of interlocal agreements. Staff is recommending that this amendment be placed on the 2018 docket.
- **Amendment 3** would consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan. The Public Works Department is in the process of updating these two documents. Staff is recommending that this amendment be placed on the 2018 docket.
- **Amendment 4** would consider deleting Appendix D (Master Street Plan) from the Transportation Master Plan and replace it with references to the Master Street Plan in the Engineering Design Manual. Deletion of the Master Street Plan will allow flexibility for the Public Works Department to make adjustments to the Master Street Plan anytime during the year without the limitations associated with Comprehensive Plan amendments. Staff recommends that this amendment be placed on the 2018 docket.
- **Amendment 5** would consider amending the land use designation for all parcels designated Low-Density Residential and Medium-Density Residential between Freemont Avenue N, Ashworth Avenue N, 145th Street and 205th Street to High-Density Residential. Conversely, the amendment would consider changing the zoning of all parcels between previously-mentioned streets from R-6, R-8, R-18 to R-24. This amendment was privately initiated. Staff believes this proposed amendment to the Comprehensive Plan and concurrent rezone is an interesting idea that complies with many of the goals and policies in the Comprehensive Plan. However, a change of this scope and size is a major work plan item, and staff would be responsible for creating a plan for public-involvement because the amount of properties within the area are substantial. Staff would also be responsible for evaluating the environmental impacts of a rezone this size, which may require the services of a consultant that would impact the department's budget. Because the amendment would require a considerable amount of staff time and resources, staff is not recommending that it be placed on the 2018 docket.
- **Amendment 6** is a private request to consider amendments to Transportation Policy T44 to clarify how an arterial street's volume over capacity ratio (V/C) is calculated. The applicant's

interpretation is that neither the AM or PM peak one-directional traffic volume may exceed 90% of the arterial's peak AM or PM one-directional capacity. In addition, the amendment would clarify other items in Policy T44 as outlined in Attachment C of the Staff Report. Staff is recommending that the amendment be placed on the 2018 docket.

- **Amendment 7** is also a private request to consider amendments to the Point Wells Subarea Plan. The applicant states that many changes have occurred since adoption of the plan in 2010, and the proposed changes are shown in Attachment D of the Staff Report. Staff recommends that this amendment be placed on the 2018 docket.
- **Amendment 8** would consider amending land use designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element to provide clarification. Staff received concerns from certain Council Members that the policies are vague and unclear when it comes to conforming zoning designations, and it is difficult to distinguish between the two designations when trying to determine which zoning categories implement each of the designations. Staff recommends that this amendment be placed on the 2018 docket.
- **Amendment 9** would update the Pedestrian System Plan of the Transportation Master Plan. The Pedestrian System Plan updates key arterial and local streets in need of improvement in order to create a network of sidewalks. The Public Works Department has started a year-long process to create a sidewalk prioritization plan, as directed by the City Council. Major components of the process will be to create a system for identifying projects, as well as researching and recommending ways to fund them. Staff recommends that this amendment be placed on the 2018 docket.

Commissioner Mork asked if the public would be able to comment on future amendments to the Master Street Plan if Amendment 4 is adopted. Mr. Szafran answered that if the Master Street Plan is moved to the Engineering Design Manual, changes could be made administratively at any time without a public hearing. He explained that the Master Street Plan contains technical information such as sidewalk widths, etc. Director Markle said the idea is that citizens would comment relative to the Transportation Master Plan, which contains the policies that direct how the Master Street Plan is ultimately implemented. However, it is her understanding that amendments to the Engineering Design Manual are published on the website, and citizens would be invited to provide comment. However, there would not be a formal public hearing.

Commissioner Mork asked if the same thing would apply if Amendment 9 related to the Pedestrian System Plan is approved. Mr. Szafran clarified that the Pedestrian System Plan would remain in the Comprehensive Plan.

Mr. Szafran reminded the Commission that, at this time, they are only being asked to make a recommendation relative to whether or not an amendment should be included on the 2018 docket. Those items that are included on the docket would be studied further and a public hearing would be held before the amendments are ultimately approved by the City Council.

Commissioner Mork recognized that the proposed Amendment 5 would require significant staff time and resources. She asked if staff has talked with the applicant regarding an alternative process for moving the request forward. Commissioner Malek commented that the applicant spent a considerable amount of time, energy and thoughtfulness to develop the amendment. He asked what process is in place so that the proposal can eventually be considered rather than simply shelved.

Public Comment

Tom Mailhot, Shoreline, said he submitted proposed Amendment 7, which asks the City to do a general revision of the Point Wells Subarea Plan to recognize changes that have occurred since the plan was originally written. He said he identified over 20 different areas where the wording should be updated to account for recent changes, such as the Town of Woodway annexing the upland portion of the property and Snohomish County now requiring a second access road for the lowland portion of the property through Woodway. He summarized that Amendment 7 is good housekeeping, and he urged the Commission to follow the staff's recommendation to place the amendment on the 2018 docket for further review.

Mr. Mailhot also urged the Commission to follow the staff's recommendation to place proposed Amendment 6 on the 2018 docket. This amendment by Mr. McCormick asks for some changes to Transportation Policy T44 to clarify how the volume over capacity (V/C) ratio is calculated for arterial streets. He explained that the V/C ratio is a key tool the City uses to recognize when a proposed development will cause one of the City streets to function unreliably. It's important that the ratio be carefully calculated because an inaccurate calculation can cause the City to allow more traffic than a street can safely handle.

Continued Commission Discussion and Action

COMMISSIONER MALEK MOVED THAT THE COMMISSION ACCEPT STAFF'S RECOMMENDATION TO INCLUDE AMENDMENTS 1 THROUGH 4 ON THE 2018 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER THOMAS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

Commissioner Mork said she understands staff's concern about the time and resources required to implement Amendment 5. However, given the amount of time and thought put into preparing the amendment, it would be appropriate for the City to provide feedback to the applicant as to what could be done to move the concept forward at some point in the future.

Commissioner Malek asked what it would take for staff to conduct a cursory review of the proposed amendment. Mr. Szafran responded that if the Commission recommends that it be placed on the docket, the City Council would look at the City's work plan to determine if staff has the time and resources to evaluate the proposal. Moving the amendment forward would require a process similar to what was used for the Light Rail Station Subareas, which took 2.5 years. If the City Council sees capacity and time in the department's work plan, the proposal could be added.

Vice Chair Montero noted that community support would be needed to bring the concept forward. Commissioner Thomas pointed out that, unless people have been paying very close attention to the

Commission's agenda, they would not know about the proposed amendment. She reminded the Commission of the significant discussions that need to go forward about housing and housing choice. Perhaps the concept outlined in the proposed amendment could be part of that discussion. She expressed her belief that City staff is very respectful and responsive in how they communicate to the members of the public who propose amendments to the Comprehensive Plan. Staff can explain that although there is insufficient time and resources to move the concept forward in 2018, the applicant could resubmit the proposal for consideration the following year. She noted that there are still some hot-button topics that have not been included on the 2018 work plan, and the concept outlined in Amendment 5 is something new. She said she does not support including it on the 2018 docket with the expectation that it would move forward next year.

Commissioner Mork reviewed that the Commission is being asked to forward a recommendation to the City Council on whether or not the nine amendments should be on the 2018 docket, but the City Council will make the final decision. If the Commission recommends that Amendment 5 be included on the 2018 docket, the City Council could pull it off if they do not feel the City had the depth to move it forward. She asked if the City Council could add it to the 2018 docket, even if the Commission recommends that it not be included. Mr. Szafran answered affirmatively and noted that all nine of the proposed amendments would be presented to the City Council, and they will set the final docket.

Commissioner Malek said he is enamored with the concept proposed in Amendment 5. In the past, the Commission has discussed the idea of allowing duplexes, accessory dwelling units, etc. in the single-family residential (R-6) zones as a way to provide more housing opportunities and types. He said he would much rather see the density within walking distance of commercial property and along Highway 99. He expressed his belief that the City cannot afford not to look at this option, given the goals and the timelines in the Comprehensive Plan for addressing housing needs. As mentioned by staff, the proposal is consistent with the goals and policies of the Comprehensive Plan. His feeling is that they should pass it forward to the City Council and let them make the decision based on budgetary constraints.

Commissioner Thomas reviewed that the City has done a lot of work over the last few years with subarea planning and densities near high-capacity light rail stations has been significantly increased. She voiced concern about changing the zoning in another area that is already mostly Mixed Business 1 and 2. With the current Comprehensive Plan land use designation, property owners within this area can already request an upzone. She reminded them that the budget gets passed in December for the entire year, and she does not see that the City Council could easily amend it to fund the amendment. She is also concerned about diluting the type of development the City may want near the light rail stations if such a wide area is opened up for high-density residential. She would not support moving the amendment forward to Council at this time. The Commission's job is to think about what is reasonable given their thought processes and knowledge of the budget and staffing. She agreed with staff that the amendment should not be included in the 2018 docket.

Commissioner Montero agreed this is a huge task to take on this year, given all of the items already on the work program. He suggested that the amendment come back next year. In the meantime, they could test out the community to see if there would be support for the proposed changes.

COMMISSIONER THOMAS MOVED TO SUPPORT STAFF'S RECOMMENDATION TO NOT INCLUDE AMENDMENT 5 ON THE 2018 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MORK SECONDED THE MOTION, WHICH CARRIED 3-1, WITH COMMISSIONER MALEK VOTING IN OPPOSITION.

Commissioner Thomas suggested that Amendment 5 could be resubmitted next year with demonstration of community support. If the concept has strong support from the community, there is an opportunity to move it forward as part of the 2019 docket. She thanked the person who submitted the proposed amendment for the thoughtful process that was used.

COMMISSIONER MALEK MOVED TO ACCEPT STAFF'S RECOMMENDATION TO INCLUDE AMENDMENTS 6 THROUGH 9 ON THE 2018 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER THOMAS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

DIRECTOR'S REPORT

Director Markle reported that last October Snohomish County sent the developer (BSRE) of the Point Wells site a letter saying they needed all of the missing information and that all corrections to the permit application must be made by January 8th. BSRE submitted a letter on January 12th requesting an extension, and the County responded on January 24th that there would be no more extensions and the application must be processed by June 30th. Snohomish County's process has the application going before the hearing examiner in mid-May. Shoreline staff is working to understand what needs to be reviewed and preparing to participate in the public hearing before the hearing examiner. The application is going forward with no Environmental Impact Statement (EIS), which is a requirement for the project. It will be interesting to see what the ultimate recommendation looks like. There is a chance that the developer will try to appeal the decision for no extension, so that may change the timeline. The City is currently seeking to "gain standing" to enter into interlocal agreements with Snohomish County for annexation of the area.

Director Markle briefly reviewed the development list, which is over \$1 million in valuation. She highlighted the Alexon Project; the Shoreline Development Company Project at the old post office site; the new fire station; a 3-story, 16-unit apartment building in the 145th Street Station Subarea; a 3-story, 31-unit apartment building in the 185th Street Station Subarea; and an 84-unit townhome project in the 145th Street Station Subarea.

Director Markle announced that the Lynnwood Link Extension had a pre-application meeting for its Critical Area Special Use Permit on Ronald Bog mitigation. A lot of environmental mitigation for the light rail project will be focused in this area.

Director Markle advised that the Sears property has been sold, and staff has met with the developer. It is anticipated that redevelopment will move forward quickly, with permits coming in starting in late 2018. The buyer has seen the City's vision and is interested in hearing more feedback from the community. She encouraged Commissioners to participate in the community survey related to the project at www.shorelineplace.com.

Mr. Cohen provided additional information on the status of the Alexon Project, which consists of a new set of plans. While similar to the previous proposal, there have been some minor design changes and the number of units has increased from 309 to 324. The applicant has gone through administrative design review and submitted building plans. Staff will complete its initial review of the building plans within the next few weeks. The applicant must still obtain a State Environmental Policy Act (SEPA) determination, which will focus primarily on transportation mitigation. The applicant is working with the Public Works Department to come up with a design for the changes that will be needed at the triangle. A boundary line adjustment will also be needed to reduce the internal property lines before a permit can be issued. At this point, there is no timeline for when development will start.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports or announcements from Commissioners.

AGENDA FOR NEXT MEETING

As there were no agenda items for the February 15th meeting, the meeting may be cancelled.

ADJOURNMENT

The meeting was adjourned at 8:05 p.m.

William Montero
Vice Chair, Planning Commission

Carla Hoekzema
Clerk, Planning Commission

DRAFT

From: [Plancom](#)
To: [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Donna Moss](#); [Carla Hoekzema](#)
Subject: FW: [EXTERNAL] My proposed comprehensive plan amendment
Date: Wednesday, January 31, 2018 8:50:50 PM

From: Tom McCormick[SMTP:TOMMCCORMICK@MAC.COM]
Sent: Wednesday, January 31, 2018 8:50:31 PM
To: Plancom
Cc: Debbie Tarry; Kendra Dedinsky; Steve Szafran; Lisa Basher; Tom Mailhot
Subject: [EXTERNAL] My proposed comprehensive plan amendment
Auto forwarded by a Rule

Planning Commissioners:

As you may know, I proposed an amendment for inclusion on the 2018 comprehensive plan docket. My proposal would revise language concerning the City's 0.90 volume to capacity ratio. I am out of the country, so I cannot attend Thursday's meeting to speak in support of both my proposal, and Tom Mailhot's proposal re the Point Wells subarea plan. I am pleased that staff supports placing both of our proposals on the 2018 docket, and I ask for your vote to recommend to the City Council that our two proposals be placed on the docket.

Thank you.

Tom McCormick



City of Shoreline

Planning & Community Development

17500 Midvale Avenue North Shoreline, WA 98133-4905

Phone: (206) 801-2500 Fax: (206) 801-2788

Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov

Permit Hours: M - F * 8:00 a.m. to 4:00 p.m.

Attachment D

Attachment B

COMPREHENSIVE PLAN GENERAL AMENDMENT APPLICATION

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending on December 1st, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

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

Applicant Name Debbie Kellogg

Address PO Box 65102 City Shoreline State WA Zip 98155

Phone (206) 774-7970 Fax _____ Email kellogg.debbie@gmail.com

Proposed General Amendment - This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~striketrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

See attached narrative and maps



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

See attached narrative and maps

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

Signature - An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Application Signature

Debra L. Kelly

Date 12/1/2017

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

PROPOSAL:

SMC 20.30.320 provides that a rezone may be approved if it meets the following criteria:

- 1) The rezone is consistent with the Comprehensive Plan; and
- 2) The rezone will not adversely affect the public health, safety or general welfare; and
- 3) The rezone is warranted in order to achieve consistency with the Comprehensive Plan; and
- 4) The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject rezone; and
- 5) The rezone has merit and value for the community.

This comprehensive plan amendment would rezone all low density residential parcels currently zoned less than R-24 (i.e., R-4, R-6, and R-8) to R-24 from Fremont Avenue to the west of Aurora and east to Ashworth Avenue North, with the southern boundary being North 145th Street and the northern boundary North 205th Street. Fremont and Ashworth are 0.25 miles away from the Rapid E bus line and the Interurban Walking/Biking Trail. Walkability to mass transit is considered to be between 0.25 to 0.33 miles, this area would satisfy this standard in that not all local streets in this area are through streets to Aurora Avenue North, necessitating routes that include a slightly longer walk than 0.25 miles. (see attached map).

The streets serving the existing single-family zoned parcels per the Transportation Master Plan are insufficient to support R-48 projects, however, they are sufficient to support R-24 redevelopment. Additionally, the comprehensive housing strategy recommends all land use proposals have as little impact as possible upon infrastructure (e.g., utilities and streets), this proposal would conform with this policy goal.

Shoreline Municipal Code governs the density allowed per street classification. The attached Street Classification Map from the Transportation Master Plan shows that the majority of the proposed R-4, R-6, and R-8 parcels are served by primary or secondary local streets – two spot rezones in the proposed area

changed the zoning to R-24 as the street infrastructure supported this density but not R-48 (see the staff analysis for the requested rezone at R-48).

Many MUZ, RB, and CB zoned parcels are negatively impacted by the R-4, R-6, and R-8 zoned parcels directly adjacent to them. A rezone of all single-family density as identified on the Comprehensive Land Use Map (see attached) would remove certain restrictions in the transition areas. The Shoreline Development Code would be amended as follows:

20.50.021 Transition areas.

~~Development in commercial zones NB, CB, MB and TC-1, 2 and 3, abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements:~~

~~A. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.~~

B. Type I landscaping (SMC 20.50.460), significant tree preservation, and a solid, eight-foot, property line fence shall be required for transition area setbacks abutting R-4, R-6, or R-8 R-24 zones. Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC 20.50.370. The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping and required significant trees. Utility easements parallel to the required landscape area shall not encroach into the landscape area. Type II landscaping shall be required for transition area setbacks abutting rights-of-way directly across from R-4, R-6 or R-8 zones. Required tree species shall be selected to grow a minimum height of 50 feet.

Removing the setbacks positively affects developers of the MUZ, CB, RB, and TC parcels in that:

Recovery of floor space from setback requirements improves their return on investment (ROI). Multi-family residential projects revenue is dependent upon the total square footage of the project, setbacks reduce the revenue anticipated.

Developers also have reduced ROI when maintenance expenses are higher when the setbacks require additional maintenance (the creation of small porches and recesses demand extra attention to maintain the building). The removal of transition area setbacks would address this cost problem.

The negative impact upon ROI for developers of MUZ, CB, RB, and TC affected by transition setbacks creates a barrier for redevelopment of these parcels along the Aurora Corridor, the proposed comprehensive plan amendment would remove this barrier.

Retention of the 8' fencing and landscaping requirements would reduce the impact of the size and scale of MUZ, TC, RB, and CB projects and is consistent with development code for projects outside of the transition zones.

DISCUSSION:

MUZ zoning adjacent to single-family residential zones require setbacks in the height of the building envelope. The subsequent reduction in floor space adversely affects multi-family projects in that the reduced floor space leads to a reduction in the return on investment for the lifetime of the project.

Furthermore, the step backs create higher maintenance costs for the lifetime of the project. These two factors reducing revenue and increasing maintenance expenses discourage the redevelopment of parcels zoned MUZ along the Aurora Corridor.

MUZ projects are eligible for parking reductions under King County policy because of the availability of transit. Rezoning the single family areas in the Aurora Corridor would leverage additional area to capitalize on multi-modal transit (i.e., the Rapid E bus lines and biking on the Interurban Trail) for townhouses.

The modest increase in density to R-24 should increase ridership on the Metro Bus Rapid E line, the area proposed for rezone is one-quarter of a mile (up to one-third of a mile for those dwellings that do not have access to a through street to

Aurora Avenue North). This distance is considered walkable. Additionally, the City of Shoreline has many pedestrian and bicycle projects in the proposed rezone area, the modest increase in density would leverage this investment in promoting more pedestrian walking to catch the Rapid E.

The Rapid E Line is faster than the former Route 358, as well as the fact there are more frequent trips. An increase in ridership would leverage the investment King County, Metro, the State of Washington, and federal government have made in improving this line.

Per the Transportation Master Plan, Route 358/Rapid E is the most utilized mass transit option for the City of Shoreline. Route 358/Rapid E on Aurora Ave North (south to Downtown) has the highest ridership in Shoreline

358 Metro Transit

Scheduled Daily Trips	156
Peak Daily Trips	2,361
Off-Peak Daily Trips	1,521
Night Trips	544
Weekend Trips	5,815
Growth 2007-2010	1%
Shoreline Bus Trips	39%
Shoreline Ridership	49%

SOURCE: 2011 Transportation Master Plan

Because of the small parcel sizes (and subsequently smaller footprint), the rezoned areas should not exceed R-24 to minimize the impact of increased height upon the single family homes within the Aurora Corridor. SMC 20.40.40 defines medium density as: B. The purpose of medium density residential, R-8 and R-12 zones, is to provide for a mix of single-family homes, duplexes, triplexes, townhouses, and community facilities in a manner that provides for additional density at a modest scale.

APPLICABLE COMPREHENSIVE PLAN GOALS

Goal LU I: Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.

The proposed amendment would allow redevelopment of single-family homes or as townhouses.

Goal LU II: Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.

Goal LU V: Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

The Aurora Corridor has long been identified by the City of Shoreline as an area for growth.

LU2: The Medium Density Residential land use designation allows single-family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing.

The proposal would allow all of the above in creating options for more affordable, owner-occupied residences.

Goal H V: Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.

The proposed rezone would provide a less drastic transition between the Town Center and MUZ zoned parcels along the Aurora Corridor.

Goal T II. Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.

The attached bicycle system plan and bicycle improvement project maps demonstrate that a modest increase in density and housing choices will leverage the investment in the bike system.

*Goal T III. Provide **a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.***

The pedestrian system and pedestrian project maps show how a modest increase in density and housing choices will increase utilization transit by increasing the population density along the Rapid E line.

Goal T V. Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.

The proposed rezone should reduce reliance upon privately owned automobiles being utilized to use the bus or walk/bike to retailers along the Aurora Corridor.

Goal T VI. Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.

Providing modest density to encourage more people to walk or to the bus, walk to retailers along the Aurora Corridor would meet the above goal.

TRANSPORTATION MASTER PLAN GOALS AND POLICIES

*Goal T II: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. **Maximize the people-carrying capacity of the surface transportation system.***

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line.

Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line and close to the Interurban Bike Trail.

Policy T2: Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line and bicycle (nonmotorized) path.

10.8. Utilize the Street Classification Map as a guide in balancing street function with land uses. Minimize vehicle through-traffic on local streets. Monitor traffic growth on arterial streets and non-arterial streets and take measures to keep volumes within appropriate limits for each street based upon its classification.

A density increase of R-24 would be within the appropriate limits within the proposed rezone as the majority of these streets are classified as primary or secondary local streets.

10.9. Encourage the use of programs and services that minimize the need to own a car, such as car sharing and increased transit use.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use.

Goal III: Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the

need to own a car and increase transit use. The adverse impacts of the automobile are reduced by this proposed rezone.

Goal T IV: Encourage alternative modes of transportation to reduce the number of automobiles on the road.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use. The numbers of automobiles on the road are reduced by this proposed rezone.

Policy T5: Support and promote opportunities and programs so that residents have options to travel throughout Shoreline and the region using modes other than single occupancy vehicles.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use

BACKGROUND:

A contentious moratorium on RB/MUZ projects directly adjacent to single-family zones was resolved with the creation of set-backs to reduce the impact of building height in 2009. The majority of the parcels affected by this policy lie within the Aurora Corridor. The City of Shoreline invested in the Aurora Corridor and the Interurban Trail to facilitate development. King County invested in the Rapid E bus line to improve the commute to and from Downtown Seattle.

A spot rezone in the proposed area has been approved previously for R-24 at 16520-16522-16526-16530-16532 Linden Avenue North (Ordinance 499) , a complete analysis by the City of Shoreline Community Planning Services staff can be found here: <http://www.shorelinewa.gov/home/showdocument?id=8009>

Key Points from this rezone are:

The purpose of R-24 and R-48 zones, as set forth in Shoreline Municipal Code 20.40.030, is to "provide for a mix of predominately apartment and townhouse dwelling units and other compatible uses."

Under SMC 20.30.060, a rezone is Type C action, decided by the City Council upon recommendation by the Planning Commission. The decision criteria for deciding a rezone, as set forth in SMC 20.30.320, are:

- The rezone is consistent with the Comprehensive Plan; and
- The rezone will not adversely affect the public health, safety or general welfare; and
- The rezone is warranted in order to achieve consistency with the Comprehensive Plan; and
- The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject rezone; and
- The rezone has merit and value for the community.

The R-48 (proposed) rezone proposal is consistent with all of the above Comprehensive Plan Land Use Element Goals and Policies because more intense residential zoning is consistent with the Mixed Use designation and would act as a transition between commercial and lower density residential uses.

However, an R-24 zone (staff recommendation) would allow greater development intensity than the current zoning and be more compatible with the already constructed condo/townhome developments to the south and northwest. The current R-8 zoning category is consistent with the Mixed Use designation; however, the existing detached single-family homes on these sites are not as appropriate a transition to the intense commercial businesses fronting on Aurora Avenue as a multifamily development would be.

R-24 provides a better transition between commercial uses to the east and low-density single-family residential to the west across Linden Ave than does R-8. This section of Linden Avenue, between .N 165th and N 170th, is classified as a local street and should reflect densities that are appropriate for these types of street sections.

The R-48 (proposed) rezone proposal is consistent with all of the above Comprehensive Plan Land Use Element Goals and Policies because more intense residential zoning is consistent with the Mixed Use designation and would act as a transition between commercial and lower density residential uses.

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R-24 provides a better transition between commercial uses to the east and low-density single-family residential to the west across Linden Ave than does R-8. This section of Linden Avenue, between N 165th and N 170th, is classified as a local street and should reflect densities that are appropriate for these types of street sections.

Staff believes the rezone and associated future development will positively affect the neighborhoods general welfare. A rezone to R-24 (staff recommendation), will result in an effective transition from commercial uses on Aurora Ave to high density residential uses to low density residential.

R-8 (current), R-24 (recommended), and R-48 (proposed) zoning maintains consistency with the Mixed Use designation in the Comprehensive Plan. However, as staff reviews the Plan's policies for additional direction, we conclude that the Comprehensive Plan envisions a transition from high intensity commercial zoning along Aurora Ave to lower densities as you transition to the west. The proposal for R-24 meets this long term vision for the area as higher residential densities are expected within this transitioning area and are appropriate between commercial uses and low-density homes.

New development requires improvements to access and circulation through curb and gutters, sidewalks and street frontage landscaping. Allowing this rezone and new development in general improves public health, safety and general welfare

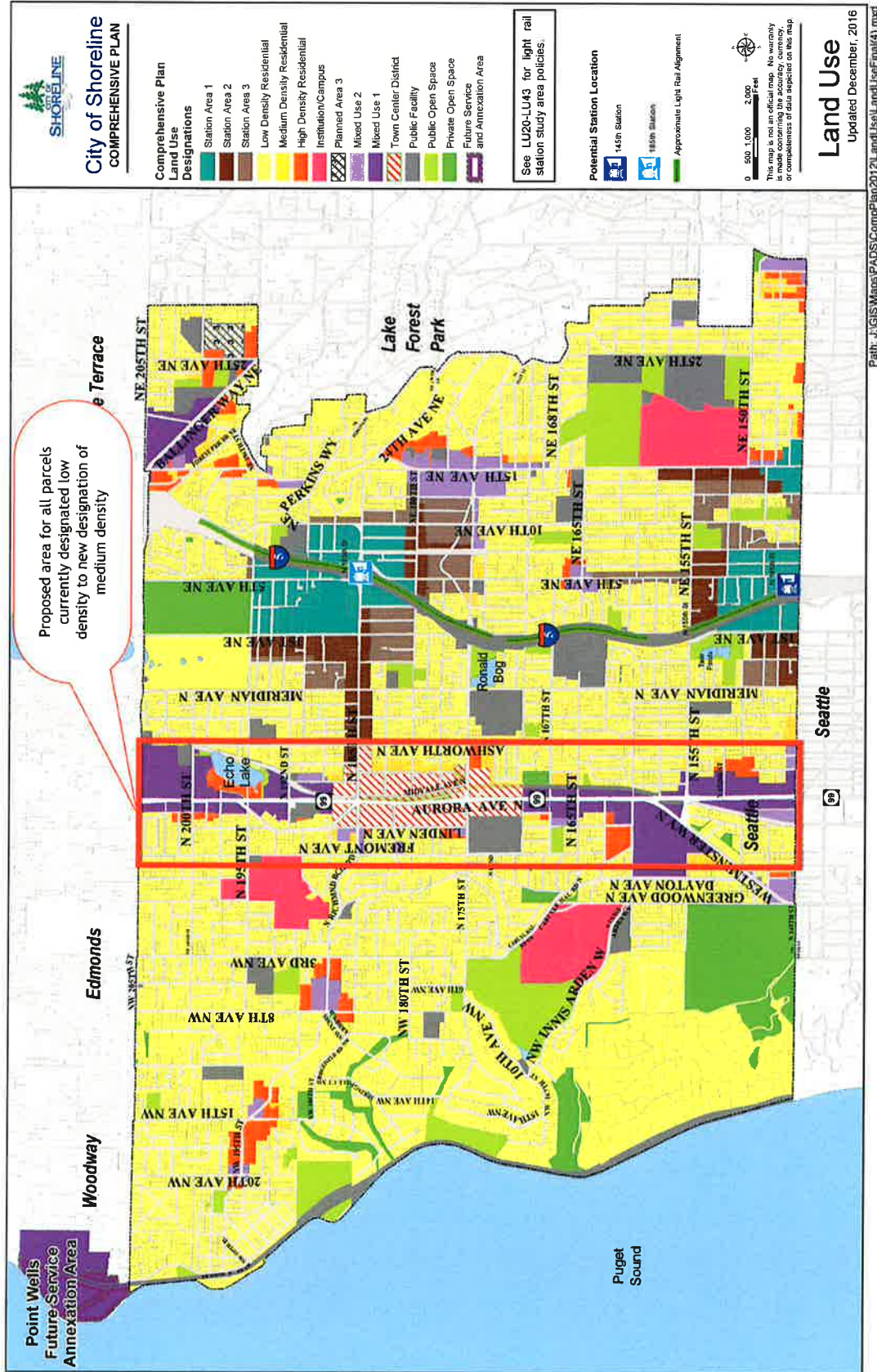
An increase in additional units envisioned by an R-24 zoning designation is not detrimental to the property in the vicinity because appropriate infrastructure is or will be in place, ***the zoning will provide a reasonable transition between commercial and existing low density residential uses, and new development will provide amenities such as curb, gutter, and sidewalk improvements.***

A Second Rezone in the proposed area went before the hearing examiner on November 15, 2017, the recommended zoning for this area once again is R-24. The exact location of this rezone was: 903, 909, and 915 North 167th Street.

<http://www.shorelinewa.gov/Home/ShowDocument?id=33931>

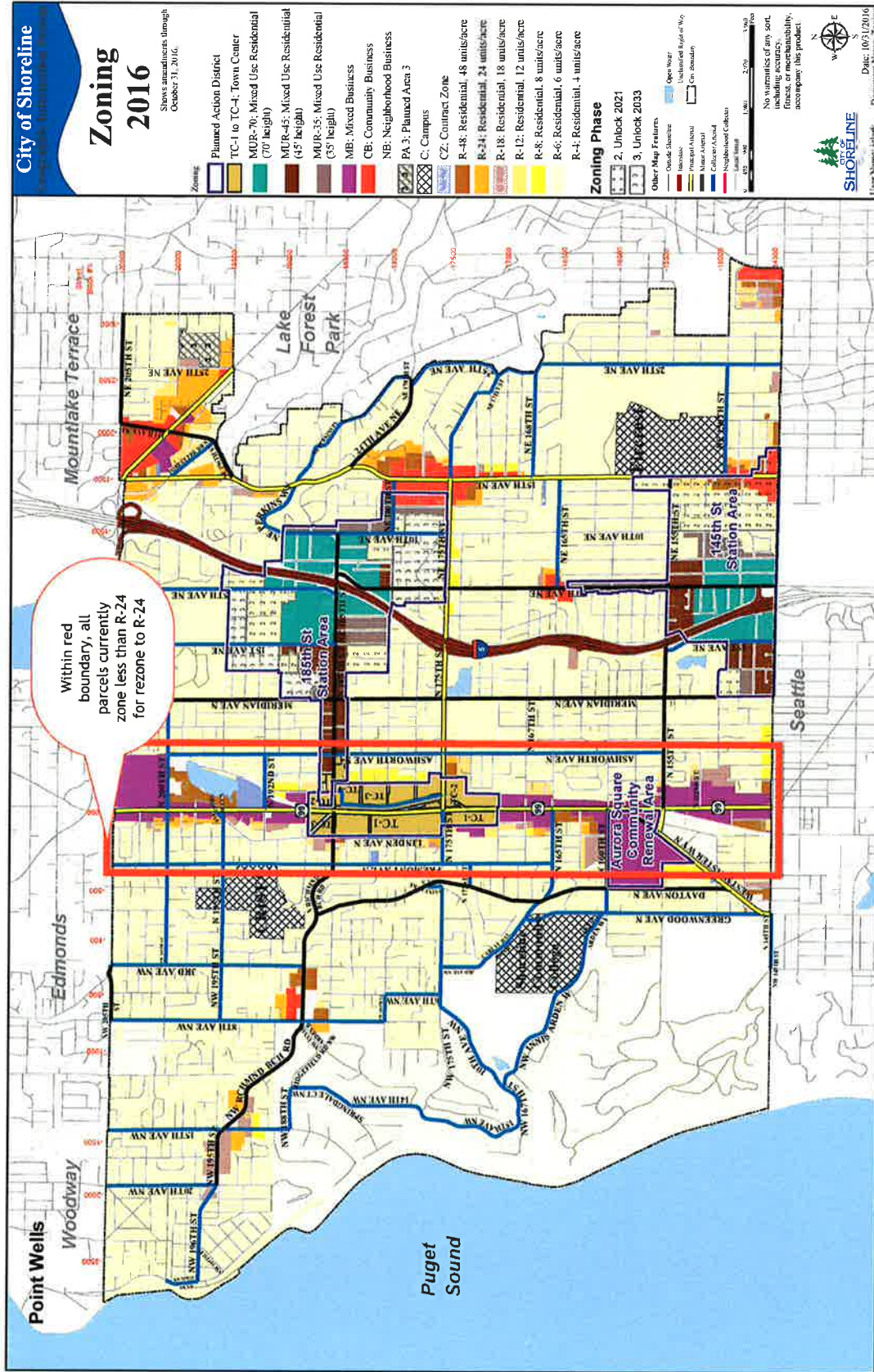
The Department reviewed the proposal and recommends that the rezone be approved. The hearing examiner accepted the conclusion of the Planning and Community Development staff and approved this rezone.

Land Use Designation in Proposed Amendment

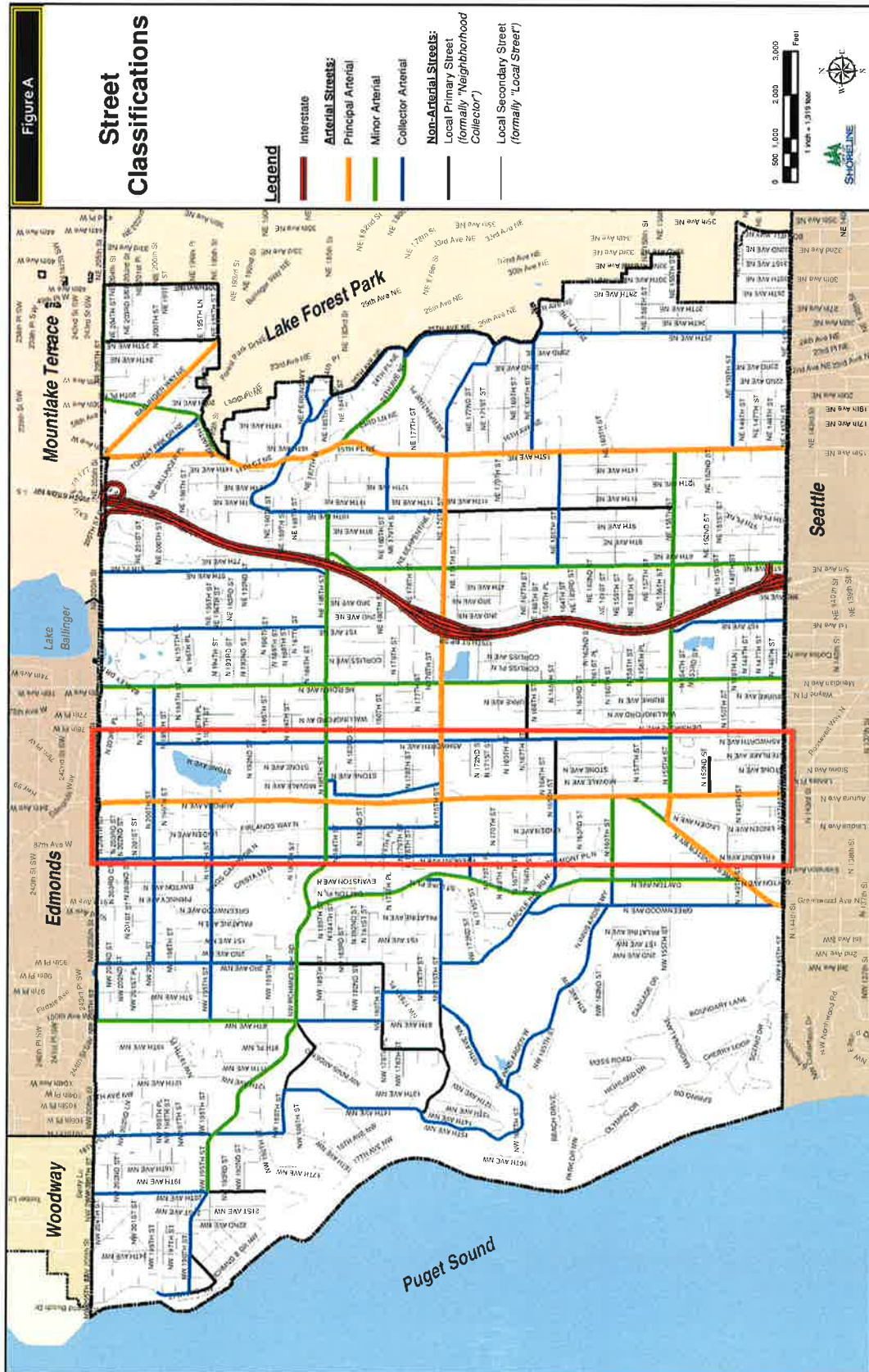


Area for change in Land Use outlined in RED

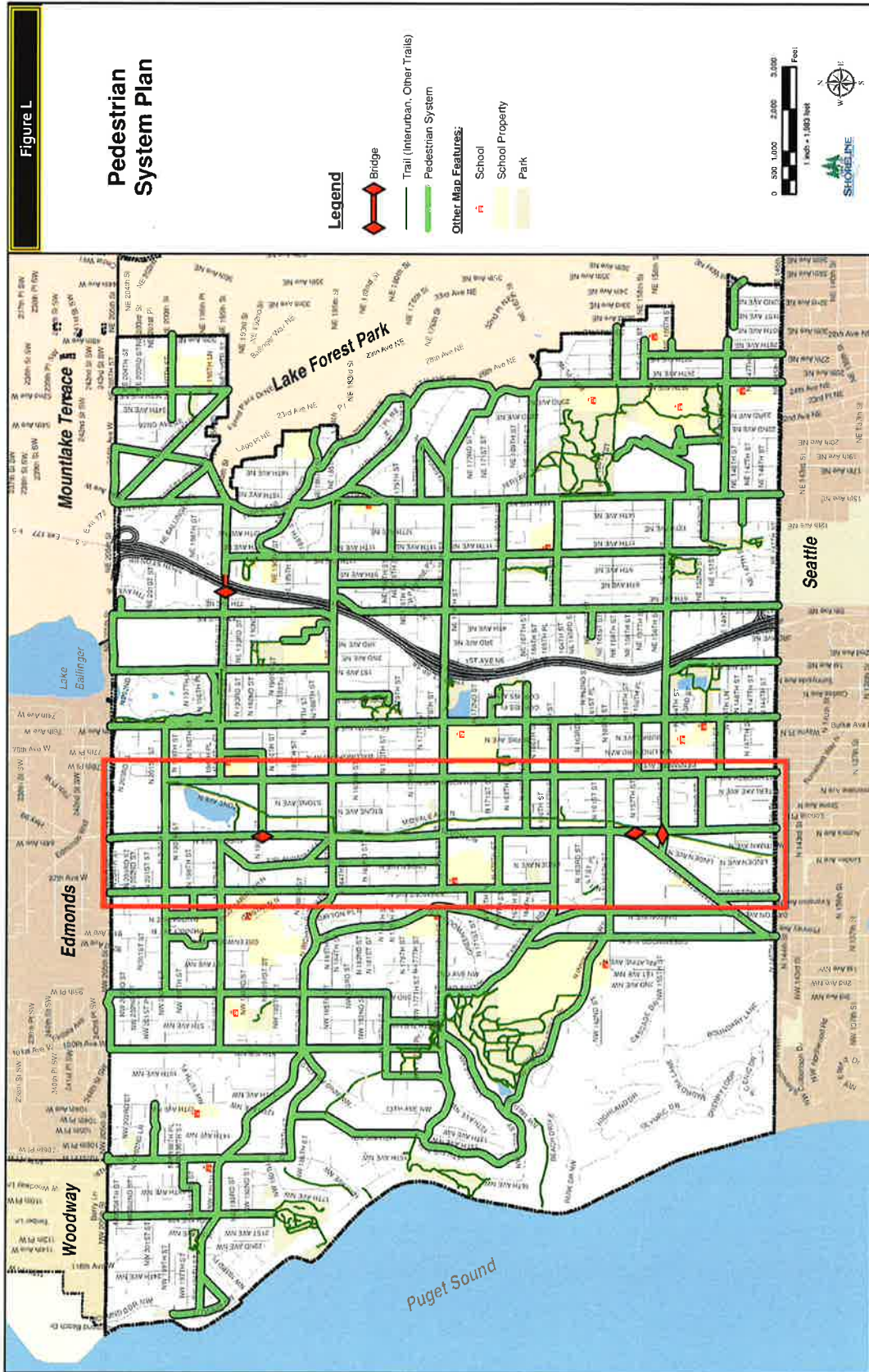
Zoning change in proposed comprehensive plan amendment



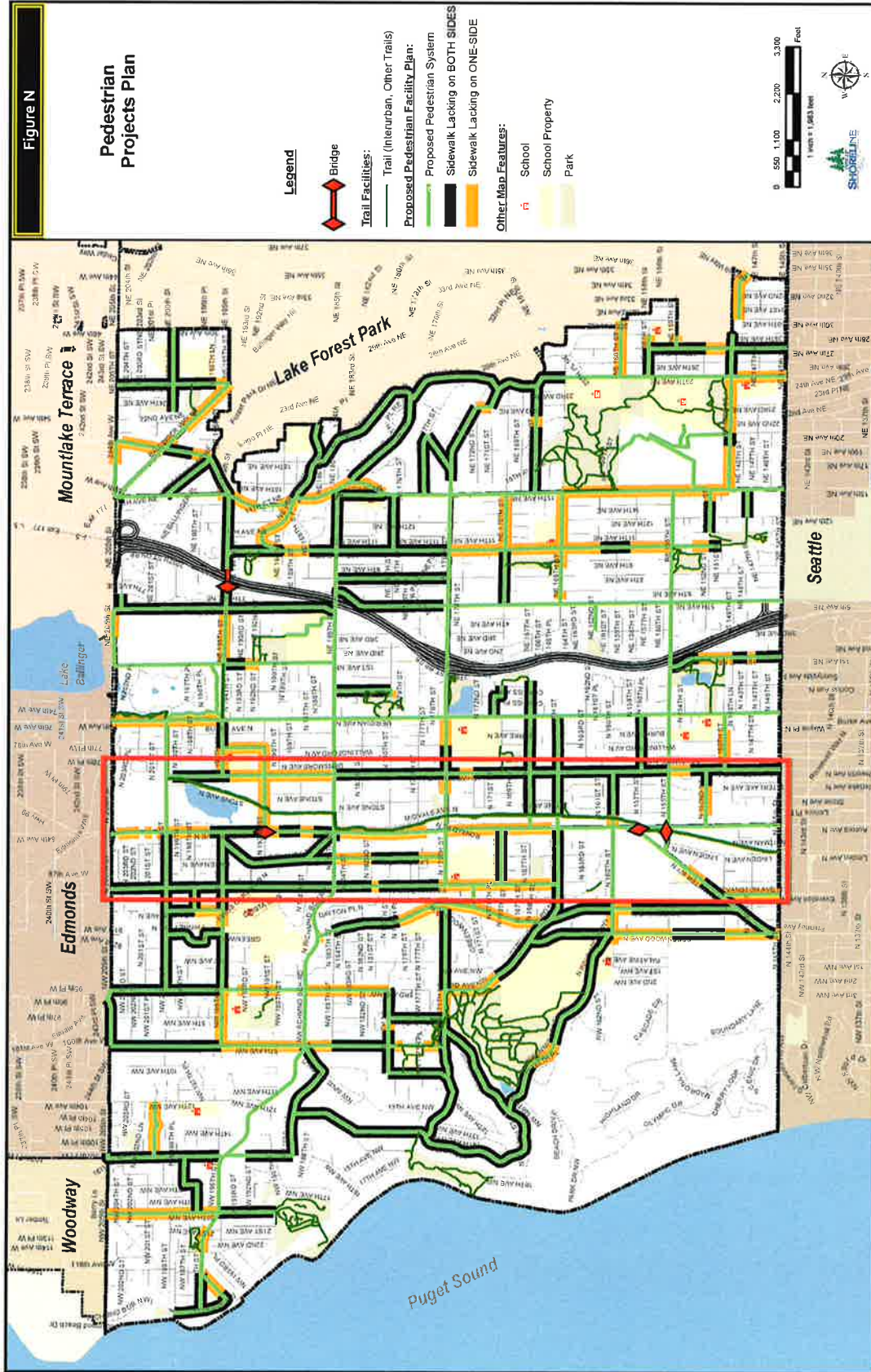
Area for change in zoning outlined in RED



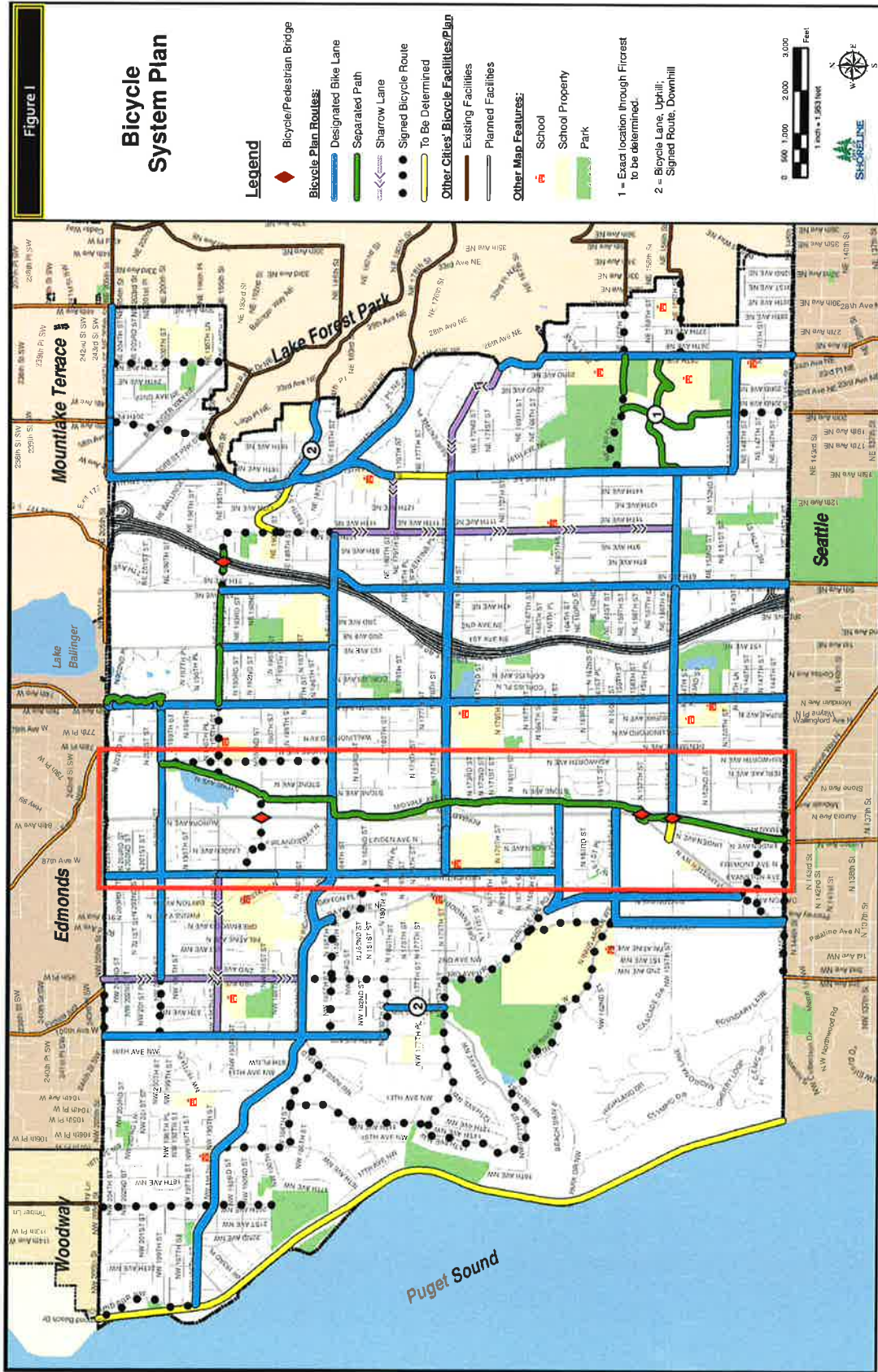
Pedestrian System in Proposed Rezone



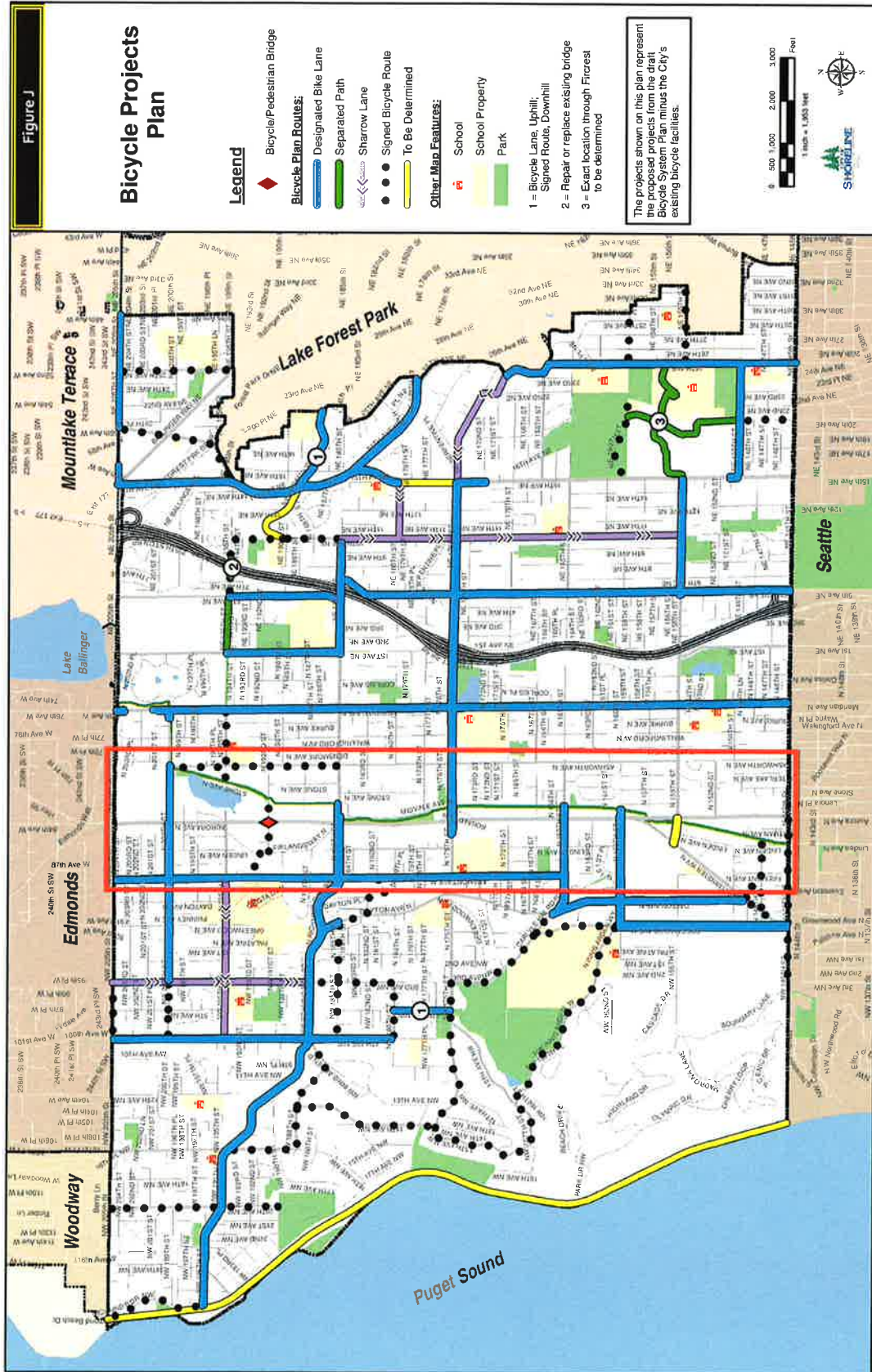
Pedestrian Projects in Proposed Rezone



Bicycle System in Proposed Rezone



Bicycle Projects in Proposed Rezone





City of Shoreline
Planning & Community Development
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Print Form

**COMPREHENSIVE PLAN
GENERAL AMENDMENT
APPLICATION**

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Please attach additional pages to this form, as needed.

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

Applicant Name Tom McCormick

Address 2444 NW 201st Place City Shoreline State WA Zip 98177

Phone 206-915-7755 Fax _____ Email tommccormick@mac.com

Proposed General Amendment - This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~strikethrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

See attached text -- Attachment to Comprehensive Plan General Amendment Application submitted by Tom McCormick on December 1, 2017.

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

Transportation Element, Policy T44.

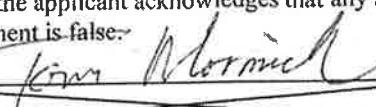
Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment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

This amendment clarifies how an arterial's V/C ratio is to be calculated. Neither the peak AM nor the peak PM one-directional volume may exceed 90% of the arterial's peak AM or peak PM one-directional capacity. Further, the special rule that allows the V/C ratio on a leg of an arterial intersection to be greater than 0.90 if the intersection operates at LOS D or better is revised to clarify that the rule only applies to signalized intersections, and to clarify that a leg of a signalized intersection refers to that portion of the arterial that is between the signalized intersection and the next nearest intersecting arterial or non-arterial street. The amendment also clarifies that the LOS D standard is not to be exceeded for either the peak AM or peak PM.

The amendment also memorializes the grandfathered 1.10 V/C standard for the specified road segments on Dayton Avenue N and 15th Ave NE. These segments had a projected V/C in excess of 0.90 when the V/C standard was first approved by the City Council in 2011 for inclusion in the Comprehensive Plan, and were given grandfathered treatment by the City Council due to the reasons specified in T44. These two grandfathered instances are the only instances where a V/C in excess of 0.90 has been approved by the City Council. If the City or other party seeks to have a V/C greater than 0.90 for any other arterial segment, then the party would need to propose a Comprehensive Plan amendment and, as is normal, have the proposal fully vetted by the Planning Commission and the City Council.

Signature - An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Application Signature



Date December 1, 2017

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

**Attachment to Comprehensive Plan General Amendment Application
submitted by Tom McCormick on December 1, 2017**

Amend Policy T44 of the Comprehensive Plan to read as follows (underlings show additions; strikethroughs show deletions):

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

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

Arterial segments meeting at least one of these criteria are:

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

This Transportation Element contains an alternative LOS standard for segments of two arterials. Upon adoption of the 0.90 V/C standard in 2011, two arterial segments were given grandfathered treatment allowing a V/C ratio not to exceed 1.10, as follows:

- Dayton Avenue N from N 175th Street to N 185th Street (it was determined that widening the arterial segment was not feasible, due to significant topographic constraints), and
- 15th Ave NE from N 150th Street to N 175th Street (it was determined that rechannelization and safety improvements for the arterial segment resulted in acceptable levels of increased congestion in light of the improved operational safety of the arterial segment).

Added by ordinance 730, Adopted by Council December 14, 2015:

Adopt level of service standards for transit, walking and bicycling. Maintain the adopted level of service standards until a plan-based multi-modal concurrency approach is adopted that includes motor vehicles, transit, walking and bicycling transportation measures.

Note: Conforming amendments will need to be made to the TMP (Transportation Master Plan) and the Development Code.

**Attachment to Comprehensive Plan General Amendment Application
submitted by Tom McCormick on December 1, 2017**

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City of Shoreline
Planning & Community Development
17500 Midvale Avenue North Shoreline, WA 98133-4905
Phone: (206) 801-2500 Fax: (206) 801-2788
Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov
Permit Hours: M - F * 8:00 a.m. to 4:00 p.m.

Attachment F
COMPREHENSIVE PLAN
GENERAL AMENDMENT
APPLICATION

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending on December 1st, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

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

Applicant Name Tom Mailhot Tom Mailhot
Address 2432 NW 201st Place City Shoreline State WA Zip 98177
Phone 206 321 5612 Fax _____ Email tmailhot5@gmail.com

Proposed General Amendment - This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~striketrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

Revise the Point Wells subarea Plan to account for changes since it was originally passed. Example: Pt Wells Upper Bluff has been annexed by Woodway



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

Point Wells Subarea Plan

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

Attachment F

*Emailed revisions and explanations to
Steve Szafraan + to pcd@shorelinewa.gov*

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Application Signature

Tom Mackhot

Date

12/1/2017

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Subarea Plan 2 – Point Wells

Geographic and Historical Context

Point Wells is an unincorporated island of approximately ~~100~~ ⁶¹ 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.~~ ²



Figure 1 – Point Wells unincorporated island

[Note: Revise Figure 1 to delete the depicted Upland Area and to show it instead as being part of the Town of Woodway (this revision reflects Woodway's recent annexation of land east of the BNRR).]

¹ All the DEIS documents submitted by the developer list the lowland property as 61 acres. Since Woodway has annexed the upper bluff area, the unincorporated area is now 61 acres, not 100 acres.

² With Woodway's annexation of the upper bluff, the BNRR no longer bisects the unincorporated portion.

~~The lowland area of this unincorporated island (see Fig. 2) is approximately 50 acres in size.³ The only vehicular access to the lowland portion is to Point Wells via⁴ Richmond Beach Road and the regional road network via the City of Shoreline. However, there is potential easterly access through the Town of Woodway connecting to 116th Avenue West.⁵~~

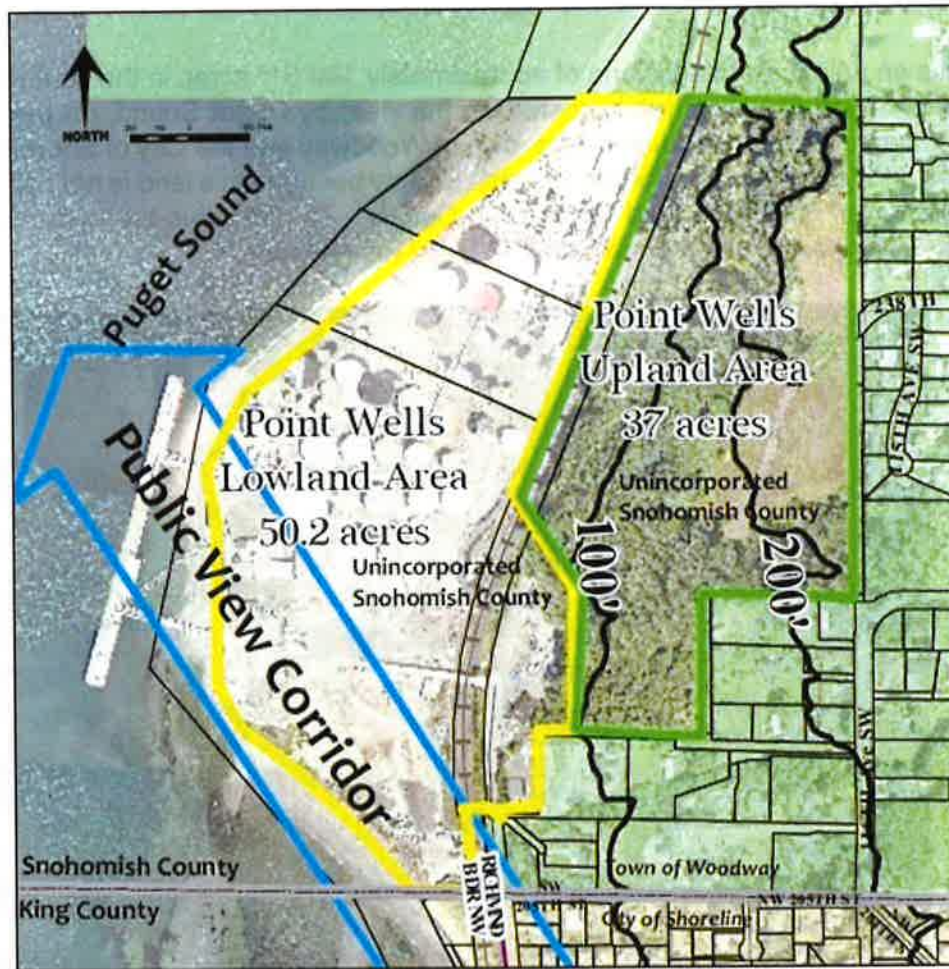


Figure 2—Upland and Lowland Areas at Point Wells

~~[Note: Delete Figure 2 as there is no longer a need to identify the upland area vs. the lowland area. The View Corridor arrow should be moved to Figure 1 or the old Figure 3].~~

~~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.⁶~~

~~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~~

³ With Woodway's annexation of the upper bluff, there is no reason to distinguish between the upland and lowland area of the unincorporated island as the entire island is not the old lowland area.

⁴ Again, no need to reference this as the lowland portion.

⁵ The plan should recognize the second access road likely to be required by Snohomish County.

⁶ With Woodway's annexation of the upper bluff, this paragraph is no longer needed.

~~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.⁷~~

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. Despite the City's opposition, in 2009 Snohomish County rezoned Point Wells as an Urban Center, and in 2010 adopted an Urban Center Development Code that applies to all Urban Centers in Snohomish County.⁸

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.~~⁹

~~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~~ Although there is potential easterly access to Point Wells through the Town of Woodway connecting to 116th Avenue West, presently connect Point Wells is connected 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~~ Point Wells¹⁰ 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.

⁷ Deleted from this section and moved to the section titled Designation of a Future Service and Annexation Area (FSAA) at Point Wells.

⁸ Confirms that the area was in fact designated as an Urban Center.

⁹ This paragraph is no longer needed since Woodway has annexed the upland portion.

¹⁰ The changes to this paragraph recognize that there is no longer a need to refer to a "lowland portion" as the upland portion is no longer part of the unincorporated island.

(Ord. 649; 596; 571)

~~At such future time that the lowland portion of the Should~~ Point Wells ~~Island annexes annex~~¹¹ 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~~¹² 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~~¹³, as shown on ~~Figure-3~~ Figure 2, is designated as the City of Shoreline's proposed future service and annexation area (FSAA)

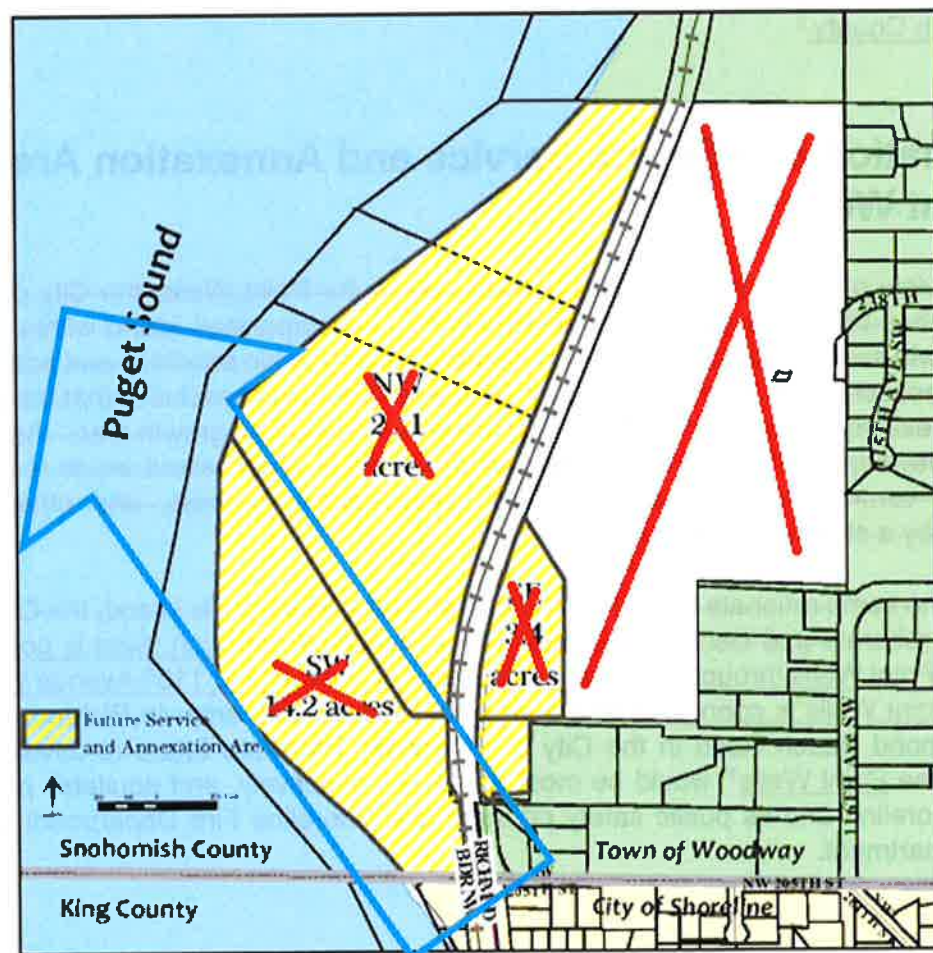


Fig. 3 Fig. 2 – City of Shoreline Future Service and Annexation Area

¹¹ No need to refer to the lowland portion.

¹² No need to refer to the lowland portion.

¹³ No need to refer to the lowland portion.

[Revise Figure 2 to delete the indicated acreage figures. These figures are incorrect. The application submitted by the developer BSRE to Snohomish County and pages from the preliminary draft DEIS show that the Point Wells acreage is 61 acres. Also, in Figure 2, delete the depicted white-color Upland Area and show it as being part of the Town of Woodway (this revision reflects Woodway's recent annexation of land east of the BNRR). Finally, insert into this new Figure 2 the Public View Corridor graphic from previously numbered and to-be-deleted Figure 2 and its 100-foot and 200-foot elevation contours.]

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 once a permit is approved to develop the site.¹⁴ 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, and that generated traffic after mitigation does not exceed adopted city-wide level of service standards, and does not exceed the traffic limit for Richmond Beach Drive that is specified in this Subarea Plan.¹⁵

¹⁴ Given the current timeline of several years before the hearing examiner makes a decision, and the likelihood of court appeals following the decision, the start of actual development is at least 5 years away.

¹⁵ This confirms that the City's vision includes limiting traffic to maintain the City's LOS standards.

There are at least three distinct sub-areas within the FSAA, identified on Fig. 3 2 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.~~¹⁶

*Policy PW-5 New structures in the NW subarea should rise no higher than elevation ~~200~~ 150 or be no taller than 90 feet, whichever is less.*¹⁷

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.

¹⁶ Many of the trees at the top of the slope are likely to be cut down as part of the Upper Bluff development.

¹⁷ Building to the full 200 foot elevation would make the buildings visible to the residents of the Upper Bluff development, and the City should recognize the 90 foot building height limit contained in the County's Urban Village zoning regulations.

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. New structures in the and SW subarea and the southwest portion of the NW subarea should rise no higher than six stories.*¹⁸

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

¹⁸ The height limitation in the view corridor helps preserve the views from existing neighborhoods. (Ord. 649; 596; 571)

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, assuming a 4-lane Richmond Beach Road,¹⁹ 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. The City's Transportation Improvement Plan has scheduled Richmond Beach Road from 24th Ave NW to Dayton Ave. N to be rechanneled from

¹⁹ It is important to note that previous traffic studies did not consider the amount of traffic that a 3-lane configuration of Richmond Beach Road could handle.

4 lanes to 3 lanes in 2018. The rechannelization will reduce the capacity of this road segment so that current excess capacity is about 4,000 vehicle trips per day. If more than this number of vehicles enter Richmond Beach Road from Point Wells, it will result in a volume-to-capacity (v/c) ratio of over .90 on several City road segments and a level of service "F" or worse as a number of City intersections.²⁰ This would be an unacceptable impact incapable of being mitigated with Richmond Beach Road remaining at three lanes.

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.*²¹

*Policy PW-13 With a 3-lane Richmond Beach Road, there is little excess traffic capacity under the City's 0.90 V/C standard for arterials. While the City generally supports a mixed-use development at Point Wells, the City does not support a development at Point Wells that would result in traffic measured at any point along Richmond Beach Road exceeding the City's 0.90 V/C standard. While certain mitigations may lessen the likelihood of the City's 0.90 V/C standard being exceeded, the City rejects increasing the City's 0.90 V/C standard for Richmond Beach Road (e.g., increasing it to 0.95 or higher) as a possible mitigation measure, and the City rejects acquiring private property in order to widen Richmond Beach Road to five lanes as a mitigation measure, and the City rejects as a mitigation measure reverting Richmond Beach Road to four lanes which would jeopardize the public's health and safety especially with increased traffic from Point Wells.*²²

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.²³

²⁰ The Subarea Plan should recognize that RB Road is scheduled to be rechanneled to 3 lanes in 2018.

²¹ The plan should not make promises to the future developer about changing the classification of RB Drive. Removing this sentence does not prevent the City from reclassifying the road if that makes sense in the future.

²² Adding a new policy restates the City's LOS standards and position on acceptable mitigation for increased traffic on RB Road.

²³ With the likelihood of a second access road through Woodway, this sentence is no longer accurate. (Ord. 649; 596; 571)

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

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

*Policy PW-13 14 The City should work with the Town of Woodway, City of Edmonds and Snohomish County toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells. ~~A joint SEPA lead-agency or other interlocal agreement with the County could assign to the City the responsibility for determining the scope, parameters, and technical review for the transportation component of the County's Environmental Impact Statement prepared for a future project at Point Wells. Under such agreement, this environmental analysis, funded by the permit applicant, could satisfy the policy objectives of the Transportation Corridor Study and Implementation Plan referenced at PW-10.~~*²⁴

Policy PW-14 15 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.

²⁴ This section is no longer needed as the County has continued forward with the Transportation component of the EIS without the City's Transportation Corridor Study.