



AGENDA

SHORELINE CITY COUNCIL STUDY SESSION

Monday, October 6, 2008
6:30 p.m.

Shoreline Conference Center
Highlander Room

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		6:30
2. FLAG SALUTE/ROLL CALL		
3. CITY MANAGER'S REPORT AND FUTURE AGENDAS		
4. COUNCIL REPORTS		
5. GENERAL PUBLIC COMMENT		6:40
<p><i>This is an opportunity for the public to address the Council on topics other than those listed on the agenda and which are not of a quasi-judicial nature. Speakers may address Council for up to three minutes, depending on the number of people wishing to speak. If more than 15 people are signed up to speak each speaker will be allocated 2 minutes. When representing the official position of a State registered non-profit organization or agency or a City-recognized organization, a speaker will be given 5 minutes and it will be recorded as the official position of that organization. Each organization shall have only one, five-minute presentation. The total public comment period under Agenda Item 5 will be no more than 30 minutes. Individuals will be required to sign up prior to the start of the Public Comment period and will be called upon to speak generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i></p>		
6. STUDY ITEMS		
(a) CleanScapes Update	<u>1</u>	6:55
(b) New Room Format for Study Sessions	<u>13</u>	7:30
(c) Final Direction on Ordinance No. 507, Annual Comprehensive Plan and Associated Development Code Amendments relating to Master Planned Areas	<u>15</u>	8:00
(d) Impacts of Initiative 985 (I-985)	<u>31</u>	9:00
7. ADJOURNMENT		9:30

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.cityofshoreline.com. Council meetings are shown on Comcast Cable Services Channel 21 Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://cityofshoreline.com/cityhall/citycouncil/index.cfm>.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: CleanScapes Update
DEPARTMENT: Public Works
PRESENTED BY: Jesus Sanchez, Operations Manager; Rika Cecil, Environmental Programs Coordinator

PROBLEM/ISSUE STATEMENT:

On October 22, 2007, when Council approved the CleanScapes contract for solid waste collection in Shoreline, Council requested periodic service updates during the first year of implementation. The previous update to Council was on March 17, 2008.

DISCUSSION:

CleanScapes' PowerPoint presentation reviews the status of on-going services and milestones in their implementation process:

1. Performance

- The number of curbside solid waste customers has increased by 600, and food scraps and yard debris service has increased by 631
- Customers are moving to smaller garbage cart sizes and recycling more
- Contract performance standards are being met

2. Equipment

- More carts and containers have been purchased for the additional customers
- Phone system upgrades are underway

3. Labor

- Negotiations with the International Association of Machinists (IAM) Union have been completed
- Negotiations with Teamster Unions for recycling and garbage drivers are nearing completion
- More drivers and call center agents have been hired to accommodate the increase in Shoreline customers with curbside service

Staff has monitored CleanScapes' on-going performance, and staff's assessment is that CleanScapes is meeting the City's expectations.

RECOMMENDATION

No action is required by Council.

Approved By: City Manager  City Attorney ____

City of Shoreline

First Six Months of CleanScapes Service in Shoreline

March 1 to August 31, 2008



City of Shoreline

CleanScapes Since Shoreline Service Began

- Contract for service in half of the City of Seattle
- Mechanics labor negotiations have been completed
- Drivers labor negotiations nearing completion
- Added more drivers (2) to the collection program
- Added another agent to our Call Center
- The amount of recycling has increased
- The number of Shoreline customers has increased



City of Shoreline

Changes in Residential Service Levels

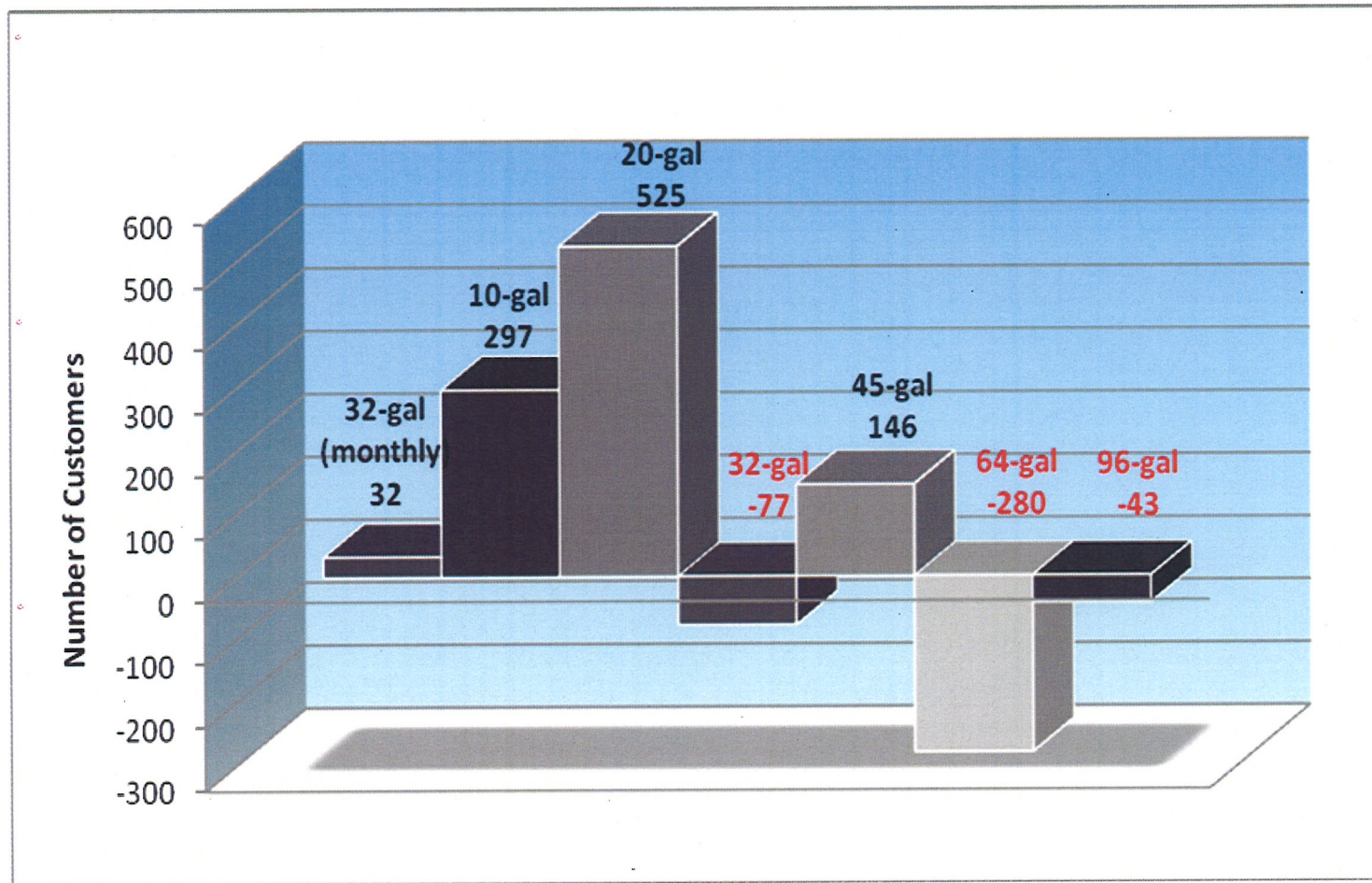
Garbage	Feb	Aug	Diff.
32-gal Cart (1/mo)	242	274	32
10-gal Can (1/wk)	80	377	297
20-gal Cart (1/wk)	1142	1667	525
32-gal Cart (1/wk)	8621	8544	-77
45-gal Cart (1/wk)	0	146	146
64-gal Cart (1/wk)	2737	2457	-280
96-gal Cart (1/wk)	603	560	-43
Totals	13425	14025	600

Food Scraps/Yard Debris	Feb	Aug	Diff.
32-gal Cart (EOW)	1088	1126	38
64-gal Cart (EOW)	971	1124	153
96-gal Cart (EOW)	6857	7297	440
Totals	8916	9547	631



City of Shoreline

Changes in Residential Garbage Cart Service Levels



5



City of Shoreline

Call Center Performance

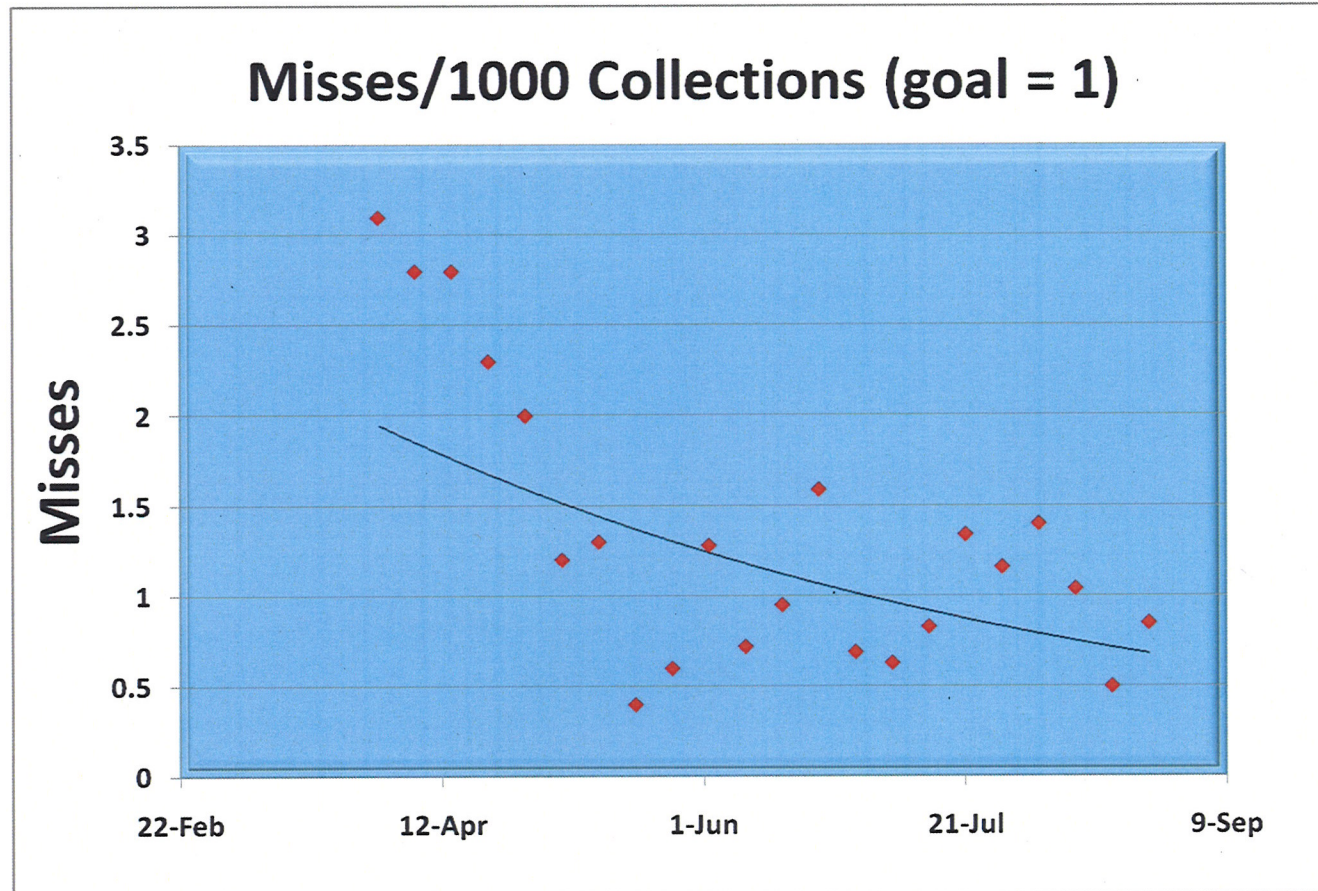
The average time to answer inbound phone calls helps to determine the performance of the call center.



City of Shoreline

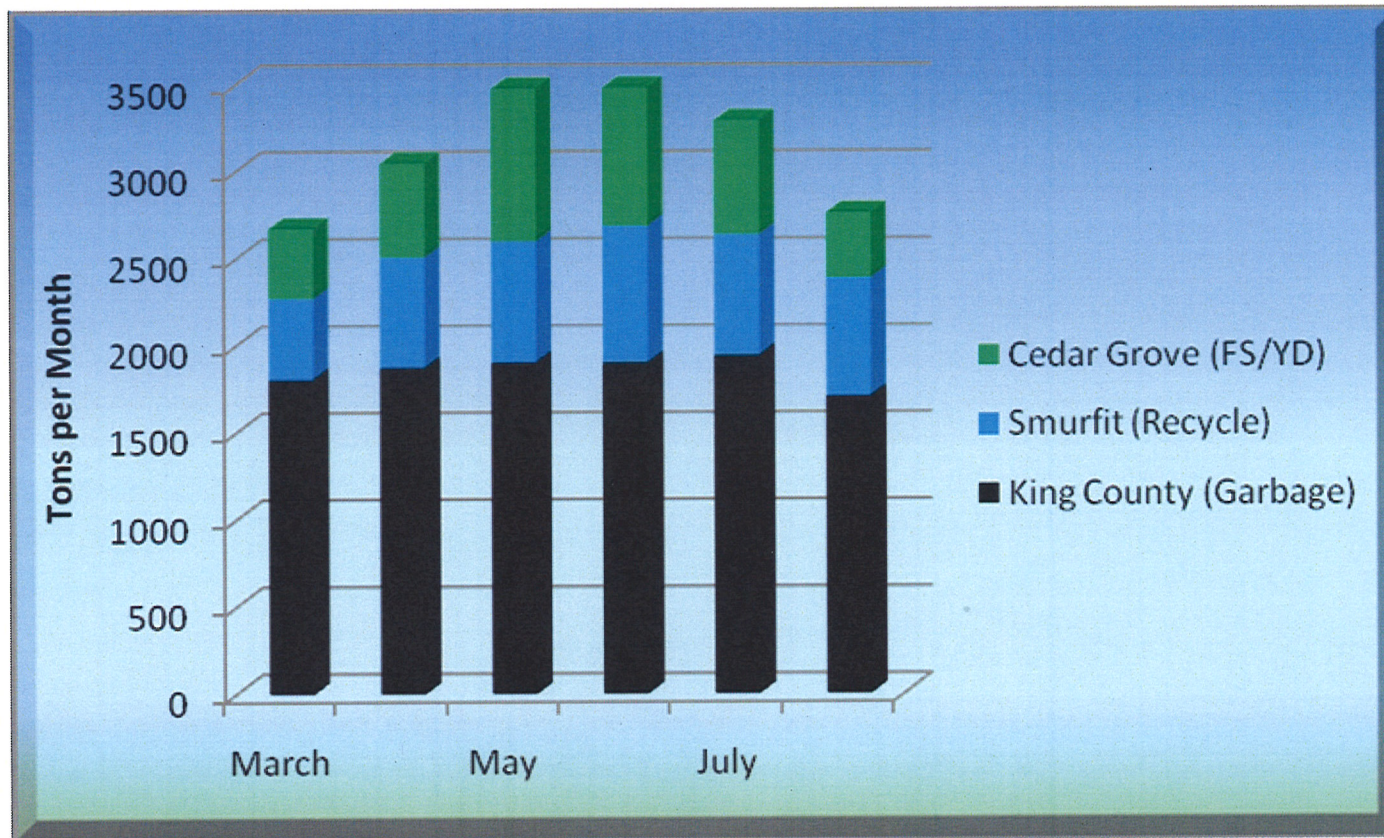
Collection Performance

The number of missed collections (service not performed) per thousand services helps determine the performance of the collection operations.



City of Shoreline

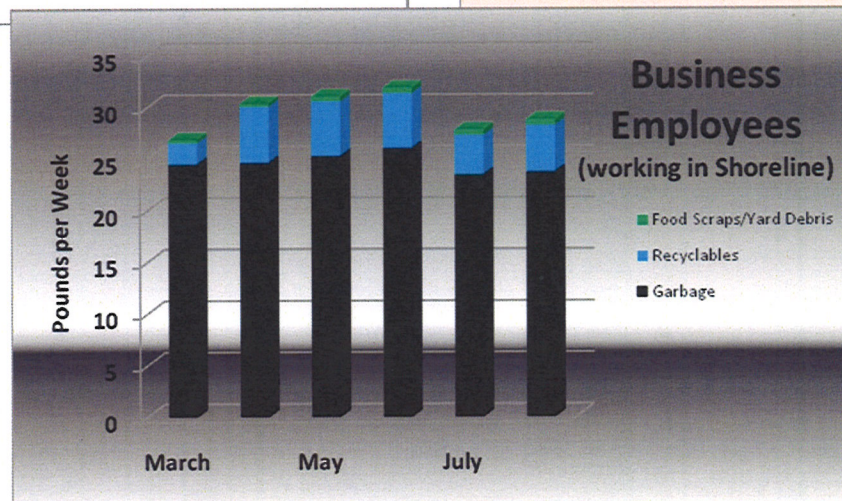
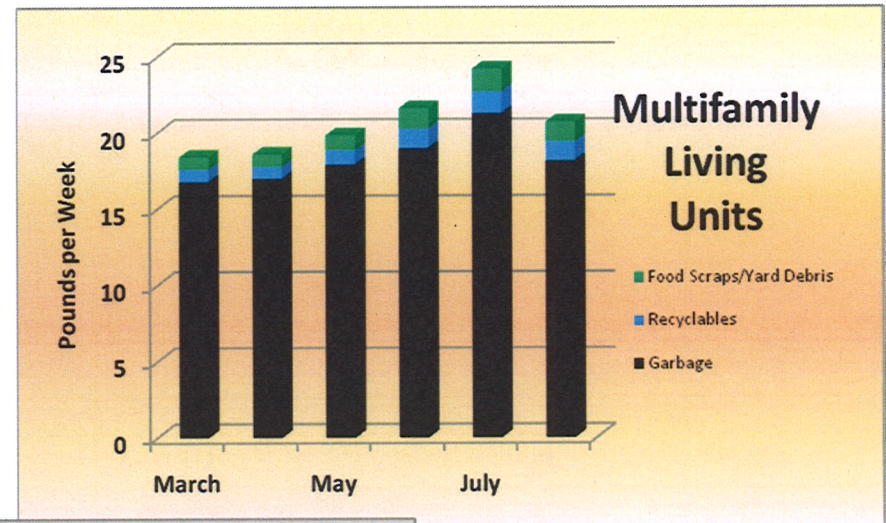
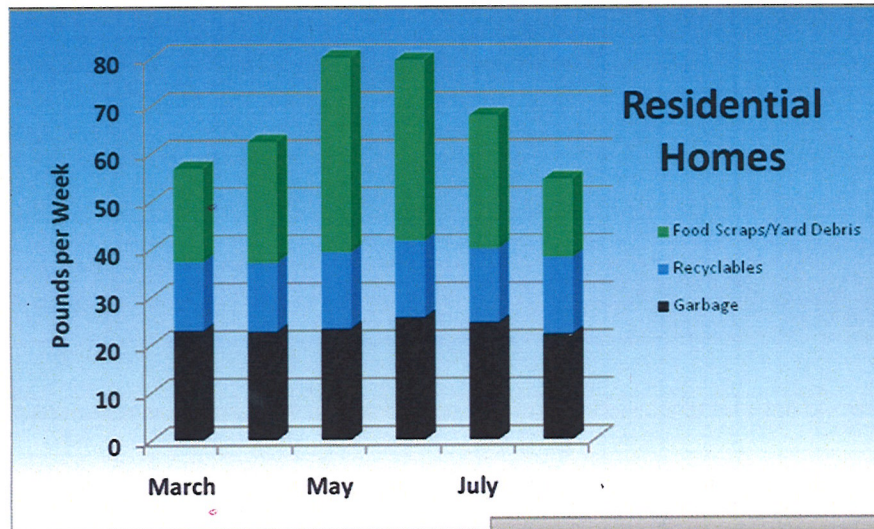
Final Recycling or Disposal of Materials Collected



City of Shoreline

Pounds per Week

6

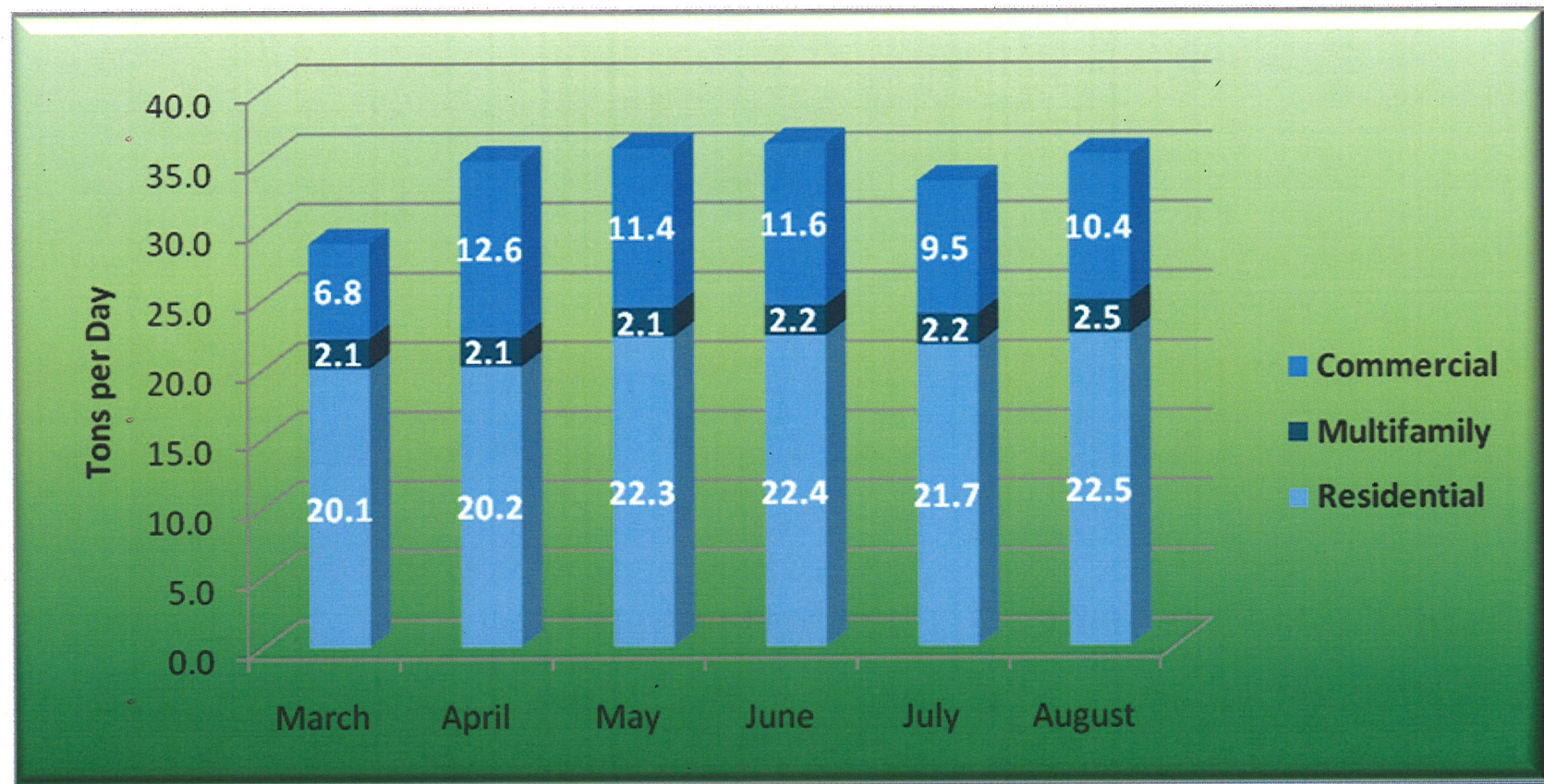


Employee counts from WA State Employment Security Dept



City of Shoreline

Average Recycling Tonnage Collected Each Day



10



City of Shoreline

CleanScapes' Community Involvement



At the Shoreline Arts Festival, Katie explains how to recycle more materials



Rodney meeting with Crista residents to share how our trucks work and what happens to the food scraps they recycle



City of Shoreline

Thank you from all of us at CleanScapes!

*Shoreline is doing
a great job at
becoming a more
sustainable
community.*



CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: New Room Format for Study Sessions DEPARTMENT: City Manager's Office (CMO) PRESENTED BY: Julie Underwood, Assistant City Manager

PROBLEM/ISSUE STATEMENT:

The City Council reviewed this agenda item on March 17 and May 5, 2008 and determined that a "pilot" of the new study session room format would worth trying and considering. The format was adjusted for eight study sessions (June 2, 16; July 7, 21; August 18; September 2, 15; and October 6).

BACKGROUND:

During the Council's January 12, 2008 half-day retreat, it was expressed that there was a need to have more time for collegial discussion and thoughtful deliberation during study sessions among the Council. It was felt that more time was needed to learn and understand each other's perspectives and points of view. In addition, the Council wanted the discussion to focus on the study session agenda items specifically, keeping the public and Council's focus on items on the agenda.

In their discussion of this topic, there was consensus to form a Council subcommittee to address the efficiency and productivity of study sessions. Three Councilmembers volunteered to serve on the committee: Mayor Cindy Ryu and Councilmembers Chris Eggen and Doris McConnell and they recommended that the Council consider this new room format on a trial basis.

The City has heard from regular meeting attendees who dislike with the new room format. Concerns raised center around the room's limitations. Overhead presentations are difficult for the audience to view from their seats; therefore, staff has started to provide hardcopies of the presentations. In the addition, the lighting and audio visual have been an issue, which staff continues to correct and adjust for. Undeniably, set-up and take-down for the meeting takes additional time and costs an estimated \$150-175 more per study session (for eight study sessions the added cost has been approximately \$1,200-\$1,400).

While the room format has its challenges, staff recommends that the Council continue holding their study sessions in the Highlander Room. The setting is more intimate, allowing for the discussions to be more meaningful. Changing room formats for different types of Council meetings is a practice that many other cities engage in. It signals to the public that this meeting is intended for the Council, the governing body,

the policy-makers to "study" policy issues, deliberate among each other, and ultimately make well-informed, carefully considered policy decisions. It is just as important for the Council to listen to each other as it is for them to listen to the public.

Staff believes that the new room format has addressed the problem that it was intended to address--increase productive discussions among Councilmembers during study sessions. Within a year, the Council will be in their new Council Chambers and much of these issues will be resolved. Staff believes that it would be helpful to continue to meet in the Highlander Room until City Hall is completed; this would be for approximately 18-20 study sessions.

RECOMMENDATION

The staff recommends that Council move forward with using the Highlander Room for study sessions.

Approved By:

City Manager 

City Attorney ____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Final Direction on Draft Ordinance 507 regarding the 2008 Annual Comprehensive Plan and Associated Development Code Amendments
DEPARTMENT: Planning and Development Services
PRESENTED BY: Joseph W. Tovar, FAICP Director of Planning and Development Services; Rachael Markle, Project Manager Asst. Director of Planning and Development Services

Council requested additional time to discuss the amendments to the Comprehensive Plan and associated Development Code amendments proposed during the 2008 annual review of the Comprehensive Plan. Draft Ordinance 507 (Attachment A) includes the changes discussed to date as a basis for this discussion.

BACKGROUND

On July 14th, based on direction following the May 27th and June 2nd meetings, staff returned to Council with a redrafted version of the amendments to simplify the proposal. The rewritten amendments focused on creating a Master Plan permitting process for only those properties currently identified as Single Family Institutions or defined as Essential Public Facilities in the Comprehensive Plan: Shoreline Community College, Fircrest School, Washington State Public Health Laboratory and CRISTA. Only these properties would be able to apply for Master Plan Area permits. The Comprehensive Plan would have to be amended to allow any other site to apply for a Master Plan Area permit. At the end of the meeting, Council expressed an interest in proposing amendments to the draft decision criteria for approval of a Master Planned Area permit. Councilmember Eggen and the Hillwood Neighborhood Association submitted revisions to the criteria.

September 2, 2008 the Council discussed:

- The draft criteria for reviewing a Master Plan Area permit;
- Whether or not new uses can be considered as part of a Master Plan Area permit in addition to the existing uses; and
- Amendments proposed by the Hillwood Neighborhood Association and the Department of Health and Social Services (DSHS).

At the end of the meeting members of the Council requested staff to draft language that will safeguard neighborhoods surrounding areas designated Institution/Campus in the Comprehensive Plan from new uses that may be approved as part of a Master Plan Area permit that may be undesirable. Staff

also considered the Council and public comments regarding the draft criteria and other proposed changes.

September 8, 2008 was the Council's last discussion on the proposed amendments. Discussion focused on:

- Proposed "new" Comprehensive Plan policies for each Institution/Campus drafted to provide "safeguards" regarding new uses;
- Expanding public notice for Master Plan Area permits;
- Clarifying that proposed Criteria 5 and 6 are intended to ensure applicants identify a plan for their proportionate share of required mitigation; and
- Further defining what would constitute a major amendment to an approved Master Plan Area permit.

At the end of the meeting, Council asked to further discuss the proposed amendments at a subsequent meeting. No specific subjects were identified for further discussion.

DISCUSSION

Staff is taking this opportunity to present an updated version of Ordinance 507 prepared for the adoption of the proposed 2008 annual review and amendment of the Comprehensive Plan and associated Development Code revisions (Attachment A). A few new edits are highlighted in Attachment A for your consideration. Staff tried to capture all of the amendments we discussed over the past three months. If any changes you expected are not reflected in the updated version of Ordinance 507, please let staff know or bring up the omission during tonight's discussion.

RECOMMENDATION

No action is required. Please provide staff with any final changes to Draft Ordinance 507.

Approved By:

City Manager 

City Attorney 

Attachments

Attachment A

Draft Ordinance 507

ORDINANCE NO. 507

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN TO RENAME THE SINGLE FAMILY LAND USE DESIGNATION AS INSTITUTION/CAMPUS; ESTABLISH THAT A MASTER PLAN AREA IS CREATED AS AN AMENDMENT TO THE DEVELOPMENT CODE; AND AMENDING DEVELOPMENT REGULATIONS TO IMPLEMENT THESE COMPREHENSIVE PLAN CHANGES BY CREATING A MASTER PLANNED AREA ZONING DESIGNATION AND ADOPTING A MASTER PLAN AREA PERMIT PROCESS.

WHEREAS, the Growth Management Act requires Cities to consider amendments to the Comprehensive Plan only once a year; and the City has considered amendments submitted during 2007

WHEREAS, The Planning Commission considered Comprehensive Plan amendments logged in during calendar year 2007 together with implementing regulations at a study session on April 17, 2008 and a Public Hearing held on May 1, 2008 with a continuation to May 15, 2008; and

WHEREAS, City's Responsible Official issued a DNS on the Comprehensive Plan and Development Code Amendments on May 1, 2008; and

WHEREAS, the proposed amendments were submitted to the State Department of Community Development for comment pursuant WAC 365-195-820; and

WHEREAS, the Council finds that the amendments adopted by this ordinance meet the criteria in Title 20.30.340 and .350 for adoption of amendments to the Comprehensive Plan and Development Code; now therefore

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

Section 1. Comprehensive Plan Amendment. Figure LU-1 of the Comprehensive Plan is amended as set forth in Exhibit A attached hereto.

Section 2. Comprehensive Plan New Policies; Amendments. New policies LU 43.1, 43.2, 43.3 and 43.4, are added the Shoreline Comprehensive Plan as set forth in Exhibit B attached hereto; The Glossary of the Comprehensive Plan and Land Use Policies LU 40, LU 43, LU 74, LU 75, LU 76, LU 77 and H 10 of the Comprehensive Plan are **amended** as set forth in Exhibit B attached hereto.

Section 3. Zoning Map Amendment. The Official Zoning Map is amended as set forth in Exhibit C.

Section 4. New Sections; Amendments. New sections 20.20.036, 20.30.353, 20.100.010, 20.100.100 and 20.100.210, are added to the Shoreline Municipal Code as set forth in Exhibit D attached hereto; Tables 20.30.060 and 20.40.020 of the municipal code are amended as set forth in Exhibit D; and section 20.40.050 of the municipal code is amended as set forth in Exhibit D.

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

ADOPTED BY THE CITY COUNCIL ON OCTOBER 20, 2008

Mayor Cindy Ryu

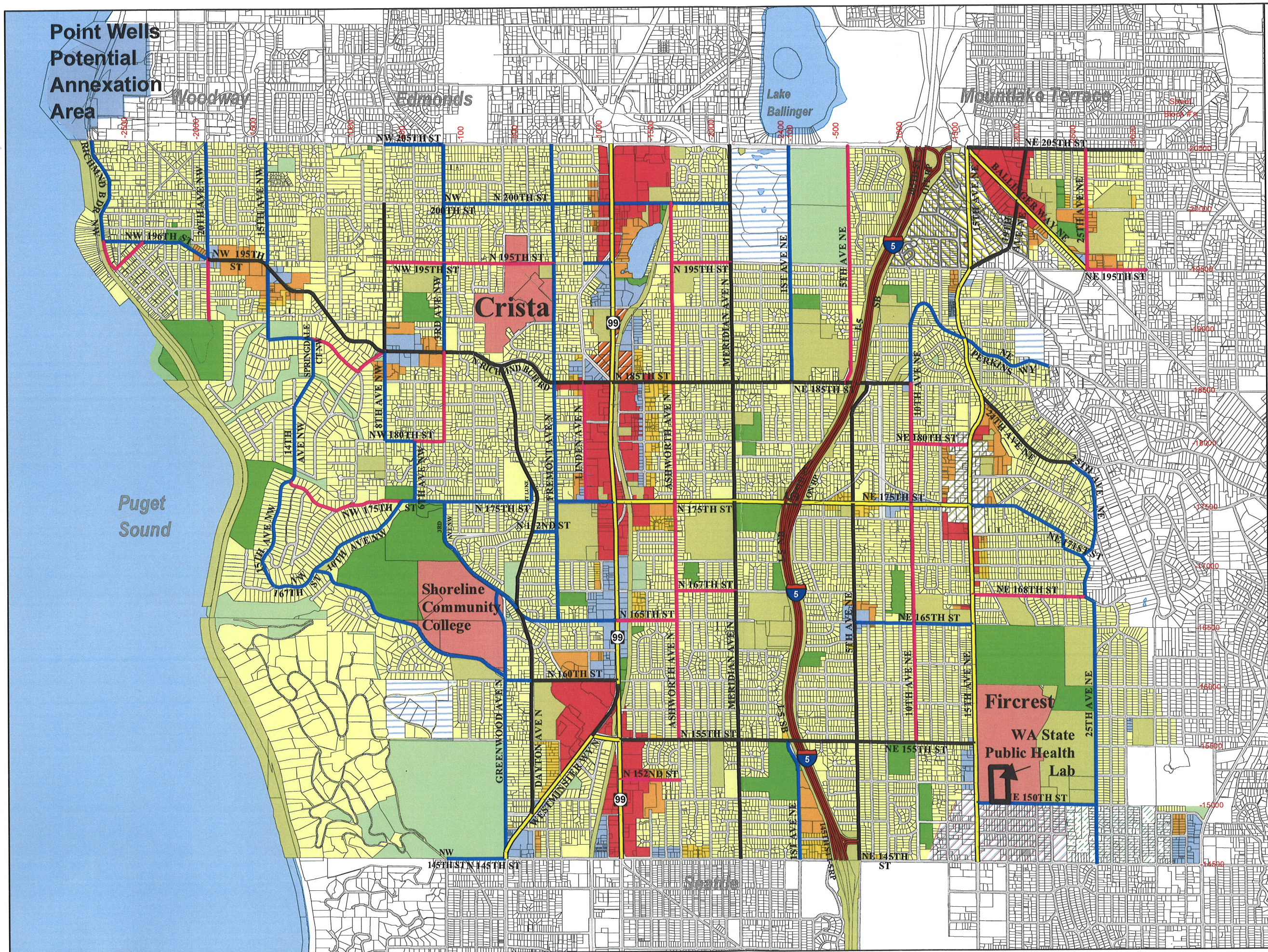
ATTEST:

APPROVED AS TO FORM:

Scott Passey
City Clerk

Ian Sievers
City Attorney

Publication Date:	October	<u>, 2008</u>
Effective Date:	October	<u>, 2008</u>



City of Shoreline COMPREHENSIVE PLAN

Representation of Official
Land Use Map Adopted By
City Ordinance No. 292 and 388.

Legend

- Outside Shoreline
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Community Business
- Regional Business
- Public Facilities
- Institution/Campus
- Special Study Area
- Ballinger Special Study Area
- Briarcrest Special Study Area
- North City Business District
- Paramount Special Study Area
- Private Open Space
- Public Open Space

0 500 1,000 2,000
Feet



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

Comprehensive Plan Land Use

Updated: 9/19/2008
Filename: LandUse2008.mxd

PROPOSED COMPREHENSIVE PLAN AMENDMENTS

GLOSSARY

Master Plan Area

A site specific zoning district that establishes site specific permitted uses and development standards for an area designated Institution/Campus or Essential Public Facility as defined in the Comprehensive Plan. Master Plan Areas incorporate proposed new development, redevelopment and/or expansion of existing uses or development of those new news uses designated in the Comprehensive Plan.

LU40: Master Plan areas Create subarea plans for of the Aurora Corridor to include smaller city blocks, a park/plaza in the Seattle City Light Right-of-Way, a transit center, and large public areas for a mix of city activities.

LU43: The Single-Family Institution/Campus land use designation applies to a number of institutions within the community that serve a regional clientele on a large campus. It is anticipated that the underlying zoning for this designation shall remain the same unless a Master Plan Area is adopted as an amendment to the Comprehensive Plan Development Code creating a special district.

LU 43.1: CRISTA Campus/Institution: CRISTA Ministries is a 55 acre campus that provides such services and uses as education, senior care and housing, broadcasting, headquarters for humanitarian missions, relief and aid to those in need and specialized camps. Although the services that are provided are not public, the campus provides housing for nearly 700 senior citizens, education for 1,200 Pre-K to High School students and employment for nearly 900 people (based on 2007 estimates). CRISTA has long-term plans for improving and updating facilities and expanding senior housing and educational programs.

LU 43.2: Fircrest Campus/Institution: The Fircrest Campus is an approximately 83 acre site. Existing uses include the Fircrest School, a state operated residential facility with supporting services that serves the needs of persons with developmental disabilities and two non-profit tenants who lease buildings on the Campus. A mix of new and expanded uses may be considered as part of a Master Plan Area permit. New and expanded uses may include: governmental offices and facilities; mixed use commercial/residential; civic and community services; open space, trails, tree preservation and enhancement of portions of Hamlin Creek; and a mix of housing types.

LU 43.3: Washington State Department of Health Public Health Laboratory: The Health Laboratory provides as wide range of diagnostic and analytical services for the assessment and monitoring of infectious, communicable, genetic, chronic diseases and environmental health concerns for the State of Washington. A mix of new and expanded uses such as governmental offices and facilities; civic and community services; open space, trails and tree preservation may be considered as part of a Master Plan Area permit.

LU 43.4: Shoreline Community College Campus/Institution: Shoreline Community College is an approximately 79 acre state operated community college. The College provides academic, professional, technical and workforce training programs, continuing education and community involvement programs to meet the lifelong learning needs of the community. The College also includes a mix of support uses and services for students and the community such as retail, restaurant, childcare, conference rooms, dental hygiene clinic, library, theater, bus stops and recreational facilities. In the future uses such as, though not limited to, student housing to support the changing or expanding needs of the institution may be considered as part of a Master Plan Area permit.

LU74: All new Essential Public Facilities and substantial modifications to existing Essential Public Facilities shall be required to undergo a siting process by the City of Shoreline except that where site-specific standards such as an approved Master Plan Area or Subarea Plan are in place for the proposed Essential Public Facilities, those specific standards will apply to development. Facility siting shall consider:

- consistency with locations identified as appropriate for public purposes on the Land Use Element Map;
- compatibility with adjacent land uses;
- fair distribution of public facilities throughout the City;
- reduction of sprawl development;
- promotion of economic development and employment opportunities;
- protection of the environment;
- positive fiscal impact and on-going benefit to the host jurisdiction;
- consistency with City of Shoreline Comprehensive Plan (e.g. Capital Facilities, Utilities, Transportation, Housing, Economic Development, the Environment and Community Design);
- ability to meet zoning criteria for Special Use Permits as defined in the Shoreline Municipal Code;
- public health and safety;
- forecasted regional or state-wide need;
- ability of existing facilities to meet that need;
- compatibility with this Comprehensive Plan;
- evaluation in context of agency or district plan (and consistency with this agency or district plan);
- analysis of alternative sites; and
- provide a public review process that includes, at a minimum, public notice and a public comment period. Special use permits and master plan areas may require public meetings and/or a public hearing process.

The siting process for Essential Public Facilities shall be coordinated with neighboring jurisdictions and with King and Snohomish counties by participating in the interjurisdictional process developed by the King County Growth Management Planning Council and the process adopted by Snohomish County (where appropriate). Specific siting processes will be established in Comprehensive Plan implementing regulations.

LU 75: All new Essential Public Facilities and redevelopment, expansion of a use and/or change of a use of an existing Essential Public Facility shall be required to undergo

development review by the City of Shoreline. A Master Plan area is encouraged for Essential Public Facilities. Development standards and review criteria shall consider:

- the types of facility uses and operations and their impacts;
- compatibility of the proposed development, expansion or change of use, with the development site, with neighboring properties and with the community as a whole;
- environmental review pursuant to State Environmental Policy Act (SEPA Rules WAC 197-11); and
- development standards to mitigate aesthetic and functional impacts to the development site and to neighboring properties.

~~LU 76: A Master Plan is encouraged for Essential Public Facilities. The purpose of the Master Plan is to incorporate all proposed new development, redevelopment and/or expansion of an existing development. A Master Plan is a comprehensive long-range plan for the use of the property. Its purpose is to guide the growth and development of the facility so that they serve their users and benefit the community.~~

~~A Master Plan shall include:~~

- ~~▪ a Statement of Justification for the proposed development;~~
- ~~▪ a narrative description and drawings of uses existing on the site (including historic sites and environmentally critical areas);~~
- ~~▪ uses to be developed on site;~~
- ~~▪ location of existing/proposed uses;~~
- ~~▪ bulk and scale of existing/proposed uses;~~
- ~~▪ conceptual architectural design of proposed structures/integration of new and existing uses OR a process by which the applicant will submit a specific architectural design at the time when a specific development is proposed;~~
- ~~▪ existing/conceptual proposed landscaping (native vegetation and decorative plantings) OR a process by which the applicant will submit a specific architectural design at the time when a specific development is proposed;~~
- ~~▪ existing/conceptual proposed access, parking plans;~~
- ~~▪ buffers, as appropriate, between on-site uses;~~
- ~~▪ buffers between the site and surrounding properties; and~~
- ~~▪ an environmental analysis including impacts and proposed mitigation for noise, light, glare, and any other environmental impacts to be expected from the use.~~

~~A Master Plan may be revised for proposed new development subject to Master Plan regulations. Master Plan amendments should occur concurrently with the City's process for amending the Comprehensive Plan, and should include a public participation process.~~

~~LU77: When a Master Plan is accepted by the City, an overlay designation will be placed upon the property, indicating that the Master Plan is the governing document for new development or redevelopment. Specific project applications under an approved conceptual Master Plan may require site plan review. This review would ensure that the specific projects are consistent with the Master Plan and conform to applicable implementation regulations. Building permits will be required for all new construction. Any proposed development that is not in the approved Master Plan will be considered under a Development Permit Application or a Special Use Permit and will be reviewed through the underlying Land Use Designation/Zoning regulations.~~

H10: Provide opportunities and incentives through the Planned Unit Development (PUD) or Master Plan area process for a variety of housing types and site plan concepts that can achieve the maximum housing potential of a large site.

Shows amendments through
February 18, 2003.

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

Zoning

Updated: 7/1/2008
Filename: Zoning2008.mxd

PROPOSED DEVELOPMENT CODE AMENDMENTS**20.20 Definitions****20.20.036****Master Plan Area**

A site specific zoning district that establishes site specific permitted uses and development standards for an area designated Institution/Campus or Essential Public Facility as defined in the Comprehensive Plan. Master Plan Areas incorporate proposed new development, redevelopment and/or expansion of existing uses or development of those new uses designated in the Comprehensive Plan.

Table 20.30.060 – Summary of Type C Actions, Notice Requirements, Review Authority, Decision Making Authority, and Target Time Limits for Decisions

Action	Notice Requirements for Application and Decision (5), (6)	Review Authority, Open Record Public Hearing (1)	Decision Making Authority (Public Meeting)	Target Time Limits for Decisions	Section
Type C:					
1. Preliminary Formal Subdivision	Mail, Post Site, Newspaper	PC (3)	City Council	120 days	20.30.410
2. Rezone of Property(2) and Zoning Map Change	Mail, Post Site, Newspaper	PC (3)	City Council	120 days	20.30.320
3. Special Use Permit (SUP)	Mail, Post Site, Newspaper	PC (3)	City Council	120 days	20.30.330
4. Critical Areas Special Use Permit	Mail, Post Site, Newspaper	HE (4)		120 days	20.30.333
5. Critical Areas Reasonable Use Permit	Mail, Post Site, Newspaper	HE (4)		120 days	20.30.336
6. Final Formal Plat	None	Review by the Director – no hearing	City Council	30 days	20.30.450
7. SCTF – Special Use Permit	Mail, Post Site, Newspaper (7)	PC (3)	City Council	120 days	20.40.505
8. Street Vacation	PC (3)	PC (3)	City Council	120 days	Chapter 12.17 SMC

9. Master Plan Area (8)	Mail, Post Site, Newspaper (7)	PC (3)	City Council	120 days	20.30.337
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- (1) Including consolidated SEPA threshold determination appeal.
- (2) The rezone must be consistent with the adopted Comprehensive Plan.
- (3) PC = Planning Commission
- (4) HE = Hearing Examiner
- (5) Notice of application requirements are specified in SMC [20.30.120](#).
- (6) Notice of decision requirements are specified in SMC [20.30.150](#).

(7) a. Notice of application shall be mailed to residents and property owners within 1000 feet the proposed site.

b. Enlarged Notice of application signs (a minimum of 4 ft. X 4 ft.) as approved by the City of Shoreline shall be posted on all sides of the parcel(s) that front on a street. The Director may require additional signage on large or unusually shaped parcels.

c. Applicants shall place a display (non legal) advertisement approved by the City of Shoreline in the Enterprise announcing the Notice of Application and Notice of Public Hearing.

8. Information regarding Master Plan Area permits will be posted on the City's website and cable access channel regarding the Notice of Application and Public Hearing.

20.30.353 Master Plan Area

A. Purpose. The purpose of the Master Plan Area is to guide the growth and development of property designated as Institution/Campus or Essential Public Facilities in the Comprehensive Plan in order to serve its users, promote compatibility with neighboring areas and benefit the community by modifying zoning regulations that apply to the property. Such growth and development may include the redevelopment of these sites to include new residential, commercial and institutional uses by public and private entities. With the exception of those uses and standards contained in this section, all other aspects of development, redevelopment or expansion will be regulated as prescribed in Title 20 and other applicable codes for all uses that are permitted outright or through conditional or special use processes in the underlying zones.

B. Decision Criteria. A Master Plan Area shall be granted by the City, only if the applicant demonstrates that:

1. The project is designated as either Institutional/Campus or Essential Public Facility in the Comprehensive Plan and is consistent with goals and policies of the Comprehensive Plan.
2. The Master Plan Area shall address the expansion or redevelopment of existing and new uses in the Master Plan Area to include a **general** phasing **timeline of** development **and associated** mitigation over the period of the Master Plan Area requesting to be approved.
3. The Master Plan meets or exceeds the current regulations for Critical Areas if critical areas are present.
4. The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design (including Low Impact Development stormwater systems and substantial tree retention) to **mitigate** impacts to the surrounding neighborhoods.
5. The Master Plan Area applicant demonstrates that there is either sufficient capacity and infrastructure (**e.g. roads, sidewalks, bike lanes**) 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 Master Plan Area, then the applicant must identify a plan for funding their proportionate share of the improvements.
6. The Master Plan Area applicant demonstrates that 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 Master Plan Area, then the applicant must identify a plan for funding their proportionate share of the improvements.
7. The Master Plan Area proposal contains architectural and site design, landscaping, parking/traffic management and multi modal transportation **standards** that minimize conflicts between the Master Plan Area and adjacent neighborhoods.
8. **Existing or approved new uses shall be subject to development standards applicable for any other zoning district in which the use is permitted. These standards may be modified to mitigate significant off-site impacts of implementing the Master Plan Area in a manner equal to or greater than the code standards.**
9. Master Plan Area applications shall demonstrate how compatibility with surrounding neighborhoods and adjacent uses will be enhanced through site and architectural design for pedestrian and vehicle access and circulation, recreational and open spaces, building pads, critical areas and buffers, parking, landscaped areas and setbacks etc.

D.C. Amendments.

Minor amendments to an approved Master Plan Area may be approved by the Director using criteria developed as part of the Master Plan Area. Minor amendments include any revision or modification of the previously approved Master Plan Area that would result in any one or more of the following:

1. An increase in the square footage of any proposed building or structure by 10 percent or less; or
2. An increase of 15 percent or less in the number of new parking spaces, parking spaces created by re-striping existing parking areas and/or a combination of both; or
3. A change in the original phasing timeline for mitigation of the Master Plan Area; or
4. Changes to building placement when located outside of the required setbacks and any required setbacks for critical areas; or
5. Other specific changes as noted in the Master Plan Area permit.

Major amendments are changes that exceed the thresholds for a minor amendment or were not analyzed as part an approved Master Plan Area. Major amendments to an approved Master Plan Area shall be processed as a new Master Plan Area.

20.40.020 Zones and map designations.

The following zoning and map symbols are established as shown in the following table:

ZONING	MAP SYMBOL
RESIDENTIAL	
(Low, Medium, and High Density)	R-4 through 48 (Numerical designator relating to base density in dwelling units per acre)
NONRESIDENTIAL	
Neighborhood Business	NB
Office	O
Community Business	CB
Regional Business	RB
Industrial	I
Special Overlay Districts	SO
North City Business District	NCBD
Planned Area	PLA
<u>Master Planned Area</u>	<u>MPA</u>

20.40.050 Special districts.

A. **Special Overlay District.** The purpose of the special overlay (SO) district is to apply supplemental regulations as specified in this Code to a development of any site, which is in whole or in part located in a special overlay district (Chapter [20.100](#) SMC, Special Districts). Any such development must comply with both the supplemental SO and the underlying zone regulations.

B. **Subarea Plan District.** The purpose of a Subarea Plan District is to implement an adopted subarea plan using regulations tailored to meet the specific goals and policies established in the Comprehensive Plan for the subarea.

B-1. **North City Business District (NCBD).** The purpose of the NCBD is to implement the vision contained in the North City Subarea Plan. Any development in the NCBD must comply with the standards specified in Chapter [20.90](#) SMC.

C. **Planned Area (PA).** The purpose of the PLA is to allow unique zones with regulations tailored to the specific circumstances, public priorities, or opportunities of a particular area that may not be appropriate in a city-wide land use district.

1. **Planned Area 2: Ridgecrest (PLA 2).** Any development in PLA 2 must comply with the standards specified in SMC Chapter 20.91.

D. **Master Planned Area (MPA).** The purpose of the MPA is to guide the growth and development of an Institution/Campus so that the users are served and there are benefits to the community.

1. **Master Plan Area 1: Shoreline Transfer Station (MPA 1).** Any development in MPA 1 must comply with the standards specified in SMC Chapter 20.100 Subchapter 1.

2. **Master Plan Area 2: Shoreline Community College (MPA 2).** Any development in MPA 2 must comply with the standards specified in SMC Chapter 20.100 Subchapter 2.

Chapter 20.100 Special Districts

Sections

Subchapter 1. Master Planned Area 1: First-Northeast Shoreline Recycling and Transfer Station Master Plan.

20.100.010

A. This chapter establishes the long range development plans for the Shoreline Recycling and Transfer Station formerly referred to as the First Northeast Transfer Station Master Plan.

B. The development standards that apply to this Master Planned Area were adopted by Ordinance 338 on September 9, 2003. A copy of the standards is filed in the City Clerk's office under Receiving Number 2346.

Subchapter 2. Master Planned Area 2: Shoreline Community College

20.100.100 Purpose and Scope

A. The purpose of this chapter is to define the permitted and prohibited uses in Shoreline Community College Master Planned Area 2.

B. With the exception of those uses and standards contained in this subchapter, all other aspects of development, redevelopment or expansion will be regulated as prescribed in Title 20 and other applicable codes for all uses that are permitted in the R-4-R-6 zones.

20.100.210 Master Planned Area Zone and Permitted/Prohibited Uses

A. All uses provided for under SMC Chapter 20.40 that are permitted in the R4-R6 zones shall be allowed in Shoreline Community College: Master Planned Area 2 pursuant to compliance with all applicable codes and regulations.

B. Any use listed in SMC Chapter 20.40 that is allowed through the conditional use or special use process in the R4-R6 zones may be allowed in Shoreline Community College: Planned Area 2 upon obtaining the required use permit.

C. Expansion of a nonconforming use is prohibited.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Impacts of Initiative 985 (I-985)
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Scott MacColl, Intergovernmental Program Manager

PROBLEM/ISSUE STATEMENT

Initiative 985 (I-985) is on the November ballot and will have a significant impact on cities and the state. This memo and the attached financial analysis are provided to educate Council and Shoreline citizens on the impacts of the proposed initiative.

I-985 is titled the 'Reduce Traffic Congestion Initiative' and consists of three main components: 1) Opening all carpool lanes to general traffic during off-peak times, including mid-day, evening, and weekends; 2) Requiring all governments with responsibility for road operations to synchronize their traffic lights to optimize traffic flow; and 3) increases funding for emergency roadside assistance.

In order to fund these activities, I-985 creates a new 'Reduce Traffic Congestion Account' by re-directing 15 percent of the 6.5 percent state sales and use tax imposed on motor vehicles; 0.5 percent of all state transportation capital funding; certain excess toll revenues, including toll-lane revenues from the Highway 167 Hot Lanes and certain future revenues derived from toll lanes; and revenue generated from local traffic safety camera infractions. Expenditures can only be used for the following items:

- Costs associated with opening carpool lanes to all traffic during non-peak hours;
- Costs associated with synchronizing traffic lights on heavily-traveled arterials and streets;
- Increased funding for emergency roadside assistance;
- Funding for the State Auditor to perform required accountability measures regarding traffic synchronization and emergency roadside assistance, and for tracking the revenues and expenditures required under the initiative; and
- Any remaining funds after funding the above list are spent on roadway capacity and general purpose lanes to reduce congestion.

Impacts to Cities:

I-985 requires each city to synchronize traffic lights on heavily-traveled arterials and streets, and rapidly respond to all traffic accidents and other highway obstructions within their respective jurisdictions. Cities are also required to coordinate with other local governments (county, state) to synchronize their traffic lights. This requirement is funded from the Traffic Congestion Account. However, since all cities must comply with

this requirement immediately yet the funds will not all be available right away, it is likely that cities will have to front load these costs and wait for state reimbursement.

In addition, the legislation requires that any revenue generated for a municipality from red light camera fines also be deposited into the state traffic reduction account. Cities that presently operated red-light cameras would be forced to either discontinue the program, or fund it through the general fund (rather than revenues from infractions).

Impacts to the State:

I-985 puts transportation congestion relief as a top state funding priority, redirecting an estimated \$622.6 million from statewide general fund priorities over the next five years. This includes \$224.2 million for opening carpool lanes to general traffic during off-peak hours, \$65.7 million for synchronizing traffic lights, \$18 million for additional emergency relief and \$1.4 million for the State Auditor to monitor performance. The remaining \$312.9 million is available for other congestion relief activities, including expanding road capacity. Funds cannot be used for bike paths, landscaping, wildlife crossings, park and ride lots, ferries, trolleys, buses or rail.

Since this is not new revenue, the state must either cut or reduce existing services or raise taxes to replace these funds. For example, currently toll revenues can be used for a myriad of transportation uses including planning, maintenance, enforcement, and to increase transit and trip reduction in the corridor. I-985 redirects these revenues to the congestion relief account and expressly states the funds cannot be used for most of the named activities.

Attachment 'A': Fiscal Impact Statement for Initiative 985

Approved By: City Manager  City Attorney ____

Fiscal Impact Statement for Initiative 985

Pursuant to **RCW 29A.72.025**, the Office of Financial Management has prepared the fiscal impact statements for the three initiatives certified by the Secretary of State as qualified to appear on the November 2008 ballot.

This information is provided for analytical purposes only and is not intended as an expression of support for or opposition to the proposed measure.

Note: On August 13, 2008, two sections of this fiscal analysis were revised. The first revision is to the revenue assumptions. The second revision is to the expenditure assumptions. The changes are captured in both the fiscal impact statement and the analysis which follows.

The total for impact to the state general fund is revised from \$620 million over five years to \$573.9 million. This reflects a refinement to the figure provided for sales and use taxes on motor vehicles. OFM used figures from the 2013–15 biennium instead of the 2011–13 biennium in the calculation. This change is then captured in new totals.

The total for opening carpool lanes to general traffic during off-peak hours has been revised from \$239.2 million over five years to \$224.2 million. This reflects an updated assumption that while transit agencies will incur costs associated with implementing Initiative 985, those costs cannot be funded from the Reduce Traffic Congestion Account. This change is then captured in new totals.

A revised fiscal statement and analysis have been submitted to the Secretary of State.

PROPOSED I-985 FISCAL IMPACT STATEMENT

Over five years, approximately \$622.6 million would be redirected from projects and activities supported by state and local general and transportation funds to congestion relief activities. This would include \$224.2 million for opening carpool lanes to general traffic during off-peak hours, \$65.7 million for synchronizing traffic lights, \$18 million for additional emergency relief and \$1.4 million for the State Auditor to monitor performance. The remaining \$312.9 million would be available for other congestion relief activities, including expanding road capacity. Funds would not be allowed for bike paths, landscaping, wildlife crossings, park and ride lots, ferries, trolleys, buses or rail.

GENERAL ASSUMPTIONS

- Estimates are based upon such sources as trends, current appropriation levels and the last legislatively adopted 16-year transportation financial plan.
- The following have been excluded from this analysis:
 - Most federal funds, as they have regulations that govern their use.
 - Revenues dedicated to outstanding bonds, as they are pledged for specific

purposes.

- Tolling authority for the Tacoma Narrows Bridge, as it is in a different chapter of the law than the statutes amended in the initiative.
- Toll rate increases, which are not considered "new tolls or charges."
- Funds appropriated to agencies for distribution as grants, as opposed to direct appropriations for specific projects.

REVENUE ASSUMPTIONS

Estimated Revenue Deposited into the Reduce Traffic Congestion Account Fiscal Year 2009 to 2013				
	Biennium			
	2007-09	2009-11	20011-13	Total
Red Light Traffic Cameras	\$ 13,043,998	\$ 13,383,998	\$ 13,383,998	\$ 39,811,994
Transportation-Related Public Works Projects	0	4,921,505	3,895,273	8,816,778
Sales and Use Taxes on Motor Vehicles	52,453,000	237,965,000	283,526,000	573,944,000
Toll Revenues	0	0	0	0
Total Revenue	\$ 65,496,998	\$ 256,270,503	\$ 300,805,271	\$ 622,572,772

Red Light Cameras Revenue Assumptions

- Presently, no counties and 12 cities have automated traffic safety camera programs.
- Revenues decrease after the first year of use because the number of traffic violations typically decrease following the first year of installation. Estimated revenues assume a 70 percent collection rate.

Transportation-Related Public Works Projects Revenue Assumptions

- One-half of 1 percent of state appropriations for "transportation related public works projects" would be deposited into the Reduce Traffic Congestion Account. This requirement affects "... all state agencies, including all state departments, boards, councils, commissions, and quasi-public corporations ..." This pertains to state entities only.
- Transportation-related public works projects would not subject to the one-half of 1 percent allocation for public art.

Sales and Use Tax Revenue Assumptions

- The 2007-09 revenues represent seven months of collections. Future biennia represent 24 months of collections and growth, as forecast by the Economic and Revenue Forecast Council.

Toll Revenue Assumptions

- Toll revenues would be used for "construction, operation and maintenance" of toll facilities.
- Operation of toll facilities includes Washington State Patrol enforcement, tow truck operations, emergency response and routine maintenance.
- Tolls may be collected prior to the construction of a toll facility as long as the revenue is for the anticipated expenses identified in a capital or financial plan.
- All projected toll revenues would be planned to be used for operations, maintenance and construction of toll facilities, so there would be no excess revenue assumed to be available for deposit to the Reduce Traffic Congestion Account.

ASSUMPTIONS ON COSTS TO IMPLEMENT I-985

Estimated Expenditures from the Reduce Traffic Congestion Account Fiscal Year 2009 to 2013

	Biennium			Total
	2007-09	2009-11	2011-13	
Traffic Light Synchronization	\$ 20,935,000	\$ 20,935,000	\$ 23,870,000	\$ 65,740,000
Red Light Traffic Cameras	14,640	0	0	14,640
Carpool Lanes	200,000	30,000,000	194,000,000	224,200,000
Sales and Use Taxes on Motor Vehicles	27,000	0	0	27,000
Washington State Auditor	200,000	600,000	600,000	1,400,000
Department of Transportation Audit Support	50,000	100,000	100,000	250,000
Emergency Roadside Response	5,636,500	6,190,800	6,190,900	18,018,200
Total Revenue	\$ 27,063,140	\$ 57,825,800	\$ 224,760,900	\$ 309,649,840

Traffic Light Synchronization -- Cost to Implement Assumptions

- One-half of the signals would be synchronized in 2009 and one-half in 2010.
- Synchronization would need to be recalibrated every 2 ½ to 3 years.
- The estimated number of signalized intersections in cities is 3,734. At an average cost of \$5,000 per intersection, the total cost to synchronize all intersections for cities would be \$18.7 million, with an additional cost of \$18.7 million for recalibration.
- Approximately 362 signalized intersections are on heavily traveled arterials and streets in King, Pierce, Snohomish and Clark counties. At an average cost of \$5,000 per intersection, the total cost to synchronize all intersections for these counties would be \$1.8 million, with an additional cost of \$1.8 million for recalibration.

- Approximately 405 signalized intersections are on heavily traveled arterials and streets on state-owned highways. At an average cost of \$8,500 per intersection, the total cost to synchronize all intersections on state highways would be \$3.4 million, with an additional cost of \$3.4 million for recalibration. The Washington State Department of Transportation estimates an additional cost of up to \$18 million for the state-owned highways only.
- Costs to take full advantage of real-time synchronization, such as staffing of traffic operations centers and traffic cameras, are not included.

Carpool Lanes -- Cost to Implement Assumptions

Opening carpool lanes to general purpose traffic during off-peak hours requires:

- Installation or modification of variable speed limit and lane use control systems for 50 miles of HOV lanes at approximately \$4 million per mile, for a total of \$200 million over five years.
- Installation of access ramp gates and electronic signing at eight locations, estimated at about \$2 million per location, for a total of \$16 million over five years.
- Installation of additional ramp meters, at a cost of \$6 million over five years.
- Replacement of 700 HOV signs to comply with requirements, at a cost of \$2.2 million.
- Implementation would be staged over the five years, in part due to the need to obtain federal approval to make changes to HOV lanes.
- King County Metro estimates that opening carpool lanes to general purpose traffic would reduce efficiency of transit vehicles by about 10 percent. King County's cost is estimated to be approximately \$15 million over five years, due primarily to additional fuel and labor costs. Impact to other transit districts has not been assessed, but is assumed to be the equivalent of the King County impact.

State Auditor -- Cost to Implement Assumptions

- The State Auditor's Office would incur a one-time cost of \$100,000 to \$200,000 to develop the benchmarks and best practices required, and annual monitoring and reporting costs of \$200,000 to \$300,000.
- The Department of Transportation would incur costs to support the State Auditor's work, at a cost of \$50,000 per year.

Emergency Roadside Assistance -- Cost to Implement Assumptions

- Although I-985 requires additional funds to be spent on emergency roadside assistance, it does not specify how much of an increase is expected. For the purpose of this analysis, additional funds are assumed to be provided to the Washington State Department of Transportation and the Washington State Patrol.
- The Washington State Department of Transportation estimates include an

additional 10 emergency roadside assistance vehicles and 10 full-time equivalent employees (FTEs) to respond to 17,978 incidents per biennium.

- The Washington State Patrol estimates include 13 more troopers in the central Puget Sound Region; three more FTEs to improve accident investigations, enforcement, education and coordination with other jurisdictions; and additional equipment for troopers and investigation staff.

ASSUMPTIONS RELATED TO FUND SHIFTS AND REVENUE LOSSES

- Estimated revenue loss to cities from red light traffic camera infractions would be \$40 million over five years.
- Not charging tolls during off-peak hours on SR-167 HOT lanes would result in a 33 percent loss of funds, or a total loss of \$3.1 million over five years.
- Washington state transit agencies are estimated to lose about \$20 million over five years in federal transit funds due to the opening of carpool lanes to general traffic during non-peak periods.
- The Washington State Arts Commission would lose \$500,000 over five years.
- The state general fund would be reduced by \$573.9 million over five years. The general fund is used for education, public safety, social services and general government.