

# AGENDA PLANNING COMMISSION REGULAR MEETING

Thursday, January 7, 2010  
7:00 p.m.



Shoreline City Hall  
Council Chamber  
17500 Midvale Ave N.

	<u>Estimated Time</u>
<b>1. CALL TO ORDER</b>	7:00 p.m.
<b>2. ROLL CALL</b>	7:01 p.m.
<b>3. APPROVAL OF AGENDA</b>	7:02 p.m.
<b>4. DIRECTOR'S COMMENTS</b>	7:03 p.m.
<b>5. APPROVAL OF MINUTES</b>	7:08 p.m.
a. December 10, 2009	
<b>6. GENERAL PUBLIC COMMENT</b>	7:10 p.m.
 <i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence.</i>	
<b>7. STAFF REPORTS</b>	
a. Planning Commission 2010 Work Program	7:15 p.m.
b. Town Center Subarea Plan Study Session	7:25 p.m.
c. Planning Commission Structure & Vacancies	8:25 p.m.
<b>8. PUBLIC COMMENT</b>	8:35 p.m.
<b>9. DIRECTOR'S REPORT</b>	8:45 p.m.
<b>10. UNFINISHED BUSINESS</b>	8:55 p.m.
a. Recommended Subarea text for Point Wells	
<b>11. NEW BUSINESS</b>	9:05 p.m.
a. 2010 Comprehensive Plan Amendment Docket	
<b>12. REPORTS OF COMMITTEES &amp; COMMISSONERS/ANNOUNCEMENTS</b>	9:25 p.m.
<b>13. AGENDA FOR January 21</b>	9:27 p.m.
<b>14. ADJOURNMENT</b>	9:30 p.m.

*The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.*

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**CITY OF SHORELINE**  
**SHORELINE PLANNING COMMISSION**  
**SUMMARY MINUTES OF SPECIAL MEETING**

December 10, 2009  
7:00 P.M.

Shoreline Conference Center  
Mt. Rainier Room

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**Commissioners Present**

Chair Wagner  
Vice Chair Perkowski  
Commissioner Behrens  
Commissioner Piro  
Commissioner Pyle

**Staff Present**

Joe Tovar, Director, Planning & Development Services  
Steve Cohn, Senior Planner, Planning & Development Services  
Jessica Simulcik Smith, Planning Commission Clerk

**Commissioners Absent**

Commissioner Broili  
Commissioner Hall  
Commissioner Kaje  
Commissioner Kuboi

**CALL TO ORDER**

Vice Chair Wagner called the special meeting of the Shoreline Planning Commission to order at 7:04 p.m.

**ROLL CALL**

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Wagner, Vice Chair Perkowski and Commissioners Behrens, Piro and Pyle. Commissioners Broili, Hall, Kaje and Kuboi were absent.

**APPROVAL OF AGENDA**

The agenda was accepted as presented.

## **DIRECTOR'S COMMENTS**

Mr. Tovar announced that this is the last night that any City meeting would be held in the Shoreline Conference Center. The Commission's first meeting in January would be held in the Council Chambers of the new City Hall.

## **APPROVAL OF MINUTES**

The minutes of December 3, 2009 were approved as presented.

## **GENERAL PUBLIC COMMENT**

**Steve Ohlenkamp, Kenmore**, indicated he was present to represent Paramount Petroleum. He announced that the Snohomish County Council decided not to act on their urban centers legislation. Instead, they have scheduled it for action on February 3<sup>rd</sup> at the earliest. He asked that the Commission consider delaying action on the City's Point Wells Subarea Plan proposal, as well. He pointed out that Paramount Petroleum has started to work with an architect to determine what might be possible on the site, and a lot of work will take place over the next few months. He noted that Paramount Petroleum is not in a hurry, and they don't understand how important decisions such as zoning can be made without sitting down with the developer to see if what is being proposed would even be viable. He noted that they are just beginning the design of their project, and they don't have answers yet. It will take a number of years to design the project and clean up and develop the site.

## **CONTINUED LEGISLATIVE PUBLIC HEARING ON POINT WELLS SUBAREA PLAN AND PRE-ANNEXATION ZONING**

Chair Wagner reviewed the rules and procedures for the public hearing. Commissioner Piro reminded the Commission that additional public comments would be limited to the modifications made to the staff's proposal since the December 3<sup>rd</sup> meeting.

## **Staff Overview and Presentation of Preliminary Staff Recommendation and Questions from the Commission Regarding Point Wells Subarea Plan**

Mr. Tovar referred to the potential amendments to the subarea plan and the zoning map and text, which were made at the direction of the Commission. Some were specific requests by individual Commissioners, and others were raised during the Commission's previous study sessions. He also referred to the following additional exhibits that have been entered into the record since the Commission's last meeting:

- **Exhibit 25** – Final Supplemental Environmental Impact Statement (SEIS).
- **Exhibit 26** – Email from Jan Bakken dated December 10, 2009.
- **Exhibit 27** – Comment letter from Chakorn Phisuthikul dated December 10, 2009.
- **Exhibit 28** – Suggested amendments to Subarea Plan and Zoning Ordinance.
- **Exhibit 29** – A map to clarify view corridor locations.

- **Exhibit 30** – A proposed revised zoning map with adjusted boundary between PLA 1A and PLA 1B.

Mr. Tovar referred to Exhibit 29, which is a map showing the location of the view corridor. The section line starts at the intersection of the County line and goes off at a 60-degree angle to the center line of Richmond Beach Road. It barely touches the perimeter of the large tank on the site. He advised that Exhibit 30 is the same zoning map that was presented before, but the line between PLA 1A and PLA 1B was adjusted to follow the view corridor line. He noted that the illustration includes some of the tanks and the bridge to provide reference points.

Mr. Tovar advised that after the Commission has accepted public comment on the amendments, they could deliberate and provide direction to the staff to incorporate amendatory language into the body of both of the documents. Staff would update the draft language and present it to the Commission at their first meeting in January. At that point, they could forward a recommendation to the City Council. He suggested the Commission not close the public hearing until they have reached their conclusions on both items and provided specific direction to staff.

Commissioner Pyle asked if the proposed subarea plan would have to be included as part of the City's once-a-year Comprehensive Plan amendment docket. Mr. Tovar answered that subarea plans are not limited to the once-a-year amendment process. However, amendments to adopted subarea plans are subject to the once-a-year requirement unless the Growth Management Hearings Board directs them to amend the subarea plan or the City Council declares an emergency amendment. He emphasized that there is no limit on zoning code amendments. Commissioner Pyle summarized that it important to have more refined Comprehensive Plan language since revisions are limited to once a year. Mr. Tovar said that, practically speaking, the subarea plan could also be amended at any point if the City Council feels it is important.

Mr. Tovar referred to Mr. Ohlemkamp's request that the Commission delay taking action on the proposed subarea plan and pre-annexation zoning. He said it is important to keep in mind that the County has already made a policy decision that is currently being litigated. Therefore, it would be prudent for the City to likewise make a policy decision. Amendments could come out of on-going discussions between the City, Snohomish County, Town of Woodway, property owner, citizens of Richmond Beach, etc. He advised that the City Council would have a number of options to consider about whether or not to move forward, but he expressed his belief that stopping at this point in the process would not be in the City's best interest.

Mr. Tovar referred to Exhibit 28 (Page 21 of the Staff Report), which is a list of the potential subarea plan and pre-annexation zoning amendments. He and the Commission briefly reviewed each of the potential subarea plan amendments as follows:

- **Amendment 1** – Mr. Tovar advised that this amendment would add a new Policy PW-1A stating that the vision for Point Wells is to be an environmentally sustainable mixed-use community. Vice Chair Perkowski pointed out that the language proposed in Amendment 1 is related to the language proposed in Amendment 9. Mr. Tovar explained that the language proposed in Amendment 9 assumes adoption of Amendment 1 and is intended to provide more policy information.

- **Amendment 2** – Mr. Tovar advised that this amendment would clarify the intent of the Transportation Implementation Plan by modifying PW-7 to indicate the City would not just require a transportation study, but an implementation plan, as well. The study would lead to the plan, and the plan would include schematic design and the other items that were listed previously. It would deal with issues related to all road segments and intersections between SR-104 and North 175<sup>th</sup> Street, with particular attention focused on Richmond Beach Drive and Richmond Beach Road. When the scope for the transportation study and plan is prepared, staff would follow the direction given in PW-7.

Commissioner Behrens pointed out that the proposed language does not identify an eastern boundary for the transportation study area. Mr. Tovar agreed and suggested the language be changed to identify I-5 as the eastern boundary. This would provide boundaries for all four sides of the study area. Vice Chair Perkowski asked if staff would provide an illustration to show the scope of the road segments and intersections. Mr. Tovar said this would be easy to provide and could be helpful. However, the policy already identifies clearly demarcated boundaries.

- **Amendment 3** – Mr. Tovar recalled there was a concern that the City might use dated information from the County to conduct their traffic and safety analysis, and the proposed language clarifies that the County information was used as background information and provided a basis for the City’s conclusion that more information was needed before approval of a specific project at Point Wells.

Commissioner Pyle questioned the use of the term “should” in the last sentence of proposed Amendment 3 and questioned if “shall” would be a better term. Mr. Tovar answered that this is a policy statement, and the term “should” is appropriate.

- **Amendment 4** – Mr. Tovar recalled the Commission recommended the proposed language require both a Transportation Corridor Study and an Implementation Plan. Commissioner Piro recommended the study should also evaluate and expand bicycle and pedestrian safety and mobility and multi-modal strategies.
- **Amendment 5** – Mr. Tovar said additional language was added regarding the Transportation Implementation Plan and is verbatim from the email staff received from Commissioner Piro.

Commissioner Piro said he believes the language proposed in Amendment 5 accurately reflects the Commission’s earlier discussion that any improvements that are developed at Point Wells, Richmond Highlands, and adjacent neighborhoods should look at opportunities for improving mobility of existing areas and not just exclusively the new development at Point Wells.

- **Amendment 6** – Mr. Tovar explained that this potential amendment would insert words into PW-7 to be clear they are not just talking about a transportation study, but also an implementation plan. Commissioner Piro suggested the study and transportation plan should identify needed investments and services, including design and financing, for multimodal solutions to improve mobility and accessibility within the Richmond Beach Neighborhood and adjacent communities. In addition PW-

8 and PW-9 should be changed to clarify that a Transportation Corridor Study and Implementation Plan would be required.

- **Amendment 7** – Mr. Tovar observed that, historically, there has not been a lot of multimodal activity in this area. The road network was built a long time ago, and mobility and accessibility in Richmond Beach and nearby areas has been dominated by single-occupancy vehicles. The City has policies that talk about improving pedestrian bike facilities, but most have not been implemented because of financial constraints. The proposed policy objective makes the observation that the Richmond Beach Corridor has been served by a Metro route. Although rail service at Richmond Beach has been talked about in the past, no service is identified in Sound Transit’s adopted 20-year plan. The proposed language points out that while improved transit, bicycle and pedestrian mobility is a long-term policy objective, the majority of trips in the area are likely to continue to be by automobiles that utilize the road network.

Mr. Tovar said the amendment also includes changes to PW-9 to require the City to address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Master Plan. Staff met yesterday with representatives from Sound Transit, who are looking at light rail alignments. Their decisions must be meshed with the City’s Transportation Master Plan and Comprehensive Plan update. For example, one of the station areas is at 185<sup>th</sup> and I-5, so everything between Richmond Beach and the station should be examined as potential multimodal opportunities.

Commissioner Piro pointed out that the language he proposed was an attempt to respond to Chair Wagner’s earlier comment that the language considered on December 3<sup>rd</sup> seemed very abrupt and needed more context. He felt staff did a good job of responding to this concern.

Chair Wagner asked if the City would be responsible for addressing additional multimodal opportunities, or if the traffic study would recommend opportunities for the City to implement. Mr. Tovar recalled Commissioner Broili’s recommendation that the Commission view the long-term implications of the proposed language.

- **Amendment 8** – Mr. Cohn advised that the proposed amendment would expand the language in the section titled, “Future Vision for Point Wells,” to incorporate issues raised at the end of the December 3<sup>rd</sup> meeting regarding future opportunities and eventualities for the Point Wells site and adjacent neighborhoods and communities after development occurs. The language is intended to point out that although the proposed subarea plan would be a 20-year document, the City should think beyond 20 years. The City should also consider the long-range costs of the near-term and mid-term actions.

Commissioner Piro recalled that Commissioner Broili expressed a need to look aspirationally at other eventualities and accommodate them as the area evolves and matures. The City should be aware of new practices for environmental restoration, maintenance improvements, etc.

- **Amendment 9** – Mr. Tovar said proposed Amendment 9 would add language at the end of PW-1A to incorporate some of the thinking about naming not just lands within 200 feet of the shoreline, but also the aquatic lands, as something that should be carefully designed and implemented to minimize impacts and achieve long-term sustainability. New bulkheads would not be permitted, and the detrimental effects of existing bulkheads should be reduced by using alternative, more natural stabilization techniques. Vice Chair Perkowski asked why the proposed amendment uses the word restoration. He suggested the issue is more to it than just restoration. The Commission agreed to discuss this issue as part of their deliberation.

### **Public Testimony on Revisions to Proposed Point Wells Subarea Plan**

**Wendy DiPeso, Shoreline**, questioned if the transportation plan requirement would look beyond the traffic impacts at Point Wells to include other development projects that are going on close by. Mr. Tovar said that before any development occurs at Point Wells, the City will have completed their Transportation Master Plan update, which will provide information about background traffic (traffic generated by other developments expected to occur under the plans that are in place). Background traffic will be factored into the forecasts for future traffic impacts to the City's road grid.

Commissioner Piro observed that some of the potential amendments are related to the Transportation Study and Implementation Plan to ensure that it captures development not only at Point Wells, but along the Corridor and adjacent neighborhoods, as well.

**Michael Strand, Shoreline**, said he believes the anticipated 8,250 additional vehicle trips per day from the Point Wells site is too high, and it is unconscionable the City would consider a number that is even 1/10 that high. The additional traffic would have a significant impact on the Richmond Beach Neighborhood, as well as other properties on the west side of Aurora Avenue. He pointed out that not all the traffic must come through Richmond Beach. However, creating an annexation plan for the Point Wells site would force the impacts from Point Wells to come through Richmond Beach. Another option would be for the City to oppose the annexation and let the project develop as part of Snohomish County. The City could block the road, with the exception of allowing historical access on Richmond Beach Drive, and all of the problems would go away. If the property is annexed into the City as proposed, the developer would have total control over what happens in the area and all of the impacts would go through Shoreline. This would be a travesty for the citizens of Shoreline, and there will be no benefits.

Mr. Tovar explained that staff has talked to the City Attorney and reviewed existing rights-of-way, regulations that apply to environmentally sensitive areas and steep slopes, and existing code requirements in Woodway and Snohomish County. They are also aware of what the State Growth Management Act says about critical areas. People have suggested a road be developed to the north following the tracks to Edmonds, and they have also suggested new switchback roads going up the hill into the bluff area and connecting back to 238<sup>th</sup> in Woodway. However, there are a number of legal, environmental and political reasons why the City of Shoreline does not believe these other options would be practical. He noted that legal access has been made available to Point Wells through Shoreline for decades, and the City does not have the legal authority to close this access. If Woodway were to



create a public right-of-way down to the property through the Town of Woodway, the circumstances would be different.

Mr. Tovar explained that, as proposed, 8,250 additional vehicle trips would not be an absolute legal right of the property owner. The City would have some choice about how many vehicle trips that would accept, but keeping it to what it has been historically is unlikely to prevail long term. Snohomish County would permit some type of development of greater density than what is currently on the site. Their proposed urban center designation would allow twice the vehicle count that is proposed by Shoreline as a maximum. He clarified that the traffic analysis in the SEIS identifies a tipping point of 8,250, beyond which more of the City's intersections would experience failure. He emphasized that the property owner has not completed an architectural analysis of what can be done on the property. However, he expressed his belief that the developer would not likely be able to fit such an intense development on the property given the proposed setback and zoning requirements. It is unlikely the development would result in 8,250 vehicle trips per day.

**Commission Deliberations on Proposed Point Wells Subarea Plan and Vote by Commission to Recommend Approval or Denial or Modification**

**COMMISSIONER PIRO MOVED THE COMMISSION RECOMMEND APPROVAL OF THE PROPOSED SUBAREA PLAN FOR POINT WELLS WITH ADDITIONAL COMMISSION AMENDMENTS. COMMISSIONER PYLE SECONDED THE MOTION.**

Commissioner Piro expressed his belief that the proposed language is a sound approach for the City to take to get a subarea plan and pre-annexation zoning in place. The language expresses the Commission's intention and desire for the area. The Commission has received excellent input from the staff and the public. In addition, they had a very rich conversation at their last meeting that provided solid rationale for the proposed amendments that have been crafted and brought before the Commission for consideration. Commissioner Pyle concurred.

Commissioner Piro referred to Amendment 1 and expressed his belief that it is very good to have an overall policy to introduce the intent of the proposal. The language proposed for PW-1A ties in well with the City's existing Comprehensive Plan, and he likes the fact that it relates very squarely to sustainability and the excellent work the City has already done to adopt a sustainability strategy.

**COMMISSIONER BEHRENS MOVED THE COMMISSION APPROVE AMENDMENT 1. COMMISSIONER PYLE SECONDED THE MOTION.**

Chair Wagner pointed out that the language should be changed to replace "has provided" with "provides." The remainder of the Commission concurred.

Commissioner Behrens said the proposed amendment is well written and adds substantially to the subarea plan. Commissioner Pyle added that the proposed amendment meshes well with the existing Comprehensive Plan and the City's Environmental Sustainability Strategy. It will also allow for the

efficient use of space at the site and promote the preservation of certain features that are important to the community.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 1, TO READ AS FOLLOWS:**

*“PW 1A: The Vision for Point Wells is an environmentally sustainable mixed-use community that is a model of environmental restoration, low-impact and climate-friendly sustainable development practices, and which provides extensive public access to the Puget Sound with a variety of trails, parks, public and semi-public spaces.”*

**COMMISSIONER BEHRENS MOVED THE COMMISSION APPROVE AMENDMENT 2. COMMISSIONER PIRO SECONDED THE MOTION.**

Commissioner Behrens said the whole idea of doing a transportation implementation plan is good, and the additional language makes the requirement even better. It provides clarity and would involve various communities and organizations in the process. A very precise traffic management plan would be required in order for the area adjacent to Point Wells to continue to function.

Commissioner Piro expressed his belief that the proposed language responds to not only the Commission’s direction to expand the study area, but is also very sensitive to public concerns. They want more than just a traffic study; they want implementation of a traffic plan. They want the end product to not only serve the Point Wells property, but the adjacent communities, as well.

Commissioner Piro said he originally thought the language should also address options for a Sound Transit light rail station connection when focusing on various modes of travel along the Corridor. However, he said he is comfortable leaving the language as it is, knowing that decisions related to light rail have not yet been worked out. The other policies include provisions to address this issue, as well.

Commissioner Behrens suggested that the last sentence be changed to include I-5. Commissioner Pyle recommended that “transit” be inserted between “vehicular” and “bicycle” in the last sentence. Commissioner Piro suggested that “investments” replace “improvements” in the last sentence.

Commissioner Piro explained that while public works and engineering staff see anything they are able to build and/or construct as being an improvement, there are necessities that members of the community might not view as improvements. He said he prefers a more neutral term such as “investment.” Mr. Tovar added that using the term “investment” would also encompass programs such as public education and information.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 2, WHICH WAS AMENDED TO READ AS FOLLOWS:**

*“PW-7: To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation*

*Implementation Plan, under the direction of the City, with the input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N. 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road.”*

The Commission agreed they would like staff to provide a graphic to illustrate this concept further. Mr. Tovar advised that the graphic could be provided at a later date.

**COMMISSIONER PYLE MOVED THE COMMISSION APPROVE SUBAREA TEXT IN AMENDMENT 3 TO READ AS FOLLOWS:**

*“A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an “Urban Center” under Snohomish County zoning, as well as development scenarios assuming lesser orders of magnitude. This background information provided a basis for the City to conclude that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.”*

**COMMISSIONER PIRO SECONDED THE MOTION.**

Commissioner Pyle expressed his belief that the amended language reads better and is more logical. Commissioner Piro agreed that the amended language is clearer and allows for changes that might take place in the future.

**THE MOTION CARRIED UNANIMOUSLY.**

**COMMISSIONER PYLE MOVED THE COMMISSION APPROVE THE SUBAREA TEXT IN AMENDMENT 4. COMMISSIONER PIRO SECONDED THE MOTION.**

Commissioner Pyle commented that the proposed amendment clarifies why the study is needed and provides more direction. Commissioner Piro recalled that Commissioner Broili first introduced the idea that a multimodal approach needs to be deliberately articulated in the proposed language. He said he likes the additional language about addressing bicycle and pedestrian mobility, as well. The City has a real opportunity to enhance and develop improved bicycle and walking opportunities in the entire area.

Commissioner Behrens recommended that “State Route 99” should be replaced with “Interstate 5.” Mr. Cohn pointed out that Amendment 4 is intended to specifically apply to Richmond Beach Drive and Richmond Beach Road. Commissioner Behrens said he understands that they are dealing with Richmond Beach Road, but the impacts will not stop at State Route 99. If they are going to expand on the idea of improving bicycle and pedestrian safety and mobility, the more reasonable option would be to extend the improvements all the way to Interstate 5 where transit is available.

Commissioner Piro pointed out that previous policy statements clearly define the Corridor, so there is really no need to redefine the boundaries in Proposed Amendment 4. He suggested they delete the reference to NW 205<sup>th</sup> and State Route 99, altogether.

Chair Wagner suggested the second sentence be refined to make it clear that the intent is to affect improvements. She cautioned that the City would not want to require improvements or investments along every intersection and road between Point Wells and Interstate 5. While they want the study to be comprehensive to identify where major impacts would occur and how they would be addressed, the Richmond Beach Corridor is the main focus of this particular policy statement.

Commissioner Pyle pointed out that Amendment 4 is intended to be a specific statement about the Richmond Beach Corridor, but the current proposal does not clearly define the Corridor. He suggested the Corridor be defined as “all the way from the Point Wells site to State Route 99 and the intersections in between.” Commissioner Behrens pointed out that the Corridor is defined in Amendment 2, and this definition should be consistent throughout the proposed subarea plan.

Commissioner Pyle suggested the first sentence of the proposed amendment be changed to read, “The Study should include an evaluation of projected impacts on vehicular flow . . .” He agreed there is no need to include another statement that describes the Corridor. The remainder of the Commission concurred.

Commissioner Piro agreed with Chair Wagner that the second sentence of Amendment 4 is awkward. Mr. Cohn suggested the second sentence be changed to read, “The study should also evaluate expanded bicycle and pedestrian safety and mobility investments, and identify “context sensitive design” treatments for intersections, road segments, block faces, crosswalks and walkways in the study area . . .” He suggested the that requiring context sensitive treatments for every intersection may be too extensive. Mr. Tovar agreed it would be appropriate to make the statement more general, as long as they recognize the amendment was intended to respond to public comments. He suggested “as appropriate” could replace “every.” He emphasized that pedestrian and bicycle movement and safety are issues west of State Route 99.

Chair Wagner suggested that if the language is changed as recommended by staff, it would merely restate the policy statement. She reminded the Commission that the policy statement indicates that particular attention should be focused on Richmond Beach Drive and Richmond Beach Road. She suggested the language should make it clear that context sensitive design treatments should be identified for every intersection on the Corridor.

Commissioner Piro recommended the second sentence of Amendment 4 be changed to read, “The Study should evaluate expanded bicycle and pedestrian safety and mobility investments and identify appropriate context sensitive design treatments for intersections, road segments, block faces, crosswalks, and walkways in the study area with emphasis on Richmond Beach Road and Richmond Beach Drive.” Commissioner Pyle pointed out that the last sentence of Amendment 4 is duplicative of PW-7 and could be eliminated.

Commissioner Behrens said another option is to amend the second sentence to read, “The Study should evaluate and recommend improvements for bicycle and pedestrian safety and mobility. The remainder of the sentence could be deleted. Commissioner Piro said he would like to retain the language related to context sensitive design, since it is important that treatments are designed to fit the neighborhood.

Vice Chair Perkowski suggested that “identify” would also be a more appropriate word than “recommend.” The remainder of the Commission concurred.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 4, WHICH WAS AMENDED TO READ AS FOLLOWS:**

*“The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the Corridor. The study should also evaluate and identify expanded bicycle and pedestrian safety and mobility investments and identify “context sensitive design” treatments as appropriate for intersections, road segments, block faces, crosswalks, and walkways in the study area, with emphasis on Richmond Beach Road and Richmond Beach Drive.”*

**COMMISSIONER PIRO MOVED THE COMMISSION APPROVE THE SUBAREA TEXT IN AMENDMENT 5. COMMISSIONER BEHRENS SECONDED THE MOTION.**

Commissioner Piro advised that Amendment 5 is intended to provide clarification. Commissioner Behrens said the amendment language is well written and precise. It sets the ground work for the policies that come after.

Chair Wagner proposed that the last sentence be changed to replace “than current” with “that currently.”

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 5, WHICH WAS AMENDED TO READ AS FOLLOWS:**

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

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

**COMMISSIONER PYLE MOVED THE COMMISSION APPROVE AMENDMENT 6.  
COMMISSIONER PIRO SECONDED THE MOTION.**

Commissioner Pyle observed that the changes are intended to make the language consistent with the previous paragraphs. Commissioner Piro concurred. However, he suggested that “public improvements” be changed to “public investments.”

Chair Wagner pointed out that the language in Amendment 6 is intended to apply to communities adjacent to Point Wells, so the language should be changed to make this clearer. Commissioner Piro added that the amendment is intended to apply to adjacent communities along the Corridor and not just Point Wells.

Mr. Tovar pointed out that “Study and Transportation Plan” should be changed to “Transportation Corridor Study and Implementation Plan.” The remainder of the Commission agreed that the term should be used consistently throughout the document.

Commissioner Pyle expressed his concern that PW-9 is one of the most important pieces of the subarea plan, and further discussion would be appropriate. The Commission agreed to eliminate the language in Amendment 6 related to PW-9, and then deal with PW-9 separately.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF  
AMENDMENT 6, WHICH WAS AMENDED TO READ AS FOLLOWS:**

*“PW-7: To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with the input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public improvements investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, and N. 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.”*

*“PW-8: The needed mitigation improvements identified in the Transportation Corridor Study and Implementation Plan should be built and operational concurrent with the occupancy of the phases of development at Point Wells.” (Note: PW-9 would be dealt with separately.)*

**COMMISSIONER PIRO MOVED THE COMMISSION APPROVE THE SUBAREA TEXT  
PORTION OF AMENDMENT 7. (Note: PW-9 would be dealt with separately.) VICE CHAIR  
PERKOWSKI SECONDED THE MOTION.**

Commissioner Piro recalled that Chair Wagner previously recommended that language be amended to provide more context, and the proposed language addresses her concerns. However, he suggested the language could have also introduced the City's approach to Level of Service (LOS). He said he would share his ideas when the Commission specifically discusses PW-9.

Chair Wagner pointed out that the proposed language uses the number identified in the City's traffic study, which is the most professional opinion the Commission has on the matter. She expressed her belief that it is appropriate to reference the study and include the numbers as a baseline for which subsequent decisions would be made.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 7 TO READ AS FOLLOWS:**

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

*Therefore, the City should establish a maximum daily traffic trip threshold originating from Point Wells and require preparation of a Transportation Corridor Study to identify necessary mitigations.”*  
(Note: PW-9 would be dealt with separately.)

**COMMISSIONER PIRO MOVED THE COMMISSION APPROVE AMENDMENT 8. COMMISSIONER PYLE SECONDED THE MOTION.**

Commissioner Piro commended Mr. Cohn for doing a great job of capturing the Commission's intent and finding a solution to the valid and rich issue raised by Commissioner Broili at the last meeting.

Chair Wagner observed that the first paragraph talks about working with the Town of Woodway to reduce potential impacts, and she questioned if the language should include the City of Edmonds, as well. She noted that the policy statement references both the Town of Woodway and Snohomish County. Mr. Tovar referred to a letter the City received from the City of Edmonds discussing their concerns about impacts on SR-104 as it travels through their City. At the time the language was drafted, they had not yet received input from the City of Edmonds. He agreed it would be appropriate to name Edmonds in the proposed amendment, as well. The Commission concurred.

Commissioner Pyle noted that “years” should be added after the second “20” in the language proposed by staff.

Commissioner Behrens referred to the wording in the last sentence. Rather than connecting Woodway to Puget Sound, the goal is to connect Woodway to Point Wells via bicycle. Mr. Tovar said the language was drafted to recognize that the Woodway community would like an opportunity to access the saltwater shoreline below. He explained that City staff has been talking with the Town of Woodway for several months to identify their concerns and interests, and they indicated their desire to have access to Puget Sound. While the result would be the same either way, Commissioner Behrens once again suggested the language should talk about connecting Woodway and Point Wells.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 8, WHICH WAS AMENDED TO READ AS FOLLOWS:**

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

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

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

*PW-10: The City should work with both the Town of Woodway, Edmonds and Snohomish County toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells.*

*New text for Subarea Plan (directly under “A Future Vision for Point Wells”): The Subarea Plan, intended to be a 20-year plan document, envisions a Point Wells development that could take longer than 20 years to become fully realized. Because of the time horizon of the plan and future development, the City, in its decision-making, should consider the long-term costs of near-term actions and make choices that reflect a long-term perspective.”*

**VICE CHAIR PERKOWSKI MOVED THE COMMISSION APPROVE AMENDMENT 9. COMMISSIONER PIRO SECONDED THE MOTION.**



Vice Chair Perkowski reviewed that the proposed amendment is intended to provide more description about what is meant by “environmentally sustainable.” He said that while the Commission has had a lot of discussion about transportation impacts, they have not had an extensive discussion regarding environmental impacts. He observed that there is plenty of science to support the idea that one of the biggest problems with Puget Sound is the interruption of natural processes, particularly in the sensitive environments. There is also evidence about the destruction of habitat that is caused by bulkheads and hardened shoreline armory. The proposed language would be consistent with the City’s goal to be environmentally sustainable and have low impact. However, he suggested the language be amended to prohibit additional over-water structures and new bulkheads. He said there is scientific evidence about the negative impacts of these structures in the near shore environment.

Commissioner Piro agreed that the proposed amendment adds value and clarity, once again bringing in principles that have been developed in other City planning documents such as the Environmental Sustainability Strategy. Given the location of Point Wells, sustainability should be addressed as part of the subarea plan.

Commissioner Piro suggested the language in Amendment 9 be divided into two separate policies. One policy could talk more broadly about sustainability and the vision, and the second policy could talk specifically about the aquatic and shoreline issues. The remainder of the Commission concurred.

Vice Chair Perkowski suggested that “restoration of” be changed to “uses and development of and near.” Chair Wagner asked if the language is intended to include restoration activities, as well. Vice Chair Perkowski answered affirmatively.

Commissioner Pyle suggested the last sentence be changed to require that existing bulkheads be removed and replaced with alternative, more natural stabilization techniques. Vice Chair Perkowski said he likes the idea of removing existing bulkheads, but there may be situations where removal would not be feasible or appropriate.

Mr. Tovar reminded the Commission that a Shoreline Master Program amendment would come before them in 2010, and they will review each of these issues in great detail. He suggested the policy statement should remain general, merely indicating concern about environmental issues. He emphasized that the subarea plan and pre-annexation zoning will not be the only regulations that govern what happens with the bulkheads. The Shoreline Master Program would determine whether or not it is appropriate to remove a bulkhead and how it should be removed to minimize contamination.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 9, MAKING IT TWO SEPARATE POLICIES, TO READ AS FOLLOWS:**

***“PW-1A: The Vision for Point Wells is an environmentally sustainable mixed-use community that is a model of environmental restoration, low-impact and climate-friendly sustainable development practices, and which has provided extensive public access to the Puget Sound with a variety of trails, parks, public and semi-public spaces.***

*PW-1B: Use and development of and near the Puget Sound shoreline and aquatic lands at Point Wells should be carefully designed and implemented to minimize impacts and achieve long-term sustainable systems. New bulkheads or over-water structures should not be permitted and the detrimental effects of existing bulkheads should be reduced through removal of bulkheads or alternative, more natural stabilization techniques.”*

**COMMISSIONER PIRO MOVED THE COMMISSION APPROVE NEW TEXT FOR POLICY PW-9 TO READ AS FOLLOWS:**

*“The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Management Plan. Maximum daily traffic on Richmond Beach Drive from Point Wells should maintain a Level of Service (LOS) of C or better, in a manner that reduces existing single-occupancy vehicle trips in the Richmond Beach Road Corridor.”*

**COMMISSIONER PYLE SECONDED THE MOTION**

Commissioner Piro expressed his belief that the way the language was crafted with numeric targets satisfies some very solid work that staff has done to articulate something that avoids the worst case scenario. However, it also sounds like the City is settling for something that is a step above worst case scenario. Instead, they should talk about a whole system of movement and mobility into and out of the area that really seeks solutions that not only benefits the Point Wells development but the entire community. He said he would like to avoid the dramatic and seemingly overwhelming numbers. He suggested the City consider other options for developing transportation facilities and improving mobility in this area. If the development would introduce 825 additional peak hour trips, something else needs to happen to take 825 of the current trips off the streets so there would be no net gain. He said he envisions opportunities to pair a light rail station at 185<sup>th</sup> with a neighborhood hub transit station at Richmond Beach. He summarized that the City needs to look at a solution that serves the existing communities, as well as the residents of the new development at Point Wells. It is important to offer the entire community better options for transit and other non-motorized transportation.

Commissioner Pyle said he likes the language proposed by Commissioner Piro because it relies more on the actual LOS. They should keep in mind that the subarea plan is intended to be a 20-year plan, and the numbers identified in the Transportation Study may not be viable in the next 20 years. Relying on LOS would be more consistent with the modeling at the time a proposal goes forward.

Chair Wagner pointed out that the traffic study identifies that some intersections are anticipated to have an LOS that is less than Level C by 2025, even without the additional traffic from Point Wells. Commissioner Piro said he would be open to changing the LOS he identified in his proposed language. He said he does not believe it is unrealistic to maintain a Level C or D on the Corridor while taking on additional development. He said the proposed language helps communicate the City’s vision if the property is not annexed to the City and becomes an urban center as part of Snohomish County. He said he knows of no urban center in the region that is not expected to maintain LOS and move towards a mixed mode of travel with a transit component.

Commissioner Behrens observed that the transportation matrix is what makes redevelopment of Point Wells so difficult. Absent the transportation issues, everyone would love for Point Wells to be redeveloped. He suggested the City should strive to create policy language that minimizes private vehicle transit. The Transportation Corridor and Implementation Study should not assume there would be 8,250 trips per day. Instead, it should assume the minimum possible impact to the community, and it should be the developer's responsibility to design a project that accomplishes that goal. He summarized that a plan that allows 8,250 cars to drive a mile to meet a major transit station would be better than allowing 8,250 cars to travel 15 miles through streets and neighborhoods. He said they should talk about LOS and its impact on the community and not the number of vehicle trips.

Chair Wagner referred to the concept of "casual carpool" which is utilized in San Francisco and Washington, D.C. Encouraging casual carpools could be an opportunity to move traffic through the City faster. Commissioner Piro encouraged the Commission to think beyond private vehicles. There are rich opportunities associated with connecting the neighborhood hub that already exists at Richmond Beach to the proposed Sound Transit light rail station and the emerging Town Center at 185<sup>th</sup> and Aurora Avenue North.

Chair Wagner suggested that instead of requiring that maximum daily traffic on Richmond Beach Road from Point Wells should maintain an LOS of C or better, they could incorporate language that would not allow the LOS to drop more than one level. Commissioner Piro reminded the Commission that the Transportation Master Plan Update would provide new direction related to LOS.

Mr. Tovar suggested that perhaps it would be appropriate to use both standards. He noted that staff's proposed language indicates that traffic shall not exceed 8,250 trips per day, but it does not say that traffic would be allowed to reach that point. He pointed out that given the existing LOS, an additional 8,250 trips per day would create too much failure. Perhaps the policy could be amended to not exceed 8,250 trips per day or whatever LOS is adopted for the Corridor as part of the City's Transportation Master Plan Update, which will be completed in 2010. The Commission agreed a combination of the two standards would be appropriate. However, Commissioner Piro expressed his desire for the language to be more aspirational.

Commissioner Pyle expressed his belief that there is some benefit associated with using a fixed numbers to limit what can happen. However, if the City desires to assume a form-based code that is more reliant on the design of the site and less concerned about what is inside the buildings, the Commission should keep in mind that using fixed numbers is a reverse way of implementing a density cap. Mr. Tovar reminded the Commission that most of the public concerns were related to traffic impacts. The proposed language would identify a benchmark and then let the applicant figure out how to make it work. He said he is not sure the property could be developed to a density that would reach the maximum 8,250 vehicle trips per day given the other code requirements that would also apply.

Commissioner Pyle pointed out that a fixed number would be non-negotiable. Using an LOS standard would allow a developer to redesign the entire transportation Corridor, with the City's participation, and fund the entire rebuild of the Corridor to get more density. The drop in LOS could be mitigated by improving the infrastructure to raise the LOS. Mr. Tovar summarized that if intersections are rebuilt to

improve their functionality, they will have a greater capacity to accommodate traffic before the LOS drops. Chair Wagner agreed this would address potential problems at intersections, but not all the other real or perceived impacts related to traffic flow.

Commissioner Behrens pointed out that Snohomish County experienced a similar situation at 164<sup>th</sup> Street where a huge number of apartment complexes were being built along the Corridor, creating traffic congestion. Instead of a building moratorium, the developers agreed to contribute a certain amount of money for each new unit that was built to fund transit. This would allow them to offset the additional number of people by building up the transit Corridor. He suggested the City do something similar as part of their Transportation Corridor Study and Implementation Plan. The City could require the developer to come up with a system that moves people without using cars.

Commissioner Piro suggested another option would be to have the developer build the Sounder Station along the commuter rail lines. While the development could introduce 800 trips into Shoreline, 800 people from the area would be able to use the rail line instead of the street system. He said he appreciates the value of including absolute numbers, but it should be clear that the City is not willing to reach a failure situation. They must maintain an acceptable LOS that meets established public policy and the mobility goals of the City. Any development at Point Wells should be required to make a contribution.

Commissioner Pyle suggested the following language: “The maximum daily traffic the City should permit on Richmond Beach Drive from the Point Wells development should not exceed 8,250 vehicle trips per day or a maximum peak hour rate of 825 and shall not reduce the LOS below the existing documented standard at the point of complete application.” This language would establish 8,250 as a tangible cap on traffic, and they would not be allowed to reduce the LOS below the existing standard. The developer would not be penalized for the fact that the City already has a failing system, but they would not be allowed to make it worse.

Mr. Tovar reminded the Commission that if the property is developed as part of Snohomish County, the County has indicated they would rely on the City of Shoreline to identify the necessary traffic improvements to mitigate the impacts. They would rely on the City’s analysis of the existing transportation system.

Commissioner Piro summarized that PW-9 could be amended to incorporate the first sentence in the language proposed by staff and an additional sentence to read, “These opportunities should be pursued in a manner that reduces existing single-occupancy vehicle trips in the Richmond Beach Road Corridor.”

Again, Commissioner Pyle expressed his belief that the property owner should not be penalized if the City’s system is already failing. At the same time, they should not penalize existing property owners who live near the project by allowing the new development to cause the system to fail.

Chair Wagner said she understands the concept of not allowing a developer to further degrade the LOS, but requiring them to raise the LOS if it is already below the City’s adopted standard might not be

appropriate. Commissioner Piro pointed out that although LOS for single-occupancy vehicles may be poor, the Corridor could be designed to allow busses through. As long as the people-moving capacity is functioning well, the LOS would remain at an acceptable level. He said he anticipates the updated Transportation Master Plan would address LOS more comprehensively, including opportunities for improved transit service.

Again, Chair Wagner expressed concern that the proposed language would require a developer to improve the LOS if it is already below the City's adopted LOS. Mr. Cohn explained that if the developer were to mitigate by providing bus service, etc., the LOS would remain the same. Chair Wagner pointed out that a developer may not be able to sufficiently mitigate to bring the LOS up to the City's adopted standard.

Commissioner Piro said there is an adequate facility expectation already in State Law through the concurrency provisions, which requires cities to have adequate facilities and services in place to serve development. The notion is that these services and facilities must be in place by the time the development is occupied or they are part of an anticipated capital improvement program within the next six years. He suggested that the proposed language would be consistent with what is already codified in State Law. If there are situations where the facilities and services are inadequate, a developer would be obligated to address the situation. Commissioner Piro asked if the City also has an obligation to meet its adopted LOS. Mr. Tovar answered that the Growth Management Act prohibits the City from issuing a permit if a project would drop the LOS below the City's adopted standard. While this provision works well for properties within the City, the Point Wells property is not located in Shoreline. If the property is redeveloped under Snohomish County, the City would not have the ability to deny a permit even if the project would drop traffic functionality at intersections to below the City's adopted LOS.

Commissioner Pyle inquired if the City could adopt an LOS standard that is above what currently exists without a capital improvement project that would allow them to reach the new standard. Mr. Tovar explained that local governments have the authority to figure out where they want to draw the line, but they cannot issue permits for projects that will drop them below the adopted threshold. In these situations, an intersection must either be improved or the City must lower its standard.

Commissioner Piro pointed out that the currently proposed language would give the City some leverage to negotiate the future LOS. And the LOS standard would be specifically addressed as part of the Transportation Master Plan. The Commission emphasized that the proposed language would require a developer to meet the LOS and the maximum vehicle trips per day requirements. It would also stay current with the LOS standard that is in place at the time of application. They agreed the language should be divided into two separate policies.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 9, MAKING IT TWO SEPARATE POLICIES TO READ AS FOLLOWS:**

***“PW-9A: The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of***

*the update of the city-wide Transportation Management Plan. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the Corridor.*

*PW-9B: The maximum daily traffic that the City should permit emanating from Point Wells may not exceed 8,250 vehicle trips per day, nor reduce the City's adopted level of service standards for the Corridor at the time of application for development permits at Point Wells."*

Commissioner Pyle suggested that PW-6 should not allow trees and vegetation to be cut to protect a view corridor. Commissioner Piro suggested the term "public view" would make the policy more clear. He also questioned if "view shed" instead of "view corridor" would help distinguish this policy from other situations that include the word "view." Mr. Tovar pointed out that Zoning Amendment 5 would replace "view corridors" with "public view corridors." He noted there is only one view corridor identified on the proposed zoning map. He explained that the proposed pre-annexation zoning makes it clear that PW-6 applies to buildings and not trees and other vegetation.

Chair Wagner referred to Mr. Phisuthikul's comment about PW-6 and how the view corridor was measured. Mr. Tovar advised that this issue is clarified in the pre-annexation zoning. She also referred to Mr. Phisuthikul's recommendation that PW-4 be amended to change "six stories" to "65 feet." She noted the Commission previously discussed this issue and agreed that the appropriate term was "65 feet."

**COMMISSIONER PYLE MOVED THE COMMISSION SWITCH THE ORDER OF PW-5 AND PW-6. COMMISSIONER PIRO SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

**THE COMMISSION VOTED UNANIMOUSLY TO APPROVE THE MAIN MOTION TO RECOMMEND ADOPTION OF THE PROPOSED SUBAREA PLAN FOR POINT WELLS AS AMENDED BY THE PREVIOUS MOTIONS.**

**Staff Overview and Presentation of Preliminary Staff Recommendation and Questions from the Commission Regarding Proposed Point Wells Pre-Annexation Zoning Text and Map**

Mr. Tovar reviewed the potential amendments to the Point Wells Pre-Annexation Zoning as follows:

- **Amendment 2.** Mr. Tovar said Vice Chair Perkowski and others raised the issue of whether there should be a requirement for site plan approval. The proposed amendment would require that any application for site plan approval must be processed as a Type C Permit. That means the Planning Commission would conduct a public hearing and make a recommendation to the City Council. The amendment would also state that no building, grading, or other development permits would be issued until the City has first given site plan approval and an administrative design review permit is processed and approved by the Planning Commission or the Planning Director.
- **Amendment 3.** Mr. Tovar said Vice Chair Perkowski cautioned that the language should not just address land that is landward 200 feet, but also aquatic lands.

- **Amendment 4.** Mr. Tovar said a few of the Commissioners expressed concern that not all of the things on the list of mandated items that must be included in a restoration plan would be practical or appropriate. The original language was mandatory and prescriptive, and the amended language is more flexible to identify items that should be addressed. A feasibility assessment could be done to identify those that are practical, and a final judgment could be made at the time of permit evaluation.
- **Amendment 5.** Mr. Tovar advised that this amendment would replace all references to “view corridors” with “public view corridors.”
- **Amendment 6.** Mr. Tovar said Commissioners previously made the point that the City does not want to require that all fill be removed, just contaminated fill. The amendment would add the word “contaminated” before “fill.”
- **Amendment 7.** Mr. Tovar advised that the proposed amendment would provide more clarification about the requirements for the portions of buildings that are higher than 65 feet. The portions of the buildings that are lower than 65 feet could be closer than 100 feet, but the portions that are greater than 65 feet must be at least 100 feet away from each other. He noted that a drawing would be incorporated into the document to illustrate the intent.
- **Amendment 8.** Mr. Tovar said this amendment would delete the earlier language that talked about managing the stormwater. This would not be applicable since stormwater would be managed via direct flow because the property is located next to the Sound.
- **Amendment 9.** Mr. Tovar advised that Amendment 9 would include a new map to illustrate how the view corridor was measured.
- **Amendment 1.** Mr. Tovar recalled that the question was previously asked about whether a property owner should be allowed to break the property up and have several different developments at Point Wells as opposed to one large master plan. The proposed amendment was intended to create an incentive for the developer to keep the property together by establishing a minimum acreage requirement. Any development in PLA 1A and PLA 1B would be subject to review of a comprehensive site plan for the entire property held in common ownership. The amendment is intended to make the point that just because PLA 1A and PLA 1B are zoned differently does not mean they should be developed separately. The site plan must be applied to all properties that are owned in common. Commissioner Pyle suggested that perhaps a developer could be allowed to divide the property into smaller pieces through a binding site plan process.

**Public Testimony on Revisions to Proposal Regarding Proposed Point Wells Pre-Annexation Zoning Text and Map**

**Michael Strand, Shoreline,** said he feels this is the City’s one chance to keep Shoreline from becoming severely degraded by moving away from annexation. If the property is annexed, all of the problems will become Shoreline’s issues to solve. He suggested the City rid themselves of the problem and isolate the problem in Snohomish County, which is where the project is located. It should be Snohomish County’s

responsibility to convince the residents of Woodway to support the project. The City should maintain the historic level of traffic on the Corridor rather than allowing access through Shoreline to Point Wells. The problems that have been discussed by the Commission would be non-existent. On the other hand, if the property is annexed to Shoreline, the City would be stuck with mitigating all the problems. He suggested the Planning Commission is more concerned about the people of Woodway and Snohomish County than they are about the problems the residents of Shoreline would have to deal with. He noted that about 200 cars pass his property each day, and the proposal would allow up to 8,250 additional cars. This would be a significant impact.

Commissioner Pyle said the Commission has considered the potential impacts associated with redevelopment at Point Wells. He explained it is not the Commission's intent to mount an effort to repel the development and/or annexation. Instead, they are working to put in place proper policy and planning standards that could be applied to future redevelopment at Point Wells rather than waiting for the court to mandate a settlement agreement.

Commissioner Behrens explained that if the City does nothing and Snohomish County decides to allow the development to occur at whatever level they feel is appropriate, the City would have no ability to control the situation, and the impacts could be significantly greater than those associated with Shoreline's proposed subarea plan and pre-annexation zoning. It is important that the City retain at least some control over future redevelopment of the property. He pointed out that Snohomish County has allowed development to occur outside of a city in unincorporated Snohomish County, and eventually the residents of the new development petition for annexation. The cities are required to provide services to the new developments, yet they have very little control over its impacts. The same would be the case with Point Wells. Services for the site would come from Shoreline, and it is important to create a way for the City to control the impacts as much as possible.

Commissioner Behrens emphasized that it would not be legally possible for the City to close the access to Point Wells. Mr. Strand agreed that the access could not be closed. However, the City is not required to provide access over and above the current level. He disagreed with the City's defacto assumption that all access must come through Richmond Beach. He recommended the City oppose the additional access since it would require them to accept responsibility for all of the consequences. The proposed development would end up destroying neighborhoods.

**Commission Deliberations Regarding Proposed Point Wells Pre-Annexation Zoning and Vote by Commission to Recommend Approval or Denial or Modification**

**COMMISSIONER PIRO MOVED THE COMMISSION RECOMMEND ADOPTION OF THE PROPOSED PRE-ANNEXATION ZONING WITH ADDITIONAL COMMISSIONER AMENDMENTS. COMMISSIONER PYLE SECONDED THE MOTION.**

**COMMISSIONER PIRO MOVED THE COMMISSION APPROVE AMENDMENTS 2 THROUGH 9. COMMISSIONER PYLE SECONDED THE MOTION.**



Commissioner Piro said a lot of good thinking went into the proposed amendments, both from Commission input and public comments. The proposed amendments would further improve the product. Commissioner Pyle concurred.

Commissioner Pyle recommended that Amendment 8 should be modified further. He said he believes that stormwater treatment should be required, but flow control would not be necessary. The remainder of the Commission concurred.

Vice Chair Perkowski recommended that the “Permitted and Prohibited Uses” language should be applied to the landward properties, but not the aquatic lands. This will require a definition or distinction between the two. Mr. Tovar suggested this issue would be better addressed as part of the Shoreline Master Program Update. He reminded the Commission that the Department of Ecology is very possessive of regulations within the Shoreline Management Act’s jurisdiction, especially on the waterward side of the ordinary high-water line. Therefore, he cautioned against doing Shoreline Master Program work via the zoning code. Vice Chair Perkowski said Mr. Tovar’s concerns would not prevent an amendment to Section 20.92.030 to make sure the language does include aquatic lands.

Commissioner Pyle inquired if the Shoreline Master Program Update would include a stand-alone use section. Mr. Tovar answered affirmatively. Vice Chair Perkowski said he still believes it would be a good idea to make it clear that the city would not support all of the listed uses in the aquatic lands. Mr. Tovar noted that zoning in the aquatic areas would be preempted by the Shoreline Master Program. Vice Chair Perkowski said he would like the language to be extremely limited as to what would be allowed in aquatic lands. As proposed, the language would apply to aquatic lands, which he cannot support. Mr. Tovar suggested that language could be provided to make it clear that any uses or developments that are otherwise prohibited by Chapter 90.50 would not be enabled or approved by this chapter of the zoning code. He clarified that the City’s updated Shoreline Master Program would not apply to the Point Wells property unless and until it is annexed into the City.

The Commission discussed various options for incorporating language that would make it clear that none of the provisions of the chapter would be effective within the jurisdiction of the Shoreline Master Program if they are contrary to the provisions of Chapter 90.58 (Shoreline Master Program). Mr. Tovar suggested that this new language could be added in a new Section 20.92.015 – Relation to the Shoreline Management Act. Vice Chair Perkowski said that in addition to a new Section 20.92.015, he would also like to amend Section 20.92.030 so it does not include aquatic lands. The Commission concluded that the issue should be addressed by adding additional language after “Planned Area 1” in Section 20.92.030 to read, “except none of the provisions of this chapter refer in aquatic lands.” In addition, language should be added to the Purpose and Scope section to read, “Nothing in this chapter shall be contrary to or inconsistent with the provisions of 90.58.”

Chair Wagner referred to Amendment 4 and suggested that “feasible” would be a better word than “practical.” The remainder of the Commission concurred.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENTS 2 THROUGH 9, WITH THE FOLLOWING CHANGES:**

- *Amendment #8 – “retrofitting of existing impervious surfaces to include stormwater treatment and flow control.”*
- *Section 20.92.030 – “All uses provided for under SMC 20.40.120-.140 (including unlisted uses under SMC 20.40.570) are permitted outright in Planned Area 1, except none of these provisions refer to aquatic lands. The following uses are prohibited in Planned Area 1 and its associated aquatic lands:”*
- *Section 20.92.010 – Add language to Purpose and Scope: “Nothing in this chapter shall be contrary to or inconsistent with the provisions of 90.58.”*
- *Amendment #4 – feasible practical (last sentence)*

**COMMISSIONER PYLE MOVED THE COMMISSION APPROVE THE AMENDED VERSION OF AMENDMENT 1. COMMISSIONER PIRO SECONDED THE MOTION.**

Mr. Tovar recalled that the proposed acreage numbers must be modified if the boundary line is changed. He suggested the Commission direct the staff to update the minimum acreage numbers for Areas 1A, 1B and 1C based on the new boundaries. He noted that the minimum acreage requirement for Areas 1A and 1B would be equal to the total square footage of each area. He summarized that the purpose of having a minimum acreage requirement is to minimize the number of lots.

Commissioner Pyle suggested the Commission direct staff to modify the acreage by recalculating the total size of each of area based on the revised boundaries. The remainder of the Commission agreed that would be appropriate. Mr. Tovar clarified that the minimum acreage for each zone would be based on the entire area of the zone.

Commissioner Pyle clarified it is not the intent of this section to limit the future condominiumization or sale of an individual building, as long as the property is developed all at one time under one site plan. Mr. Tovar said the goal is to require that the property be designed and developed as a common site plan. While the proposed language would require a single owner to develop the property at the same time under a common site plan, the City cannot compel two different owners to have a common site plan. He cautioned that the City should avoid situations where the property is broken into separate subdivided parcels, and the proposed language would not prevent a developer from condominiumizing the development. Commissioner Pyle asked if the proposed language would prohibit a developer from dividing and selling a portion of property after the development is build out. Mr. Tovar answered no.

**THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF A NEW SECTION 20.92.035 MINIMUM LOT SIZE AND SITE PLAN REVIEW WITH ACREAGE TO BE DETERMINED BY RECALCULATING AREAS IN 1A, 1B AND 1C BASED ON REVISED BOUNDARIES.**

**COMMISSIONER PYLE MOVED THE COMMISSION RECOMMEND APPROVAL OF THE REVISED PROPOSED ZONING MAP WITH THE ADJUSTED BOUNDARY BETWEEN PLA 1A AND PLA 1B. COMMISSIONER BEHRENS SECONDED THE MOTION.**

Commissioner Pyle expressed his belief that the adjusted boundaries make sense given the view corridor and the proposal for different heights and development scenarios in the three areas. Chair Wagner added that the adjusted boundaries would enhance the developer's ability to have more space for parks, which is one of the zoning requirements.

**THE MOTION CARRIED UNANIMOUSLY.**

**THE COMMISSION VOTED UNANIMOUSLY TO APPROVE THE MAIN MOTION TO RECOMMEND ADOPTION OF THE PROPOSED PRE-ANNEXATION ZONING FOR POINT WELLS AS AMENDED BY THE PREVIOUS MOTIONS.**

Commissioner Behrens recalled his previous recommendation that the City come up with some way to address unforeseen costs associated with road improvements. They talked about perhaps putting money in a reserve fund to cover unforeseen costs. Mr. Tovar said the City has never used this type of approach with prior projects. Their current process is to utilize existing information to forecast the needs, demands and impacts, and then assess improvement requirements. Programs such as transportation demand management could be required as permit conditions, and some adjustments to these programs could be made over time as conditions change. However, ongoing monitoring would be required in order for this type of program to be successful. Commissioner Behrens pointed out that the potential impacts depend upon the uses that are developed on the site. The Commission agreed to place this item on their "Parking Lot" agenda to discuss at a later date.

**Closure of Public Hearing**

Mr. Tovar reminded the Commission that, in the future, they should close the public hearing just prior to taking final action on an item.

The public hearing on the Point Wells Subarea Plan and Pre-Annexation Zoning was closed.

**DIRECTOR'S REPORT**

Mr. Tovar had no items to report.

**UNFINISHED BUSINESS**

There was no unfinished business scheduled on the agenda.

**NEW BUSINESS**

No new business was scheduled on the agenda.

**REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

None of the Commissioners provided reports during this portion of the meeting.

**AGENDA FOR NEXT MEETING**

Mr. Cohn said the January 7<sup>th</sup> agenda would include a discussion about the proposed composition change for the Planning Commission, as well as their 2010 Work Program. They would also discuss the Town Center Subarea Plan.

**ADJOURNMENT**

The meeting was adjourned at 11:13 P.M.

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Michelle Linders Wagner  
Chair, Planning Commission

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Jessica Simulcik Smith  
Clerk, Planning Commission



## **Memorandum**

**DATE:** December 29, 2009

**TO:** Shoreline Planning Commission

**FROM:** Steven M. Cohn, Senior Planner PDS

**RE:** Draft 2010 Planning Work Program

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At your next meeting, staff will present our initial draft of the 2010 Planning Work Program. We have identified 11 items that will involve Planning Commission action over the next year. In addition, we are showing the staff work that will occur on the Comprehensive Plan update.

Staff will discuss the draft work program in more detail at the January 7 meeting. If you have questions before the meeting, please contact me at [scohn@shorelinewa.gov](mailto:scohn@shorelinewa.gov) or call me at 206-801-2511.

The draft Work Program document is Attachment B to Item. 7.b

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## **Memorandum**

**DATE:** December 29, 2010

**TO:** Shoreline Planning Commission

**FROM:** Joseph W. Tovar, FACIP, Director  
Paul Cohen, Senior Planner

**RE:** January 7, 2010 Town Center Subarea Plan Study Session

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### **I. Recommendation**

The staff will present and augment the following information at the study session on the January 7 agenda. Following review of these materials and a preliminary Planning Commission discussion, we will recommend that the Commission appoint a three member committee to work with staff on the development of a draft Town Center Vision Statement to be reviewed by the full Commission at a later date.

### **II. Background**

On October 29<sup>th</sup> the Planning Commission held a public open house to present background information, concepts, and recent city actions related to the Town Center. Public input at that event took the form of written and oral comment provided to staff as well as an electronic voting survey. Subsequent to the Open House, the City launched a Facebook Page and by this means, as well as the City's website, solicited additional people to take the survey. As of this writing, 156 people have responded to the survey.

Attachment A summarizes the adopted City policies and strategies relevant to Town Center that were presented at the Open House, as well as a summary of the public inputs provided at the Open Houses of May 10, 2008 and October 29, 2009. Results from the online survey will be presented at the January 7 study session.

### **III. Next Steps**

The inventory of existing policy documents and initial public input is intended to enable the Planning Commission to take the next step, set forth in Town Center Framework Policy FW-1: "Articulate a *community vision for the town center* as an early step in the development of detailed provisions for the subarea."

The staff recommends that, after a general discussion on January 7<sup>th</sup>, the Commission appoint a subcommittee to work with the staff to prepare a draft “*community vision for the town center.*” Staff envisions a process akin to the one used by the Commission last spring when it composed the draft city-wide Vision 2029 statement. After the subcommittee prepares a draft Vision Statement, it would be reviewed and refined with the full Commission. It would be provided to the public for comment, then presented to the City Council for confirmation, probably at the joint meeting with the Planning Commission in April.

The reason for this check-in is that it is vital that the Commission and Council agree on the priorities and direction articulated in the Town Center Vision Statement in order to guide subsequent detailed work on the Subarea Plan and implementing regulations.

Staff proposes that the designated members of the Planning Commission subcommittee meet with the staff at dinner work sessions at City Hall an hour before Commission meetings in January and February. Committee members would be encouraged to prepare draft text between the work meetings with assistance from staff if requested. Staff suggests that the committee aim to have a draft ready for presentation to the full Planning Commission at the March 4<sup>th</sup> meeting.

#### **IV. Work Program and Coordination with Design Review Work Item, Transportation Master Plan, and SEPA document for Town Center**

Staff has updated the Work Program to show that the Town Center Subarea Plan project extends further into summer 2010 (See Attachment B). The main reason for this extended timeframe is that there are several large time-intensive work tasks that must proceed on parallel tracks in order to support the overall schedule.

Work Program Item #2 “Design Review” will occur in the same timeframe as Town Center. Although the focus on design processes and standards will be city-wide, we expect this effort to provide useful information to incorporate in the SEPA document for the Town Center policies and development regulations. We have retained an urban design consultant, MAKERS Inc., and have scheduled a public design workshop to be hosted by the Planning Commission in late March. At a February meeting, MAKERS will present the Commission with a draft visual preference survey for your comments. The final version will be used at the public design workshop. After the Vision Statement discussion and design workshop in March, staff will present to the Commission our recommendations for design review process, code standards, and guidelines.

Another significant part of the Town Center SEPA document will be an analysis of transportation impacts, a task being undertaken as part of the City’s update of the Transportation Master Plan (See Work Program Item 5 on Attachment B). As a result of reviewing SEPA documents prepared for other Town Centers in the region, the staff has come to the conclusion that we may wish to prepare not just an Environmental Impact Statement for the Town Center Subarea Plan and regulations, but a “Planned Action” EIS.

An article describing the use of this SEPA tool is Attachment C. If we can put together sufficient resources to undertake a Planned Action EIS, the staff sees two chief



advantages to this approach: first, this would provide a comprehensive overview of the likely cumulative impacts of the “build out” vs. “do nothing” scenarios for Town Center; second, by addressing SEPA at the Subarea Plan level, we would greatly simplify and streamline the development permit process. One of the conclusions of the article is that a Planned Action EIS and Ordinance would be a powerful economic development tool to have in place when the economic recovery ramps up in late 2010 and into 2011.

**V. LEED for Neighborhood Development**

Finally, we wanted to call to the Planning Commission’s attention one external frame of reference for the work you have done and will be doing in Town Center. Over the past year, we have made passing reference to the LEED ND program, which stands for “Leadership in Energy and Environmental Design – Neighborhood Development.” Attachment D is an overview of the LEED ND program recently released by its co-sponsors National Green Building Council, Congress for the New Urbanism, and Natural Resources Defense Council.

Many of the concepts and objectives of LEED ND will look familiar. Concepts such as building “Compact, Complete and Connected” communities are embodied in the Cascade Agenda Cities program, in which Shoreline is a participant. The City recently built a LEED Silver City Hall, incorporated green building incentives in the Mixed Use Zone, has made major bicycle and pedestrian investments in the Interurban Trail, and in January begins construction of the middle mile of the Aurora Project through Town Center. Initial work on the design of a public square/park (Framework Policy FW-3) will begin this winter, and we expect that civic, residential and mixed land uses will be major components of the emerging Vision for Town Center. In many ways, Shoreline Town Center is a model candidate for LEED ND – at least in the realm of suburban retrofit and infill.

Staff does not propose that the City pursue LEED ND certification at this point. However, we believe that measuring our progress to date against this national model provides both an affirmation that we are on the right track. It also provides inspiration for the upcoming work on Town Center.

**ATTACHMENTS**

- A Policy Framework and Summary of Public Inputs
- B. Draft 2010 Planning Work Program
- C. Article regarding SEPA Planned Actions
- D. Summary of LEED for Neighborhood Design Program
- E. Town Center Open House Survey Results “to date”

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**FRAMEWORKS and INPUTS to generate a TOWN CENTER VISION**

**I. Framework of Adopted City Policies relevant to Town Center Planning**

A. Town Center Framework Goals (2007)

These goals were adopted into the Comprehensive Plan as the framework for development of the land use, capital facility and programmatic aspects of the Town Center Subarea Plan.

FW-1 Articulate a community vision for the town center as an early step in the development of detailed provisions for the subarea.

FW-3 Engage Shoreline residents and businesses in detailed design processes for a) a park site on both sides of the Interurban Trail and b) Midvale Ave N.

FW-5 Prepare a program of civic directional or ‘wayfinding ‘ signage and evaluate refinements to city sign regulations to reflect the emerging function and visual character of Aurora Avenue.

B. Environmental Sustainability Strategy (2008)

Framework Policy 6: Manage expected growth in a sustainable way. Growth and density will be focused in environmentally suitable areas and serviced by improved infrastructure, different modes of transportation, parks, and natural features.

Objective 8: Concentrate new growth in proximity of services and transit with Transit Oriented Design.

C. Comprehensive Housing Strategy (2008)

Housing Choice and Neighborhood Character Strategies. “Test changes in the comprehensive plan and /or development regulations designed to encourage housing choices through pilot projects in select and limited sites or on a broader scale as a result of a defined neighborhood subarea planning and design process.”

D. 2029 City-wide Vision Statement (2009)

“As you walk down Aurora you experience a colorful mix of bustling hubs with well-designed and planned to transition to adjacent residential neighborhoods gracefully. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent neighborhoods.”

“The boulevard is anchored by the vibrant Town Center, which is focused between 175<sup>th</sup> and 185<sup>th</sup>. This district is characterized by compact, mixed use, pedestrian –friendly development highlighted by Shoreline City Hall, the Shoreline Historic Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and service as the City’s living room for major festivals and celebration.”

**II. Summary of public and staff inputs from Town Hall Open House and Surveys**

**A. General remarks**

1. Town Center should have some design features and development standards that distinguish it from other places in the city.
2. Consider changing the name of Aurora Avenue to Shoreline Boulevard.
3. Town Center is a place that has enough services and activities to engage a pedestrian there for at least an hour.
4. The center is physically safe and visually interesting to walk throughout.
5. Although mixed use is encouraged throughout Town Center, the predominant use west of Aurora should be large scale commercial while east of Aurora the predominant use should be residential and smaller scale commercial developments.
6. The City should direct marketing, incentives of infrastructure improvements, tax exemptions, city sponsored activities, and development bonuses.

**B. Neighborhood Protections**

7. Transition between Town Center and adjacent neighborhoods should be achieved by improvements, regulations, and programs to divert traffic, control parking, reduce building heights, provide a residential face, and enhance attractiveness of streetscape.
8. Use Linden and Stone Ave traffic calming and control improvements and signage to provide a clear boundary between the more intense mixed use areas accessed from Aurora and Midvale Ave and the residential neighborhoods that lie to the west and east.

**C. Street hierarchy, functions, and design**

9. Parking should be restricted to single family use in single family neighborhoods.
10. Sufficient parking should be provided on-site for the commercial and mixed use parts of Town Center while recognizing that public transit alternatives and services within walking distance reduce parking needs relative to other areas.
11. Look for opportunities to build complete streets, green streets and traffic calming features in the Town Center.
12. Restrict traffic impacts from the Town Center directly into neighborhoods, yet allow both pedestrian and vehicular access from neighborhoods into Town Center.

13. Identify the hierarchy of scale and different nature of uses for area streets (i.e. Aurora as distinct from N. 175<sup>th</sup> and N. 185<sup>th</sup> St., as distinct from Linden, Midvale, etc.)
14. Use Linden and Stone Ave street improvements to provide a boundary to the Subarea as well as enhance a residential neighborhood with homes facing each other and a boulevard treatment that slows
15. traffic and restricts access directly into the neighborhoods.

### D. Urban Form and Design Elements

16. Prescribe the public realm and the interface of development to the public but relax development standards internal to sites.
17. Public plazas, courtyards and other public gathering places will be integrated into development and redevelopment within the Town Center.
18. Design elements such as street lighting, way-finding signage, internal pathways, street furnishings, façade treatments, internal landscaping....shall be identified and become specifications for future development within the Town Center.
19. Improve pedestrian facilities either in streets or exclusive pedestrian corridors east and west from surrounding neighborhoods into the Town Center.
20. Provide open, covered, and interior pedestrian spaces.
21. Encourage individual developments to be amply connected by building, landscaping, or pedestrian walks for continuity and cohesiveness of the entire Town Center.
22. Use exterior lighting to improve safety, appeal, excitement, and visibility.
23. Enhance the Interurban Trail with low sound barriers along Aurora, stormwater biofiltration, sculptures, festivals, and markets.

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# Draft 2010 Planning Work Program

# Item 7.b - Attachment B

Legend	Commission Role	x	Staff Role	XX	Council Adoption
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Revised 12/21/09



Item 1		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	Development Code Packages <b>SS</b>			x	x	XX			x	x	XX														

Item 2 Design Review		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	Consultant and Staff Proposal Development <b>PC</b>	x	x	x																					
	PC Review				x	x																			
	CC Adoption						XX																		

Item 3 Development Code Amendments		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	Single Family Dwelling Unit Scale <b>MR</b>										x	x	XX												
	Home Occupation (part of Dev Code Package) <b>SS</b>																								
	Tree Regulations <b>PC</b>	x	x	x	x	x	XX																		

Item 4 Light Rail Stn Area Subarea Planning		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	Staff analysis <b>SC</b>			x	x	x	x	x	x	x	x	x	x												

Item 5 Check in points for two other Major Plans		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	Transportation Master Plan Update <b>DL</b>			x		x		x			XX														
	Shoreline Master Program (regular updates) <b>MR</b>									x	x		XX												
	Parks Master Plan Update			x	x	x	x	x	x	x	x	XX													
	Other Comp Plan Amendments (from last year and small new ones) <b>SS</b>		x	x	x	x	XX																		

Item 6 Point Wells		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	City Comp Plan and Development Code Amendments <b>JT</b>	XX																							

Item 7 Town Center Subarea Plan		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	Staff and consultants conduct community outreach <b>PC</b>	x	x	x	x																				
	Staff prepares Plan & Code Amendments for Town Center	x	x	x	x	x	x	x																	
	Plan & Code amendments reviewed by Planning Commission			x	x	x	x	x																	
	Council adopts Plan and Code Amendments									XX															

Item 8 SE Neighborhoods Plan and Zoning update		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	PC reviews Subarea Plan, Council Adoption/Zoning Implementation <b>MR</b>		x	x		XX																			
	Reivew Innovative Housing Reg Chgs to implement Subarea Plan				x	x	x	x	XX																

Item 9 Master Development Plan for CRISTA Campus		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Quasi-Judicial</i>	Staff review <b>SS</b>	x																							
	PC Review/ CC Adoption	x	x	XX																					

Item 10 Master Development Plan Public Health Lab		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Quasi-Judicial</i>	Submit for permit <b>SS</b>			x																					
	Staff review			x	x																				
	PC Review				x	x																			
	CC Adoption						XX																		

Item 11 Master Development Plan for Shoreline CC		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Quasi-Judicial</i>	Submit for permit (very tentatvie) <b>DL</b>									x	x														
	Staff review									x	x														
	PC Review/CC Adoption											x	x	XX											

COMPREHENSIVE PLAN UPDATE required by State by 12/2011		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Legislative</i>	Vision and Framework Goals (DL) <b>1</b>																								
	Scope Comp Plan Review and Review Intro (SC&MR) <b>2</b>		X	X	X	X																			
	Review Growth Targets and City-wide allocation scenarios (SC&DL) <b>3</b>	X	X	X	X	X	X	X																	
	Review Land Use Element and Future Land Use Map (SS) <b>4</b>													X	X	X	X	X	X						
	Review Housing Element (MR) <b>5</b>																	X	X	X	X				
	Review Transportation Element (DL) <b>6</b>													X	X	X	X								
	Review Parks, Recreation, and Open Space Element (SS) <b>7</b>									X	X	X	X											X	
	Review Capital Facilities Element (SC) <b>8</b>											X	X	X	X	X									
	Review Utilities Element (SC) <b>9</b>											X	X	X	X										
	Review Shoreline Master Program Element (MR) <b>10</b>													X	X	X									
	Review Economic Development Element (SC) <b>11</b>																								
	Review Community Design Element (MR) <b>12</b>			X	X	X	X	X	X																
	Return to Review of Land Use Element and Future Land Use Map <b>13</b>																								
	Make Final revisions to other Elements <b>14</b>																								

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**"Planned Action" SEPA Review: Cities' Experiences and Advice**

By Deborah Munkberg

Published: November 19, 2009



Photo of Kent Station at Night Courtesy of camknows, Flickr cc

In 1995, the Washington State Legislature authorized SEPA review of “planned actions.” The planned action review process authorizes local governments planning under the Growth Management Act to prepare an environmental impact statement (EIS) to review potential impacts of development during the planning stage, rather than the development review stage. After completion of the EIS and adoption of a planned action ordinance, future development proposals that are consistent with the EIS and ordinance do not require additional SEPA review. When adopted, the planned action process was recognized as an opportunity to streamline and provide more certainty in the development review process.

Since its 1995 adoption, how has the planned action process worked? This article reports on the experiences of ten cities in the Puget Sound region with adopted planned action ordinances. In addition to descriptive information about their planned action ordinances, cities were asked for their assessment of overall success and tips for other local governments considering a future planned action.

**What do planned action areas look like?**

The selected cities varied widely in the size and types of uses permitted in planned action areas. The size of the designated areas ranged from 17 to 4,000 acres, with about half below 100 acres in size. Two of the three largest areas are planned for industrial development. All of the medium and smaller planned action areas (less than 200 acres) provide for a mix of residential and commercial uses. In these areas, commercial capacity is generally between 400,000 to 600,000 sf, with a range of 240,000 to 1.1

## Item 7.b - Attachment C

million sf, and residential capacity is generally between 500 and 700 dwelling units, with a range of 150 to 750 units.

<b>Jurisdiction</b>	<b>Date Adopted</b>	<b>Size in Acres</b>	<b>Planned Action Development Capacity</b>
<b>Planned Action Designation</b>			
<b>Industrial</b>			
City of Everett	1997	4,000 acres	50,000 employees
Southwest Everett			
City of Tukwila	1998	1,000 acres	Consistent with Subarea Plan
Manufacturing Industrial Center			
<b>Mixed Use</b>			
City of Redmond	1999, updated 2009	1,300 acres	3.42 million sf nonresidential
Overlake Neighborhood			1,336 dwelling units
City of Renton	2000	17 acres	30,000 – 38,000 sf retail
Southport			500,000 – 750,000 sf commercial 377 – 581 dwelling units 220 rooms lodging
City of Shoreline	2001	20 acres	241,000 sf commercial
North City			536 dwelling units
City of Monroe	2004	85 acres	500,000 sf retail
North Kelsey Subarea			100,000 sf office 150 dwelling units Relocation of existing business
<b>Downtown Area</b>			
City of Kent	2002	25 acres	514,800 sf commercial
Kent Station			200 rooms lodging, 169,400 conference center, 480 dwelling units, 53,000 sf open space/parks, 2,932 parking stalls

City of University Place Town Center	2004, updated 2006	25 acres	490,000 sf retail/office  500 dwelling units  15,000 sf library
City of Mountlake Terrace  Town Center	2007	57 acres	445,000 mixed use (commercial, retail, office),  737 dwelling units
City of Federal Way  City Center	2007	200 acres	750,000 sf retail,  350,000 sf office,  600 rooms lodging,  750 dwelling units,  750 parking stalls,  100,000 sf civic uses

**What was the cost of planned action EIS preparation?**

Seven of the ten jurisdictions used outside consultant support to prepare their EIS. Five of the seven had budgets of \$200,000 or less, with a range of \$135,000 to \$500,000. In three jurisdictions, in-house staff led the preparation of their EIS documents with outside consultant technical support. Technical tasks focused on transportation, stormwater, air quality, and noise. In all cases, the transportation analysis was a significant factor in the cost, with the cost sometimes approaching half of the total budget.

**How much development has occurred under the planned action?**

The three oldest and largest planned action areas have experienced the most development. Southwest Everett has seen 4.4 million square feet of development and 39,000 total employees. The Tukwila Manufacturing Industrial Center has seen about \$200 million in private development, and the Overlake Neighborhood about 2.7 million square feet of office development and 566 dwelling units.

Others that have seen a significant amount of development include Kent Station, which is estimated to be about 75% developed, Southport with 400 dwelling units, and the North Kelsey Subarea with development of a 170,000 sf Lowe’s store in the planned action area.

Other areas, including North City, Federal Way, Mountlake Terrace, and University Place have had some development, but are seeking their first significant planned action development project.

### **Have expectations been met?**

For most jurisdictions, the answer is a resounding yes, even from those jurisdictions that have not yet experienced a significant amount of new development. Most jurisdictions reported that the planned action process has been successful in achieving a more efficient permitting process, increasing developer interest, providing more thorough and comprehensive environmental review, and increasing predictability for developers and the general public. Despite the generally positive outlook, all jurisdictions observed that the incentive provided by the planned action is not strong enough to overcome other negative economic factors.

### **Have there been major obstacles in implementing the ordinance?**

Generally, participants pointed to very few obstacles in implementation. For a few, tracking of development and staff training were identified as internal challenges. In two instances, neighbor concerns about specific development proposals were addressed through local code requirements or voluntary meetings between the applicant and concerned neighbors. All cities noted that the economic downturn has either slowed or stopped developer interest in the past year.

### **What suggestions would help others considering a planned action?**

The cities provided the following suggestions based on their experiences and lessons learned.

**Establish the planned action area thoughtfully.** Establish your planned action area based on your goals, property owner and public interest, implementation requirements, and potential for future development.

**Provide for public involvement** early and throughout the process. The planned action EIS process is the primary opportunity for the public to express community concerns in the planned action area.

**Look for cost-saving opportunities**, such as preparation of portions of the EIS and ordinance by in-house staff, maximizing use of existing data, seeking partnerships, and leveraging other projects such as comprehensive and subarea plan updates.

**Consider the full range of alternatives** that will achieve your goals, including an alternative mix of uses, design features, area boundaries and locations. For the environmental analysis, narrow the alternatives to those that are feasible and document why any alternatives were not carried forward.

**Address all elements of the environment.** Use the EIS or an Environmental Checklist to document why certain elements of the environment were not carried forward for further review.

**Find the right balance of flexibility and specificity** in preparing the EIS. Provide flexibility to maximize future usefulness of the EIS and sufficient detail to ensure that mitigating measures effectively address impacts.

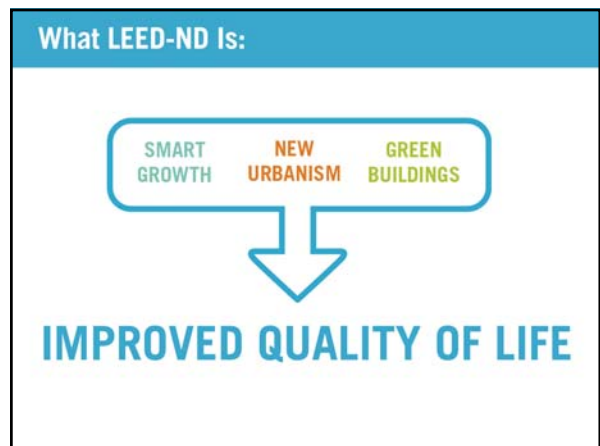
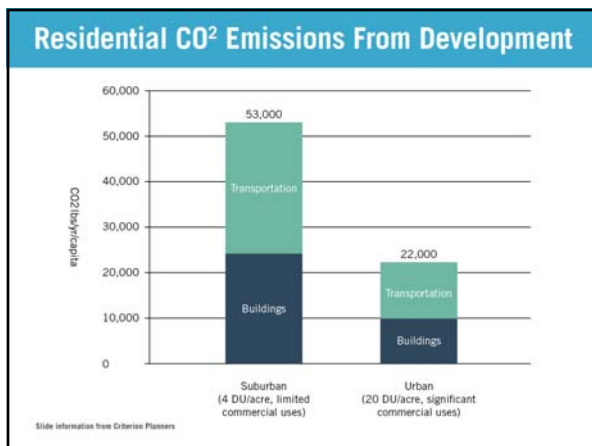
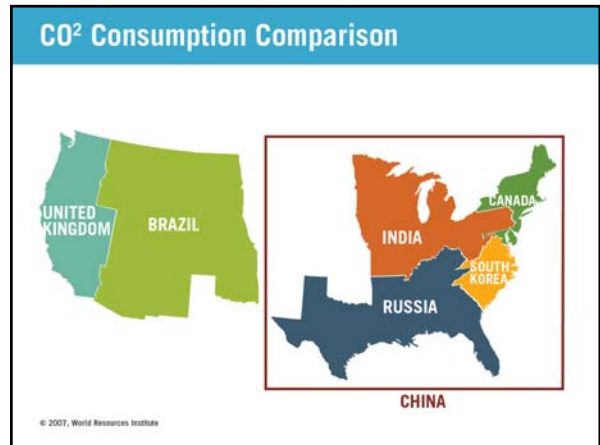
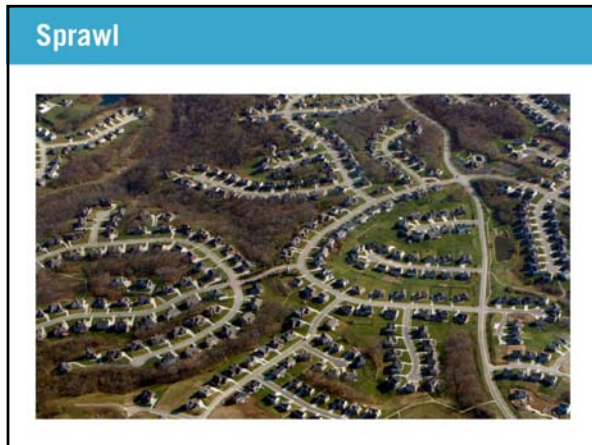
**Maximize the lifespan of the EIS** by documenting the analysis and process thoroughly. Over time, review the EIS and refresh as needed.

**Prepare for implementation.** Develop and document an approach for tracking and processing planned action qualified development and train staff on the process.

**Be patient and realistic.** Recognize that planned actions are a solid strategy for streamlining the permit review process and encouraging economic development within the context of the larger economy.

*Deborah Munkberg, AICP is a principal planner for the Blumen Consulting Group, a Seattle area land use and environmental planning firm and Northwest Hub sponsor. Deborah has 25 years of experience in community and environmental planning, including numerous planned action documents. You can reach Deborah by email at [deborahm@blumencg.com](mailto:deborahm@blumencg.com).*

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### What LEED-ND Is: Smart Growth

Smart Growth is well-planned development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.




Slide information from Smart Growth America

### What LEED-ND Is: Smart Growth

Smart Growth is...	Smart Growth is NOT...
more transportation choices and less traffic	against cars and roads
vibrant cities, suburbs and towns	anti-suburban
wider variety of housing choices	against growth
well-planned growth that improves the quality of life	about telling people where or how to live

Slide information from Smart Growth America

### What LEED-ND Is: New Urbanism



Source: Federal Realty Investment Trust

### What LEED-ND Is: New Urbanism

**Principles of the New Urbanism**

- Compact, walkable neighborhoods
- Mixed-use urban form
- Highly connected street networks
- Sufficient density
- Building design that emphasizes human-scale
- Range of housing to serve diverse populations
- Regional planning

### What LEED-ND Is: Green Building & Infrastructure



Dockside Green Photo Credit: Entico Dagoberto & Vince Klassen

Worleith Commons Photo Credit: Anthony May Photography

Dockside Green Photo Credit: Entico Dagoberto & Vince Klassen

### The Differences

**How is it different from other LEED rating systems?**

- Primary focus on location and land use
- Looks beyond individual buildings
- Different credit categories



### The Benefits

**HEALTHIER** communities and happier citizens

**CLEANER** environment

**MORE** robust economy

The Benefits of LEED-ND

### Smart Location & Linkage

**Measure Location**

- Proximity to existing development
- Proximity to goods and services
- Proximity to existing infrastructure

**Enhance Location**

- Preserve sensitive lands
- Locate jobs near housing
- Provide bicycle amenities

### Neighborhood Pattern & Design

**Compact, Complete, Connected**

- People connected to place and to each other
- Shared public spaces
- Nearby goods and services



### Neighborhood Pattern & Design

**Green Neighborhoods Have Great Variety**

- Historic buildings
- Housing in many types and prices
- Farmer's markets and community gardens
- Neighborhood schools
- Civic spaces
- Community participation in design

### Green Infrastructure & Buildings

Energy Use

24%-50%

CO<sub>2</sub> Emissions

33%\*\*\* - 39%\*\*

Water Use

40%\*\*

Solid Waste

70%\*\*

Green Buildings Can Reduce...

\* Turner, C. & Frost, M. (2006). Energy performance of LEED for New Construction buildings. First report.  
 \*\* Kohn, S. (2003). The Costs and Financial Benefits of Green Building: A Report to California's Sustainable Building Task Force.  
 \*\*\* GSA Public Buildings Service (2008). Assessing green building performance. A post occupancy evaluation of 12 GSA buildings.

### Green Infrastructure & Buildings

**Green Infrastructure as Neighborhood Amenities**



Image courtesy of Sutter Architects/Grimshaw/Lee Weinstadt Landscape

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## Memorandum

**DATE:** December 29, 2009

**TO:** Planning Commissioners

**FROM:** Rachael Markle

**RE:** Town Center Open House Survey Results “to date”

**CC:** Joseph W. Tovar, FAICP

---

Nearly 180 people have responded to the Town Center Open House Survey. The purpose of the survey is to raise interest and excitement about planning the City’s Town Center. The results, although not scientific highlight some interesting preferences and ideas such as:

1. Respondents want public gatherings places, shopping, entertainment and restaurants in Town Center.
2. 82% of the respondents picked public event space for farmer’s market, concerts, etc. as a top priority for Town Center.
3. 81% of the respondents said that buildings in Town Center should be taller with more open space on the ground level. 86% stated that the buildings should be between 3-6+ stories.
4. 67% of the respondents think the Town Center should have a Northwest design.
5. Nearly 70% of the respondents think that Town Center access should be allowed from Aurora, Linden, Stone and a new access road.

The Town Center Open House Survey will continue to be posted on the City’s website and linked to the Town Center Facebook page. A new visually oriented survey will be created to replace the Town Center Open House Survey following the design charettes to be scheduled in early 2010. The results of the Town Center Open House Survey “to date” are enclosed and will soon be linked to the City’s webpage and other media outlets.





ENCLOSURE

Town Center Open House Survey Results “to date”

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Town Center Open House Survey 2009

<b>1. What are the three (3) most important aspects of Town Center that should serve as the focus of this project?</b>					
	<b>Most Important Aspect</b>	<b>Second Most Important Aspect</b>	<b>Third Most Important Aspect</b>	<b>Rating Average</b>	<b>Response Count</b>
Minimizing Impacts to Surrounding Neighborhoods	<b>47.6% (20)</b>	23.8% (10)	28.6% (12)	2.19	42
Creating Jobs	<b>33.3% (14)</b>	<b>33.3% (14)</b>	<b>33.3% (14)</b>	2.00	42
Managing Traffic	32.7% (18)	<b>40.0% (22)</b>	27.3% (15)	2.05	55
Controlling Growth	20.0% (4)	<b>40.0% (8)</b>	<b>40.0% (8)</b>	1.80	20
Public Safety	21.4% (6)	35.7% (10)	<b>42.9% (12)</b>	1.79	28
Preserving and Enhancing the Environment	34.7% (17)	24.5% (12)	<b>40.8% (20)</b>	1.94	49
Distinctive Design	27.1% (16)	30.5% (18)	<b>42.4% (25)</b>	1.85	59
Services Provided	32.3% (20)	<b>37.1% (23)</b>	30.6% (19)	2.02	62
Public Gathering Places	<b>52.1% (49)</b>	33.0% (31)	14.9% (14)	2.37	94
Commercial Choices	14.8% (9)	41.0% (25)	<b>44.3% (27)</b>	1.70	61
	<i>answered question</i>				<b>175</b>
	<i>skipped question</i>				<b>4</b>

<b>2. How satisfied are you with existing services and amenities currently in Town Center?</b>			
		<b>Response Percent</b>	<b>Response Count</b>
Very Satisfied		1.8%	3
Satisfied		30.2%	51
<b>Unsatisfied</b>		<b>56.8%</b>	<b>96</b>
Very Unsatisfied		11.2%	19
	<i>answered question</i>		<b>169</b>
	<i>skipped question</i>		<b>10</b>

## Item 7.b - Attachment E

3. Please rank from FIRST TO THIRD the following types of services and amenities you would like in Town Center. First denotes your top rank.

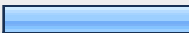



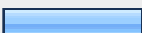
	First	Second	Third	Rating Average	Response Count
Restaurants	<b>39.9% (55)</b>	37.0% (51)	23.2% (32)	2.63	138
Shopping	24.2% (30)	<b>38.7% (48)</b>	37.1% (46)	2.61	124
Offices	3.7% (1)	<b>48.1% (13)</b>	<b>48.1% (13)</b>	2.52	27
Housing Choice	20.0% (6)	36.7% (11)	<b>43.3% (13)</b>	2.63	30
Public Gathering Places	<b>60.0% (66)</b>	16.4% (18)	23.6% (26)	2.84	110
Entertainment	17.3% (13)	34.7% (26)	<b>48.0% (36)</b>	2.65	75
	<i>answered question</i>				<b>172</b>
	<i>skipped question</i>				<b>7</b>

4. Please select your top three (3) public amenities for Town Center in order of your preferences from FIRST TO THIRD. First denotes your top rank.

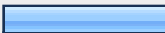
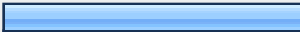


	First	Second	Third	Rating Average	Response Count
Plazas and Courtyards	31.1% (33)	31.1% (33)	<b>37.7% (40)</b>	1.93	106
Parks	31.0% (22)	<b>40.8% (29)</b>	28.2% (20)	2.03	71
Public Art	4.8% (2)	<b>47.6% (20)</b>	<b>47.6% (20)</b>	1.57	42
Public Event Spaces for farmer's markets, concerts, etc.	<b>55.3% (78)</b>	30.5% (43)	14.2% (20)	2.41	141
Covered Arcades and pavilions	15.9% (10)	28.6% (18)	<b>55.6% (35)</b>	1.60	63
Civic Services (police, libraries, post office, etc.)	31.0% (27)	32.2% (28)	<b>36.8% (32)</b>	1.94	87
	<i>answered question</i>				<b>175</b>
	<i>skipped question</i>				<b>4</b>

**Item 7.b - Attachment E**


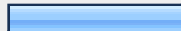
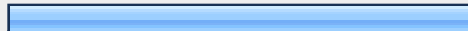
**5. How strongly do you agree or disagree with this statement: Signs in Town Center should be distinctive from other signs in the Aurora Corridor.**





		Response Percent	Response Count
Strongly Agree		28.5%	49
<b>Agree</b>		<b>33.1%</b>	<b>57</b>
Disagree		11.0%	19
Strongly Disagree		6.4%	11
I Don't Know		20.9%	36
		<i>answered question</i>	<b>172</b>
		<i>skipped question</i>	<b>7</b>

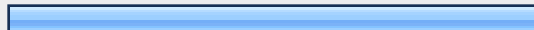
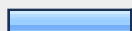
**6. How strongly do you agree or disagree with this statement: There should be gateways signifying entry into Town Center.**

		Response Percent	Response Count
Strongly Agree		24.7%	42
<b>Agree</b>		<b>45.9%</b>	<b>78</b>
Disagree		22.9%	39
Strongly Disagree		6.5%	11
		<i>answered question</i>	<b>170</b>
		<i>skipped question</i>	<b>9</b>

**Item 7.b - Attachment E**

7. Should Town Center be primarily:			Response Percent	Response Count
Multifamily Residential			2.3%	4
Commercial/Office			26.4%	46
<b>Mixture of Both</b>			<b>71.3%</b>	<b>124</b>
			<i>answered question</i>	<b>174</b>
			<i>skipped question</i>	<b>5</b>

8. How strongly do you agree or disagree with this concept: Town Center should absorb most of the future residential growth for Shoreline.			Response Percent	Response Count
Strongly Agree			6.5%	11
Agree			26.0%	44
<b>Disagree</b>			<b>49.7%</b>	<b>84</b>
Strongly Disagree			17.8%	30
			<i>answered question</i>	<b>169</b>
			<i>skipped question</i>	<b>10</b>

9. Should buildings within the Town Center be:			Response Percent	Response Count
<b>Taller with more open space on the ground level</b>			<b>81.4%</b>	<b>140</b>
Shorter with less open space on the ground level			18.6%	32
			<i>answered question</i>	<b>172</b>
			<i>skipped question</i>	<b>7</b>



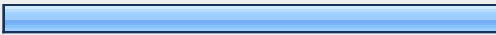
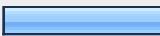
**Item 7.b - Attachment E**

10. How tall should buildings be in Town Center? (Examples below)			Response Percent	Response Count
2-3 stories (35 ft.)			13.8%	24
<b>3-4 stories (40 ft.)</b>			<b>25.3%</b>	<b>44</b>
4-5 stories (50 ft.)			24.1%	42
5 stories (60 ft.)			11.5%	20
<b>6+ stories (70+ ft.)</b>			<b>25.3%</b>	<b>44</b>
			<i>answered question</i>	<b>174</b>
			<i>skipped question</i>	<b>5</b>


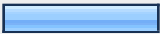
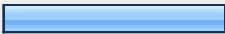
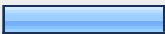
11. What should the design theme be for Town Center? (Samples below)			Response Percent	Response Count
<b>Northwest</b>			<b>67.2%</b>	<b>117</b>
Neo Traditional			8.0%	14
Basic Retail, Strip Malls			3.4%	6
Modern			17.2%	30
None			4.0%	7
			<i>answered question</i>	<b>174</b>
			<i>skipped question</i>	<b>5</b>

**Item 7.b - Attachment E**

**12. Specific standards for design will likely be required within the Town Center. What would be the best way to ensure that proposed development and redevelopment projects are meeting or exceeding the City's expectations for design in Town Center?**

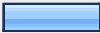
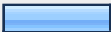
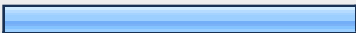

		Response Percent	Response Count
<b>Project review by a Design Review Board</b>		76.2%	128
Project review based on Council adopted criteria administered by staff		23.8%	40
		<i>answered question</i>	<b>168</b>
		<i>skipped question</i>	<b>11</b>

**13. What method do you think will be most effective in minimizing impacts to single family neighborhoods?**




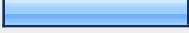
		Response Percent	Response Count
Vegetative Screening		18.1%	31
Traffic calming on local streets		23.4%	40
<b>Building step backs &amp; reduced heights adjacent to single family residences</b>		33.9%	58
Restricting Town Center parking on local streets		24.6%	42
		<i>answered question</i>	<b>171</b>
		<i>skipped question</i>	<b>8</b>

**Item 7.b - Attachment E**

**14. What traffic calming or diverting method do you think would be most successful in reducing traffic volume in single family neighborhoods?**

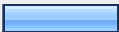



		Response Percent	Response Count
Closing select East/West entrances into single family neighborhoods		14.3%	24
Allowing cars out of but limiting access into the neighborhood ex. Local Access Only signs		16.1%	27
<b>Discouraging traffic from entering the neighborhood &amp; reducing speeds ex. speed bumps, chicanes, roadway narrowing, bulb outs</b>		<b>54.2%</b>	<b>91</b>
None		15.5%	26
		<i>answered question</i>	<b>168</b>
		<i>skipped question</i>	<b>11</b>

**15. How strongly do you agree or disagree with this statement: Vehicle access in Town Center should be allowed ONLY from Aurora Avenue.**



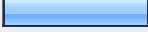

		Response Percent	Response Count
Strongly Agree		11.4%	19
Agree		19.8%	33
<b>Disagree</b>		<b>40.7%</b>	<b>68</b>
Strongly Disagree		28.1%	47
		<i>answered question</i>	<b>167</b>
		<i>skipped question</i>	<b>12</b>

**Item 7.b - Attachment E**

**16. How strongly do you agree or disagree with this statement: Vehicle Access for Town Center should be allowed from Linden Avenue.**



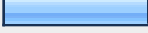

		Response Percent	Response Count
Strongly Agree		17.2%	28
<b>Agree</b>		<b>51.5%</b>	<b>84</b>
Disagree		22.7%	37
Strongly Disagree		8.6%	14
		<i>answered question</i>	<b>163</b>
		<i>skipped question</i>	<b>16</b>

**17. How strongly do you agree or disagree with this statement: Vehicle access for Town Center should be allowed from Stone Avenue.**


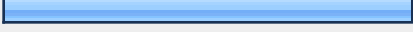
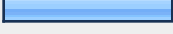
		Response Percent	Response Count
Strongly Agree		15.9%	23
<b>Agree</b>		<b>53.8%</b>	<b>78</b>
Disagree		22.1%	32
Strongly Disagree		8.3%	12
		<i>answered question</i>	<b>145</b>
		<i>skipped question</i>	<b>34</b>

**Item 7.b - Attachment E**

**18. How strongly do you agree or disagree with this statement: A new access road(s) located within Town Center boundaries should be created.**

		Response Percent	Response Count
Strongly Agree		18.7%	28
<b>Agree</b>		<b>48.0%</b>	<b>72</b>
Disagree		22.0%	33
Strongly Disagree		11.3%	17
		<i>answered question</i>	<b>150</b>
		<i>skipped question</i>	<b>29</b>

**19. Which type of parking would you prefer to see in Town Center?**

		Response Percent	Response Count
Surface Parking Lots		11.8%	20
<b>Underground Parking Garages</b>		<b>62.7%</b>	<b>106</b>
Above Ground Parking Garages		25.4%	43
		<i>answered question</i>	<b>169</b>
		<i>skipped question</i>	<b>10</b>

**Item 7.b - Attachment E**

20. What Neighborhood do you live in?			Response Percent	Response Count
Richmond Highlands			15.6%	27
Meridian Park			12.1%	21
Echo Lake			12.1%	21
Hillwood			6.9%	12
Richmond Beach, Innis Arden or the Highlands			15.6%	27
Highland Terrace or Westminster Triangle			6.9%	12
Parkwood, Ridgecrest or Briarcrest			14.5%	25
Ballinger or North City			12.1%	21
Outside of Shoreline			4.0%	7
			<i>answered question</i>	173
			<i>skipped question</i>	6

21. How long have you lived in Shoreline?			Response Percent	Response Count
Less than a year			4.1%	7
1-5 years			19.5%	33
6-15 years			38.5%	65
16-25 years			17.2%	29
26-35 years			9.5%	16
More than 36 years			11.2%	19
			<i>answered question</i>	169
			<i>skipped question</i>	10



## **Memorandum**

**DATE:** December 29, 2009

**TO:** Shoreline Planning Commission

**FROM:** Joseph W. Tovar, FACIP, Director

**RE:** Planning Commission Structure and Vacancies

The appointment cycle for the Shoreline Planning Commission has been to appoint people to four year terms in March of even-numbered years. This will occur again in March of 2010 when five of the nine positions are up for appointment or re-appointment.

Because Commissioner Hall has been elected to the City Council, and Commissioners Piro and Kuboi will have completed their two four year terms, there will be at least three vacancies beginning in April of 2010. At the Commission's last meeting in December, Commissioner Pyle indicated that due to other upcoming commitments he would not seek re-appointment to a second term. Commissioner Wagner is eligible for a second four-year term, but even if she applies and is appointed to a second term, there would be at least four new members seated in April of 2010.

In my experience, seven members has been the normal size for a planning commission, nine is definitely the anomaly. In fact, a brief survey of cities in the Central Puget Sound Region (Attachment A) shows that Shoreline is one of only four (out of eighty-two) cities with a nine member planning commission. The only city comparable to Shoreline with a nine member commission is Renton. Renton actually had a seven member commission until 2007 when they added two members as a means to provide immediate representation to a large annexation of 20,000 people. Back in the late 1980's, the City of Kirkland did the same thing when it annexed Rose Hill and part of the Juanita area. They added two commissioners from the newly annexed areas, then ramped back down to the 7 member commission they have today.

The trend region-wide has been to move from nine-member Commissions to seven member Commissions. Kent, Federal Way, and Eatonville have all done so. So did the City of Vancouver, Washington. In each case, the cities made this change to improve the ability of their planning commissions to function as effective and efficient deliberative bodies.

In view of the ambitious planning work program before you, and the sobering prospect of a nine-member Planning Commission with at least 44% (and possibly 55%) brand new members in April, I think now is the time to consider re-structuring to a seven member body.

Attachment B summarizes the terms and appointment schedule for the current nine-member configuration. Positions A through E are up for appointment, while positions F through I are not up until 2012. The second page of Attachment B shows what a term and appointment schedule could look like for a seven member configuration. This alternative would enable the Council to appoint two new people to the Planning Commission to join five veteran Commissioners. I think that this would provide ample opportunity for new people to become members of the Commission while still keeping a strong core of seasoned members.

I would like to discuss the merits of a seven member commission with you at the January 7 meeting and seek your support for a proposal to the City Council that they re-structure the Planning Commission to a seven member body effective April of 2010.

**ATTACHMENTS**

- A. Survey of the size of Planning Commissions in the Central Puget Sound Region
- B. Diagrams showing term appointments for 9 member and 7 member Commission




Size of Planning Commissions in Central Puget Sound (King, Pierce, Snohomish and Kitsap) cities that responded to the survey distributed on 11/18/09			
	5 members (7 cities)	7 members (44 cities)	9 members (4 cities)
1.	Beaux Arts	Arlington	Lake Forest Park (pop 12,800)
2.	Duvall	<b>Auburn</b>	<b>Renton<sup>1</sup></b> (pop 83,650)
3.	Fircrest	Bainbridge Island	<b>Shoreline</b> (pop 54,300)
4.	Index	<b>Bellevue</b>	Snoqualmie (pop 9,730)
5.	Monroe	Black Diamond	
6.	SeaTac	Bonney Lake	
7.	Sultan	Bothell	
8.		Bremerton	
9.		Brier	
10.		Buckley	
11.		Burien	
12.		Covington	
13.		Eatonville <sup>2</sup>	
14.		Edgewood	
15.		<b>Edmonds</b>	
16.		<b>Everett</b>	
17.		<b>Federal Way</b>	
18.		Fife	
19.		Gig Harbor	
20.		Gold Bar	
21.		Hunts Point	
22.		Issaquah	
23.		Kenmore	
24.		<b>Kent</b>	
25.		<b>Kirkland</b>	
26.		Lakewood	
27.		Lynnwood	
28.		Maple Valley	
29.		Marysville	
30.		Mercer Island	
31.		MountlakeTerrace	
32.		Mukilteo	
33.		Newcastle	
34.		North Bend	
35.		Poulsbo	
36.		Puyallup	
37.		<b>Redmond</b>	
38.		Sammamish	
39.		Snohomish	
40.		Stanwood	
41.		Sumner	
42.		University Place	
43.		Woodinville	
44.		Woodway	

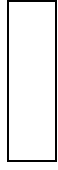
<sup>1</sup> The Renton City Council expanded the Planning Commission from 7 members to 9 in 2008 in order to create some immediate representation for an annexation of 20,000 in the Benson Hill Area. Prior to that, Renton had a 7 member Commission for a population of 63,650.

<sup>2</sup> Eatonville is one of three cities in our region that went from the 9 member commission to a 7 member commission. The other two are Federal Way and Kent (both in 1995). Vancouver, WA, also did so in 2005.

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# Terms and appointments schedule for 9 member Planning Commission

 Five Commission slots up for appointment in March, 2010

 Four Commission slots up for appointment in March, 2012

	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>A</b>		Re-appoint Wagner or appoint NEW member	NEW member	NEW member	NEW member	NEW member	NEW member		
<b>B</b>		NEW member	NEW member	NEW member	Re-appoint or NEW member	Re-appoint or NEW member	Re-appoint or NEW member		
<b>C</b>		NEW member	NEW member	NEW member	Re-appoint or appoint NEW member	Re-appoint or appoint NEW member	Re-appoint or appoint NEW member		
<b>D</b>		NEW member	NEW member	NEW member	Re-appoint or appoint NEW member	Re-appoint or appoint NEW member	Re-appoint or appoint NEW member		
<b>E</b>		NEW member	NEW member	NEW member	Re-appoint or appoint NEW member	Re-appoint or appoint NEW member	Re-appoint or appoint NEW member		
<b>F</b>	BROILI				NEW member				
<b>G</b>	BEHRENS				Re-appoint Behrens or appoint NEW member				
<b>H</b>	KAJE				Re-appoint Kaje or appoint NEW member				
<b>I</b>	PERKOWSKI				Re-appoint Perkowski or appoint NEW member				

# Terms and appointments schedule for 7 member Planning Commission

 Three Commission slots up for appointment in March, 2010

 Four Commission slots up for appointment in March, 2012

	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>A</b>		Re-appoint Wagner or appoint NEW member	NEW member	NEW member	NEW member				
<b>B</b>		NEW member			Re-appoint or NEW member				
<b>C</b>		NEW member			Re-appoint or NEW member				
<b>D</b>		BROILI		NEW member					
<b>E</b>		BEHRENS		Re-appoint Behrens or appoint NEW member					
<b>F</b>		KAJE		Re-appoint Kaje or appoint NEW member					
<b>G</b>		PERKOWSKI		Re-appoint Perkowski or appoint NEW member					



## Point Wells Subarea Plan

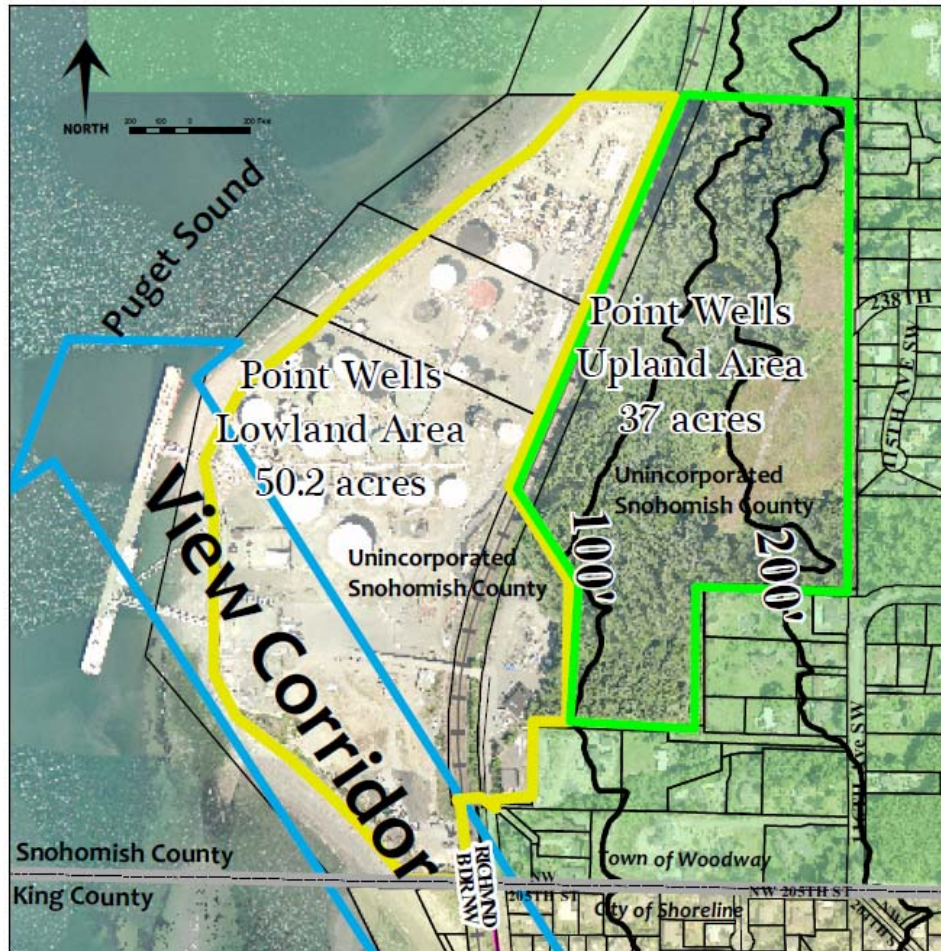
### Geographic and Historical Context

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



Figure 1 – Point Wells unincorporated island

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



**Figure 2 – Upland and Lowland Areas at Point Wells**

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

All of the Point Wells Island was previously designated by the City of Shoreline as a “Potential Annexation Area” (PAA). The Town of Woodway, and Snohomish County, have previously identified all of the Point Wells unincorporated island as within the Woodway “Municipal Urban Growth Area” (MUGA). The Washington State Court of

Appeals, in a 2004 decision, determined that the overlap of Shoreline's PAA and Woodway's MUGA does not violate the provisions of the Growth Management Act.

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

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

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

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

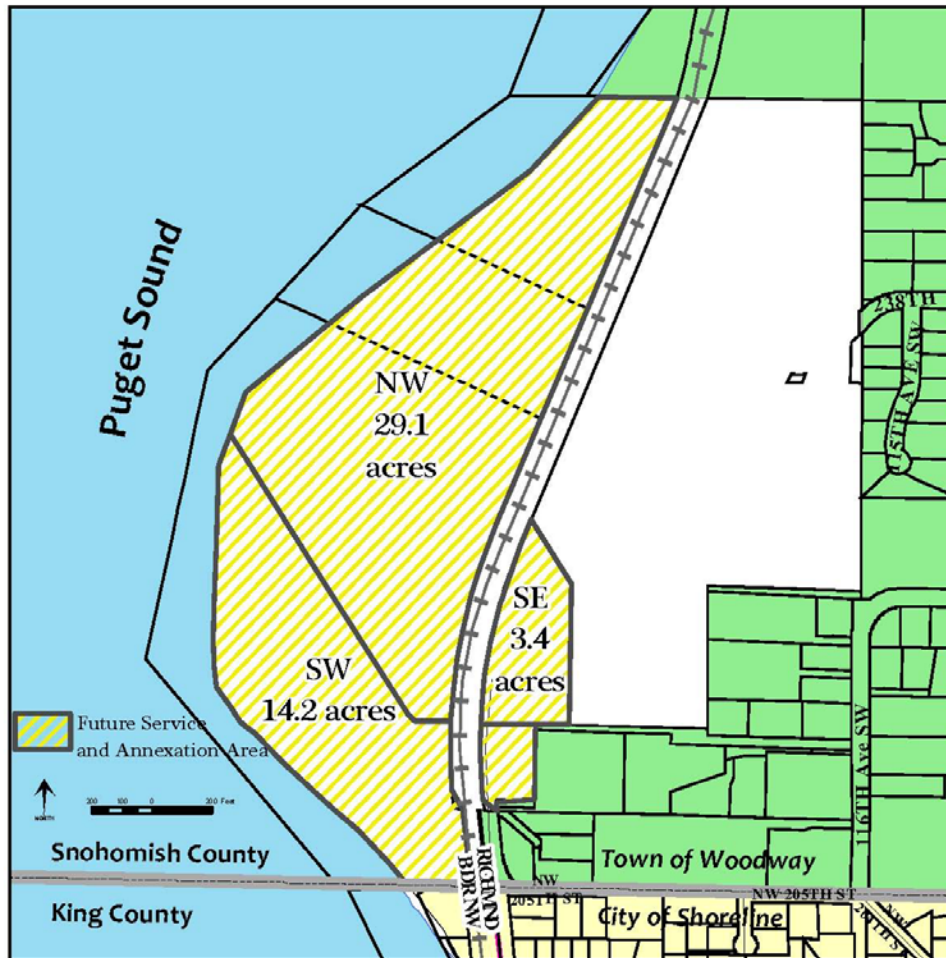
Applying the same rationale to the lowland portion of the Point Wells Island, the City of Shoreline wishes to reiterate and clarify its policies. These lands all presently connect to the regional road network only via Richmond Beach Drive and Richmond Beach Road in the City of Shoreline. Therefore future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

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

Future residents of the lowland portion of Point Wells would become a part of the Richmond Beach community by virtue of the shared parks, schools, libraries, shopping districts and road grid. As citizens of the City of Shoreline, they would be able to participate in the civic life of this "community of shared interests," including the

City's Parks Board, Library Board, Planning Commission, or other advisory committees, and City Council.

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



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

### **A Future Vision for Point Wells**

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



The City's vision for Point Wells is a world class environmentally sustainable community, both in site development and architecture. The redevelopment of the site should be predicated on remediation of the contaminated soil, and the restoration of streams and native plant regimes appropriate to the shoreline setting. New site design and improvements should incorporate low impact and climate friendly practices such as alternative energy sources, vegetated roofs, rainwater harvesting, rain gardens, bioswales, solar and wind technologies. Development at Point Wells should exhibit the highest quality of sustainable architecture, striving for gold or platinum LEED (Leadership in Energy and Environmental Design) certification.

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

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

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

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

The portion of the Puget Sound shoreline in the SW subarea is the most environmentally sensitive area and a candidate for habitat restoration. This area has

sandy substrate, supports some beach grass and other herbaceous vegetation, and contains a fair amount of large, woody debris. This area should be a priority for open space and restoration including elimination of invasive plants, re-establishing native riparian and backshore vegetation.

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

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

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

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

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

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

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

In order to promote maximum openness on the site and prevent bulky buildings, the City should consider innovative regulations such as design standards and guidelines, building floor plate maxima, requiring a minimum separation between taller structures and the protection of public view corridors. Public views from city rights-of-way in the Richmond Beach neighborhood are a major part of the area's character, and provide a sense of place, openness, beauty and orientation. A prominent public view corridor across the lowland area, shown in Fig. 2, affords a view from Richmond Beach Drive

northwest to Admiralty Inlet and Whidbey Island. Placement and size of structures at Point Wells should be located and configured so as not obstruct this important public view corridor.

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

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

### **Transportation Corridor Study and Mitigation**

A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an “Urban Center” under Snohomish County zoning, as well as development scenarios assuming lesser orders of magnitude. This background information provided a basis for the City to conclude that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.

#### Corridor Study

The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. The Study should also evaluate and identify expanded bicycle and pedestrian safety and mobility investments, and identify “context sensitive design” treatments as appropriate for intersections, road segments, block faces, crosswalks and walkways in the study area with emphasis on Richmond Beach Road and Richmond Beach Drive.

#### Implementation Plan

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

While the analysis of vehicle flows is appropriate as part of the study, the solutions should provide alternatives to vehicle travel to and from Point Wells - as well as more

transportation choices than those that currently exist today for the Richmond Beach neighborhood and adjacent communities.

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

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

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells. Therefore, it is critical that identified impacts be effectively mitigated as a condition of development approval. It is also vital that the scale of traffic generated from Point Wells be limited.

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

*Policy PW-11 The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Management Plan. These opportunities should be*

*pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.*

*Policy PW-12 The maximum daily traffic that the City should permit emanating from or entering into Point Wells may not exceed 8,250 vehicle trips per day, nor reduce the City's adopted level of service standards for the Corridor at the time of application for development permits at Point Wells.*

### **Interjurisdictional Coordination**

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

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

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

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

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## **Chapter 20.92 Planned Area 1 Zone**

### **Sections:**

- 20.92.010 Purpose and Scope
- 20.92.020 Planned Area 1 Official Zoning Map Designation
- 20.92.030 Permitted and Prohibited Uses
- 20.92.035 Minimum Lot Size and Site Plan Review
- 20.92.040 Required Permit Review Processes
- 20.92.050 Coordination and Compliance with Shoreline Management Act
- 20.92.060 Site and Building Sustainability Standards
- 20.92.070 Site and Building Development Standards
- 20.92.080 Site and Building Design Guidelines
- 20.92.090 Shoreline public access and on-site recreation
- 20.92.100 Mitigation of impacts

### **20.92.010 Purpose and Scope**

- A. The purpose of this chapter is to implement the City's vision set forth in the Point Wells Subarea Plan. This vision includes a mix of residential, commercial, and recreational uses, public access to Puget Sound, restoration and protection of nearshore and upland waterfront environments, and a high standard for sustainable building and site design, construction and operations. The scope of this Chapter includes processes and standards regarding the scale, character, configuration and location of development on site as well as provisions to ensure compatibility and transition to adjacent single family neighborhoods, and the mitigation of off-site impacts to the City's transportation and parks systems. Nothing in this chapter shall be contrary to or inconsistent with the provisions of 90.58.
- B. All development in the Planned Area 1 zone is:
  - 1. Subject to the regulations of:
    - a. This chapter;
    - b. SMC 20.10 – General Provisions
    - c. SMC 20.20 – Definitions
    - d. SMC 20.30 – Procedures and Administration as noted below
    - e. SMC 20.40 – Zoning and Use Provisions
    - f. SMC 20.50 Subchapter 5 - Tree Conservation, Land Clearing and Site Grading Standards
    - g. SMC 20.50 Subchapter 6 – Parking, Access and Circulation
    - h. SMC 20.50 Subchapter 7 – Landscaping Standards
    - i. SMC 20.60 – Adequacy of Public Facilities

- j. SMC 20.70 – Engineering and Utilities Development Standards
- k. SMC 20.80 – Critical Areas regulations
- 2. Exempt from the development standards of subchapters 2, 3, and 4 of SMC 20.50.
- 3. If provisions of this chapter conflict with provisions elsewhere in the Shoreline Municipal Code, the provisions of this chapter shall apply. When it is unclear which regulations apply, then the presumption shall be that the regulations of this chapter take precedence with the ultimate determination to be made by the Director.

**20.92.020 Planned Area 1 Official Zoning Map Designation**

In order to implement the vision described in the Point Wells Subarea Plan of the Comprehensive Plan, the Planned Area 1 zone is created and applied as shown on the City’s official zoning map with the designation “PLA 1”. The map notations “PLA 1A,” “PLA 1B,” and “PLA 1C” indicate where different building height, land uses, and development standards apply. Unless otherwise specifically noted, all the requirements of this Chapter apply to all three PLA 1 designations.

**20.92.030 Permitted and Prohibited Uses**

All uses provided for under SMC 20.40.120-.140 (including unlisted uses under SMC 20.40.570) are permitted outright in Planned Area 1, except none of these provisions refer to aquatic lands. The following uses are prohibited in Planned Area 1 and its associated aquatic lands:

- A. Adult use facilities;
- B. Gambling uses;
- C. Vehicle repair, service and/or sales unless entirely within an enclosed building;
- D. Outdoor material storage, including vehicles. Material storage shall be allowed only within a fully-enclosed structure;
- E. Other uses the Director determines to not comport with the intent of the district as expressed in SMC 20.92.010, Purpose and Scope.

**20.92.035 Minimum Lot Size and Site Plan Review**

- A. Minimum Lot sizes are as follows:
  - 1. PLA 1A – 29.1 acres
  - 2. PLA 1B – 14.2 acres
  - 3. PLA 1C – 3.4 acres
- B. Site Plan review – Any development in the PLA 1 zone is subject to review of a comprehensive site plan for the entire property held in common ownership.



**20.92.040 Required Permit Review Processes**

**A. Applicability -**

1. Any application for site plan approval shall be processed as a Type C permit pursuant to the requirements of SMC 20.30.060.
2. No building, grading or other development permission shall be given until the City has first given site plan approval and an Administrative Design Review (ADR) permit is processed and approved by the Planning Commission, or, if the Commission delegates this responsibility, by the Director. Any application for permit within the jurisdiction of the Shoreline Management Act shall also make application for a Shoreline Substantial Development Permit (SDP). The ADR permit and the SDP permit are both "Type B" Administrative decisions that may be processed concurrently. Both the ADR permit and the SDP permit are subject to the procedural requirements of SMC 20.30.050 and SMC 20.30.080 through SMC 20.30.290.

**B. Submittal Requirements for ADR permit –** The applicant shall submit the following:

1. A site plan at a scale to be determined by the City, identifying all proposed grading, cuts, and fills, the location and dimension of proposed structures, vehicular surfaces and the network of pedestrian circulation improvements, open spaces and public areas.
2. A landscape and open space plan locating and listing all proposed plant species and other landscape construction features.
3. Building elevations drawn to scale illustrating the materials, colors and textures to be used as well as an indication of where and how building entrances and openings orient to the pedestrian circulation network on site.
4. Details of any exterior architectural lighting scheme and the specific lighting fixtures and performance standards of any exterior lighting of parking areas, driving surfaces, pedestrian pathways and public areas.
5. A digital model of the entire proposed site illustrating the pre-existing and proposed finished contours of the site and the location, dimension, and orientation of every structure on the site with a footprint larger than 1,000 square feet. The submitted file of said digital model shall be in a format acceptable to the City.
6. An environmental checklist.
7. A preliminary LEED checklist or comparable means of demonstrating the proposals compliance with the sustainability standards of this Chapter.
8. A Transportation Demand Management Plan.

- C. **Standards for Approval** – The applicant for any design review permit shall demonstrate that the plans satisfy the development standards set forth in 20.92.050 and the design guidelines adopted pursuant to 20.92.060, unless approved as a design departure by the Department Director.
- D. **Design Departures** – A permit applicant wishing to modify any of the development standards of section 20.92.050 or the design guidelines of section 20.92.060 may apply for a design departure if the Director concludes that the proposed modification meets or exceeds the design objectives of the stated standard or guideline.
- E. **Review and Approval** – The Director may approve, deny, or approve with design departure modifications and/or conditions, an application for Administrative Design Review. A decision of the Director may be appealed to the Hearing Examiner. On review, the Hearing Examiner shall accord substantial weight to the Director’s decision.

**20.92.050 Coordination and Compliance with Shoreline Management Act requirements**

- A. All lands within 200 feet of the Puget Sound shoreline and aquatic lands are subject to the requirements of Chapter 90.58 RCW, the Shoreline Management Act. Consequently, a permit submitted pursuant to SMC 20. 92.040 that lies within the jurisdictional limits of the Shoreline Management Act shall also be required to submit for a Shoreline Substantial Development Permit (SDP).
- B. All submittals for site approval, ADR and SDP permits shall include a shoreline restoration plan and feasibility study that addresses existing and proposed future site conditions. The below listed features shall be included in the proposed restoration plan, unless a showing is made that it is not practical to include.
  - 1. Removal of bulkheads to reestablish sediment delivery.
  - 2. Replacement of bulkheads with soft shore stabilization.
  - 3. Replanting of nearshore vegetation.
  - 4. Planting of eelgrass, kelp and other aquatic macrophytes.
  - 5. Replacement or enlargement of undersized culverts to be fish-friendly.
  - 6. Removal of contaminated fill from wetlands, intertidal habitats and floodplains.
  - 7. Removal of invasive plant species.
  - 8. Retrofitting of existing impervious surfaces to include stormwater treatment.
  - 9. Regrading of the site and reconnection of local freshwater sources to re-create a tidal lagoon system with an opening at the north end of the point.

10. Explanation of how active or passive public access within 200 feet of the shoreline will serve and balance recreation, education and conservation objectives.

**20.92.060 Site and Building Sustainability Standards**

- A. All structures above 65 feet in height shall meet at least Leadership in Energy Efficiency and Design (LEED) Silver Certification or equivalent standard.
- B. All structures above 35 feet in height shall meet at least LEED Bronze or Built Green Three Star or equivalent standard.
- C. Low impact development techniques shall be incorporated in site design including, but not limited to, rain gardens, permeable pavement, rainwater harvesting, vegetated roof(s), bike racks, and the use of non-invasive species in landscaping.

**20.92.070 Site and Building Development Standards**

- A. Maximum building height
  1. Maximum building height of structures in PLA 1A is as follows:
    - a. Within 100 feet of the Ordinary High Tide (OHT) of Puget Sound: 10 feet.
    - b. Between 100 and 200 feet of the OHT of Puget Sound: 25 feet.
    - c. Between 200 and 300 feet of the OHT of Puget Sound: 65 feet.
    - d. Between 300 and 400 feet of the OHT of Puget Sound: 90 feet.
    - e. More than 400 feet from the OHT of Puget Sound: 180 feet, provided that no portion of a structure within the public view corridor shall exceed 35 feet. See Fig. 1.
  2. Maximum building height of any structure in PLA 1B: 35 feet.
  3. Maximum building height of any structure in PLA 1C: 65 feet.

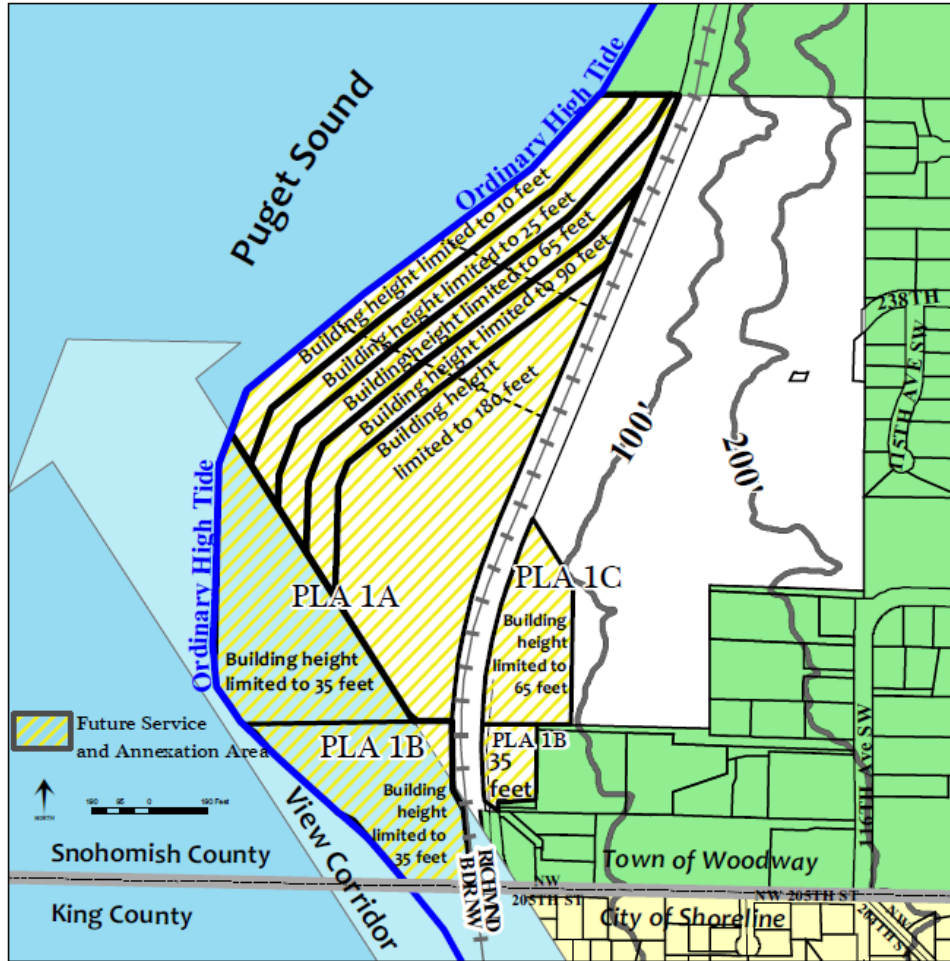


Fig. 1 – Height Limits in Planned Area 1

B. Maximum floor plate

1. The maximum floor plate for any portion of a building taller than 35 feet is 10,000 square feet.
2. The maximum floor plate for any portion of a building between 35 feet and 65 feet in height is 30,000 square feet.
3. There is no maximum floor plate for any building less than 35 feet in height.

C. Minimum separation of tall buildings

The portion of any building that is taller than 65 feet may be no closer than 100 feet to any portion of any other building that is taller than 65 feet.

**INSERT GRAPHIC**

**D. Parking**

1. At least 90% of all parking on site shall be in structures.
2. Any parking not in structures shall be screened consistent with SMC 20.50.470.
3. The parking ratios for uses set forth in SMC 20.50 Subchapter 6 shall apply, unless modified by the Director for good cause.

**E. Signs**

1. A master sign plan shall be submitted and approved with any application for ADR.
2. Building name signs shall have a maximum sign area of 100 square feet.
3. Window signs may occupy a maximum of 50% of the window area.
4. Sandwich board signs are prohibited.
5. Blade signs shall have a minimum clearance of 7 feet.

**F. Dark skies lighting**

1. All building entrances shall be well lit to provide inviting access and safety. Building-mounted lights and display window lights shall contribute to lighting of pedestrian walkways and gathering areas.
2. Parking light post height shall not exceed 25 feet
3. Outside lighting shall be minimum wattage metal halide or color corrected sodium light sources which emit "natural" light. Non-color corrected low pressure sodium and mercury vapor light sources are prohibited.
4. All exterior lights shall be fitted with appropriate hoods and shielded to confine emitted light to within the site.

**20.92.080 Site and Building Design Guidelines**

Adoption and Modification of Design Guidelines - The Director is authorized and directed to adopt and amend Design Guidelines by Administrative Order.

**20.92.090 Shoreline Public Access and on-site public use area(s)**

- A. Development shall construct a public pedestrian access trail along the entire waterfront of the subject property located generally within 50 feet of the highwater line of Puget Sound. The trail may meander, but shall meet grade and accessibility standards of the Americans with Disabilities Act, and have a minimum width of at least eight feet. The trail shall connect with the on-site

pedestrian circulation system and connect to the public right-of-way of Richmond Beach Drive.

- B. The City shall require that an easement document in a form acceptable to the City Attorney be recorded to secure public access between the hours of sunrise and sunset. The design of signs designating the public pedestrian access and the methods of posting the signs shall be submitted for review and approval by the Director.
- C. Any development in PLA 1A that includes 500 or more dwelling units shall be served by an on-site public use area or park at least five (5) acres in size to be located primarily in PLA 1B. Said public use area or park shall be developed and open for public use in a location and design to be specifically approved by the City. A public access and use easement document in a form acceptable to the City shall be recorded. Alternatively, once improvements have been constructed by the developer and approved by the City, the area may be dedicated to the City for ownership, maintenance and operation as a park.

**20.92.100 Mitigation of impacts**

- A. The environmental review for development permits pursuant to RCW 43.21C shall address both on site and off-site impacts, including but not limited to impacts on the City's road network, parks, and other municipal services and facilities.
- B. Remediation of contaminated soils shall be required pursuant to state and federal standards.
- C. As part of the environmental review the applicant shall fund the preparation of a Transportation Corridor Study, to be conducted under the direction of the City. The scope of the Transportation Corridor Study will include an analysis of impacts and the necessary intersection, roadway, walkway and other public improvements needed to maintain or improve vehicular, bicycle and pedestrian safety and flow on Richmond Beach Drive, Richmond Beach Road, and NW 185<sup>th</sup> Street between SR 99 and NW 205<sup>th</sup> St.
- D. The applicant shall fund improvements to the City's road network according to the schedule set forth in the final approved Transportation Corridor Study.
- E. The applicant shall also submit for City review and approval a transportation demand management plan.
- F. The combined maximum average daily traffic that shall be permitted to enter or exit from PLA 1A, PLA 1B, and PLA 1C is 8,250 vehicle trips.

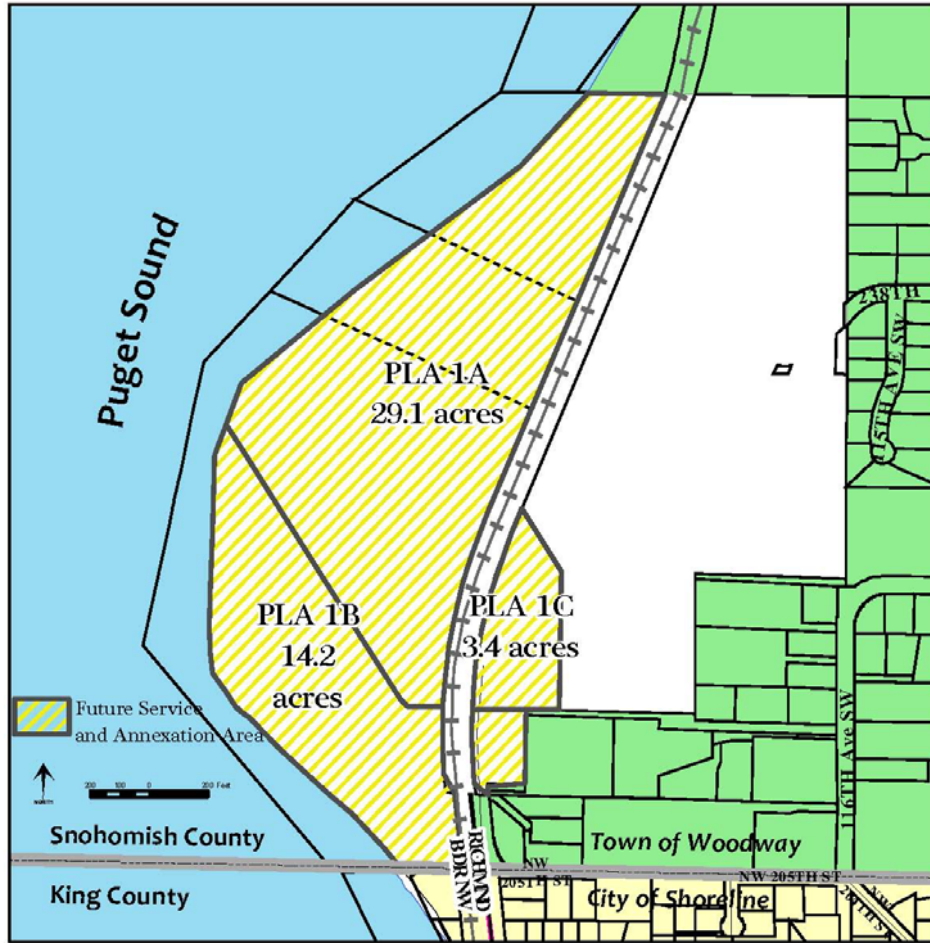


Fig. 2 - Pre-Annexation Zoning Map for Point Wells