

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

<b>AGENDA TITLE:</b>	Public Hearing and Adoption of Ordinance No. 908 – Adopting Pre-Annexation Zoning for the Point Wells Subarea and Adding a New Chapter, Chapter 20.94 Point Wells – Planned Area 4, to Title 20 of the Shoreline Municipal Code
<b>DEPARTMENT:</b>	Planning and Community Development
<b>PRESENTED BY:</b>	Andrew Bauer, Senior Planner
<b>ACTION:</b>	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Point Wells, which is located in unincorporated Snohomish County, has been identified as a potential area for annexation by both the City of Shoreline and Town of Woodway. Each jurisdiction has an adopted subarea plan which details a vision and policies that would direct future redevelopment of the subarea.

The 2019 Settlement and Interlocal Agreement (ILA) between the City of Shoreline and the Town of Woodway set the framework to create a joint work group with representatives from each jurisdiction to prepare a shared set of subarea plan policies and development regulations for the Point Wells Subarea intended to be implemented upon annexation by either Woodway or Shoreline.

Together with the Point Wells Subarea Plan adopted by Council on November 23, 2020 via Ordinance No. 909, proposed Ordinance No. 908 (Attachment A) would establish a new zoning designation for the subarea that would become effective upon annexation. The proposed “Point Wells – Planned Area 4” development regulations would implement the subarea plan and zoning.

The first of two required public hearings to consider pre-annexation zoning was held on November 9, 2020. Tonight, Council is scheduled to hold the second public hearing and potentially adopt proposed Ordinance No. 908.

**RESOURCE/FINANCIAL IMPACT:**

Updates to the Point Wells Subarea Plan and adoption of zoning and development regulations for the subarea will provide some certainty to the adjacent community and the property owners in the subarea. If the subarea is annexed to Woodway, City staff would be involved in coordinating closely with the Town on any future development proposals. If the subarea is not annexed to Woodway, then City staff time and resources could be used to pursue annexation. If annexed into Shoreline, the City would be the lead agency for future development proposals and environmental review.

## **RECOMMENDATION**

Tonight, in accordance with RCW 35A.14.340, Council is scheduled to hold the second required public hearing on the proposed pre-annexation zoning and development regulations in proposed Ordinance No. 908. Following the public hearing, staff recommends Council adopt proposed Ordinance No. 908 to implement the zoning and development regulations for the Point Wells Subarea as proposed by the Planning Commission, with the staff-proposed amendments presented in this report.

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

## **BACKGROUND**

Point Wells is an approximately 61-acre area of unincorporated Snohomish County. It is bound on the west by Puget Sound, on the north and east by the Town of Woodway, and on the south by the City of Shoreline. An active rail line, owned by Burlington Northern Santa Fe (BNSF), bisects a portion of the subarea on the east. There is also an existing portal structure near the southern portion of the subarea as part of the Brightwater sewage treatment pipeline, owned by King County. The only vehicle access to the subarea is through Shoreline via Richmond Beach Drive.

The majority of the subarea is owned by BSRE and is used as an asphalt plant. The subarea has been in industrial use for more than 50 years.



*Figure 1 – Point Wells Subarea*

The City of Shoreline’s first Comprehensive Plan was adopted in 1998 and designated the Point Wells Subarea as a Potential Annexation Area (PAA). The subarea’s designation was later revised to a Future Service and Annexation Area (FSAA) to recognize that even if the subarea is not annexed into the City, Shoreline may be the jurisdiction predominantly providing public services. The subarea has also been designated as a PAA for the Town of Woodway.

In 2019, the City and Town of Woodway entered into an ILA which identifies common areas of interest with respect to the Point Wells Subarea and its potential future annexation and redevelopment. As provided in the ILA, a joint work group consisting of staff from the two jurisdictions was formed.

The purpose of the work group was to develop a common set of policies and development regulations to be recommended for consideration to each respective Planning Commission and City Council. A common set of policies and regulations will create clarity for the subarea's vision, regardless of whether it is annexed to the Town of Woodway or the City of Shoreline. The newly adopted Point Wells Subarea Plan and associated Planned Area 4 (PA 4) development regulations are the result of the joint work group's efforts.

At the November 9, 2020 Council meeting, staff presented the proposed regulations in detail and highlighted recommended revisions that would change the method of calculating residential density to net acres, and to clarify the traffic restrictions on Richmond Beach Dr / Richmond Beach Rd. Council requested the revisions be incorporated into the proposed regulations (Attachment A, Exhibit A). The staff report for the November 9, 2020 Council meeting can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport110920-8b.pdf>.

### **DISCUSSION**

The City Council discussed two potential revisions to the Planning Commission's recommendation at the November 9, 2020 meeting:

#### **Amendatory Motion #1 – Updating Proposed Section 20.94.025**

*20.94.025 Development standards.*

- A. *Residential Density. Development shall not exceed a maximum density of 44 dwelling units per ~~gross~~-net acre. For purposes of this section, net acre shall mean the acreage of a site, excluding roads, drainage detention/retention areas, biofiltration swales, areas required for public use, lands covered by high tides, and critical areas and their required buffers.*

...

Rationale: As discussed above, the Town of Woodway is considering similar policies and regulations pursuant to the ILA. The joint work group made up of staff from Woodway and Shoreline discussed revising the subarea plan policies and regulations to have residential density calculated using net acres instead of gross acres. This change is likely to result in a lower potential yield of dwelling units as it does not allow for areas such as roads, open space, critical areas, and areas below high tides be counted for purposes of calculating residential density. Amendments being considered by Woodway will also be proposing the use of net density. Staff is recommending Shoreline's amendments be revised to maintain alignment with Woodway as called for in the ILA.

**Amendatory Motion** – If Council would like to amend proposed SMC Section 20.94.025, a Councilmember would need to move to modify the Planning Commission's recommendation as follows:

*I move to modify the Planning Commission's recommendation by amending SMC Section 20.94.025, subsection A to read: "Residential Density. Development shall*

*not exceed a maximum density of 44 dwelling units per net acre. For purposes of this section, net acre shall mean the acreage of a site, excluding roads, drainage detention/retention areas, biofiltration swales, areas required for public use, lands covered by high tides, and critical areas and their required buffers.”*

**Recommendation** – Staff recommends the Council amend the Planning Commission recommendation with the language provided in the amendatory motion.

### **Amendatory Motion #2 – Updating Proposed Section 20.94.045 Subsection A**

*20.94.045 Transportation.*

*A transportation study shall be prepared and submitted with the application for a development agreement. The scope of the transportation study shall be established by the City Traffic Engineer and include at a minimum the following elements:*

*A. Development within Point Wells shall comply with the following traffic restrictions:*

*1. not generate more than to 4,000 average daily trips (ADT) onto Richmond Beach Drive shall be limited to 4,000 average daily trips (ADT) and; within the City of Shoreline and*

*2. The remaining Richmond Beach Road Corridor shall not exceed a level of service (LOS) D with 0.9 volume-to-capacity (V/C) ratio.*

...

**Rationale:** The staff recommended-revision will clarify the vehicle trip limit, LOS, and V/C limit are all restrictions that generally apply, regardless of any future development in the Point Wells Subarea. As written, it could be understood that a Point Wells development could add up to 4,000 ADT to Richmond Beach Drive or other impacts up to the LOS and V/C limits. Instead, it is intended that these traffic limitations are effective, and the proposed policy and associated regulations are identifying them as they are likely to relate to any future use or development in the Point Wells Subarea.

**Amendatory Motion** – If Council would like to amend proposed SMC Section 20.94.045, a Councilmember would need to move to modify the Planning Commission’s recommendation as follows:

*I move to modify the Planning Commission’s recommendation by amending SMC Section 20.94.045 subsection A to read: “Development within Point Wells shall comply with the following traffic restrictions: 1) Richmond Beach Drive shall be limited to 4,000 average daily trips (ADT) and; 2) The Richmond Beach Road Corridor shall not exceed a level of service (LOS) D with 0.9 volume-to-capacity (V/C) ratio.”*

**Recommendation** – Staff recommends the Council amend the Planning Commission recommendation with the language provided in the amendatory motion.

### **Amendatory Motion #3 – Updating Proposed Section 20.94.045 Subsection B**

Based on discussion at the November 9, 2020 Council meeting, staff included one additional revision to clarify the 250 ADT threshold to provide a secondary access

through Woodway is a cumulative total for all development within the subarea. The proposed revision is shown below:

*20.49.045 Transportation.*

...

*B. Any combination of residential or commercial development or redevelopment that would generate 250 or more average daily trips shall provide a general-purpose public access road wholly within the Town of Woodway that connects into Woodway's transportation network and provides a full second vehicular access point from Point Wells into Woodway. The average daily trips shall be counted cumulatively for all development in the entire PA 4 zone.*

...

**Rationale:** The staff recommended revision adds clarification of the intent for the vehicle trip threshold to apply cumulatively within the entire subarea and not per development.

**Amendatory Motion** – If Council would like to amend proposed SMC Section 20.94.045, a Councilmember would need to move to modify the Planning Commission's recommendation as follows:

*I move to modify the Planning Commission's recommendation by amending SMC Section 20.94.045 subsection B to read: "Any combination of residential or commercial development or redevelopment that would generate 250 or more average daily trips shall provide a general-purpose public access road wholly within the Town of Woodway that connects into Woodway's transportation network and provides a full second vehicular access point from Point Wells into Woodway. The average daily trips shall be counted cumulatively for all development in the entire PA 4 zone."*

**Recommendation** – Staff recommends the Council amend the Planning Commission recommendation with the language provided in the amendatory motion.

### **RESOURCE/FINANCIAL IMPACT**

Updates to the Point Wells Subarea Plan and adoption of zoning and development regulations for the subarea will provide some certainty to the adjacent community and the property owners in the subarea. If the subarea is annexed to Woodway, City staff would be involved in coordinating closely with the Town on any future development proposals. If the subarea is not annexed to Woodway then City staff time and resources could be used to pursue annexation. If annexed into Shoreline, the City would be the lead agency for future development proposals and environmental review.

### **RECOMMENDATION**

Tonight, in accordance with RCW 35A.14.340, Council is scheduled to hold the second required public hearing on the proposed pre-annexation zoning and development regulations in proposed Ordinance No. 908. Following the public hearing, staff recommends Council adopt proposed Ordinance No. 908 to implement the zoning and

development regulations for the Point Wells Subarea as proposed by the Planning Commission, with the staff-proposed amendments presented in this report.

### **ATTACHMENTS**

Attachment A – Proposed Ordinance No. 908

    Exhibit A – Proposed Chapter SMC 20.94, Point Wells – Planned Area 4

Attachment B – Planning Commission Recommendation Memo

**ORDINANCE NO. 908**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON  
ADOPTING PRE-ANNEXATION ZONING FOR THE POINT WELLS  
SUBAREA AND ADDING A NEW CHAPTER, CHAPTER 20.94 POINT  
WELLS – PLANNED AREA 4, TO TITLE 20 OF THE SHORELINE  
MUNICIPAL CODE.**

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

WHEREAS, in 1998, the City designated Point Wells as a potential annexation area and since that time has set forth Comprehensive Plan policies and goals to annex the Point Wells area, adopting the Point Wells Subarea Plan in 2010; and

WHEREAS, RCW 35A.14.330 authorizes the City to propose zoning regulations that will become effective upon the annexation of any area which might reasonably be expected to be annexed by the City at any future time; and

WHEREAS, on September 17, 2020, the City of Shoreline Planning Commission reviewed the proposed Pre-Annexation Zoning; and

WHEREAS, on October 15, 2020, the City of Shoreline Planning Commission held a public hearing on the proposed Pre-Annexation Zoning virtually via Zoom so as to receive public testimony and, at the conclusion of the public hearing, the City of Shoreline Planning Commission voted that the proposed Pre-Annexation Zoning, as presented by Planning staff, be approved by the City Council; and

WHEREAS, RCW 35A.14.340 requires that the City Council hold two or more public hearings, at least thirty days apart, on the proposed Pre-Annexation Zoning; and

WHEREAS, on November 9, 2020 and December 14, 2020, the City Council held the required public hearings on the Pre-Annexation Zoning so as to receive public testimony; both hearings were conducted virtually via Zoom; and

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

WHEREAS, the City provided public notice of the proposed Pre-Annexation Zoning and the public hearings as provided in SMC 20.30.070 and RCW 35A.14.340; and

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



WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the proposed Development Code amendments; and

WHEREAS, the environmental impacts of the proposed Pre-Annexation Zoning resulted in the issuance of a Determination of Non-Significance (DNS) on September 30, 2020; and

WHEREAS, the City Council has determined that the amendments are consistent with and implement the Shoreline Comprehensive Plan, specifically the Point Wells Subarea Plan; serve the purpose of the Unified Development Code as set forth in SMC 20.10.020; and are designed consistent with RCW 35A.14.330;

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

**Section 1. Amendment – New Chapter.** Title 20 of the Shoreline Municipal Code, Unified Development Code, is amended to add a new chapter, Chapter 20.94 Point Wells – Planned Area 4, as set forth in Exhibit A to this Ordinance.

**Section 2. Transmittal of Amendment to Washington State Department of Commerce.**

A. As required by RCW 36.70A.106, the Director of Planning and Community Development or designee shall transmit a complete and accurate copy of this Ordinance and Exhibit A to the Washington State Department of Commerce within ten (10) calendar days of the date of passage.

B. The City Clerk shall denote the date of transmittal after the signature lines of this Ordinance as provided herein.

**Section 3. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this Ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

**Section 4. Severability.** Should any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to any person or situation.

**Section 5. Publication and Effective Date.** A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

**PASSED BY THE CITY COUNCIL ON DECEMBER 14, 2020.**

\_\_\_\_\_  
Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Julie Ainsworth-Taylor,  
Assistant City Attorney  
On behalf of Margaret King,  
City Attorney

Date of Publication: , 2020  
Effective Date: , 2020

Date of Transmittal to Commerce: , 2020

**Chapter 20.94**  
**Point Wells – Planned Area 4**

**20.94.010 Purpose and applicability.**

The purpose of the Point Wells – Planned Area 4 (“PA 4”) zone is to implement the goals and policies of the Point Wells Subarea Plan, which envisions a pedestrian-oriented mixed-use development consisting of primarily residential uses in a variety of housing types with limited commercial uses along with public recreation access.

**20.94.015 Relationship to other regulations.**

Development in the PA 4 zone is subject to SMC 20.80, Critical Areas; Division II of the Development Code, Shoreline Master Plan; and SMC 13.12, Floodplain Management. Where conflicts occur between provisions of this subchapter and other City regulations, the more restrictive provisions shall apply.

**20.94.020 Permitted uses.**

- A. Land uses listed in Table 20.94.020A are permitted, subject to an approved development agreement.
- B. Land uses not listed in Table 20.94.020A may be permitted as part of an approved development agreement, provided the development agreement includes written findings that the unlisted land use(s) is consistent with the Point Wells Subarea Plan and the purpose of this subchapter.

Table 20.94.020A

<b><u>NAICS #</u></b>	<b><u>SPECIFIC LAND USE</u></b>
	<u>Live/work units</u>
	<u>Assisted living facilities</u>
	<u>Apartment/Multifamily</u>
	<u>Single-Family Attached (Townhomes)</u>
	<u>Single-family Detached</u>
<u>722</u>	<u>Eating and Drinking Establishments (excluding Gambling Uses)<sup>1</sup></u>
<u>72111</u>	<u>Hotel/Motel</u>
	<u>General Retail Trade/Services<sup>2</sup></u>
	<u>Professional Office</u>
	<u>Parks and Trails</u>
	<u>Recreation/cultural</u>
	<u>Personal services</u>
	<u>Financial institutions</u>
	<u>Parking structures and surface parking lots, accessory to a primary use</u>
	<u>Health and fitness facilities</u>
<u>921</u>	<u>General government/public administration facilities</u>
<u>92216</u>	<u>Fire facility</u>
<u>92212</u>	<u>Police facility</u>
<u>221</u>	<u>Utilities<sup>3</sup></u>
	<u>Wireless Telecommunication Facility<sup>4</sup></u>
	<u>Home Occupation</u>
	<u>Accessory dwelling units</u>

Footnotes:

1. Drive-thrus are prohibited.
2. These general retail trade/services are prohibited in the PA 4 zone:
  - a. Adult use facilities;
  - b. Smoke/vape shop (a business that sells drug paraphernalia and smoking products);
  - c. Marijuana Operations
  - d. Firearm sales;
  - e. Pawnshops; and
  - f. Vehicle sales and service.
3. Utility facilities necessary to serve development in the PA 4 zone are permitted. Utility transmission and distribution shall be located underground. Utility facilities in existence as of December 14, 2020 are not subject to a Development Agreement or Master Development Plan.
4. Subject to the provisions of SMC 20.40.600.

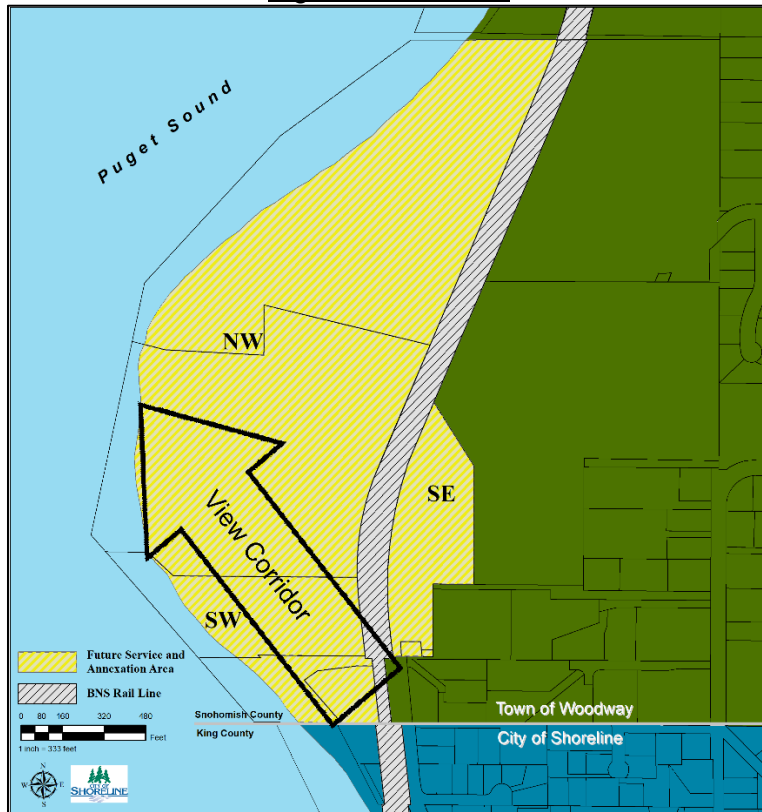
**20.94.025 Development standards.**

- A. Residential Density. Development shall not exceed a maximum density of 44 dwelling units per gross acre.
- B. No building within the development shall exceed 60 dwelling units.
- C. No building within the development shall have a footprint that exceeds 10,000 square feet.
- D. Setbacks. Setbacks shall be consistent with applicable design standards and identified as part of an approved development agreement.
- E. Lot dimensions. There is no minimum lot size or width. Any subdivision of land or alteration of property lines is subject to Subchapter 7 of the Development Code, Subdivisions.
- F. Utilities. All utilities shall be underground. Location of utilities and mechanical areas shall comply with applicable design standards.

**20.94.030 Building Height**

- A. The maximum building height shall be 45 feet, except areas east of the BNSF railroad right-of-way the maximum building height shall be 35 feet.
- B. The maximum building height may be increased to 75 feet west of the BNSF railroad right-of-way provided the applicant conducts a view analysis demonstrating public views from Richmond Beach Drive to Admiralty Inlet are not impacted (as depicted on Figure 20.94.030A). The view analysis and accompanying height limits shall be reviewed and approved concurrently with a development agreement.
- C. Building height shall be measured pursuant to SMC 20.50.050.

Figure 20.94.030A



**20.94.035 Parking.**

A. Development in the PA 4 zone shall comply with the following parking ratios:

Table 20.94.035A

<u>Use</u>	<u>Minimum Spaces Required</u>
<u>Single-family detached/attached/townhouse</u>	<u>2.0 per dwelling unit</u>
<u>Apartment/Multifamily:</u>	
<u>Studio and one bedroom units</u>	<u>0.75 per dwelling unit</u>
<u>Two bedroom or more units</u>	<u>1.5 per dwelling unit</u>
<u>Accessory dwelling units</u>	<u>1.0 per dwelling unit</u>
<u>Home occupation</u>	<u>In addition to required parking for the dwelling unit, 1 for any nonresident employed by the home occupation and 1 for patrons when services are rendered on site</u>
<u>Assisted Living Facilities</u>	<u>1 per 3 dwelling or sleeping units</u>
<u>Restaurants</u>	<u>1 per 75 square feet in dining or lounge area</u>
<u>Hotel/Motel</u>	<u>1 per unit</u>
<u>Conference center</u>	<u>1 per 3 fixed seats, plus 1 per 50 square feet used for assembly purposes without fixed seats, or 1 per bedroom, whichever results in the greater number of spaces</u>
<u>Retail trade uses</u>	<u>1 per 400 square feet</u>
<u>Professional office uses</u>	<u>1 per 500 square feet</u>
<u>Recreation/culture</u>	<u>1 per 300 square feet</u>

<b>Use</b>	<b>Minimum Spaces Required</b>
<u>Parks and trails and public access to shorelines</u>	<u>Parking analysis</u>
<u>General services uses</u>	<u>1 per 300 square feet</u>
<u>Health and fitness facilities</u>	<u>1 per 300 square feet</u>
<u>Public facilities and utilities</u>	<u>Parking analysis</u>

Note: Square feet in the table above refers to net usable area and excludes walls, corridors, lobbies, bathrooms, etc.

- B. If the formula for determining the number of parking spaces results in a fraction, the number of parking spaces shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.
- C. Uses not listed, or uses listed with a parking ratio referring to “Parking analysis” in Table 20.94.035A shall undergo a parking demand analysis prepared by a qualified professional with expertise in parking demand studies. The parking demand study shall be reviewed and approved concurrently with a development agreement.
- D. Public parking areas shall be distributed throughout the project and provided at a rate appropriate to serve publicly-accessible recreation and open space areas.
- E. An applicant may request a reduction of the minimum required parking spaces with the approval of a parking management plan. The parking management plan shall be reviewed and approved concurrently with a development agreement.
- F. Development in the PA 4 zone shall comply with SMC 20.50.410, Parking design standards; SMC 20.50.420, Vehicle access and circulation; and SMC 20.50.440, Bicycle facilities.

**20.94.040 Recreation and open space.**

- A. Development in the PA 4 zone shall provide an integrated public open space network that links together the various open spaces throughout the development and provides public access to shorelines, public open space areas, and publicly-accessible parking.
- B. All development shall provide public recreation and open space at a minimum rate of 10 percent of the gross site area. The minimum public recreation and open space area shall not include, and shall be in addition to, shoreline public access as required pursuant to the Shoreline Management Act, RCW 90.58.
- C. Public recreation and open space areas shall include a mix of active and passive uses.
- D. For developments with an approved phasing plan, each phase of a development shall include a minimum of 10 percent of the gross recreation and open space area required for the phase.

**20.94.045 Transportation.**

A transportation study shall be prepared and submitted with the application for a development agreement. The scope of the transportation study shall be established by the City Traffic Engineer and include at a minimum the following elements:

- A. Development within Point Wells shall not generate more than to 4,000 average daily trips (ADT) onto Richmond Beach Drive within the City of Shoreline and the remaining Richmond Beach Road Corridor shall not exceed a level of service (LOS) D with 0.9 volume-to-capacity (V/C) ratio.
- B. Any combination of residential or commercial development or redevelopment that would generate 250 or more average daily trips shall provide a general-purpose public access road wholly within the Town of Woodway that connects into Woodway’s transportation

network and provides a full second vehicular access point from Point Wells into Woodway.

- C. Connectivity. Development in the PA 4 zone shall provide a network of streets, sidewalks, and multipurpose pathways that are well connected and provide efficient circulation throughout the zone and connect to the surrounding transportation network.
- D. Public and private street cross sections. Street cross sections shall be developed to complement adjoining land uses and implement applicable design standards while also meeting engineering standards for safety and function, and the most recently adopted City of Shoreline Engineering Development Manual. Cross sections for each type of street within the development shall be reviewed and approved concurrently with a development agreement. The table below describes the primary elements for types of streets anticipated within a development.

Table 20.94.045A

<b>Feature</b>	<b>Primary Street (both sides)</b>	<b>Secondary Street (both sides)</b>
Sidewalk	12'	7'
Amenity Zone	5'	5'
Landscaping	Street trees 30' on center	Street trees 30' on center
On Street Parking	Yes (both sides)	Yes (one side)
General Purpose Lane	11' max. lane width	10.5' max. lane width
Right-of-Way Minimum	60'-70'	52.5'

Figure 20.94.045A – Primary Street

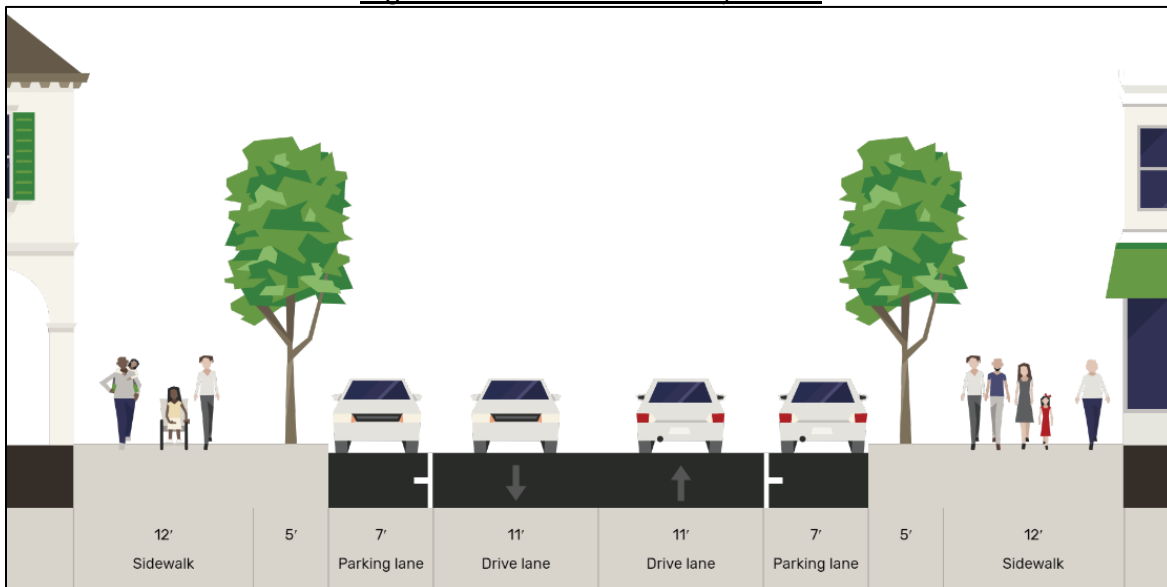
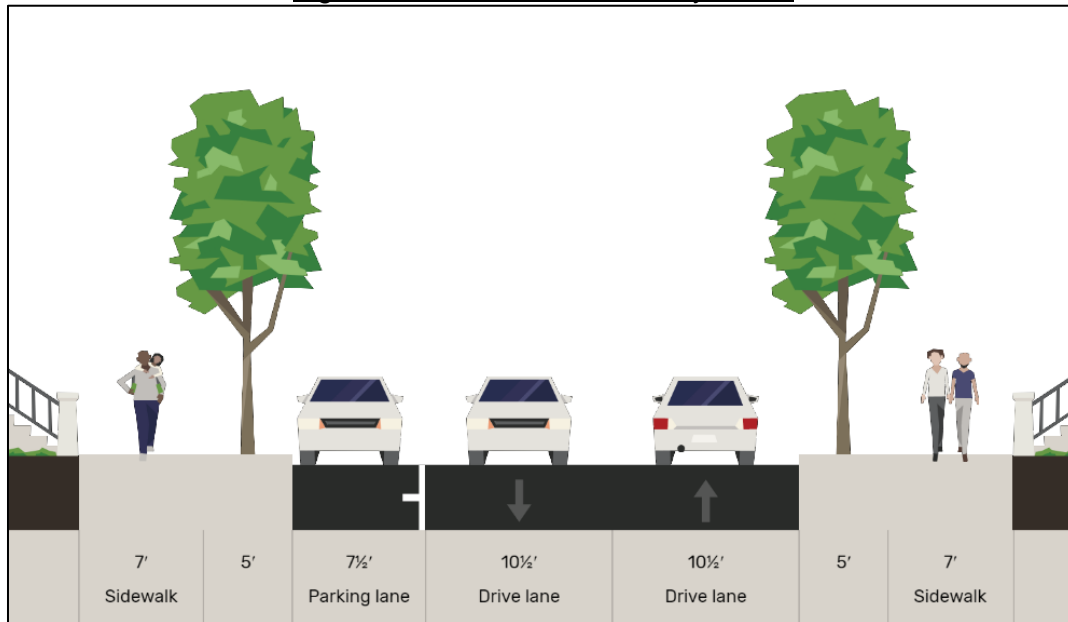


Figure 20.94.045B – Secondary Street

**20.94.050 Design standards.**

Development in the PA 4 zone other than single family detached homes is subject to SMC 20.50 Subchapter 3, Single-Family Attached Residential Design or SMC 20.50 Subchapter 4, Commercial and Multifamily Zone Design.

**20.94.055 Landscaping.**

Landscaping shall be provided throughout the site and integrated as part of the overall project design. Landscaping shall be provided on the perimeter of the site adjacent to existing development. A development-wide conceptual landscape plan identifying landscape locations, dimensions, and type shall be reviewed and approved with the development agreement.

**20.94.060 Signs.**

Signs within the PA 4 zone shall comply with SMC 20.50 Subchapter 8, Signs.

**20.94.065 Sustainability.**

Development in the PA 4 zone shall meet or exceed Tier 4 of the Deep Green development standards, as defined in SMC 20.50 Subchapter 9, Deep Green Incentive Program.

**20.94.070 Outdoor Lighting.**

- A. In addition to the lighting standards in SMC 20.50.115 and the lighting requirements in the design standards, outdoor lighting shall be located and designed to eliminate light pollution by meeting the following:
1. Fixtures shall contain shielding and/or direct cut-off lighting;
  2. Fixtures shall be no brighter than necessary to light the intended area;
  3. Color temperatures shall minimize blue light emissions to the extent feasible;
  4. Timers, dimmers, motion sensors or other adaptive control methods shall be utilized where feasible to turn off lighting when unnecessary; and
  5. Up-lighting shall be limited to accent features, landscaping, and state or federal flags.



**20.94.075 Tree Preservation and Management**

Development in the PA 4 zone shall comply with SMC 20.50 Subchapter 5, Tree Conservation, Land Clearing and Site Grading Standards.

**20.94.080 Neighborhood meeting.**

- A. The applicant shall conduct a neighborhood meeting to discuss the proposed development. The meeting must be held at least 30 days prior to submitting a development agreement application.
- B. The purpose of the neighborhood meeting is to:
  - 1. Ensure the applicant pursues early and effective public participation in conjunction with the proposal, giving the applicant an opportunity to understand and mitigate any real and perceived impacts the proposed development might have to the neighborhood or neighboring cities;
  - 2. Ensure that residents, property owners, business owners, and nearby cities have an opportunity at an early stage to learn about how the proposed development might affect them and to work with the applicant to resolve concerns prior to submittal of a development application.
- C. The neighborhood meeting shall meet the following requirements:
  - 1. Notice of the neighborhood meeting shall be provided by the applicant and shall include the date, time and location of the neighborhood meeting and a description of the project, zoning of the property, site and vicinity maps, the land use applications that may be required, and the name and contact information of the applicant or representative of the applicant to contact for additional information.
  - 2. The notice shall be provided at a minimum to property owners located within 1,000 feet of the proposal, the neighborhood chair as identified by the Shoreline Office of Neighborhoods (note: if a proposed development is within 500 feet of adjacent neighborhoods, those chairs shall also be notified), any city or town whose municipal boundaries are within one mile of the subject property, and to the Department.
  - 3. The notice shall be postmarked 10 to 14 days prior to the neighborhood meeting.
  - 4. The neighborhood meeting shall be held within the City limits of Shoreline.
  - 5. The neighborhood meeting shall be held anytime between the hours of 5:30 p.m. and 9:30 p.m. on weekdays or anytime between the hours of 9:00 a.m. and 9:00 p.m. on weekends.
- D. The neighborhood meeting agenda shall cover the following items:
  - 1. Introduction of neighborhood meeting organizer (i.e. developer, property owner, etc.);
  - 2. Description of proposed project that includes proposed mix of land uses including the number of dwelling units and amount of nonresidential square footage, number of parking spaces, and location and amount of open space;
  - 3. Listing of permits that are anticipated for the project;
  - 4. Description of how comments made at the neighborhood meeting will be used;
  - 5. Provide meeting attendees with the City's contact information;
  - 6. Provide a sign-up sheet for attendees.
- E. The applicant shall provide to the City a written summary of the neighborhood meeting to be included with the development application. The summary shall include the following:
  - 1. A copy of the mailed notice of the neighborhood meeting with a list to whom it was mailed;
  - 2. A list of persons who attended the meeting and their addresses;

3. A summary of concerns, issues, and problems expressed during the meeting.

**20.94.085 Review process.**

- A. A development agreement, pursuant to RCW 36.70B.170 is required for any new development in the PA 4 zone and shall set forth the development standards, conditions, and other provisions that shall apply to govern and vest the development, use, and mitigation of the development. For the purposes of this section, "development standards" includes, but is not limited to:
  1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;
  2. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of State law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;
  3. Mitigation measures, development conditions, and other requirements under Chapter 43.21C RCW;
  4. Design standards such as building massing, architectural elements, maximum heights, setbacks, conceptual street and streetscapes, drainage and water quality requirements, palette of potential building materials, conceptual lighting, landscaping, and other development features;
  5. Affordable housing units;
  6. Park development and open space preservation;
  7. Phasing of development;
  8. Review procedures and standards for implementing decisions;
  9. A build-out or vesting period for applicable standards;
  10. Any other appropriate development requirement or procedure;
  11. Preservation of significant trees; and
  12. Connecting, establishing, and improving nonmotorized access.
- B. The City Council shall review the development agreement and may approve, or approve within conditions, the development agreement when all of the following are met:
  1. The proposed development is consistent with goals and policies of the Comprehensive Plan as well as the goals and policies of the Point Wells Subarea Plan.
  2. The proposed development is consistent with the goals, policies, and regulations of the City's Shoreline Master Program.
  3. There is either sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) that meet the City's adopted level of service standards (as confirmed by the performance of a transportation impact analysis) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases, or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to support the proposed development agreement, the applicant must identify a plan for funding their proportionate share of the improvements.
  4. There is either sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

5. The development demonstrates high quality design elements consistent with the City's applicable design standards as referenced in SMC 20.50, Subchapters 2-4.
- C. Development agreement approval procedures. The City Council may approve development agreements through the following procedure:
1. A development agreement application incorporating the elements stated in subsection B of this section may be submitted by a property owner with any additional related information as determined by the Director. After staff review and SEPA compliance, the Planning Commission shall conduct a public hearing on the application. The Planning Commission shall then make a recommendation to the City Council pursuant to the criteria set forth in subsection B of this section and the applicable goals and policies of the Comprehensive Plan. The City Council shall approve, approve with additional conditions, or deny the development agreement by ordinance or resolution;
  2. Recorded Development Agreement. Upon City Council approval of a development agreement under the procedure set forth in this subsection C, the property owner shall execute and record the development agreement with the Snohomish County Auditor's Office to run with the land and bind and govern development of the property.
- D. Consultation on land use permit applications. The City shall provide the Town of Woodway written notice of all land use permit applications in the PA 4 zone within 30 days of permit application, consistent with chapter 36.70B RCW, Local Project Review. Staff from the Town of Woodway shall be invited to attend meetings between Shoreline staff and the applicant relating to such permit applications, pre-application meetings, and shall be provided an opportunity to review and comment.

**20.94.090 Amendments to regulations and standards.**

The City of Shoreline shall provide the Town of Woodway with at least 30 calendar days written notice (unless otherwise agreed to or waived in writing), and a review and comment opportunity, before any legislative actions that may modify or amend the PA 4 development regulations, or that otherwise impacts the uses, development, or redevelopment of the Point Wells area. Notice shall include, but not be limited to, notice of all Planning Commission and City Council meetings and hearings related to such legislative considerations or actions.



TO: Honorable Members of the Shoreline City Council

FROM: Jack Malek, Vice Chair  
Shoreline Planning Commission

DATE: October 15, 2020

RE: Point Wells Pre-Annexation Zoning

The Shoreline Planning Commission has completed its review of the proposed Pre-Annexation Zoning for the Point Wells Area. While annexation of Point Wells has been a long-standing goal of the City, the adoption of Pre-Annexation Zoning at this time is the result of the Settlement and Interlocal Services Agreement between the City and the Town of Woodway addressing services, infrastructure, mitigation, impacts, and other issues related to development or redevelopment of Point Wells.

The Planning Commission held one (1) study session on September 17, 2020 on the proposed Pre-Annexation Zoning and a public hearing on October 15, 2020.

In consideration of the Planning Staff's recommendations, written and oral public testimony, and the decision criteria set forth in SMC 20.30.350, the Planning Commission respectfully recommends that the City Council adopt the proposed Pre-Annexation Zoning for Point Wells included in the City Council's packet for the November 9, 2020 regular meeting.