



# PLANNING COMMISSION

## REGULAR MEETING

### AGENDA

Thursday, November 3, 2016  
7:00 p.m.

Council Chamber • Shoreline City Hall  
17500 Midvale Ave North

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00
2. ROLL CALL	7:05
3. APPROVAL OF AGENDA	7:07
4. APPROVAL OF MINUTES	7:08
a. <a href="#">October 20, 2016 Meeting Minutes - Draft</a>	

#### **Public Comment and Testimony at Planning Commission**

*During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes. Questions for staff will be directed to staff through the Commission.*

5. GENERAL PUBLIC COMMENT	7:10
6. PUBLIC HEARING	7:15
a. <a href="#">Draft Ordinance No. 765 – New Regulations for Self-Storage Facilities</a>	
• Staff Presentation	
• Public Testimony	
7. STUDY ITEM	8:15
a. <a href="#">2016 Comprehensive Plan Amendments</a>	
• Staff Presentation	
• Public Comment	
8. DIRECTOR’S REPORT	8:40
9. UNFINISHED BUSINESS	8:45
a. Letter to Council	
10. NEW BUSINESS	8:55
11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:56
12. AGENDA FOR NOVEMBER 17, 2016	8:57
13. ADJOURNMENT	9:00

*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*



**The City of Shoreline Notice of Public Hearing of the Planning Commission**

Description of Proposal: The City of Shoreline is proposing changes to the Shoreline Development Code that apply citywide. The non-project action to amend the Development Code includes new and updated regulations related to Self-Service Storage Facilities. Proposed regulations include what zones self-service storage facilities can be located, site design standards, building design standards, operational standards, fences, walls, accessory uses, and landscaping.

**This may be your only opportunity to submit written comments.** Written comments must be received at the address listed below before **5:00 p.m. November 3, 2016**. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Steven Szafran 17500 Midvale Avenue N, Shoreline, WA 98133 or email to [sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov).

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for Thursday, November 3, 2016 at 7:00 p.m. in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Copies of the proposal and applicable codes are available for review at the City Hall, 17500 Midvale Avenue N.

**Questions or More Information:** Please contact Steven Szafran, AICP, Senior Planner at (206) 801-2512.

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.



**DRAFT**

**CITY OF SHORELINE**

**SHORELINE PLANNING COMMISSION  
MINUTES OF REGULAR MEETING**

October 20, 2016  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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**Commissioners Present**

Chair Craft  
Vice Chair Montero  
Commissioner Chang  
Commissioner Maul  
Commissioner Malek  
Commissioner Mork  
Commissioner Moss-Thomas

**Staff Present**

Rachael Markle, Director, Planning & Community Development  
Paul Cohen, Planning Manager, Planning & Community Development  
Miranda Redinger, Senior Planner, Planning & Community Development  
Steve Szafran, Senior Planner, Planning & Community Development  
Kim Lehmborg, Associate Planner, Planning & Community Development  
Julie Ainsworth Taylor, Assistant City Attorney  
Lisa Basher, Planning Commission Clerk

**CALL TO ORDER**

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

**ROLL CALL**

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

**APPROVAL OF AGENDA**

The agenda was accepted as presented.

**APPROVAL OF MINUTES**

The minutes of October 6, 2016 were adopted.

**GENERAL PUBLIC COMMENT**

There were no general public comments.

### PUBLIC HEARING: UPDATES TO REGULATIONS FOR TRANSITIONAL ENCAMPMENTS

Chair Craft reviewed the rules and procedures for the public hearing and then opened the hearing.

#### Staff Presentation

Ms. Lehmborg advised that the proposed amendments to the Transitional Encampments provisions were initiated by the City Council via Resolution 379, which directs staff to review the City policies and codes that may create barriers for those experiencing homelessness and to continue support for the City's human service partner agencies. In response to the Council's directive, staff has reviewed the Transitional Encampment Ordinance and proposed amendments that would streamline and simplify the permitting process by creating a Transitional Encampment Permit expressly for the use. She explained that, previously transitional encampments were done under Temporary Use Permits. The fee for a Temporary Encampment Permit could be set at zero, but a Temporary Use Permit costs over \$300 and could be perceived as a barrier to providing the service. The proposed amendments would provide a timeline of 90 days, with the possibility of extension up to six months. The amendments would also clarify the encampment rules and regulations. Specifically,

- The "permitted use" section of the code was changed to allow transitional encampments in Campus Zones and in the Town Center Commercial Zones. The use is already allowed in all other zones, including all residential zones, with a Temporary Use Permit and indexed criteria. Staff believes it was an oversight that the use was prohibited from the Town Center Commercial Zones. The use is specified as an allowed use in the Christa Campus Zone, and staff is proposing that the use be allowed in other campus zones, as well.
- A definition was added for "Managing Agency" to clarify the application requirements. A definition for "Transitional Encampment" was added to differentiate the use from other types of non-sanctioned encampments.
- Transitional Encampment Permits was added as a Type A (administrative) permit.
- Language was added to clarify that neighborhood meetings would be required, which is a current requirement, as well.
- The existing standards that were added as conditions to the Temporary Use Permit were codified to make it clear that they are required for all transitional encampments. The standards include standard criteria for health and safety.
- A setback standard was added. Staff originally proposed a 20-foot setback, which was based partly on the City code that requires a 20-foot setback for commercial uses that are adjacent to residential zones. After Commission discussion at the study session and further consideration by staff, there is precedence for a 15-foot setback for multi-family uses that abut R-6 and R-4 zones. Staff is now proposing a 15-foot setback. There would also be screening requirements.
- The timeline was clarified. The timeline for Temporary Use Permits is up to 60 days, but the timeline for encampments has traditionally been extended to 90 days. Under the proposed ordinance, the timeline would be 90 days, with the possibility for an extension if the rules and regulations have been followed and there are no problems with the camp.

## 4a. Draft Minutes from 10-6-2016 Meeting

Mr. Cohen said the City received a number of comments related to the amendments, and they were summarized into basic categories. He explained that, based on the City Council's general direction, staff attempted to enhance the ability to have temporary encampments, and the goal was to balance the opportunity for temporary encampments with public safety concerns. He reviewed the public comments as follows:

- Concerns were raised about safety, crime and vetting. Some of the concern was related more to unofficial campers rather than official temporary encampments.
- Some suggested that government agencies should sponsor sites in the City, such as Fircrest and other large, publicly-owned lands.
- There was discussion about setbacks as a buffer from adjoining properties. There was concern that too large of a setback would diminish the amount of area allowed for an encampment on a single-family lot.
- There was also discussion about whether or not use should require a minimum lot size.

Mr. Cohen reviewed the criteria in the proposed code amendments that addresses the need to balance public safety and health with creating opportunities for temporary encampments for people who are in need of temporary homes:

- Prior to application for a Temporary Encampment Permit, applicants will be required to hold a public meeting so that adjoining neighbors are notified as soon as possible.
- Encampment residents will be required to have government-issued identification, such as a state or tribal-issued identification card, driver's license, military license, etc.
- Applicants must develop a list for the purpose of obtaining sex offender or warrant checks. This identification list must be submitted to the King County Sheriff's Office.
- There are rules about prohibition of sex offenders, drug use, alcohol and violence.
- There must be a gate keeper on site for security purposes.
- There must be a cumulative list of residents who stay the night, and the list must be kept on site for the duration of the encampment.
- A 15-foot setback would be required, and designated smoking areas must be at least 25-feet from adjoining properties.
- Visual screening from the street and the neighboring properties will be required at a minimum height of 6 feet.
- A fire permit will be required, and all fire code requirements must be met. Fire extinguishers and emergency vehicle access must be provided.
- Security personnel must monitor the entry points at all times, and a working telephone must be available to security personnel.
- The encampment must permit inspections by City health and fire departments at reasonable times to ensure compliance with the permit.
- An inspection will be conducted by the City's Fire Department within 7 days of initial occupancy.

Commissioner Moss-Thomas commented that, although a proposed amendment would require a neighborhood meeting, it does not describe what must happen at the meeting. Is the neighborhood

## 4a. Draft Minutes from 10-6-2016 Meeting

meeting intended to be informational only, or would the neighborhood comments be included as part of the consideration? Mr. Cohen said it is the same neighborhood meeting format that is used for other permit applications. The meetings are informational and people are invited to provide early feedback and sign up for future notification relative to the application. The meetings are not meant for decision making about whether or not a project meets the requirements.

Commissioner Moss-Thomas asked who would be responsible for managing encampments to ensure that security is in place and that the criteria is met. Specifically, she asked if applicants would be required to have any training or credentials in order to host an encampment, what happens to people who do not meet the criteria that allows them to stay at the encampment, and how will the City deal with potential overflow. Ms. Lehmborg answered that the applicant (managing agency or host site) would be responsible for ensuring that criteria is met and security is in place. Applicants would be required to check identification and provide a list, and vetting would be done by the King County Sheriff's office. There is no fee for this service. She clarified that this criterion was codified in 2014 at the behest of the City's Police Chief. The Police Department is notified when an application is received, and the City does monitor to ensure that the rules are followed. Applicants are not required to have any specific training, but the City provides guidance on how they can comply with the rules. Mr. Cohen said the City could deny a permit extension if the criterion is not met or if problems come up.

Commissioner Chang referred to the proposed definition for "Managing Agency." She explained that in her experience, the term "such as" means that is the list, and no more can be added. However, to a lay person, "such as" means here are some examples and it could be other things, as well. She asked if the list provided in the definition is meant to be exclusive. City Attorney Ainsworth-Taylor answered that the list should be interpreted to be non-exclusive.

Commissioner Mork asked what the term "organizes and manages a transitional encampment" means for the managing agency. For example, would the agency be required to have insurance? Ms. Lehmborg said the entities the City has worked with in the past have been homeless advocates and have put the encampments together to provide safe shelter for people who are homeless. The agencies typically do fundraising to obtain the dollars needed to support the encampments. Commissioner Mork asked what criteria the City would use to evaluate the qualification of a managing agency. Ms. Lehmborg said the City would not require the managing agency to provide insurance.

Commissioner Moss-Thomas asked if a renter would have any say if a property owner decided to host an encampment on the property. Also, what happens if the sponsoring agency and the property owner are not the same? Mr. Cohen explained that the applicant can be different than the property owner, but the property owner must sign the application to indicate support.

Commissioner Chang said her understanding of the Commission's previous discussion on September 15<sup>th</sup> was that the amendments were intended to address traditional encampments that are found in many cities. However, the proposed language appears to also allow the encampments on single-family residential properties. Ms. Lehmborg said the intent is to clarify the regulations and simplify the permitting requirements for typical hosts, and the proposed amendments would not alter the use section that allows transitional encampments in residential zones. Commissioner Chang clarified that the amendments were written to allow the use in residential zones because that is where most of the



churches are located and not to allow private, single-family property owners to host homeless people in their yard.

Commissioner Moss-Thomas agreed that the intent is not entirely clear. It is important to find a balance that is respectful of all people in the community, but protects against unintended consequences that affect a wide range of people. Some organizations have significant experience, but others do not. Ms. Lehmberg said that is one reason staff is proposing a setback requirement. On a typical single-family lot, an encampment would not likely fit based on the setback requirements. Commissioner Moss-Thomas commented that a small encampment could fit on the lot, and the draft amendments do not include standards to address the number of square feet required per camper.

Commissioner Mork referred to Shoreline Municipal Code (SMC) 20.40.535(G), which requires encampments to permit inspections. She asked under what circumstances the inspections would take place, and who would pay for them. Ms. Lehmberg said the Fire Department has traditionally reviewed the Temporary Use Permits that have come in for temporary encampments, and they have a list of standard conditions that must be met. The fee for inspection is included as part of the Temporary Use Permit fee. Because there would be no fee for Transitional Encampment Permits, the inspection would become part of the Fire Department's standard duties. Commissioner Mork asked under what circumstances the King County Health Department would conduct an inspection. Ms. Lehmberg said she does not know that they ever have, but they could if contacted by the City to do so. She does not believe a fee would be associated with the inspection.

Vice Chair Montero noted that the index criteria include a number of constraints as to where encampments can be located, but there is nothing about the distance required between encampments or the number of non-religious-associated encampments allowed in the City.

Commissioner Mork asked if any consideration would be given to an encampment's proximity to transit. Ms. Lehmberg said some jurisdictions require that encampments be within a certain proximity of transit. However, staff felt it would be another barrier to locating encampments in the City, which is contrary to the Council's direction.

### **Public Testimony**

**Kim Lancaster, Shoreline**, said she approves of most of the proposed amendments, including the fee reduction for proposed encampments, retention of the neighborhood meeting requirement, and the extension of the encampment period up to nine months. She noted that many of her friends from Rain City Rotary, Camp United We Stand, and Greater Seattle Cares are present in the audience. She said she opposes the proposed 15-foot minimum setback requirement, which would prevent most homeowners and many smaller churches from effectively hosting homeless encampments. She said she has a large backyard, and the setback requirement would limit her property to just four tents. She has been to many church-based encampments in Shoreline and North Seattle, and each has at least one side of the camp located right on the property line. Churches need the zero setback or the encampment will take up too much of their parking space. If hosting a camp will have a negative parking effect, many churches will decline to host an encampment. Further, siting at the property line makes it possible for encampments to install their 6-foot screening on the host's fencing without erecting a costly, fragile and

separate structure for that purpose. She suggested that perhaps the rationale for the 15-foot setback requirement is innocent enough and aims to reduce impacts on neighbors. However, she doubted that would be the case and she sees it to be a pernicious rationale. She cautioned that the net effect of the setback requirement will be to reduce the availability of hosts for homeless encampments in Shoreline, which is exactly opposite of what the City Council charged the staff and Planning Commission to do last fall. It is also discrimination against some of Shoreline's most vulnerable citizens. The staff sentiment seems to be that homelessness should not impact Shoreline residents. She is confident the City will hear from others who, in good faith, believe that homeless people should be homeless somewhere other than Shoreline. However, homelessness cannot be made less bothersome except by ending it. Perhaps they will find the political will to end homelessness in the near future, but perhaps not. In the meantime, the City needs ways to keep Shoreline's homeless people safe, warm and dry. Only a zero setback will maximize the number homeless encampment hosts. She asked the Commission to reduce the required homeless encampment setback to zero.

**Brad Lancaster, Shoreline**, said he is an attorney and lives and works in Shoreline. He commented that if the proposed 15-foot setback requirement prevents a person or a church in Shoreline from hosting an encampment, despite their religious conviction that they should do so, then the setback violates the Washington State Constitution's provision for religious liberty. He noted that the City of Woodinville sought to frustrate homeless encampments in their City by delaying the issuance of permits, and the Washington Supreme Court found that it's zoning decisions violated the religious liberty of the church that brought the action against it. He cautioned that Shoreline does not want to invite litigation or become a symbol for religious intolerance and discrimination.

Mr. Lancaster said he is also concerned about the definition of "Managing Agency" because the "such as" only includes entities. Homeless people need to be able to stay with individuals who are motivated to take care of them and help them. At his home, he hosted 16 people from Camp United We Stand for 4.5 months last winter. The people staying in the camp treated him with respect, and there were no police calls. They took care of his property and respected his privacy. They were good neighbors, and they were quite close given that there was only one bathroom. He was told by a City staff member after the camp had left that he did a magnificent job of managing it, which shows that people can manage encampments themselves. He said he believes that the proposed setback and the definition of "Managing Agencies" expose the City to litigation. He briefed the City Attorney at length on the matter, and he encouraged the Commission to forward to the City Council zoning amendments that include individuals as managing agencies and zero setback provisions.

**Barbara Twaddell, Shoreline**, said she has been a resident of Richmond Beach for 35 years. She is a retired nurse and worked most of her career at Harborview where many homeless people received their health care. She commented that helping the homeless can be very complex, but enabling the homeless, some with children, to live outside in tents is not a good solution. She said she opposes homeless camping in residential neighborhoods. The City has allowed homeless tent camping at a Shoreline family home without much public input, and she voiced opposition to this radical social experiment and any other amendments that encourage more encampments. She does not believe there is a need for the use in Shoreline. She referred to Danny Westneat's column in the Sunday edition of *THE SEATTLE TIMES* about cleaning out "The Jungle" in Seattle. The social service people found that 75% of the

campers did not want to take advantage of the offered housing because they would have to follow the rules of no drugs and alcohol. Many available beds went unused.

Ms. Twaddell expressed her belief that outdoor tent camping is unsafe for the homeless. The reason the City has building codes for habitation is for public safety. The homeless are citizens who should be protected. There is a danger from falling tree limbs and poor sanitation, and camping in backyards of private homes cannot be easily regulated for firearms, drugs, alcohol and noise. It is the homeless, themselves, who are usually victims at these encampments, but next door neighbors are also potential victims. If people want to host the homeless in their homes, they should let them stay indoors with heat, plumbing, etc. If the City wants to help the homeless, it should build facilities in properly-zoned areas or let them live at City Hall.

Ms. Twaddell commented that two proposed amendments that will likely increase the number of encampments are waiving the fee and changing the setbacks from 20 feet to 15 feet. Now it appears that proponents of the amendments want to reduce the setback to zero. She read that one reason for the proposed amendments was a potential threat of a constitutional challenge from the Lancaster family based on religious freedom. The Lancasters also want to host the camp indefinitely, and she does not believe that City code should be based on anyone's religious beliefs. The City's reasoning says the fees, setbacks, and public health, safety and welfare requirements present too many barriers to homeless camping, and there should be many barriers to using your property in a way that harms your neighbors. Many residents of the City live in areas zoned for single families, and the proposed amendments would throw the zoning out the window and encourage substandard, multiple-family housing in all neighborhoods. If homeless tent camping in the backyards of residential homes is allowed, it will have sweeping changes on the ability of many people to enjoy their own homes.

**Margaret Willson, Shoreline**, asked the Commission to step back from the emotional issues involved with homelessness and imagine that there were some families in Shoreline who wanted to host summer-long boy scout camps. She does not think the City would even consider making amendments to the Development Code for a boy scout camp, because any kind of large, backyard encampment would violate the basic criteria for amending the code. It would affect public health, safety and general welfare, as well as property values. Yet, somehow, the City Council has allowed the emotional issue of homelessness to make them think it would be okay. If homelessness were added back in, it is important to recognize that homeless campers bring additional problems that afflict the homeless community more than the general population, such as drug and alcohol addiction, contagious disease, mental illness, and criminality. She expressed her belief that allowing transitional encampments in single-family neighborhoods would be a terrible idea for homeowners. She said she documented all the statutory reasons why the proposed amendments should not be considered in written comments she submitted early in the day. She also did research on the internet and could not find any other cities that have allowed backyard homeless camps. She does not want the City to be the guinea pig for a bad policy.

Ms. Willson expressed her belief that religious freedom does not give people the right to break the law. Polygamy is fine in many religions, but it is illegal in the United States. Similarly, homeless camps in backyards are currently illegal, and they should remain illegal. Thinking of putting a homeless camp in your backyard is actually a perversion of Christianity because Christianity (Matthew 6) says when you help the poor, you do it in secret, you don't go out and advertise. Your reward is from the Lord and not

from the publicity you get. Also in Matthew 7 we have the golden rule, which says “do unto others as you would have others do unto you.” That means being a good neighbor. You aren’t being a good neighbor by having a big camp in your backyard. If a person wants to do actual Christian charity, they should host the homeless in their homes, volunteer at the Salvation Army Rehabilitation Center, or open a Catholic Worker House. If the City does decide to allow homeless camps in backyards, it is absolutely essential that immediate neighbors be given veto power. If 50% of neighbors within a 1/8-mile radius are opposed, it should be denied.

**Dale Erdahl, Shoreline**, said he is opposed to amendments that allow homeless shelters in private backyards. He does not support transitional housing anywhere, and it should be eliminated completely. It brings negative stuff to the neighborhoods, and the taxpayers will have to pay to address the problems and needs. Offering transitional housing enables people to continue to be useless.

**Anne Nadreau, Shoreline**, said she grew up in Richmond Beach and now owns a home in Shoreline. She very much supports the comments provided by Ms. Twaddell and Ms. Willson. She also supports the questions raised by the Commissioners to help clarify the proposal. She voiced concern that the proposed amendments do not provide a lot of clear answers, and there needs to be more definition around who is going to pay and if comments received at the neighborhood meetings would impact whether or not permits are issued. More information about the sanitation requirements of homeless encampments should be provided, too. Apartment parking already spills out into single-family neighborhoods and creates problems, and the problem could be increased if there is not enough parking available for a lot of people in a very small place.

Ms. Nadreau said she is also concerned about how a transitional encampment in her neighborhood would impact her property value. Her parents live at the end of a bus line. People sometimes get off the last bus of the night with nowhere to go and end up breaking into their car to sleep, defecate in the yard, use whatever is around, and then leave. While she is not saying it will happen with every homeless encampment, there have already been problems without actual permits. She voiced concern about the impacts if there is not a clear definition to monitor and manage the use. She emphasized that she is not against solving the homeless problem, and she contributes to many organizations. While people have good intentions, in many cases they are not well equipped to manage the situations that come up. Who will pay to monitor, train and police the encampments? She summarized that it would be very difficult for people who establish camps on an individual level to solve the problem, but she very much supports religious organizations that have more experience. The churches that have sponsored encampments previously have generally done a good job. But when an individual sets up an encampment in their yard, she felt it would become overwhelming and too much for the City to allow.

**H.W. (Skip) Barron, Shoreline**, said he has lived in Shoreline for 26 years. He asked if the City would monitor crime rates around the homeless encampments, in general, much less those in backyards. Other than being notified, he also asked if neighbors would have any say as to whether or not an encampment should be allowed. He questioned who wants to have an encampment next door to them when they are trying to sell their home. He suggested that, if you really want to help, pick a few people and take them into your home. How many unrelated people can live in a single-family home? Homeowners must be held responsible for the actions of those they take into their homes. He expressed his belief that homelessness cannot be corrected at the city or county level. It must be done at a national level. Let the

people who make jobs be able to make jobs. The State has the second highest corporate taxes in the nation. He questioned how the City can solve the homeless problems unless they keep the feet of the government off the necks of the people who make the jobs.

**Eugene McPhail, Shoreline**, said he and his wife have owned a home in Shoreline for over 50 years. He is also the chair of the Board of Trustees at Haller Lake United Methodist Church in North Seattle, which has two years of experience with Camp United We Stand when it broke off from Tent City 3. Prior to that, his church hosted Tent City 3 for 12 encampments from 2000 to 2014. Almost all of the issues raised by Commissioners have been managed in the various encampments his church has sponsored. At this time, they are trying to recruit other churches in the North Seattle/Shoreline area to join in the network of churches that can host Camp United We Stand. It has been established that 25 members are needed in the camp to provide the security and local patrol requirements. It has also been established that a maximum of 35 members is probably best in order to recruit other churches that have smaller areas that can accommodate smaller encampment sizes. Most of the churches in Seattle do not have room for large numbers of campers, but many can accommodate up to 35. He asked Commissioners to contact his church if they know of any church that is a candidate to serve as an encampment. Currently, there are encampments at Haller Lake United Methodist Church, Richmond Beach Congregational Church, and St. Dunston's Episcopal Church.

Mr. McPhail commented that at the first neighborhood meeting in Shoreline for the encampment at Richmond Beach Congregational Church, a neighbor asked about the potential increase in crime. His pastor responded that he has never felt safer than when the camp was next to him because they provide security to the neighborhood. He emphasized that there are homeless people who need a place to sleep tonight, so talking about building facilities in the future is not the immediate solution. The intent is to provide a safe place for the campers that meet the criteria to stay tonight.

**Roger Smith, Shoreline**, said he is opposed to the proposed amendments and urged the Commission to reject them and redirect staff to revise the proposed regulations. It was stated earlier that staff was directed by the City Council to continue support, but expanding support and reducing fees were not part of their request. The amendment must not adversely affect public health, safety or welfare, yet it does. The amendment will adversely affect him and his property value, as well as the public's safety and general welfare. Next, he referred to staff's proposal to reduce the setback requirement from 20 to 15 feet. As an engineer, he is familiar with building codes, and setbacks are based on fire suppression and fire jumping from property to property. Substandard structures like temporary tents, etc. do not merit a lesser setback. In fact, he felt they would merit a significantly larger setback. He encouraged a bare minimum setback of 20 feet.

Mr. Smith provided a copy of his written comments for the Commission's detailed reading. He commented that the cross reference to neighborhood meetings is not clear to him, and he questioned how large of a radium would be included in the notification. The Staff Report references relevant Comprehensive Plan policies such as Housing Policies H11, H25, H29 and H31, which all refer to short-term and long-term housing. He expressed his belief that the policies are clearly not relevant because this is an encampment issue and not a housing issue. The permit review period is listed as 15 days, which is the shortest review period of all the permits referenced in the code. He suggested that a review period of 30 days would be more appropriate for controversial permits to allow for public comment and

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proper review. He said he finds it disturbing that the City has set a fee of zero for a Transitional Encampment Permit since fees are collected to account for staff time, review, inspections, etc. The burden should not be transferred to taxpayers elsewhere.

**Pam Cross, Shoreline**, said she has lived in Shoreline for 35 years and is very aware of the homeless situation, but the proposed amendments will not fix the problem. It will perpetuate it. People have been living in tents in Seattle for 10 years, and likely the same in Shoreline. During that 10 years, they haven't come up with anything new except moving them around a bit. Even the proposed amendments will not prevent the need for the encampments to move around because there will be time limitations. She noted that, as proposed, people can stay in the encampments for the entire school year, which means the encampments will have to remain in the same place for a year to keep the kids in the same school. She asked if people who host encampments, particularly in private yards, are required to find the campers a new place to live when the time limit expires. She voiced concern about relying on the Police Department to monitor encampments in private backyards, since they are already overworked and understaffed. While the proposed amendments prohibit drugs and alcohol, there is nothing about firearms. As a commercial insurance broker, she suggested it is likely that a person's homeowner's insurance would be cancelled if he/she were to host an encampment because of the different risks involved. Her understanding is that the City would take no responsibility for the additional liability associated with an encampment.

**Rocky Willson, Shoreline**, said he does not support the proposed amendments. Allowing homeless encampments is an extremely complex issue, and the City should take its time to make a decision. Trying to fast track the amendments is not good. He suggested that the proposed amendment to allow encampments in backyards of residential neighborhoods seems to be unprecedented. He and his wife could not find any similar statutes in any other community. When going into such uncharted territory, the City really needs to step back and think about it. He reminded the Commission that the overall intent of R-6 zoning is to limit the land use to six, single-family units per acre, and the zoning code has certain limitations that apply to recreational vehicles, home businesses, etc. He said he would consider an encampment to be a non-profit business that affects him directly. He questioned if there is clear information to know if providing camps actually helps homeless people. While he recognizes that some people need help for various reasons, providing a stop-gap measure may be keeping them from finding the proper care they need.

**Bill Bear, Shoreline**, said he has been involved with encampments in Seattle and Shoreline for the past eight years. He recalled that the first time he heard that Tent City would be coming to his neighborhood, he talked to the hosts. All of the things that people are concerned about are counteracted by the realization that when you get involved in helping people who need you, something changes within you and you become a different person. He has attended a lot of community meetings where people have raised a variety of objections; and over the years, the camps have come back to the same neighborhoods for another round. Where there were a lot of objections the first time, it is amazing the deafening of objections at subsequent meetings. In fact, people spoke in favor of the camps as they got to know the campers and saw them as friends. Understanding and getting to know people who live in encampments has changed him, and he would be glad to have them as his neighbor in a house. What is needed is understanding and a community that recognizes commonality. If they care about each other, they will

make sure they are all okay. That is what Tent City is really about. While he recognized it is not a permanent solution, it is a whole lot better solution than being out on your own.

**Jon Henry Hanson, Seattle**, said he previously lived in Richmond Beach, which is a great artist community. He said he tries to take the perspective of someone who isn't him, such as those he has heard tonight. Folks who have been working on jobs and earning a living to provide for a family and paid property taxes want to continue to live in a safe community. He said he attends the Haller Lake United Methodist Church and was a former trustee. He reemphasized that the church is not present to support encampments in the backyards of private residences, but they are concerned about how much money it costs for an organized, non-profit organization to offer its property for an encampment. As a former homeless person in the City of Seattle, he found that some churches have decided that tents do not work and they have provided small houses instead. Churches in the City of Shoreline could find generous donors to support this effort, too. For example, some of the sheds that are for sale at Home Depot are quite nice. He would like to take it upon himself to connect with corporations and also with Habitat for Humanity because tents do not work in the climate.

**Domenick Dellino, Shoreline**, voiced support for easing the restrictions on individuals to host encampments on their residential properties. He also favors a 5-foot setback, which is the same for a shed, barbecue, etc. It makes sense to give someone the most amount of flexibility to have an encampment in the back corner of his/her property rather than worrying about a large setback that seems superfluous. He recognized that a lot of important considerations were raised during the hearing, but he has a great deal of confidence in the City staff and Commission to address the issues. He recognized that it is not perfect, but improvements can come with time and careful planning. He trusts that vetting will occur in the future. If Shoreline is trying to move towards a more humanitarian attitude towards the homeless, it really doesn't matter if the City is the first jurisdiction to undertake the approach. The City should be the leader and show the rest of the state and the country how to do it. It needs to start from the bottom up. To those who said it should be the City's responsibility to provide housing to the homeless, he commented that the City is already on a very lean budget and works efficiently with what they have. Property taxes would have to be raised significantly if the City were to take on this task. He recognized that backyard encampments are not the best solution or the only solution the City should be considering, but it is one solution the City should allow to facilitate into the mix.

**Robin McClelland, Shoreline**, said she is not so much concerned with the content of the proposed amendments, but with the way the regulations are being drawn up. She suggested that the Commission reconsider before taking any action. If the City intends to set a precedent, it should be outright and open about its intent. She voiced concern that the provision that allows encampments on single-family parcels (SMC 20.40.535.F) appears to be buried in the code. The definition for "Managing Agencies" does not cover individual private property owners, and the definition should be amended to be explicit about hosting encampments on single-family parcels. In addition, a definition for "Shelter" should be added. The City has attempted to use the Comprehensive Plan and Development Code language that refer to structures to cover the issue of a shelter; but in this case, a shelter is not a structure or dwelling unit. Shelters of tents do not have public utilities and the reference about public utilities (electricity, sanitation and water) should be explicit about how the services will be provided and where. She suggested that the proposed amendments should be presented to the Council of Neighborhoods and discussed with every neighborhood association within the City. People should be invited to weigh in

and understand some of the consequences of the affects. She expressed her belief that a setback is appropriate to provide for privacy, safety and security. Lastly, the neighborhood meetings will be held early in the process and will likely have little impact. Therefore, they will not sufficiently cover all of the issues. If they are going to allow the time period to extend from 90 days to 6 months, it is inappropriate to not have a second neighborhood meeting to allow people to weigh in.

**Joe Ripley, Shoreline**, said he has been a resident of the City for over 20 years and is opposed to the idea of allowing homeless encampments in Shoreline, Seattle, Edmonds or anywhere else. He does not believe they are the right way to help people who are clearly suffering. About 75% of them turn down the help that is offered by the Union Gospel Mission, Salvation Army, Catholic Church groups, etc. The problem is beyond just giving them a few more weeks or months living in a tent in a miserable environment during the winter. He asked if the Lancasters provided portable bathrooms for the people who lived in tents on their property. If so, how many did they have, who paid for them, and how much? (*The Lancasters indicated they did provide 2 portable bathrooms that were paid for by the camp*). Mr. Ripley said his research indicated that portable bathrooms run an average of \$250 to \$300 per month. Fire extinguishers are also required. He asked if the Lancasters checked the camper's identification documents to make sure they were not felons, sex offenders, etc. After foisting encampments upon the City of Shoreline, he asked which Commissioner is going to lead by example and host an encampment in his backyard. The issue has come up previously in the public arena, yet he does not see anyone volunteering. He said he doubts that any King County or Shoreline Council Members will volunteer, either.

**George Smith, Shoreline**, said he is a homeowner and landlord in North City. He said he came to the United States 55 years ago in search of the American dream to own his own home. Over the years, he worked hard and was able to purchase a home in Seattle. However, it got too crowded and he moved to Shoreline to have more space. One thing he believes about the American dream is what he calls "quiet enjoyment." He doesn't think allowing people with tents next door or in his neighborhood constitutes quiet enjoyment. He has two children, and he doesn't want them to be around homeless encampments. He would fear for their safety. He has worked hard all his life to obtain the American dream, as have other homeowners, and it is important that they have privacy and enjoyment. The homes he owns are located in single-family zones, and the zoning does not allow him to develop other buildings on the properties. He does not understand how it would be okay for his neighbor to allow five tents to be erected in his backyard. He said he is against allowing tents on private residential properties.

Chair Craft thanked those who participated in the public hearing. He explained that it is very important for the Commissioners to have a clear understanding of the community's thoughts both pro and con.

### **Deliberation and Action by the Commission**

Chair Craft asked if the current code already allows encampments in single-family zones as permitted uses with conditions based on the supplemental criteria. Ms. Lehmberg answered affirmatively. In addition to the zones where the use is already allowed, the proposed amendment would also allow the use in Town Center Commercial and Campus zones.



Chair Craft asked staff to clarify the differences between the existing code and proposed amendments with regard to permit requirements. Ms. Lehmberg said that, as proposed, the Temporary Use Permit criteria would no longer be required. Instead, applicants would be required to obtain a Temporary Encampment Permit, which has specific index criteria.

**COMMISSIONER MAUL MOVED THAT THE COMMISSION FORWARD THE AMENDMENTS TO THE CITY COUNCIL AS PREPARED BY STAFF. THE MOTION DIED FOR LACK OF A SECOND.**

City Attorney Ainsworth-Taylor advised that the Commission could close the public hearing and send the amendments back to Planning Staff. In that case, the process would start over again. Another option would be to continue the public hearing to an indefinite date, with direction towards the Planning Staff on how the Commission would like them to incorporate comments and make changes.

Chair Craft recommended that the Commission continue the public hearing to a date in the future to allow staff to incorporate Commission comments into the draft amendments and answer Commission questions. Specifically, the Commission would like further clarity on the following:

- The definition of “Managing Agency needs further clarification.”
- What is meant by “public meeting?” Provide a reference to a certain type of public meeting as contained elsewhere in the code.
- Should the index criteria include a geographic requirement for how close encampments can be to each other or a limit on the number of non-religious-associated encampments allowed in the City?
- What do other cities allow? For example, the City of Seattle does not allow non-religious-associated encampments in residential zones. It’s only allowed in commercial and industrial zones, and a setback of 25 feet is required.
- Similar to the City of Seattle, the City may want to consider allowing transitional encampments on commercially-zoned properties with a sponsor, which means that the managing agency would not necessarily need to be the owner of the property. This would be an option to consider as opposed to pushing the use more into single-family neighborhoods.
- Additional background information would be helpful relative to a written public comment about a potential partnership with Fircrest, which is a state-run facility. The City should be open to partnering opportunities to help mitigate some of the need.
- It would be helpful to have a better understanding of the different types of homelessness. For some, homelessness is a temporary situation.
- Provide more information about inspections to ensure that the regulations are followed, as well as possible remedies when problems come up.

Commissioner Moss-Thomas said she has great heart for the people who are experiencing homelessness for a number of reasons. Many people are just a few steps away from it happening to them. The encampments are considered transitional housing and not a permanent solution. However, Shoreline is a small city and she does not want it to be the testing grounds for a national debate or prototype. This is such a significant issue that many jurisdictions in the region are dealing with.

Commissioner Malek said he would like to have a better understanding of what is behind homelessness and not presume the worst. He is concerned that there are fewer churches available to provide help for these people, and many churches are losing their ground for various reasons.

**COMMISSIONER MORK MOVED THAT THE COMMISSION CONTINUE THE PUBLIC HEARING FOR THE TRANSITIONAL ENCAMPMENT UPDATE TO A DATE TO BE SPECIFIED BY STAFF. COMMISSIONER MALEK SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

The Commission took a 5-minute break at 8:45 p.m. The meeting resumed at 8:50 p.m.

### **STUDY ITEM: DEEP GREEN INCENTIVE PROGRAM**

#### **Staff Presentation**

Ms. Redinger reminded the Commission that in September of 2015, the City Council set adoption of a Living Building Challenge Ordinance and Petal Recognition Program as a priority recommendation to implement the Climate Action Plan. On February 18, 2016 the Commission received a presentation from representatives of the International Living Future Institute (ILFI) regarding certification programs. They walked the Commission through the details of the program and explained the benefits of certification. They also walked through potential components of an ordinance. At that time, staff made a commitment to come back to the Commission with more detailed regulations and an actual ordinance after they had worked with a committee of King County cities, certification organizations, and developers who build green buildings. She referred the Commission to Attachment A of the Staff Report, which contains the regulatory changes proposed to SMC 20.20, 20.30 and 20.50, as well as Ordinance Number 760, which would institute a Deep Green Incentive Program (DGIP) in Shoreline.

Ms. Redinger recalled that last February, the Commission learned about the components (petals) that make up a Living Building Certification Process through the ILFI: place, water, energy, health and happiness, materials, equity and beauty. The petals have a total of 20 imperatives that the IFLI uses to certify a building as a “living building.” They also learned about the three levels of certification:

- Full Certification: With full certification, all imperatives are mandatory, and certification is based on actual performance.
- Petal Certification: With petal certification, applicants must meet the criteria for three or more petals. One of the petals must be either water, energy or materials. It also must include the limits to growth petal and inspiration and education petal.
- Net Zero Energy Building Certification. This certification requires four petals: limits to growth, net positive energy, beauty and spirit, and inspiration and education.

Ms. Redinger reviewed that when starting out, the Council’s direction was to focus on the Living Building Challenge Ordinance, similar to what was adopted in the City of Seattle to accommodate the Bullitt Center, which is the greenest office building in the world. As staff moved forward in discussions with King County partners, certifying organizations and others, they felt it would perhaps be wise to

include the top level of each of the major certification organizations to provide some level of incentive. In the tiered system, the top tier includes only Living Building Challenge Projects, but the Build Green Emerald Star Program, which works through the Master Builders Association, was added as a Tier 2 incentive. Similarly, the United States Green Building Council (USGBC) offers the Leadership in Energy and Environmental Design Certification (LEED), and their highest level of certification is LEED Platinum. LEED Platinum Certification was also included as a Tier 3 incentive package.

Ms. Redinger reminded the Commission that there are other agencies and bodies that need to review the changes that may incentivize or create barriers for living and deep green buildings. Tonight's discussion will focus on the Development Code, which is within the Commission's purview. However, there are also considerations with regard to the State Building Code, the City's surface water utility, other water and sewer utilities in the City, and the Department of Health. Representatives from a number of these different organizations have worked with the King County group, and they were unable to identify other barriers that would preclude development of these types of buildings in Shoreline. She reviewed the proposed tiered system of incentives as follows:

- **Tier 1** would be reserved exclusively for the Living Building Challenge, which is administered by the ILFI. This tier would have a 100% reduction of fees, and it could also include bonuses, reductions and/or exemptions from parking, etc.
- **Tier 2** would include the INFI's Petal Recognition Program and Build Green's Emerald Star Program. This tier would have a 75% reduction of fees, and it could also include bonuses, reductions and/or exemptions from parking, etc.
- **Tier 3** would include the USGBC's LEED Platinum Program or the ILFI's Net Zero Energy Building Program. This tier would have a 50% reduction of fees, and it could also include bonuses, reduction and/or exemptions from parking, etc.

Ms. Redinger explained that the programs were placed into the different tiers based specifically on their relationship to managing stormwater and water use on the site. She emphasized that the City does not want or have the capacity to become a certifying body for green buildings. Instead, they will rely heavily on their partners at the ILFI, Built Green, and the USGBC to certify the buildings, and a pre-application meeting is needed in order to have a conversation about what potential exemptions a project may want to apply for. A representative from the agency that the project intends to be certified through will be invited to the pre-application meeting, along with representatives from the fire department, etc. The intent of the meeting is to reach an understanding of the kinds of exemptions that would be requested so the applicant can move forward with design and the City can feel comfortable waiving fees. In addition to waiving the pre-application meeting fee, the City could also waive the surface water fee, permit application fee and transportation impact fee.

Ms. Redinger advised that the proposed Development Code incentives primarily entail exemptions from standards for: residential density limits, parking requirements, setback and lot coverage, use provisions, structural overhangs and encroachment into the right-of-way, height limits, and rooftop features. She said she could provide examples about why the specific exemptions might be important to not create barriers to living building. For example, when developing the Bullitt Center in Seattle, in order to have a large enough array to cover the energy needs of the building, they needed to overhang onto the city sidewalks. Departures from density or height limits for projects in the R-4 or R-6 zones would require a

neighborhood meeting, and the City would only grant up to a 10-foot extension to the height limit. The meeting would provide an opportunity for the project proponent to explain the benefits of a deep green or living building and also inform the neighbors of why the changes are needed to meet the more stringent standards.

Ms. Redinger said the proposed changes include additional definitions and enforcement provisions. When creating a robust incentive package, it is important to make it very clear that the City expects applicants to meet specific criteria. Different levels of enforcement will ensure that the buildings meet their target goals. She explained that the Certification Requirements involve a four-step system:

- A pre-application meeting
- A report submitted with permit application, including making sure that the project has registered with the potential certifying organization.
- A report due within six months after issuance of the Certificate of Occupancy showing that the project has met the types of standards that do not require a performance period.
- A report due two years after the Certificate of Occupancy stating that the project met the requirements of the individual program. This will be the final stamp of approval.

Ms. Redinger commented that if the steps outlined above do not happen, the City will have provisions for enforcement, including a \$500 penalty that increases exponentially according to the same schedule as other permit violations. A time period will be given to correct any non-compliance. If the non-compliance is not corrected after a 2-year period, there will be a final penalty of 5% of the building valuation, plus a requirement to pay all of the fees that were waived.

Ms. Redinger reviewed that a public hearing on the proposed amendments has been scheduled for December 1, 2016. The amendments, along with the Commission's recommendation, will be presented to the City Council at a study session on February 6, 2017, and a public hearing and potential final adoption is scheduled for March 6, 2017. She advised that partners in the discussion are present in the audience in case the Commission has questions: Alicia Daniels Uhlig from the ILFI is the director of the Living Community Challenge Program and Policy and Leah Missik, the Building Green Program Manager.

Commissioner Moss-Thomas said she understands that the City will require a developer to pay all of the fees that were waived if a project is found to be non-compliant after two years. However, she questioned how the developer would compensate for the reduction in parking. Ms. Redinger answered that the enforcement provisions in Seattle have not been used. Most developers who enter into this type of development choose to do so because that is what they do. However, she recognized that the proposed incentive package is robust, and there may be developers with less experience who try to take advantage of the program. Commissioner Maul commented that transportation would be part of the equation, and getting people to commute and carpool will be part of the solution. Commissioner Moss-Thomas agreed. However, she questioned how a project that is allowed a 100% reduction in parking would address the needs of people with disabilities.

Vice Chair Montero asked if the proposed regulations would also apply to the Light Rail Station Subareas, Town Center Subarea, and the Aurora Square Community Renewal Area. Ms. Redinger

answered that the provisions would apply citywide. She recalled that on February 18<sup>th</sup>, the Commission talked about whether or not the program should be implemented as a pilot program or in certain zones only, and the Commission decided against limitations. Vice Chair Montero noted that the Community Renewal Area and three subarea plans already include incentives for green building. Ms. Redinger pointed out that the Light Rail Station Subarea Plans require development to at least a Built Green 4 Star Level, and there are no incentives. However, there could be parking reductions based on proximity to transit once the station is in place. The Light Rail Station Subarea Plans also make it clear that any reduction in parking would not be cumulative. Staff believes that the proposed provisions would be a good incentive to push developers to the highest tier, since Built Green 4 Star Level is already required.

Commissioner Malek requested more information about the bonding process. Ms. Redinger said she is not familiar with how the bonding process works. Commissioner Malek said it seems longer and could be more punitive. Ms. Redinger agreed to provide more information about bonding.

Commissioner Chang voiced concern that the penalties for non-compliance seem small. Potentially, someone could choose not to comply. In that case, they could simply pay the penalty and still get the additional density, etc. Ms. Redinger said there are number of different options for penalties, and the intent was to have a general discussion with the Commission to obtain feedback. For example, one option would be to limit the exemptions to two. She reminded the Commission that any regulations that are adopted could be revised as appropriate at any time in the future.

Commissioner Mork said she likes the idea of incentives for green building, but she shares the concern on the punitive side. She suggested that staff spend additional time on penalties for non-compliance prior to the public hearing. It is important to move towards greener development, and incentives are very important.

### **Public Comment**

**Alicia Daniels Uhlig, Director of the Living Community Challenge and Policy for the ILFI**, said she was present on behalf of the ILFI to support Shoreline's Deep Green Incentive Program. She explained that the ILFI is an umbrella organization for the USGBC's Regional Chapter, Cascadia Green Building Council, which includes all of Washington and Oregon and extends into British Columbia. She noted that the City's proposed program is unique and progressive and is crafted to incentivize not only high-performance design and construction, but also to encourage the deep-measured performance of buildings over a 2-year period. The Deep Green Program encourages developers to construct to the built environment's most rigorous standard, the Living Building Challenge, which calls for buildings to operate as cleanly and efficiently as nature's architecture (buildings that generate all of their own energy from renewable sources, capture and treat all water on site without chemicals, use healthy materials to maximum beauty and address equity.) The program is an important tool to further Shoreline's aggressive goals within the built environment and can put Shoreline on the map as a municipality that encourages high performance and ecologically-responsive design. A few cities have adopted similar pilot and incentive programs, and they are hopefully growing in number. The City of Shoreline could be a leader. The serious problem of climate change demands bold action, and the City's proposed Deep Green Incentive Program should be available to create a meaningful, positive change within the City's built environment.

Commissioner Montero asked how many Living Building Challenge Developments are currently in process. Ms. Daniels Uhlig answered that the program has existed for 10 years and there are 47 certified developments worldwide and over 350 projects have registered and declared they are pursuing the Living Building Challenge. Case studies and examples of projects can be found at [www.living-future.org](http://www.living-future.org). Chair Craft said it would be helpful to see examples of the type of development the City could expect to see. Ms. Daniels Uhlig agreed to provide more targeted examples, including some that are affordable housing. Ms. Redinger agreed to resend a PDF version of the February 18<sup>th</sup> PowerPoint presentation, which contained a lot of examples of different styles of development.

Ms. Daniels Uhlig commented that, just this month, the City of Seattle extended a larger number of projects for their pilot program until 2025. It also decreased the penalties based on the recommendation of a year-long technical advisory group. She agreed to send notes from the recommendation and noted, that to date, no project has failed to get certified. Ms. Redinger agreed to get more information from Jess Harris, the planner in charge of administering the City of Seattle's program, who has provided great insight about how the program is going, challenges they have run into, and why they decided to amend their program.

Commissioner Chang asked how waiving permit fees would impact the Department of Community Development and Planning's ability to review plans. She asked if waiving fees is necessary, or if giving an applicant review priority would be sufficient incentive. Ms. Redinger said staff has considered a number of different ways to incentivize green building in the past. When drafting the proposal, she asked the City Manager if she was comfortable moving forward with an incentive that would waive fees. She indicated she felt comfortable having the discussion publicly and asking the Commission to make a recommendation to the City Council. At this time, the City does not have a significantly enough queue to make priority permitting a meaningful incentive. Commissioner Chang commented that the permit fee is small relative to the overall cost of a project, but waiving the fee could have a significant impact to the Department of Community Development and Planning. Ms. Redinger said it would depend on the building type and the number of units. For single-family development, it is an amount the City could absorb. However, the numbers could really add up for larger developments.

Commissioner Mork asked if it would be possible for the Commission to visit Living Building Challenge developments. The Commissioners agreed that would be helpful, and staff agreed to arrange a field trip.

**Leah Missik, Built Green Program Manager**, said Built Green is a Green Home Certification Program of the Master Builders Association. She pointed out that there was a lot of comment from the involved programs and other municipalities when drafting the City's proposed Deep Green Incentive Program. The draft program is strong and can become a model for other cities in the region. She explained the differences between priority permitting and waiving development fees. She said that, last year, they certified over 900 homes, and about 2/3 were in Seattle, which has a priority green permitting program. The incentive was huge in shaping the Built Green Program's portfolio, which requires Built Green 4 Star or better. While Built Green 4 Star is the most common level, some of the most aggressive and deepest green builders do not consistently do Emerald Star or 5 Star because it is a lot more effort to do a deep green project. The extra push of waiving the development fee would be a huge benefit and

would spur more uptake of deep green buildings. The City's proposed program includes well-shaped incentives, and Built Green is excited about it and willing to support it. Shoreline has the potential to become a model for other cities in the region.

Ms. Redinger invited Commissioners to email her additional questions and comments regarding the proposed program. She said the City of Shoreline has been the lead of a subcommittee of the King County Cities Climate Collaboration, which was established to take forward the City of Seattle's Living Building Challenge Ordinance. The goal was to simplify the 60-page ordinance. Programs will look different for each City, but using a regional, collaborative approach will help cities avoid the creation of onerous packages for developers. The goal is to raise the regional standard and increase the number of deep green buildings.

### **STUDY ITEM: CONTINUATION OF 2016 DEVELOPMENT CODE AMENDMENTS**

**VICE CHAIR MONTERO MOVED TO CONTINUE THE STUDY SESSION ON THE 2016 DEVELOPMENT CODE AMENDMENTS TO NOVEMBER 3, 2016. COMMISSIONER MOSS-THOMAS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

### **DIRECTOR'S REPORT**

Director Markle did not have any items to report.

### **UNFINISHED BUSINESS**

There was no unfinished business.

### **NEW BUSINESS**

There was no new business.

### **REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

There were no reports or announcements.

### **AGENDA FOR NEXT MEETING**

Chair Craft reviewed that the November 3<sup>rd</sup> agenda will include a public hearing on the self-storage facility regulations and a continuation of the study session on Development Code amendments.

### **ADJOURNMENT**

The meeting was adjourned at 9:32 p.m.

## 4a. Draft Minutes from 10-6-2016 Meeting

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Easton Craft  
Chair, Planning Commission

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Lisa Basher  
Clerk, Planning Commission

**DRAFT**



Council Meeting Date: November 3, 2016

Agenda Item: 6a

**PLANNING COMMISSION AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Public Hearing on Draft Ordinance No. 765 New Regulations for Self-Storage Facilities
<b>DEPARTMENT:</b>	Planning and Community Development
<b>PRESENTED BY:</b>	Rachael Markle, Director Planning & Community Development
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

The Planning Commission is tasked with developing a recommendation to the City Council on how to regulate self-storage facilities on or before the expiration of the moratorium on February 8, 2017.

**RECOMMENDATION**

Staff recommends that the Planning Commission recommend approval of draft Ordinance No. 765 to establish new regulations for Self-Storage Facilities.

**BACKGROUND**

This year, staff began to see a substantial interest in potential new self-storage facilities being located in Shoreline. This included:

- Issuing development permits for two (2) self-storage facilities;
- Conducting six (6) pre-application/consultations meetings for potential future construction of self-storage facilities; and
- Identification of self-storage facilities proposed for construction directly adjacent to or across from other self-storage facilities.

This activity prompted discussion regarding how the City regulates this use. Based on these discussions, on August 8, 2016, Council enacted a citywide moratorium for six months on the acceptance of permit applications for self-storage facilities. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport080816-8b.pdf>.

The Planning Commission was provided information on the topic of Development Code amendments related to self-storage facilities at the September 15<sup>th</sup> Planning Commission meeting. A link to the September 15, 2016 staff report is here:

<http://www.shorelinewa.gov/home/showdocument?id=27885>

At the October 6<sup>th</sup> study session, the Planning Commission reviewed regulatory options for self-storage facilities; received public input; asked questions; and provided direction to staff regarding the regulations to include in Draft Ordinance No. 765. A link to the October 6, 2016 staff report is here: <http://www.shorelinewa.gov/Home/ShowDocument?id=29112>

In response to the direction provided by the Commission and public input, staff updated the proposed regulations for self-storage facilities as follows:

- The Planning Commission asked that a “distance from” provision be included in the regulations in order to receive public comment on this type of limitation. The ¼ mile radius from existing or permitted self-storage facilities was selected by staff instead of a 500 foot radius. Staff added an exception to this regulation if 75 percent of the ground floor of the self-storage facility is devoted to commercial uses other than self-storage.
- A Commissioner questioned the effectiveness of a 50 percent glazing requirement as a tool for ensuring self-storage facilities are designed in a way that supports the City’s vision. Examples of self-storage that include glazing that would most likely meet the City’s current commercial design standards and would, therefore, presumably be compatible with the City’s vision, have been achieved with less than 50 percent glazing above the ground floor. Therefore, staff proposed 35% glazing above the ground floor instead of 50 percent. Fifty percent glazing is still required on the ground floor to meet the City’s commercial design standards. Please see Attachment B SMC Subchapter 4. Commercial Zone Design.
- A Commissioner also inquired about the practicality and effectiveness of limiting the maximum length of a self-storage facility to 150-foot length limit. Staff deleted this requirement and others to alleviate overlapping and potentially conflicting design standards. Draft Ordinance No. 765 has been streamlined so that the design standards for self-storage facilities proposed as index criteria supplement SMC Subchapter 4. Commercial Zone Design (Attachment B). The Commercial Zone Design requirements do not limit the overall length of buildings and instead require building articulation i.e. offsets, roofline variation, materials variation.

Other changes initiated by staff to the draft regulations presented at the October 6<sup>th</sup> Planning Commission study session include:

- Improved/streamlined definition of Self-Storage Facility
- Clarified in the definition of Warehousing and Wholesale Trade that this category does not include self-storage facilities; and
- Staff edited and updated the Supplemental Index Criteria. Specific changes are discussed in the analysis section below.

**ANALYSIS**

Self-Storage Facilities are currently not listed in the use table except in SMC Table 20.40.160 Station Area Uses. Staff’s recommendation for a moratorium on self-storage facilities was prompted, as noted above, by an unusually large number of inquiries regarding the establishment of such facilities and the lack of clear development regulations to adequately address this use. The reason for the moratorium was not only to allow time for staff to analyze and the public to consider where and/or under what conditions to allow self-storage facilities in the City, but to determine how these facilities can be designed to be consistent with the goals and policies of the surrounding community.

There are some areas that the City has devoted considerable time and resources to create subarea and community renewal plans that establish a vision for their development. The City also has many Comprehensive Plan policies that apply to how certain areas of the City are to be developed. These goals, policies and plans serve as the foundation for any regulatory change recommended by staff.

**Research**

Staff researched other local Development Codes to gain information about how nearby jurisdictions are regulating self-storage facilities. A summary of sample City regulations for self-storage facilities can be found on the October 6<sup>th</sup> Planning Commission staff report. Staff also worked with several of the people who are involved with the self-storage projects that were put on hold by the moratorium to learn more about the self-storage industry and to receive feedback on the feasibility of draft regulations.

**Staff Recommended Amendments and Supporting Analysis**

This section discusses each of the amendments and provides the rationale or analysis used to make the staff recommendation.

**Amendment #1**

Staff recommends updating the definitions for “Self-Storage Facility” and “Warehousing and Wholesale Trade”.

**20.20.046 S definitions.**

**Self-Storage Facility**      ~~An establishment containing separate storage spaces that are leased or rented as individual units.~~ Any real property designed and used for the purpose of renting or leasing individual storage space to occupants who are to have access to the space for the purpose of storing and removing personal property on a self-service basis, but does not include a garage or other storage area in a private residence. No occupant may use a self-storage facility for residential purposes. Self-storage facility is synonymous with mini-warehouse and mini-storage.

**Supporting Analysis:** This definition largely mirrors the State’s definition for self-storage facilities. It is preferable to use the same terms as other government agencies when possible to

avoid confusion. Staff recommends adding the last sentence as self-storage has been referred to in several ways. Staff also suggests shortening the term to just self-storage facility.

**Amendment #2**

**20.20.054 W definitions.**

**Warehousing and Wholesale Trade** Establishments involved in the storage and/or sale of bulk goods for resale or assembly, excluding establishments offering the sale of bulk goods to the general public. Warehousing does not include self-storage facilities.

**Supporting Analysis:** Staff recommends this amendment to clearly differentiate self-storage facilities from warehousing.

**Amendment #3:**

Staff proposed a Development Code amendment to address which zones self-storage facilities should be permitted or prohibited. Staff recommends that self-storage be specifically added to the use the Nonresidential Uses Table 20.40.230 as permitted with index criteria in the Mixed Business and Community Business zones and prohibited in all other zones.

**Table 20.40.130 Nonresidential Uses**

RETAIL/SERVICE									
NAICS #	SPECIFIC LAND USE	R4-R6	R8-R12	R18-R48	TC-4	NB	CB	MB	TC-1, 2 & 3
	<u>Self-Storage Facilities</u>						<u>P-i</u>	<u>P-i</u>	

**Supporting Analysis:** The Comprehensive Plan Future Land Use Map generally designates areas along Aurora Avenue (outside of the Town Center District) and Ballinger Way as Mixed Use 1. Other commercial areas, in Ridgecrest, Briarcrest, Richmond Beach and North City are designated as Mixed Used 2. Please see **Attachment C** to locate the MU1 and MU2 parcels: Comprehensive Plan Map. The Land Use Element of the Comprehensive sets forth the purpose of each of these designations:

LU9: The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

LU10: The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.

### **Prohibit in Residential zones**

Since self-storage facilities are not residential, the use should be located in non-residential zones. The City has four (4) nonresidential zones: Neighborhood Business (NB), Community Business (CB), Mixed Business (MB) and Town Center (TC) 1, 2, and 3. NB and CB zoning in Ridgecrest, Briarcrest, Richmond Beach, and North City all have MU 1 land use designations. MB and CB in Ballinger have MU 2 land use designations. Please see Attachment D Zoning Map.

### **Prohibit in Neighborhood Business zone**

There is very little property zoned NB in the City and the purpose of the NB zone is intended for low intensity uses that largely serve the neighborhood. Therefore, staff does not recommend allowing self storage facilities in the NB zone in order to preserve this limited land for neighborhood serving uses.

### **Prohibit in Town Center zones**

The Town Center Goal TC-3 states that the Town Center provides a focal point for Shoreline's civic life and community-wide identity and embraces its unique history. The vision for Town Center is to create a physically and visually attractive, inviting, and interesting place where form and function come together to promote a thriving environment for residents, businesses, and visitors. The vision goes on to state that the notable features of Town Center will include a number of green open spaces both large and intimate, enclosed plazas, storefronts opening onto parks and wide sidewalks, underground and rear parking, numerous ground-floor and corner retail options within mixed-use buildings, and internal streets within large blocks with other pathways that provide safe, walkable and bike-able connections throughout the Center area east, west, north, and south. Self storage facilities are not synonymous with place making, pedestrian scale businesses and civic centers. Therefore, staff recommends that self-storage facilities be prohibited in the Town Center 1, 2 and 3 zones.

### **Permit in Ballinger CB zone and Prohibit in all other CB zones**

The CB zoned property in the city has two land use designations: MU 1 and MU 2. The CB zoned property in the Ballinger neighborhood is largely designated as MU1, as is the MB zone. Areas such as North City, Briarcrest and Ridgecrest have been the subjects of subarea and planned area planning efforts. These plans articulate visions, goals and policies that are not compatible with self-storage facilities. Below are policies to illustrate this point from each of these areas:

Southeast Neighborhoods Plan: Briarcrest and Ridgecrest

Economic Development Policy 1: Encourage the creation of community gathering places. Create nodes (indoor & outdoor) for gathering and social interaction.

Economic Development Policy 2: Revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment, and employment. CD7: Establish rules and incentives that ensure developments are planned in ways that are consistent with the communities' vision of three-pronged sustainability (economic, environmental and social equity).

### North City

Excerpts from the North City Subarea Plan:

15th Avenue NE from the Safeway site south of the NE175th Street to the intersection of NE 180<sup>th</sup> Street...will be transformed into "Main Street", with a lively street character, and local services...

The heart of North City is along 15<sup>th</sup> Avenue NE between NE 175<sup>th</sup> and NE 177<sup>th</sup> Streets. The corner of NE 175<sup>th</sup> Street is the gateway to the area....this segment has the greatest retail potential. The plan therefore requires first floor retail here.

People frequently walk in the neighborhood because of the interesting architecture and landscaping. Conversely, parking lots and other "dead zones" are located behind the buildings, rather than along the sidewalk.

The Plan includes five (5) corner sites as demonstration projects based on the high redevelopment potential for those sites. The demonstrations projects envision mixed residential and commercial uses "to create a livelier and friendlier built environment".

### Ridgecrest Commercial Planned Area 2

This plan was adopted in 2008 and was later subsumed into the Comprehensive Plan and Development Code. The details contained the plan do add some specifics as to the type of development that is contemplated in the Ridgecrest commercial area, the area that is zoned Community Business. The purpose of the Plan included: "[c]reat[ing] lively mixed use and retail frontage in a safe, walkable, transit oriented neighborhood environment"; "[p]rovide human scale building design"; and "[c]ontribute to the development of a sustainable neighborhood".

The Ridgecrest Planned Area 2 specifically prohibited self-storage warehouses on sites that are 1.5 acres or larger and only permitted the uses allowed in the NB zone on sites smaller than 1.5 acres.

The Community Business zoned property in Richmond Beach has not been the subject of a special planning study. However, staff characterizes this limited area of commercial development as largely serving the surrounding neighborhoods as opposed to the larger regional land uses found along Aurora Avenue North and along the Ballinger Way NE.

Therefore staff is recommending that self-storage facilities be permitted in the CB zone along Ballinger Way NE including 19<sup>th</sup> Avenue NE and prohibited in all other CB zones. Alternatives

include: permitting self-storage facilities in all or more CB zones; prohibiting self-storage facilities in all CB zones.

**Permit in the Mixed Business Zone**

The mixed business zone is located largely on Aurora Avenue North. There are a few parcels of Mixed Business zoned property in the Ballinger area. The existing Community Business in Ballinger may also be rezoned to Mixed Business based on the underlying Comprehensive Plan designation of Mixed Use 1. The purpose of the mixed business zone (MB) is to encourage the development of vertical and/or horizontal mixed-use buildings or developments along the Aurora Avenue and Ballinger Way corridors. Aurora Avenue north and south of Town Center and Ballinger Way NE provide services and sales to a largely regional and auto oriented consumer base. Self-storage facilities in these areas would serve a local regional market and are inherently auto oriented. Therefore, staff recommends that self-storage facilities be permitted in the Mixed Business zone.

**However, staff recommends that self-storage facilities not be permitted in the Aurora Square Community Renewal Area (CRA).** The CRA is zoned Mixed Business and is designated as the Aurora Square CRA on the City’s zoning map. The CRA was established to fulfil the City’s vision of having a lifestyle center, a third place, a place for shopping, dining and entertainment. The CRA, also known as Shoreline Place will be comprised of active retail, housing, restaurants, entertainment and jobs. Self-storage facilities do not further the City’s goals for this key area.

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**Amendment #4 SMC 20.40.505 Self-storage facility:**

The City uses the Supplemental Index criteria to permit a use subject to meeting criteria that are intended to make the use compliant with the purpose of a particular zone. Staff proposed several Supplemental Index criteria for self-storage facilities. The Supplemental Index criteria for self-storage:

- Further defines where self-storage facilities are permitted or prohibited;
- Specifies how self-storage units can be used and how they cannot be used; and
- Adds design standards specific to self-storage facilities.

**Amendment #4(a) SMC 20.40.505(A) Location of self-storage facilities:**

1. Self storage facilities shall not be permitted on property located on a corner on an arterial street. Corners include property within 100 feet from the center point of an intersection when two arterial streets connect.

2. Self-storage facilities shall not be located within a ¼ mile measured from the property line of the proposed site to another existing or permitted self-storage facility.

Exception: Self-storage facilities may be located within a ¼ mile of an existing or permitted self-storage facility when the minimum space dimension for the ground-level of the building is at least 12-feet in height and 20-feet deep and built to commercial building code. No more than 25% of this ground floor commercial space may be occupied by self-storage related uses including but not limited to storage units, storage supply sales, and office for support and rental of storage units. All other uses permitted in the zone may occupy the other 75% of the required ground floor commercial space.

### ***Supporting analysis:***

#### **Corners**

The City's Comprehensive Plan includes policies for Community Design and Economic Development that place an emphasis on corners and attractive gateways:

- Community Design Policy 30: Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.
- Community Design Policy 31: Establish and maintain attractive gateways at entry points into the city.
- From Vision 2029: "As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios."

Within the MB and CB zones, self-storage facilities would not be allowed on corners primarily along Aurora Avenue North. Great streets begin with great corners. Aurora Avenue North is the City's signature boulevard and the corners are in some ways the keys to actualizing the City's vision. The corners, especially those corners located on arterial streets represent an opportunity to create a node of vibrancy at the major crossroads. Corners provide an opportunity to enhance the pedestrian experience especially when paired with active retail and services. Corners are also often coveted for redevelopment because these sites are highly visible. For these reasons, staff recommends prohibiting self-storage facilities and permitting more active retail, services or mixed use development on corners in the MB and CB zones as a way to implement the City's Vision 2029, which envisions Aurora Avenue North as a vibrant signature boulevard.

#### **"Distance From" / ¼ Mile Radius**

The Council voiced concerns about the potential of having too many self-storage facilities developed in Shoreline. There is limited commercial zoned property in Shoreline that is intended to meet a variety of needs and support many complimentary goals. With five existing, two recently permitted and six proposed self-storage facilities, the concern seems valid. Limiting the number of self-storage facilities within a specified distance of an existing self-storage facility will help distribute self-storage facilities on Aurora Avenue North and Ballinger. A ¼ mile radius is not scientific. A smaller radius of any given size could serve the same purpose. Attachment D demonstrates the effect of a ¼ mile and a ½ mile radius of the existing and permitted self-storage facilities. The Commission could also consider a radius requirement on Aurora Avenue North and no radius requirement on Ballinger Way NE (a ¼ mile and the 500 ft. radius essentially would preclude new self-storage facilities in this area).

However, as written there is an issue. The proposed "distance from" (radius) requirement also applies to permitted projects. What happens if there are two self-storage facility projects under permit review at the same time that would be located within a ¼ mile or 500 foot radius of each other? This situation is already a possibility when applied to the proposed projects at 19022 Aurora Avenue N and 19237 Aurora Avenue North. Allowing the project that is issued a building permit first and denying the second permit that is under review would create an unpredictable permitting process. This could be remedied by: 1) not recommending a "distance from" (radius)



regulation; 2) base the “distance from” (radius) existing facilities only (do not include sites with a building permit); or 3) rely on exceptions to the “distance from” (radius) regulation to not preclude the establishment of a new self-storage facility.

Staff recommends the establishment of “distance from” (radius) regulation to ensure that a sufficient supply of commercially zoned property remains available to support the City’s Vision 2029 and Comprehensive Plan Land Use, Community Development and Economic Development goals and policies. A “distance from” requirement will also facilitate the distribution of self-storage facilities preventing over concentration in a particular area. Avoiding over concentration supports the concepts of a mix of uses, place making and community vibrancy.

Staff also recommends crafting one or more exceptions to the “distance from” regulation. These exceptions would ideally require the self-storage facility project to include elements that directly address the City’s vision, goals and policies such as: a requirement for commercial space on the ground floor; or inclusion of live/work lofts; or inclusion of spaces for small business development, or studio space for example. The staff recommendation includes an exception to the “distance from” requirement if 75% of the required ground floor required commercial space is devoted to other permitted uses in the zone besides self-storage. Another exception to the “distance from” regulation could be: Self storage facilities may be located within a ¼ mile of an existing or permitted self-storage facility with a Conditional Use Permit. Staff will be looking for Commission direction on the “distance from” regulation including consideration of exceptions to this rule if applicable.

The Commission may be interested in ways to limit the number or size of self-storage facilities. Staff has not recommended these provisions, but understands how they could be effective in lieu of a “distance from” requirement. The “distance from” requirement limits the number and effectively distributes the facilities. Other concepts include:

- Requiring a minimum size for facilities such as 200,000 sq. ft. of storage. This is the “Costco”, “big box” model for self-storage. There are only a few (maybe just one) self-storage developers who build this model. The idea is to serve the Shoreline region’s self-storage needs with one site instead of multiple sites. If the Commission is interested in this approach, staff recommends adding a maximum total square footage of storage for the City to prevent multiple “big box” self-storage facilities from developing. Multiple “big box” self-storage facilities would defeat the purpose of a minimum size for this use.

### **SMC 20.40.505(B) Restrictions on use of self storage facilities**

Based on research of other jurisdictions, staff recommends supplemental index criteria that regulate how self-storage units are used. These regulations are intended to address community concerns about safety and compatibility with neighboring uses.

The proposed index criteria would prohibit the following:

- Living in storage units;
- Manufacturing in storage units;
- Conducting estate and garage sales from storage units;
- Storing flammable, perishable and hazardous materials in storage units; and
- Outdoor storage.

### ***Supporting Analysis:***

Staff has not received any negative feedback from self-storage providers on these prohibitions. These rules seem to be standard operating procedure. It might be helpful to include these prohibitions even if they are a standard business practice, to allow for enforcement by the City if compliance and self-enforcement happen to fail.

### **Amendment #4(c) SMC 20.40.505(C) Additional Design Requirements.**

Staff recommends the adoption of supplemental index criteria to ensure the design of self-storage facilities promotes the City's vision and is compatible with newly redeveloped sites and future redevelopment.

#### ***Supporting Analysis:***

Self-storage facilities are seldom replaced with new uses or buildings. Therefore, careful attention to design is important to ensure the facility maintains a positive appearance over many decades. The proposed standards are adapted from the jurisdictional research performed by staff. The recommended design requirements for self-storage include:

- All facilities are to be multi-story;
- All access to storage units shall be from the interior of the facility;
- Loading docks and bays must be screened. (Note: The October 6<sup>th</sup> version of this criterion prohibited the location of loading docks and bays on the street facing side of the facility. The existing Commercial Zone Design subchapter requires buildings to be placed at the property line or abutting public sidewalks. This existing requirement achieves the same result as prohibiting loading docks, bays, etc. on street fronts. Therefore, staff modified this supplemental index criterion to just require screening for loading docks and bays.);
- Standards for fences and walls;
- 35% glazing on all floors above the ground floor; (Note: 50% of the ground floor is required to be glazing based on the Commercial Design standards) The October 6<sup>th</sup> version of this criterion was 50% glazing on all floors. Based on Planning Commission direction, staff reduced the required percentage. The Planning Commission and public commenters at the October 6<sup>th</sup> Planning Commission questioned the value of so much glazing for a use that does not have occupants.
- Prohibiting the use of certain building materials;
- Requiring the use of muted exterior colors; and
- Prohibiting installation of electrical outlets in storage units.

### **Conclusion**

The staff recommended amendments are found in Exhibit A to Attachment A. The Planning Commission should review this recommendation in concert with the public comment received to date and at the Public Hearing. As presented in this staff report, there are many options available as to the specific regulations used to address self-storage uses. Staff will be prepared to assist the Commission with feedback and formulation of edits, additions or deletions to the recommendation and welcomes any questions you may have in advance.

### **NEXT STEPS**

Staff proposes the following steps to achieve resolution on the moratorium:

<b>Date</b>	<b>Action</b>
November 28, 2016	City Council Study Session on Development Code Amendments for Self-Storage Facilities
December 12, 2016	City Council Adoption of Development Code Amendments for Self-Storage Facilities
February 8, 2017	The six (6) month moratorium ends unless extended or resolved

**RECOMMENDATION**

Staff recommends that the Planning Commission recommend approval of draft Ordinance No. 765 to establish new regulations for Self-Storage Facilities.

**ATTACHMENTS**

- Attachment A      Draft Ordinance No. 765  
Exhibit A – Development Code Amendments related to Self-Storage Facilities
- Attachment B      Commercial Design Standards
- Attachment C      Comprehensive Plan Future Land Use Map: MU 1 & MU 2
- Attachment D      Zoning Map
- Attachment E      Self-Storage Facility Map: Existing, Permitted & Proposed including ¼ mile & 500 ft. buffers
- Attachment F      Public Comment letters



DRAFT ORDINANCE NO. 765

20.20.046 S definitions.

**Self-Service Storage Facility** ~~An establishment containing separate storage spaces that are leased or rented as individual units. Any real property designed and used for the purpose of renting or leasing individual storage space to occupants who are to have access to the space for the purpose of storing and removing personal property on a self-service basis, but does not include a garage or other storage area in a private residence. No occupant may use a self-storage facility for residential purposes. Self-storage facility is synonymous with self-service storage facility, mini-warehouse, and mini-storage.~~

20.20.054 W definitions.

...

**Warehousing and Wholesale Trade** Establishments involved in the storage and/or sale of bulk goods for resale or assembly, excluding establishments offering the sale of bulk goods to the general public. Warehousing does not include self -storage facilities.

Table 20.40.130 Nonresidential Uses

NAICS #	SPECIFIC LAND USE	R4-R6	R8-R12	R18-R48	TC-4	NB	CB	MB	TC-1, 2 & 3
<b>RETAIL/SERVICE</b>									
532	Automotive Rental and Leasing						P	P	P only in TC-1
81111	Automotive Repair					P	P	P	P only in

Table 20.40.130 Nonresidential Uses

NAICS #	SPECIFIC LAND USE	R4-R6	R8-R12	R18-R48	TC-4	NB	CB	MB	TC-1, 2 & 3
	and Service								TC-1
451	Book and Video Stores/Rental (excludes Adult Use Facilities)			C	C	P	P	P	P
513	Broadcasting and Telecommunications							P	P
812220	Cemetery, Columbarium	C-i	C-i	C-i	C-i	P-i	P-i	P-i	P-i
	Houses of Worship	C	C	P	P	P	P	P	P
	Construction Retail, Freight, Cargo Service							P	
	Daycare I Facilities	P-i	P-i	P	P	P	P	P	P
	Daycare II Facilities	P-i	P-i	P	P	P	P	P	P
722	Eating and Drinking Establishments (Excluding Gambling Uses)	C-i	C-i	C-i	C-i	P-i	P-i	P-i	P-i
812210	Funeral Home/Crematory	C-i	C-i	C-i	C-i		P-i	P-i	P-i
447	Fuel and Service Stations					P	P	P	P
	General Retail Trade/Services					P	P	P	P
811310	Heavy Equipment and							P	

Table 20.40.130 Nonresidential Uses

NAICS #	SPECIFIC LAND USE	R4-R6	R8-R12	R18-R48	TC-4	NB	CB	MB	TC-1, 2 & 3
	Truck Repair								
481	Helistop			S	S	S	S	C	C
485	Individual Transportation and Taxi						C	P	P only in TC-1
812910	Kennel or Cattery						C-i	P-i	P-i
	Library Adaptive Reuse	P-i	P-i	P-i	P-i	P-i	P-i	P-i	P-i
31	Light Manufacturing							S	P
	Marijuana Operations – Medical Cooperative	P	P	P	P	P	P	P	P
	Marijuana Operations – Retail					P	P	P	P
	Marijuana Operations – Processor							S	P
	Marijuana Operations – Producer							P	
441	Motor Vehicle and Boat Sales							P	P only in TC-1
	Professional Office			C	C	P	P	P	P
5417	Research, Development and Testing							P	P
484	Trucking and Courier Service						P-i	P-i	P-i

Table 20.40.130 Nonresidential Uses

NAICS #	SPECIFIC LAND USE	R4-R6	R8-R12	R18-R48	TC-4	NB	CB	MB	TC-1, 2 & 3
	<u>Self-Storage Facilities</u>						<u>P-i</u>	<u>P-i</u>	
541940	Veterinary Clinics and Hospitals			C-i		P-i	P-i	P-i	P-i
	Warehousing and Wholesale Trade							P	
	Wireless Telecommunication Facility	P-i	P-i	P-i	P-i	P-i	P-i	P-i	P-i
<b>P = Permitted Use</b>		<b>S = Special Use</b>							
<b>C = Conditional Use</b>		<b>-i = Indexed Supplemental Criteria</b>							

(Ord. 735 § 1, 2016; Ord. 734 § 4, 2016; Ord. 695 § 1 (Exh. A), 2014; Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 643 § 1 (Exh. A), 2012; Ord. 560 § 3 (Exh. A), 2009; Ord. 469 § 1, 2007; Ord. 317 § 1, 2003; Ord. 299 § 1, 2002; Ord. 281 § 6, 2001; Ord. 277 § 1, 2001; Ord. 258 § 5, 2000; Ord. 238 Ch. IV § 2(B, Table 2), 2000).

**SMC 20.40.505 Self-storage facility.**

**A. Location of self-storage facilities.**

1. Self-storage facilities shall not be permitted on property located on a corner on an arterial street. Corners include property within 100 feet from the center point of an intersection when two arterial streets connect.



2. Self-storage facilities shall not be located within a ¼ mile measured from the property line of the proposed site to another existing or permitted self-service storage facility.

Exception: Self-storage facilities may be located within a ¼ mile of an existing or permitted self storage facility when the minimum space dimension for the ground-level of the building is at least 12-feet in height and 20-feet deep and built to commercial building code. No more than 25% of this ground floor commercial space may be occupied by self-storage related uses including but not limited to storage units, storage supply sales, and office for support and rental of storage units. All other uses permitted in the zone may occupy the other 75% of the required ground floor commercial space.

*(NOTE: Staff will possibly provide alternatives for the exception in the Staff Report)*

3. Self-storage facilities shall not be permitted in the Aurora Square Community Renewal Area.

4. In the Community Business zone, self-storage facilities are allowed adjacent to Ballinger Way NE and 19<sup>th</sup> Ave NE only.

B. Restrictions on use of self-storage facilities.

1. The only activities permitted in individual storage units shall be the rental of the unit and the pickup and deposit of goods and/or property in storage. Storage units shall not be used for activities such as: Residences, offices, workshops, studios, hobby or rehearsal areas.

Self-storage units shall not be used for:

a. Manufacturing, fabrication, or processing of goods, service or repair of vehicles, engines, appliances or other electrical equipment, or any other industrial activity is prohibited.

b. Conducting garage or estate sales is prohibited. This does not preclude auctions or sales for the disposition of abandoned or unclaimed property.

c. Storage of flammable, perishable or hazardous materials or the keeping of animals is prohibited.

2. Outdoor storage is prohibited. All goods and property stored at a self-storage facility shall be stored in an enclosed building. No outdoor storage of boats, RVs, vehicles, etc., or storage in outdoor storage pods or shipping containers is permitted.

C. Additional design requirements.

1. Self-storage facilities are permitted only within multistory structures.

2. All storage units shall gain access from the interior of the building(s) or site – no unit doors may face the street or be visible from off the property.

3. Loading docks, entrances or bays shall be screened.

4. Fences and walls including entry shall be compatible with the design and materials of the building(s) and site. Decorative metal or wrought iron fences are preferred. Chain-link (or similar) fences, barbed or razor wire fences, and walls made of precast concrete blocks are prohibited. Fences or walls are not allowed between the main or front building on the site and the street. Landscape areas required by the design guidelines or elsewhere in this code shall not be fenced.

5. A minimum window area shall be 35% percent of each floor above the ground floor of a self- storage facility building that is visible from a street or from a residentially zoned area.

6. Unfaced concrete block, painted masonry, tilt-up and pre-cast concrete panels and prefabricated metal sheets are prohibited. Prefabricated buildings are not allowed.

7. Exterior colors, including any internal corridors or doors visible through windows, shall be muted tones.

8. Prohibited cladding materials include: (1) un-backed, non-composite sheet metal products that can easily dent); (2) smooth face CMUs that are painted or unfinished; (3) plastic or vinyl siding; and (4) unfinished wood.

9. Departures from the Commercial Design Standards in SMC Chapter 20.50 are not allowed for self storage facilities.

10. Electrical service to storage units shall be for lighting and climate control only. No electrical outlets are permitted inside individual storage units. Lighting fixtures and switches shall be of a secure design that will not allow tapping the fixtures for other purposes.



## Subchapter 4.

### Commercial Zone Design

#### **20.50.220 Purpose.**

The purpose of this subchapter is to establish design standards for all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3), the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC [20.50.120](#) when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter [20.50](#) SMC. In the event of a conflict, the standards of this subchapter will prevail. (Ord. 756 § 1 (Exh. A), 2016; Ord. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013).

#### **20.50.225 Administrative design review.**

Administrative design review approval under SMC [20.30.297](#) is required for all development applications that propose departures from the design standards in this subchapter or sign standards in Chapter [20.50](#) SMC, Subchapter 8. (Ord. 654 § 1 (Exh. 1), 2013).

#### **20.50.230 Threshold – Required site improvements.**

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a development application in commercial zones NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street. Refer to SMC [20.50.120](#) when developing single-family attached and detached dwellings in the MUR-35' and MUR-45' zones. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

- A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or
- B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit.

C. When a single-family land use is being converted to a commercial land use then full site improvements will be required. (Ord. 756 § 1 (Exh. A), 2016; Ord. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013).

**20.50.240 Site design.**

**A. Purpose.**

1. Promote and enhance public walking and gathering with attractive and connected development.
2. Promote distinctive design features at high visibility street corners.
3. Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.
4. Promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for commercial development as expressed in the Comprehensive Plan.

**B. Overlapping Standards.** Site design standards for on-site landscaping, sidewalks, walkways, public access easements, public places, and open space may be overlapped if their separate, minimum dimensions and functions are not diminished.

**C. Site Frontage.**

1. Development in NB, CB, MB, TC-1, 2 and 3, the MUR-45', and MUR-70' zones and the MUR-35' zone when located on an arterial street shall meet the following standards:
  - a. Buildings and parking structures shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places, landscaping and vehicle display areas are included or future right-of-way widening or a utility easement is required between the sidewalk and the building;
  - b. All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Reference dimensional Table 20.50.020(2) and exceptions;
  - c. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These

spaces may be used for any permitted land use. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

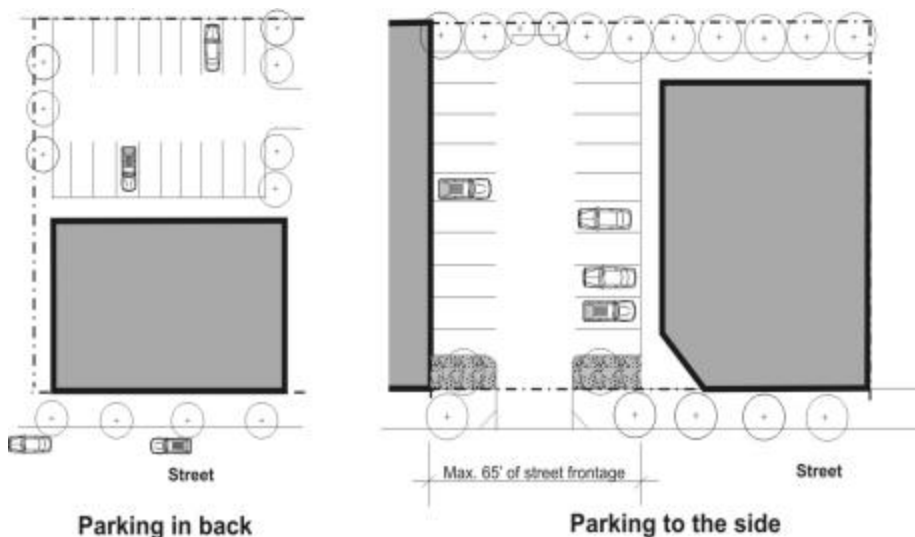
d. Minimum window area shall be 50 percent of the ground floor facade for each front facade which can include glass entry doors. This requirement does not apply when developing a residential only building in the MUR-35' and MUR-45' zones;

e. A building's primary entry shall be located on a street frontage and recessed to prevent door swings over sidewalks, or an entry to an interior plaza or courtyard from which building entries are accessible;

f. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the facade where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;

g. Streets with on-street parking shall have sidewalks to back of the curb and street trees in pits under grates or at least a two-foot-wide walkway between the back of curb and an amenity strip if space is available. Streets without on-street parking shall have landscaped amenity strips with street trees;

h. Surface parking along street frontages in commercial zones shall not occupy more than 65 lineal feet of the site frontage. Parking lots shall not be located at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front facade. See SMC [20.50.470](#) for parking lot landscape standards;



**Parking Lot Locations Along Streets**

- i. New development on 185th Street; NE 145th Street; and 5th Avenue between NE 145th Street and NE 148th Street shall provide all vehicular access from a side street or alley. If new development is unable to gain access from a side street or alley, an applicant may provide alternative access through the administrative design review process; and
- j. Garages and/or parking areas for new development on 185th Street shall be rear-loaded.

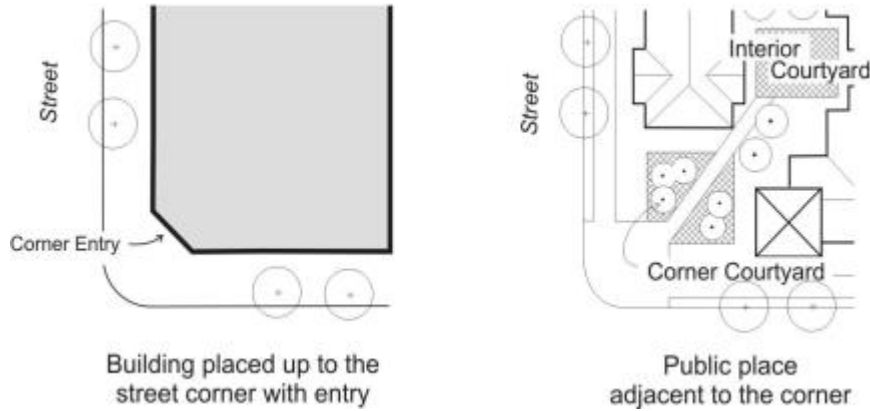
## 2. **Rights-of-Way Lighting.**

- a. Pedestrian lighting standards shall meet the standards for Aurora Avenue pedestrian lighting standards and must be positioned 15 feet above sidewalks.
- b. Street light standards shall be a maximum 25-foot height and spaced to meet City illumination requirements.

## D. **Corner Sites.**

- 1. All building and parking structures located on street corners (except in MUR-35') shall include at least one of the following design treatments on both sides of the corner:
  - a. Locate a building within 15 feet of the street corner. All such buildings shall comply with building corner standards in subsection (D)(2) of this section;
  - b. Provide a public place at the corner leading directly to building entries;
  - c. Install 20 feet of depth of Type II landscaping for the entire length of the required building frontage;
  - d. Include a separate, pedestrian structure on the corner that provides weather protection or site entry. The structure may be used for signage.





**Street Corner Sites**

2. Corner buildings and parking structures using the option in subsection (D)(1)(a) of this section shall provide at least one of the elements listed below to 40 lineal feet of both sides from the corner:

- a. Twenty-foot beveled building corner with entry and 60 percent of the first floor in non-reflective glass (included within the 80 lineal feet of corner treatment).
- b. Distinctive facade (i.e., awnings, materials, offsets) and roofline designs beyond the minimum standards identified in SMC [20.50.250](#).
- c. Balconies for residential units on all floors above the ground floor.

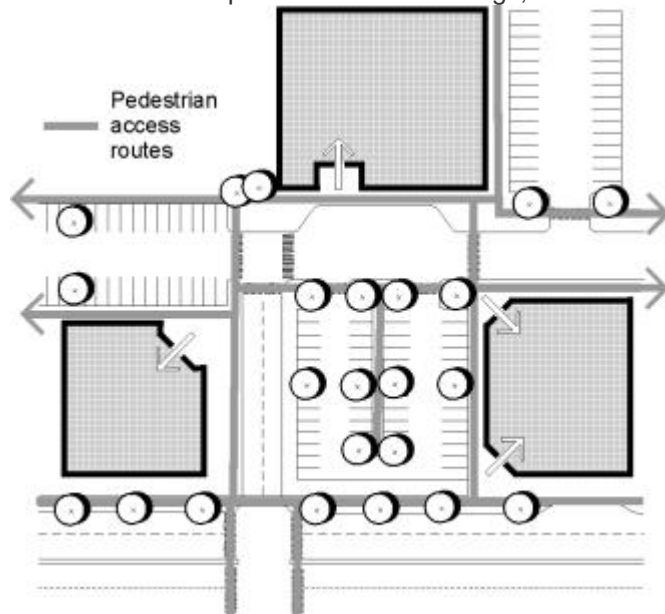


**Building Corners**

**E. Internal Site Walkways.**

1. Developments shall include internal walkways or pathways that connect building entries, public places, and parking areas with other nonmotorized facilities including adjacent street sidewalks and Interurban Trail where adjacent (except in the MUR-35' zone).

- a. All development shall provide clear and illuminated pathways between the main building entrance and a public sidewalk. Pathways shall be separated from motor vehicles or raised six inches and be at least eight feet wide;
- b. Continuous pedestrian walkways shall be provided along the front of all businesses and the entries of multiple commercial buildings;



**Well-connected Walkways**

- c. Raised walkways at least eight feet wide shall be provided for every three, double-loaded aisles or every 200 feet of parking area width. Walkway crossings shall be raised a minimum three inches above drive surfaces;
- d. Walkways shall conform to the Americans with Disabilities Act (ADA);

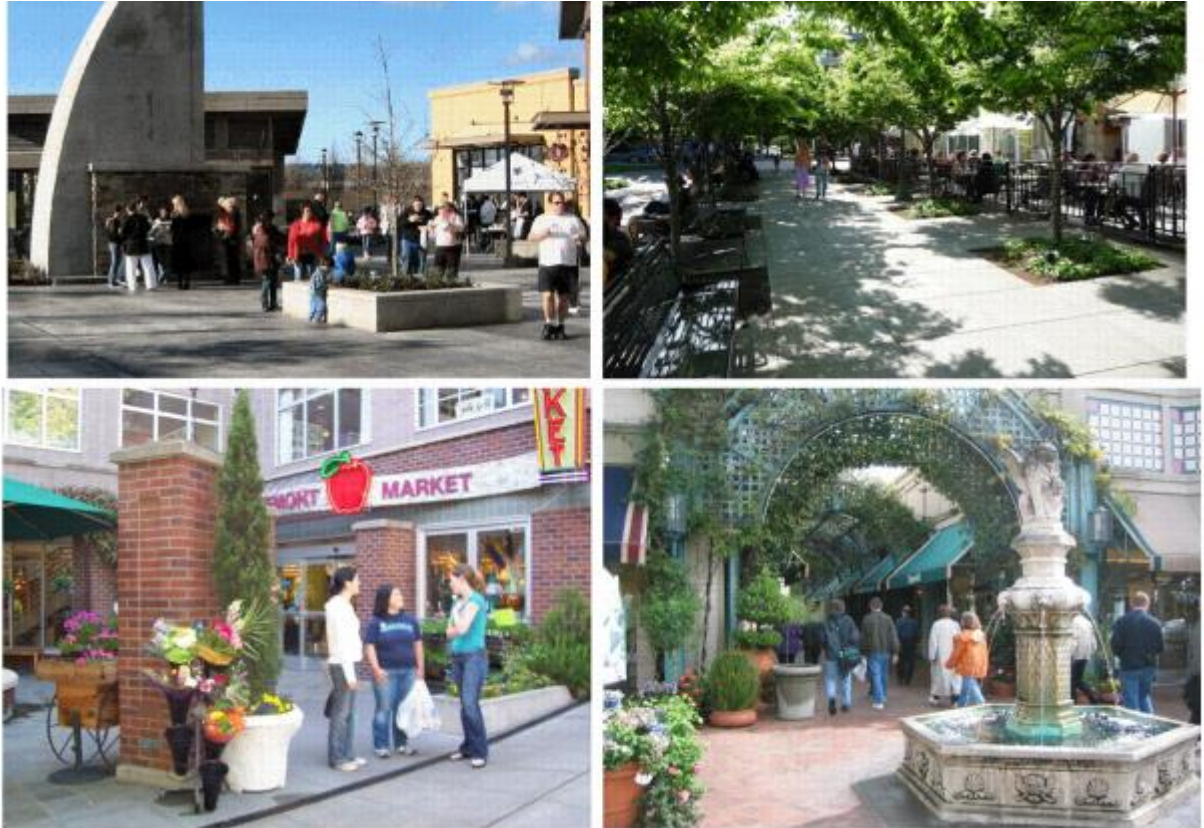


**Parking Lot Walkway**

e. Deciduous, street-rated trees, as required by the Shoreline Engineering Development Manual, shall be provided every 30 feet on average in grated tree pits if the walkway is eight feet wide or in planting beds if walkway is greater than eight feet wide. Pedestrian-scaled lighting shall be provided per subsection (H)(1)(b) of this section.

### F. Public Places.

1. Public places are required for the commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet. This requirement may be divided into smaller public places with a minimum 400 square feet each.
2. Public places may be covered but not enclosed unless by subsection (F)(3) of this section.
3. Buildings shall border at least one side of the public place.
4. Eighty percent of the area shall provide surfaces for people to stand or sit.
5. No lineal dimension is less than six feet.
6. The following design elements are also required for public places:
  - a. Physically accessible and visible from the public sidewalks, walkways, or through-connections;
  - b. Pedestrian access to abutting buildings;
  - c. Pedestrian-scaled lighting (subsection H of this section);
  - d. Seating and landscaping with solar access at least a portion of the day;
  - e. Not located adjacent to dumpsters or loading areas; and
  - f. Amenities such as public art, planters, fountains, interactive public amenities, hanging baskets, irrigation, decorative light fixtures, decorative paving and walkway treatments, and other items that provide a pleasant pedestrian experience along arterial streets.
  - g. Accessible potable water and electrical power shall be supplied to a public facing portion of the exterior of high-capacity transit centers, stations and associated parking.



**Public Places**

**G. Multifamily Open Space.**

1. All multifamily development shall provide open space.
  - a. Provide 800 square feet per development or 50 square feet of open space per dwelling unit, whichever is greater;
  - b. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum lineal dimension of six feet. This standard applies to all open spaces including parks, playgrounds, rooftop decks and ground-floor courtyards; and may also be used to meet walkway standards as long as the function and minimum dimensions of the open space are met;
  - c. Required landscaping can be used for open space if it does not obstruct access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to service areas without full screening; and
  - d. Open space shall provide seating that has solar access at least a portion of the day.



**Multifamily Open Spaces**

**H. Outdoor Lighting.**

1. All publicly accessible areas on private property shall be illuminated as follows:
  - a. Minimum of one-half footcandle and maximum 25-foot pole height for vehicle areas;
  - b. One to two footcandles and maximum 15-foot pole height for pedestrian areas; and
  - c. Maximum of four footcandles for building entries with the fixtures placed below second floor.
2. All private fixtures shall be shielded to prevent direct light from entering neighboring property.
3. **Prohibited Lighting.** The following types of lighting are prohibited:
  - a. Mercury vapor luminaires.
  - b. Outdoor floodlighting by floodlight projection above the horizontal plane.
  - c. Search lights, laser source lights, or any similar high intensity light.
  - d. Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

*Exemptions:*

1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by Chapter [20.50](#) SMC, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights or strobes).
5. Sports and field lighting.
6. Lighting triggered by an automatic emergency or security alarm system.

**DO THIS**



**External Shield**

**DON'T DO THIS**



**Unshielded  
PAR Floodlights**



**Unshielded Wallpacks  
& Unshielded or  
Poorly-shielded Wall  
Mount Fixtures**

**I. Service Areas.**

1. All developments shall provide a designated location for trash, composting, recycling storage and collection, and shipping containers. Such elements shall meet the following standards:
  - a. Located to minimize visual, noise, odor, and physical impacts to pedestrians and residents;
  - b. Paved with concrete and screened with materials or colors that match the building;
  - c. Located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic, nor require a hauling truck to project into public rights-of-way; and

- d. Refuse bins shall not be visible from the street.



**Trash/Recycling Closure with Consistent Use of Materials and Landscape Screening**

**J. Utility and Mechanical Equipment.**

- 1. Equipment shall be located and designed to minimize its visibility to the public. Preferred locations are off alleys; service drives; within, atop, or under buildings; or other locations away from the street. Equipment shall not intrude into required pedestrian areas.



**Utilities Consolidated and Separated by Landscaping Elements**

- 2. All exterior mechanical equipment, with the exception of solar collectors or wind power generating equipment, shall be screened from view by integration with the building's architecture through such elements as parapet walls, false roofs, roof wells, clerestories, equipment rooms, materials and colors. Painting mechanical equipment strictly as a means of screening is not

permitted. (Ord. 756 § 1 (Exh. A), 2016; Ord. 741 § 1 (Exh. A), 2016; Ord. 731 § 1 (Exh. A), 2015; Ord. 706 § 1 (Exh. A), 2015; Ord. 695 § 1 (Exh. A), 2014; Ord. 663 § 1 (Exh. 1), 2013; Ord. 654 § 1 (Exh. 1), 2013).

**20.50.250 Building design.**

**A. Purpose.**

1. Emphasize quality building articulation, detailing, and durable materials.
2. Reduce the apparent scale of buildings and add visual interest for the pedestrian experience.
3. Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses.

**B. Building Articulation.**

1. Commercial buildings fronting streets other than state routes shall include one of the two articulation features set forth in subsections (B)(2)(a) and (b) of this section facing a street, parking lot, or public place. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations. Building facades less than 60 feet wide are exempt from this standard.



**Building Facade Articulation**



2. Commercial buildings fronting streets that are state routes shall include one of the two articulation features below no more than every 80 lineal feet facing a street, parking lot, or public place. Building facades less than 100 feet wide are exempt from this standard. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations.

a. For the height of the building, each facade shall be offset at least two feet in depth and four feet in width, if combined with a change in siding materials. Otherwise, the facade offset shall be at least 10 feet deep and 15 feet wide.

b. Vertical piers at the ends of each facade section that project at least two inches from the facade and extend from the ground to the roofline.

3. Multifamily buildings or residential portions of a commercial building shall provide the following articulation features at least every 35 feet of facade facing a street, park, public place, or open space. Parking structure facades fronting public streets shall apply to this subsection only as material, color, texture, or opening modulations and not as offset modulations:

a. Vertical building modulation 18 inches deep and four feet wide, if combined with a change in color or building material. Otherwise, the minimum depth of modulation is 10 feet and the minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and

b. Distinctive ground or first floor facade, consistent articulation of middle floors, and a distinctive roofline or articulate on 35-foot intervals.



**Multifamily Building Articulation**



**Multifamily Building Articulation**

4. Rooflines shall be modulated at least every 120 feet by emphasizing dormers, chimneys, stepped roofs, gables, or prominent cornices or walls. Rooftop appurtenances may be considered a modulation. Modulation shall consist of a roofline elevation change of at least four feet every 50 feet of roofline.

5. Every 150 feet in building length along the streetfront shall have a minimum 30-foot-wide section that is offset by at least 20 feet through all floors.



**Facade Widths Using a Combination of Facade Modulation, Articulation, and Window Design**

6. Buildings shall recess or project individual windows above the ground floor at least two inches from the facade or use window trim at least four inches in width.



**Window Trim Design**

7. Weather protection of at least three feet deep by four feet wide is required over each secondary entry.



**Covered Secondary Public Access**

8. **Materials.**
  - a. Metal siding shall have visible corner moldings or trim and shall not extend lower than four feet above grade. Masonry, concrete, or other durable material shall be incorporated between the siding and the grade. Metal siding shall be factory finished with a matte, nonreflective surface.



**Masonry or Concrete Near the Ground and Proper Trimming Around Windows and Corners**

- b. Concrete blocks of a singular style, texture, or color shall not comprise more than 50 percent of a facade facing a street or public space.



- c. Stucco must be trimmed and sheltered from weather by roof overhangs or other methods and shall be limited to no more than 50 percent of facades containing an entry. Stucco shall not extend below two feet above the grade.

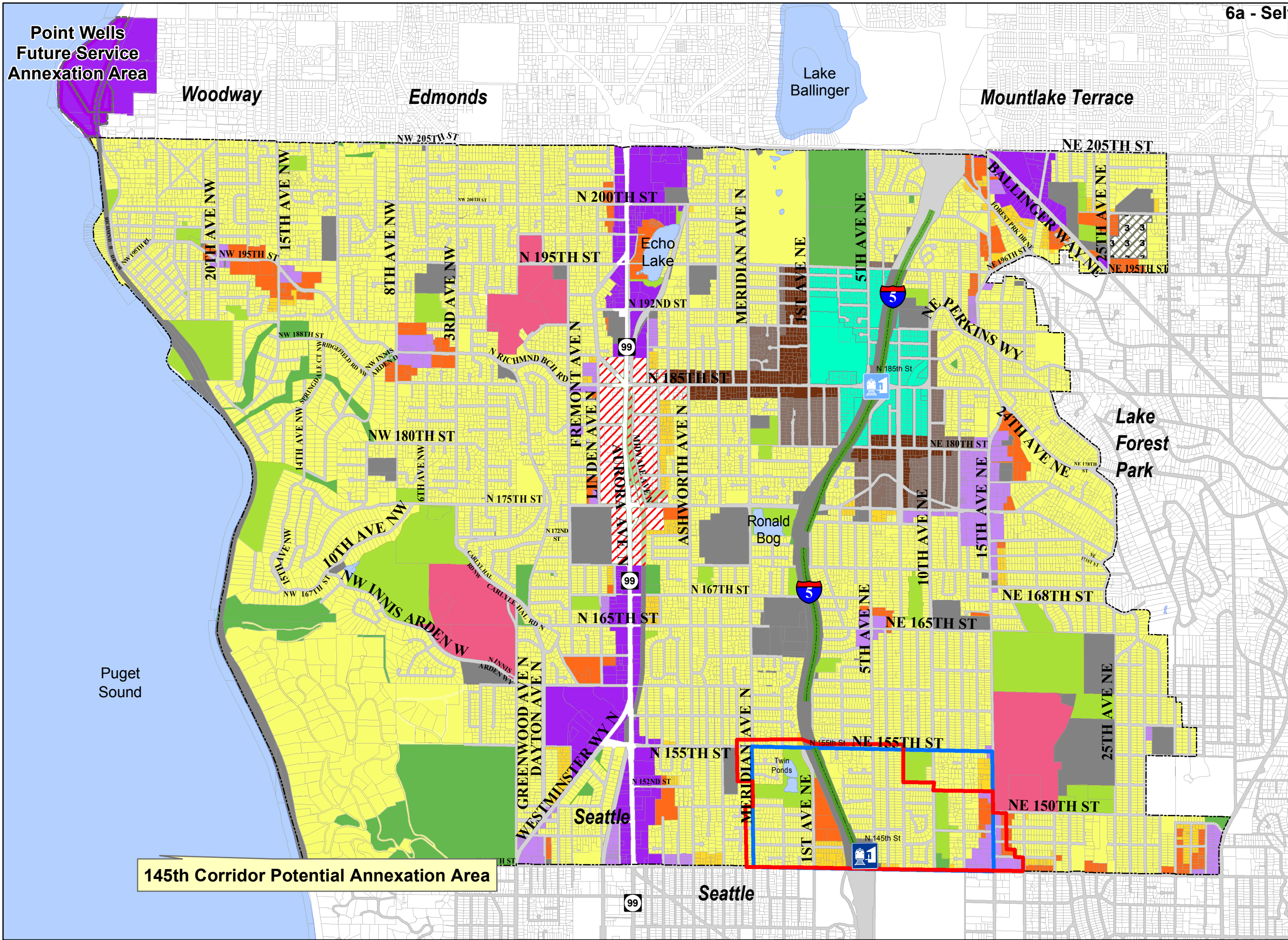


- d. The following exterior materials are prohibited:
  - i. Chain-link fencing that is not screened from public view. No razor or barbed material shall be allowed;
  - ii. Corrugated, fiberglass sheet products; and
  - iii. Plywood siding. (Ord. 706 § 1 (Exh. A), 2015; Ord. 654 § 1 (Exh. 1), 2013)





City of Shoreline  
COMPREHENSIVE PLAN



Comprehensive Plan  
Land Use  
Designations

- Station Area 1
- Station Area 2
- Station Area 3
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Planned Area 3
- Mixed Use 2
- Mixed Use 1
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Future Service and Annexation Area

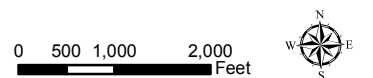
See LU20-LU43 for light rail station study area policies.

Station Study Areas  
Designations

- Land Use Study Area
- Mobility Study Area
- Approximate Light Rail Alignment

Potential Station Location

- 145th Station
- 185th Station





















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



Land Use












Updated May, 2015

# Zoning 2016

Shows amendments through July 29, 2016.

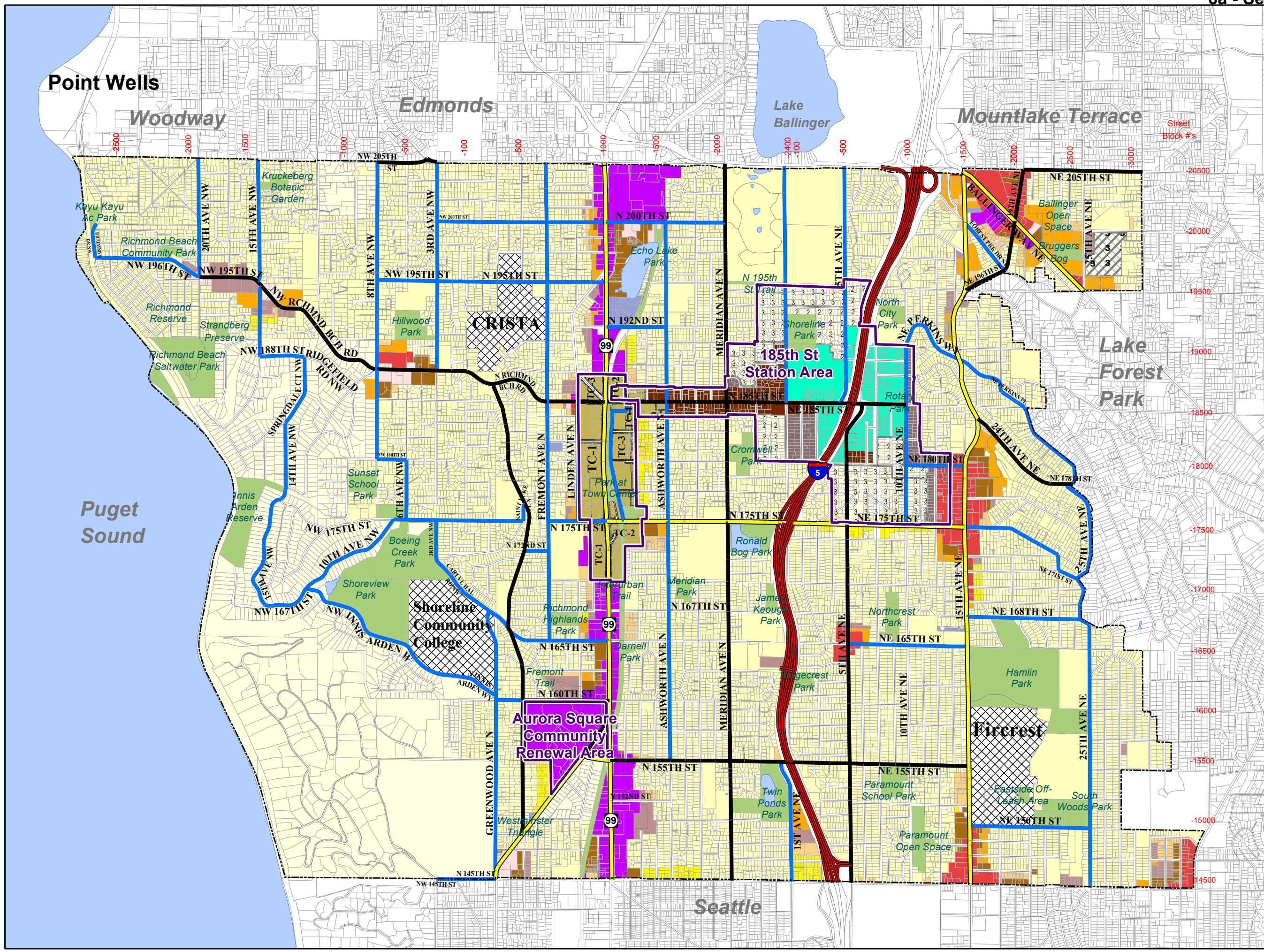
- Zoning**
-  Planned Action District
  -  TC-1 to TC-4; Town Center
  -  MUR-70; Mixed Use Residential (70' height)
  -  MUR-45; Mixed Use Residential (45' height)
  -  MUR-35; Mixed Use Residential (35' height)
  -  MB; Mixed Business
  -  CB; Community Business
  -  NB; Neighborhood Business
  -  PA 3; Planned Area 3
  -  C; Campus
  -  CZ; Contract Zone
  -  R-48; Residential, 48 units/acre
  -  R-24; Residential, 24 units/acre
  -  R-18; Residential, 18 units/acre
  -  R-12; Residential, 12 units/acre
  -  R-8; Residential, 8 units/acre
  -  R-6; Residential, 6 units/acre
  -  R-4; Residential, 4 units/acre

- Zoning Phase**
-  2, Unlock 2021
  -  3, Unlock 2033

- Other Map Features**
-  Outside Shoreline
  -  Interstate
  -  Principal Arterial
  -  Minor Arterial
  -  Collector Arterial
  -  Neighborhood Collector
  -  Local Street
  -  Open Water
  -  Unclassified Right of Way
  -  Park
  -  City Boundary

0 495 990 1,980 2,970 3,960 Feet






No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.


























# Storage Facility Locations With Buffers









## Existing and Proposed Storage Facilities

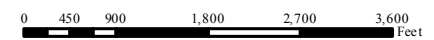
-  Storage Facility - 0.25 Mile Radius
-  Storage Facility - 500 Foot Radius
-  Proposed Storage Facility
-  Existing Storage Facility
-  Vested Storage Facility

## Zoning Phase

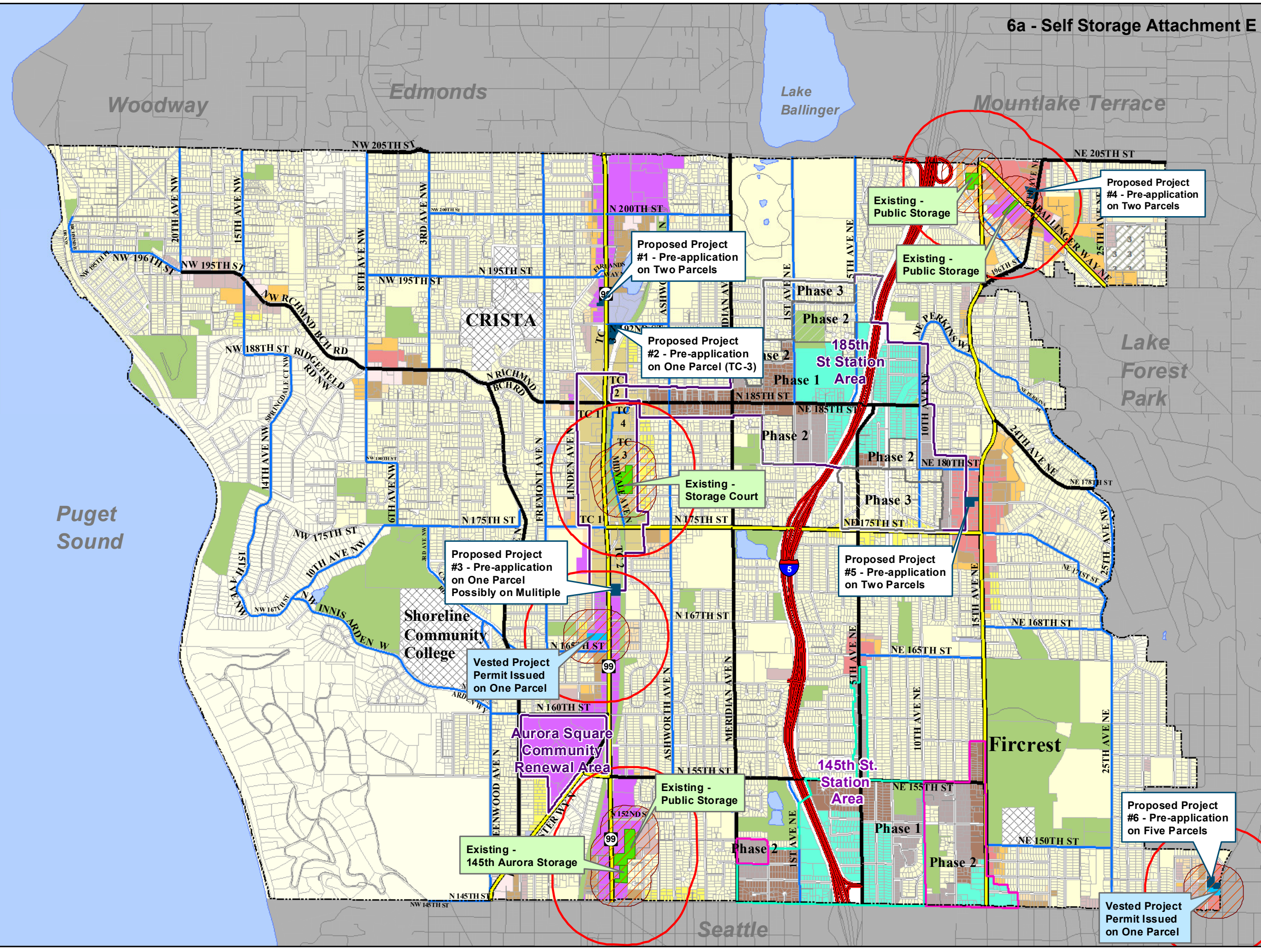
-  185th St Station Phase 2 - 2021
-  185th St Station Phase 3 - 2033
-  145th St Station Phase 1 - 2016
-  145th St Station Phase 2 - 2033
-  Town Center (1,2,3 or 4)
-  MUR-70; Mixed Use Residential (70' height)
-  MUR-45; Mixed Use Residential (45' height)
-  MUR-35; Mixed Use Residential (35' height)
-  MB; Mixed Business
-  CB; Community Business
-  NB; Neighborhood Business
-  PA 3; Planned Area 3
-  C; Campus
-  CZ; Contract Zone
-  R-48; Residential, 48 units/acre
-  R-24; Residential, 24 units/acre
-  R-18; Residential, 18 units/acre
-  R-12; Residential, 12 units/acre
-  R-8; Residential, 8 units/acre
-  R-6; Residential, 6 units/acre
-  R-4; Residential, 4 units/acre

## Other Map Features

-  City Boundary
-  Open Water
-  Streets Outside Shoreline
-  Street Classification
-  Interstate
-  Minor Arterial
-  Principal Arterial
-  Park



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.







Hillis  
Clark  
Martin &  
Peterson P.S.

October 24, 2016

Rachael Markle  
Director  
Shoreline Planning and Community  
Development  
17500 Midvale Ave N  
Shoreline, WA 98133

*Re: Planning Commission follow up regarding code amendments for self-service storage facilities*

Dear Rachael,

As you know, Lake Union Partners is pursuing a new self-storage facility at 19237 Aurora Avenue N. Thanks to you and your staff for advancing the policy discussion about self-storage facilities. We wanted to follow up on the October 6, 2016 Planning Commission meeting and comment on the proposal that emerged from that meeting.

At the end of the October 6, 2016 meeting, you summarized a proposal for consideration at the next Planning Commission. In short, that proposal would allow self-storage facilities in Mixed Business and Community Business zones with the following restrictions: (1) self-storage facilities would not be allowed on corner lots; (2) self-storage facilities would not be allowed in the Community Renewal Area, North City, Ridgecrest, or Town Center sites; (3) self-storage might have restrictions based on proximity to other self-storage projects, and; (4) self-storage facilities would be subject to some supplemental criteria.

We would like to offer our general support of this initial proposal and offer the following additional comments.

1. Corner Lot Restriction. We support the restriction on self-storage facilities on corner lots. Corner lot locations are inconsistent with adopted plans and policies, and self-storage facilities should be focused on mid-block locations.
2. Geographic Restrictions. We support the restriction on self-storage facilities in the Community Renewal Area, North City, Ridgecrest, and Town Center sites. Again, self-storage facilities are not consistent with the adopted plans for these areas.
3. Proximity to Other Projects. We generally support a restriction based on proximity to existing self-storage facilities. However, such a restriction would need to be implemented pragmatically and with some flexibility on a case-by-case basis. If two

Rachael Markle  
October 24, 2016  
Page 2 of 4

sites are suitable for self-storage (appropriate zoning, not located on a corner, outside the areas appropriate for geographic restrictions, difficult topography or shape, etc.) and could not support other uses, then it might be appropriate to allow multiple self-storage facilities.

4. Supplemental Criteria. The list of potential supplemental criteria in the materials for the October 6, 2016 meeting included a number of ideas that were borrowed from other jurisdictions. Many of these supplemental criteria suggestions are reasonable, but a few would be very problematic and could result in a de facto prohibition on self-storage facilities.
  - a. *Require ground floor retail*. We do not support a retail requirement. Often, self-storage facilities are located on sites that are not suitable for other uses. It is likely that required retail would sit vacant. Additionally, loading/unloading and moving truck maneuvering are not compatible with retail uses.
  - b. *Require multi-story buildings that emulate multifamily or office buildings*. We support a requirement for multi-story buildings. The emulation requirement is not clear and could be a subjective standard.
  - c. *Limit use of units to storage*. We support this requirement.
  - d. *Prohibit industrial activity in units*. We support this requirement.
  - e. *Prohibit retail sales or auctions from units*. It is common for the contents of abandoned units to be sold through an auction. We would support some restrictions (such as notice or a limited number of sales per month), but not a blanket restriction.
  - f. *Prohibit storage of flammables, explosives, and perishables*. We support this requirement.
  - g. *Accessory uses only allowed if allowed in the underlying zone*. No comment.
  - h. *Limit tenant access from 10:00 pm to 7:00 am*. No comment.
  - i. *Prohibit outdoor storage*. No comment.
  - j. *Require access to units from the interior of the building*. "No unit doors may face the street or be visible from off the property." We generally support this requirement. All of the units at the proposed 19237 Aurora Avenue N facility will be accessed from the interior of the building. However, if there are windows, then unit doors would be visible from off the property through the windows. This requirement should be clarified so it relates only to external unit doors.

Rachael Markle  
October 24, 2016  
Page 3 of 4

- k. *If abutting residentially-zoned property, docks and doors shall not be visible from the residential property.* Same comment as above about the visibility of doors through windows.
- l. *Loading docks, entrances, or bays may not be located on a street-facing side of a building and shall be screened from residential uses.* Loading should be allowed on Aurora Avenue N, as long as the loading is perpendicular to Aurora Avenue N (facing north or south). Locating all loading on the side or the back of the proposed 19237 Aurora Avenue N facility is not feasible because of the shape and topography of the site.
- m. *Limit interior power to lights and climate control.* No comment.
- n. *Regulate fences and walls and entry gates.* No comment.
- o. *Require a minimum window area of 50% of each floor above the ground floor.* The 50% glazing requirement is impractical because it increases costs and decreases building energy efficiency. Reasonable material requirements are appropriate, but a blanket 50% glazing requirement is impractical.
- p. *High-quality materials.* The material requirements should not be more stringent than existing commercial regulations. For example, the current guidelines do not prohibit prefabricated metal sheets, and high-quality metal sheets should be allowed. Other design requirements could be implemented through an administrative design review process.
- q. *Exterior colors shall be muted.* Same comment as above regarding high-quality materials.
- r. *Elevated truck loading docks shall not be located on building elevations that face streets or abutting residential zones.* No comment.
- s. *Require specific cladding materials.* Same comment as above regarding high-quality materials.
- t. *Limit the building length to 150 linear feet for any façade within 50 ft of and facing a residential zoned property or designated major street.* If the intent of this restriction is to limit the total length/width of the building to 150 ft, then this restriction is very problematic. As discussed at the last Planning Commission meeting, self-storage facilities are appropriate uses on sites with difficult conditions that restrict other viable uses. A blanket-restriction on the length of a building means that self-storage facilities cannot be customized to respond to site conditions. For example, 19237 Aurora Avenue N is a skinny site. If the total building length is limited to 150 ft, then a self-storage facility will not work on

Rachael Markle  
October 24, 2016  
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the narrow site because it cannot recapture square footage elsewhere due to the unusual site configuration.

The proposed building at 19237 Aurora Avenue N will be modulated to break up the appearance of the façade. If the intent of this restriction relates to façade modulation and restricts an unmodulated plane of 150 ft or more, then there are no concerns with this restriction.

u. *Vary exterior vertical surfaces.* No comment.

We understand that between now and the next Planning Commission meeting, your department will be finalizing the proposal. We request that you continue to support legislation that would allow self-storage at 19237 Aurora Avenue N with reasonable supplemental criteria.

Very truly yours,



Holly D. Golden

HDG:dlc  
*E-Mail:* holly.golden@hcmp.com  
*Direct Dial:* (206) 470-7656  
*Fax:* (206) 623-7789

cc: Shoreline Planning Commission

ND: 21929.005 4831-0377-2731v1

## 6a - Self Storage Attachment F Public Comment

**From:** [Paul Cohen](mailto:Paul.Cohen@cityofshoreline.com)  
**To:** [Lisa Basher](mailto:Lisa.Basher@cityofshoreline.com)  
**Subject:** FW: City of Shoreline - DRAFT Development Code Amendments Related to Self Storage Facilities: Public Hearing November 3rd  
**Date:** Thursday, October 27, 2016 4:38:55 PM  
**Attachments:** [110316 SR- Attachment A Draft Ordinance No 765 - amendment to draft.docx](#)

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**From:** Rodger Ricks [<mailto:rodgerricks@glacier.com>]  
**Sent:** Wednesday, October 26, 2016 4:42 PM  
**To:** Rachael Markle; Paul Cohen  
**Subject:** RE: City of Shoreline - DRAFT Development Code Amendments Related to Self Storage Facilities: Public Hearing November 3rd

Rachael and Paul,  
Please note a few alternative exception I think might help you prevent an overconcentration of self storage. I understand you want to not diminish valuable commercial land, but in my case, the property has been vacant for 20+ years and not viable for other uses, at least that is "how the market has spoken" to the current owner.

Thank you for your consideration.  
Rodger

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RODGER E. RICKS | Principal | Glacier Real Estate Finance  
2800 156<sup>th</sup> Ave. S.E., Suite 210 | Bellevue, WA 98007 | Direct Line: 425.274.0286  
Mobile: 425.445.1441 | Email: [rodgerricks@glacier.com](mailto:rodgerricks@glacier.com)

**From:** Rachael Markle [<mailto:rmarkle@shorelinewa.gov>]  
**Sent:** Monday, October 24, 2016 5:49 PM  
**To:** Rodger Ricks; Paul Cohen  
**Subject:** RE: City of Shoreline – DRAFT Development Code Amendments Related to Self Storage Facilities: Public Hearing November 3rd

Hi Rodger,  
Yes your ideas for how to prevent an over concentration would be great. The staff report will be published by the end of this week. If you email your concepts to Paul Cohen he may be able to weave them into the Staff Report; or the ideas can go directly to the Planning Commission via email. Paul can assist with either in my absence.  
Sincerely,  
Rachael Markle

**From:** Rodger Ricks [<mailto:rodgerricks@glacier.com>]  
**Sent:** Monday, October 24, 2016 4:51 PM  
**To:** Rachael Markle  
**Subject:** RE: City of Shoreline – DRAFT Development Code Amendments Related to Self Storage Facilities: Public Hearing November 3rd

Rachael,

Thank you for this update. I should have info to you shortly regarding the glazing matter. My architect has done the calculations, and presumes the requirement from the City of Issaquah was misunderstood, as such percentage was in obvious contradiction to the energy code. He will contact the City of Issaquah to confirm their requirements, and then provide the glazing of my proposed project.

Upon review of the draft ordinance provided, under SMC 20:40.505 there were 4 criteria, of which the facility I am proposing looks to meet #1, #3 and #4, but fails to meet #3 or the

## 6a - Self Storage Attachment F Public Comment

exceptions. It is suggested that staff is exploring alternatives for the Staff Report, and I wonder if I could present some alternative options to consider that help ensure that there is too much of a concentration of self storage in a given district? Given you will be absent the next week, is there a staff member I should direct such to..... If you would be receptive to such input?

Thank you for your consideration of this matter.

Rodger

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RODGER E. RICKS | Principal | Glacier Real Estate Finance  
2800 156<sup>th</sup> Ave. S.E., Suite 210 | Bellevue, WA 98007 | Direct Line: 425.274.0286  
Mobile: 425.445.1441 | Email: [rodgerricks@glacier.com](mailto:rodgerricks@glacier.com)

From: Rachael Markle [<mailto:rmarkle@shorelinewa.gov>]  
Sent: Monday, October 24, 2016 3:47 PM  
Subject: City of Shoreline – DRAFT Development Code Amendments Related to Self Storage Facilities: Public Hearing November 3rd

Good afternoon:

Attached is a revised draft of the proposed amendments to the Development Code related to self-storage facilities. This draft includes changes as directed by the Planning Commission at the October 6<sup>th</sup> study session and staff consideration of the comments provided by interested parties. This is the draft that will be the subject of the Public Hearing. The Planning Commission will base its recommendation to City Council on this draft. The Planning Commission may recommend the attached amendments as drafted; edit the amendments; and add or delete amendments.

Staff is preparing a staff report to further explain the attached recommended amendments. The staff report should be posted by October 28<sup>th</sup>. The report will be posted here:

<http://www.shorelinewa.gov/Home/Components/Calendar/Event/9541/182>

Your written and oral comments for the Planning Commission are welcomed and appreciated. If you have suggested changes to the attached draft, please be specific as to what the regulation should say instead or identify what section should be deleted. This will aid the Commission as they formulate the recommendation to City Council. The Public Hearing will be conducted on November 3<sup>rd</sup> at 7:00 in the Council Chambers at City Hall (17500 Midvale Avenue North, Shoreline, WA 98133).

If you have any questions, please feel free to email me (best option until 10/31) or call (after 10/31). I am going out of town 10/25 and will be back 10/31, but I plan to check email.

Sincerely,  
Rachael Markle  
City of Shoreline  
Director, Planning & Community Development  
206-801-2531



**PLANNING COMMISSION AGENDA ITEM**

CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** 2016 Comprehensive Plan Amendments

**DEPARTMENT:** Planning & Community Development

**PRESENTED BY:** Rachael Markle, AICP, Director  
Steven Szafran, AICP, Senior Planner

Public Hearing  
 Discussion

Study Session  
 Update

Recommendation Only  
 Other

**INTRODUCTION**

The State Growth Management Act generally limits review of proposed Comprehensive Plan Amendments (CPAs) to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this “once a year” review process.

**BACKGROUND**

In June 2016, the City Council established the 2016 Comprehensive Plan Final Docket which included:

1. Amend the Comprehensive Plan for 145<sup>th</sup> Street annexation and all applicable maps.
2. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12 and adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.
3. Consider amendments to the Comprehensive Plan that address the location of new park space within the light-rail station subareas, explore the establishment of a city-wide park impact fee, and determine a ratio of park space per new resident in the light-rail station subareas, and any other park issues that arise through the light-rail station subarea public process.

**Approved By:** Project Manager \_\_\_\_\_

**Planning Director** \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

4. Update Policy T44 to add Collector Arterials to the street classifications that have a LOS standard. The proposed amendment reads:

“Adopt a supplemental level of service for Principal Arterials, ~~and~~ Minor Arterials, and Collector Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal, ~~or~~ Minor, or Collector Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better. These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal, ~~or~~ Minor, or Collector Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannalization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway. (Applicant: Save Richmond Beach).

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

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

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

7. Amend the Southeast Neighborhoods Subarea Plan to move policies related to the 145 Street Station Subarea Plan, amend text, and amend the borders of the Southeast Neighborhoods Subarea Plan to avoid overlap with the 145<sup>th</sup> Street Station Subarea Plan.

8. Adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196<sup>th</sup> Street, assuming a roadway capacity of 700 vehicles per hour

**Approved By:**                      **Project Manager** \_\_\_\_\_                      **Planning Director** \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

per lane or less for an improved roadway consistent with pedestrian and bike standards and a V/C ratio not to exceed 0.90 on Richmond Beach Road, measured at any point, west of 8<sup>th</sup> Avenue NW assuming a three-lane roadway consistent with the City's Transportation Master Plan and Capital Improvement Plan. The applicable V/C standards shall not be exceeded on either of these road segments.

The 2016 final docket is included as **Attachment 1**.

Prior to the adoption of Ordinance 730 on December 14, 2015, the Council carried over a number of items from the 2015 Docket to the 2016 Docket. Those amendments include:

- Amendment #1: Consider amendments to the Comprehensive Plan related to the 145<sup>th</sup> annexation, including amendments for all applicable maps.
- Amendment #2: Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12 and adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.
- Amendment #3: Consider amendments to the Comprehensive Plan that address the location of new park space within the light-rail station subareas, explore the establishment of a city-wide park impact fee, and determine a ratio of park space per new resident in the light-rail station subareas, and any other park issues that arise through the light-rail station subarea public process.
- Amendment #4: Study the requirement of adding a volume over capacity ratio of .90 to all Collector Arterial Streets in the City. Any changes to the City's V/C ratio would be reflected in Policy T44 of the Comprehensive Plan. This work for this proposed amendment will occur as part of the Transportation Master Plan Update.

### **2016 Comprehensive Plan Amendments**

Comprehensive Plan Amendments take two forms: Privately-initiated amendments and city-initiated amendments. Pursuant to SMC 20.30.340, all Comprehensive Plan Amendments, except those proposed by City Council, must be submitted by December 1 and there is no fee for general text or map amendments. There are three (3) privately-initiated amendments and five (5) city-initiated amendments.

Approved By: Project Manager \_\_\_\_\_

Planning Director \_\_\_\_\_

**ANALYSIS**

**Amendment #1**

This amendment was carried over from the 2015 Final Docket.

This amendment will amend Policy LU47 which states, “Consider annexation of 145<sup>th</sup> Street adjacent to the existing southern border of the City”. The City is currently engaged in the 145<sup>th</sup> Street Corridor Study and is working towards annexation of 145<sup>th</sup> Street.

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

Consideration of annexation is not scheduled to occur until 2017 or later. The 145<sup>th</sup> Street Corridor Study was completed in April 2016, and Council and staff will need the outcomes of this study to help formulate any potential recommendations or action on annexation of roadway into the City of Shoreline.

**Recommendation:**

Staff recommends that this amendment be placed on the 2017 Comprehensive Plan Docket with the intent that the item will be studied in 2017.

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**Amendment #2**

This amendment was carried over from the 2015 Final Docket. The amendment reads:

*Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12 and adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.*

The City anticipated that the Transportation Corridor Study on mitigating adverse impacts from BSRE’s proposed development of Point Wells would be completed in 2016. Delays in Snohomish County’s review of BSRE’s Draft Environmental Impact Statement have delayed the City’s review of the DEIS and the completion of the

**Approved By:**                      **Project Manager** \_\_\_\_\_                      **Planning Director** \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

Richmond Beach Traffic Corridor Study as described in the Point Wells Subarea Plan Policy PW-12. Therefore, staff recommends that the same Comprehensive Plan amendment docketed in 2017.

Recommendation:

Staff recommends that this amendment be placed on the 2017 Comprehensive Plan Docket.

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### Amendment #3

This amendment was carried over from the 2015 Final Docket.

This amendment will add goals and policies to the Parks, Recreation, and Open Space Element of the Comprehensive Plan based on policies identified in the 185<sup>th</sup> Street Light Rail Station Subarea Plan. The City, through analysis contained in the Environmental Impact Statement for the 185<sup>th</sup> Street Station, has identified the need for more parks, recreation, and open space.

The City will work with the Parks Board and the community to determine the process of locating new park space within the subarea, establishing a means to fund new park space such as a park impact fee, determining a ratio of park space per new resident in the subarea, and any other park issues that arise through the public process.

The 185<sup>th</sup> Street Light Rail Station Subarea Plan includes policies for parks, recreation, and open space. The policies are:

- Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.
- Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
- Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

Much of the analytical work for this amendment will occur as part of the Parks, Recreation, and Open Space Master Plan update that will begin in 2016 and most likely be adopted in 2017. The City Manager's 2016 proposed budget includes one-time funding for professional service support to work on these items.

Recommendation:

Approved By: Project Manager \_\_\_\_\_

Planning Director \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

Staff recommends that this amendment be added to the 2017 Comprehensive Plan Docket with the understanding that the PROS Plan will most likely be adopted in 2017.

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### Amendment #4

This proposed amendment would add the following language to Transportation Policy T-44:

“Adopt a supplemental level of service for Principal Arterials, and Minor Arterials, and Collector Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal, or Minor, or Collector Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better. These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal, or Minor, or Collector Arterial segments where:

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

This amendment was carried over from the 2015 Final Docket. Council directed staff to study this as part of the Transportation Master Plan (TMP) update which will most likely be part of the 2017 Comprehensive Plan Docket.

#### Recommendation:

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

**Approved By:**                      **Project Manager** \_\_\_\_\_                      **Planning Director** \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

would widen a roadway which may not be consistent with the residents or community's vision for this street. Other Collector Arterial streets are nearing this limit and in future updates, would need to be addressed with additional growth projects, and additional lanes, if the standard was carried forward. Staff does not recommend adoption of this policy amendment.

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### Amendment #5

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

Staff recommends that the following Land Use Policies be updated:

**LU63:** Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU65 ~~LU62~~:

- a. The facility meets the Growth Management Act definition of an essential public facility, ref. RCW 36.70A.200(1) now and as amended; or
- b. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and
- c. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).

**LU64:** Participate in efforts to create an interjurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions ~~as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies)~~. Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden, which may fall on the jurisdiction that becomes the site of a facility of a state-wide, regional, or countywide nature.

~~The essential public facility siting process set forth in LU65 ~~LU62~~ is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council (GMPC), the City may modify this process to be consistent with the GMPC recommendations.~~

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

### Interim EPF Siting Process

Approved By:                      Project Manager \_\_\_\_\_                      Planning Director \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

1. Use policies LU63 ~~LU60~~ and LU64 ~~LU61~~ to determine if a proposed essential public facility serves local, countywide, or statewide public needs.
2. Site EPF through a separate multi-jurisdictional process, if one is available, when the City determines that a proposed essential public facility serves a countywide or statewide need.
3. Require an agency, special district, or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the proposed essential public facility.
4. Process applications for siting essential public facilities through SMC Section 20.30.330 — Special Use Permit.
5. Address the following criteria in addition to the Special Use Permit decision criteria:
  - a. Consistency with the plan under which the proposing agency, special district or organization operates, if any such plan exists;
  - b. Include conditions or mitigation measures on approval that may be imposed within the scope of the City's authority to mitigate against any environmental, compatibility, public safety or other impacts of the EPF, its location, design, use or operation; and
  - c. The EPF and its location, design, use, and operation must be in compliance with any guidelines, regulations, rules, or statutes governing the EPF as adopted by state law or by any other agency or jurisdiction with authority over the EPF.

**LU66:** After a final siting decision has been made on an essential public facility according to the process described in LU65 ~~LU62~~, pursue any amenities or incentives offered by the operating agency, or by state law, other rule, or regulation to jurisdictions within which such EPF is located.

**LU67:** For EPF having public safety impacts that cannot be mitigated through the process described in LU64 ~~LU61~~, the City should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the City should encourage consideration of such comments and conditions through coordination with the agency, special district, or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the City as a result of the public safety impacts of a proposal.

### **Recommendation:**

Staff recommends that this amendment be approved.

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Approved By: \_\_\_\_\_ Project Manager \_\_\_\_\_

Planning Director \_\_\_\_\_



**Amendment #6**

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

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

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

**Recommendation:**

Staff recommends that the Commission deny this proposed Comprehensive Plan amendment proposed amendment. This language is redundant as the City's adopted Level of Service standard already implies the above language. In addition, this language is included in Comprehensive Plan Amendment 8 and would again be redundant. Adopting the proposed language may limit any flexibility to make an exception to our adopted standard, regardless of potential benefits or tradeoffs. No other impacts would be expected however staff recommends adopting the language only once, as part of Amendment 8.

**Amendment #7**

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

The Southeast Neighborhoods Subarea Plan was adopted in May 2010. It covered an area bounded on the south by 145<sup>th</sup> Street, on the west by 8<sup>th</sup> Avenue, on the north by

**Approved By:**                      **Project Manager** \_\_\_\_\_                      **Planning Director** \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

155<sup>th</sup> and 150<sup>th</sup> Streets, and on the east by Lake City Way. It contained portions of both the Ridgecrest and Briarcrest neighborhoods. When the Briarcrest neighborhood annexed into the City, most of the area was not assigned Comprehensive Plan designations, but given the place-holder "Special Study Area." The City worked with a Citizen's Advisory Committee from July 2008 until November 2009 to create a vision, craft policy recommendations, and adopt Comprehensive Plan and zoning designations for this area of Shoreline.

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

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

Since the boundary of the Southeast Neighborhoods Subarea Plan is being amended, some of the policies contained in that plan would refer to areas no longer within the boundaries of that subarea. Therefore, in order to preserve the work of the Citizen Advisory Committee that created the Southeast Neighborhood Subarea Plan, staff moved policies that refer to Paramount Park, Paramount Open Space, or 15<sup>th</sup> Avenue into the 145<sup>th</sup> Street Station Subarea Plan and must be deleted from the Southeast Neighborhood Subarea Plan. These policies are listed below as they are currently included in the 145<sup>th</sup> Street Station Subarea Plan:

- Transportation Policy 6 - Implement improvements along arterials to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.
  - In the Southeast Neighborhoods Subarea Plan, this policy specifically referred to 15<sup>th</sup> Avenue, but the Planning Commission changed it to "arterials", as shown above, because they felt that it applied to other streets in the subarea as well.
- Community Design Policy 13 - Improve the area around 145<sup>th</sup> Street and 15<sup>th</sup> Avenue with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the city.
- Parks, Recreation, and Open Space Policy 6 - Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145<sup>th</sup> Street light rail station are designed and constructed to fit the character of the parks.

Approved By: \_\_\_\_\_ Project Manager \_\_\_\_\_

Planning Director \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

- In the Southeast Neighborhoods Subarea Plan, this policy was phased a bit differently: “Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood.” A committee of the Parks Board made recommendations to the Planning Commission with regard to Parks and Natural Environment policies, and suggested the language above.

The revised Southeast Neighborhoods Subarea Plan is included as **Attachment 2**.

### **Recommendation:**

Staff recommends that this amendment be approved.

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### **Amendment #8**

This proposed amendment would add a new policy to the Implementation Plan section of the Point Wells Subarea Plan. The new language includes:

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

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

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

*(Mayor Roberts asked if v/c ratios apply to local streets, how the current language in the Comprehensive Plan “4000 Average Daily Trip (ADT)” will be affected, and if there is an overlap between Amendments 17 and 8. Ms. Dedinsky replied that v/c ratios do not apply to local streets, and said the language in the Comprehensive Plan does not need to be changed. She agreed that there is redundancy and an overlap with Amendment 6 and 8, but explained the Amendments work together and highlight the need to enforce a V/C of .90 west of 8<sup>th</sup> Avenue NW).*

**Approved By:**

**Project Manager** \_\_\_\_\_

**Planning Director** \_\_\_\_\_

## 7a - Staff Report - Comp Plan Amendments

*Councilmember Hall asked if overlaps will be studied and refined when final amendments are considered. Mr. Szafran responded yes and that the findings will be presented during Council's discussion of the final amendments.*

### **Recommendation:**

Staff supports the language in the proposed Comprehensive Plan Amendment. Staff believes this supplemental Level of Service standard provides an appropriate limit for the street in consideration of the existing neighborhood and future growth at the Point Wells site. This supplemental LOS standard is generally consistent with the previously established 4000 ADT cap, as well as with the citywide V/C ration set for Principal and Minor Arterials. While a V/C lower than .65 would further constrain trips generated by the Point Wells site, staff has concerns about justification. A V/C lower than .6 is considered Level of Service A. Standard practice when planning transportation facilities is to have a target Level of Service of C or D. It would be difficult to classify a V/C within the category of Level of Service A as failing a traffic concurrency standard.

### **TIMING AND SCHEDULE**

- PC Study Session on Proposed Amendments – November 3, 2016
- PC Public Hearing on Proposed Amendments – November 17, 2016
- Council Study Session on Proposed Amendments – November 28, 2016
- Council adoption of the Proposed Docketed Amendments– December 12, 2016

### **RECOMMENDATION**

Staff recommends that the Planning Commission:

1. Carry-over amendments #1, #2, and #3 to the 2017 docket.
2. Approve amendments #5, #6, #7, and #8.
3. Deny amendment #4.

### **ATTACHMENT**

Attachment 1 – 2016 Docket

Attachment 2 – Southeast Neighborhoods Subarea Plan

Attachment 3 – Point Wells Subarea Plan

Approved By: \_\_\_\_\_

Project Manager \_\_\_\_\_

Planning Director \_\_\_\_\_



## 2016 COMPREHENSIVE PLAN AMENDMENT DOCKET

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

### Final 2016 Comprehensive Plan Amendments

1. Amend the Comprehensive Plan for 145<sup>th</sup> Street annexation and all applicable maps.
2. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12 and adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.
3. Consider amendments to the Comprehensive Plan that address the location of new park space within the light-rail station subareas, explore the establishment of a city-wide park impact fee, and determine a ratio of park space per new resident in the light-rail station subareas, and any other park issues that arise through the light-rail station subarea public process.
4. Update Policy T44 to add Collector Arterials to the street classifications that have a LOS standard. The proposed amendment reads:
 

“Adopt a supplemental level of service for Principal Arterials, and Minor Arterials, and Collector Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal, or Minor, or Collector Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better. These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a

## 7a - Comp Plan Docket Attachment 1

subarea plan, or for Principal, ~~or~~ Minor, or Collector Arterial segments where:

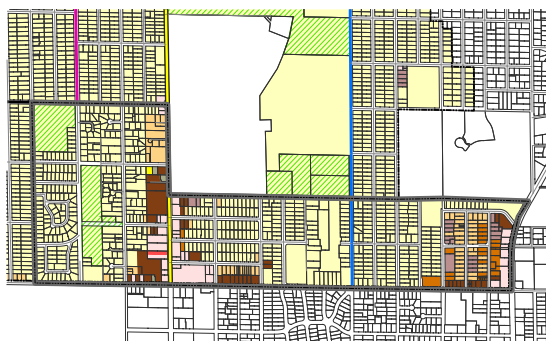
- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
  - Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway. (Applicant: Save Richmond Beach).
5. Update Land Use Policies LU63, LU64, LU65, LU66, and LU67 by correcting references to the King County Countywide Planning Policies regarding the siting of essential Public Facilities.
  6. Amend Point Wells Subarea Plan Policy PW-12 to read:

“In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment. As a separate limitation in addition to the foregoing, the maximum number of vehicle trips a day entering the City’s road network from/to Point Wells shall not exceed the spare capacity of Richmond Beach Road west of 8<sup>th</sup> Ave NW under the City’s .90 V/C standard based on Richmond Beach Road being a 3-lane road (the .90 V/C standard may not be exceeded at any location west of 8<sup>th</sup> Ave NW along Richmond Beach Road). (Applicant: McCormick).
  7. Amend the Southeast Neighborhoods Subarea Plan to move policies related to the 145 Street Station Subarea Plan, amend text, and amend the borders of the Southeast Neighborhoods Subarea Plan to avoid overlap with the 145<sup>th</sup> Street Station Subarea Plan.
  8. Adopt a volume to capacity ratio (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196<sup>th</sup> Street, assuming a roadway capacity of 700 vehicles per hour per lane or less for an improved roadway consistent with pedestrian and bike standards and a V/C ratio not to exceed 0.90 on Richmond Beach Road, measured at any point, west of 8<sup>th</sup> Avenue NW assuming a three-lane roadway consistent with the City’s Transportation Master Plan and Capital Improvement Plan. The applicable V/C standards shall not be exceeded on either of these road segments.

*Estimated timeframe for Council review/adoption: December 2016.*



## Southeast Neighborhoods Subarea Plan May 24, 2010



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

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

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

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

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

### **Natural Environment**

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



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

#### **Natural Environment Policy Recommendations:**

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

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

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

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

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



- NE6: Protect and renew (“daylight”) streams in the area.
- NE7: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through existing programs such as the backyard wildlife habitat stewardship certification program.
- NE8: Use green street designs in south Briarcrest to provide more green space for residents in that area and to link residents to an east-west trail that connects the area to other trails such as the Interurban Trail.
- NE9: Develop technical resources for better understanding of overall hydrology, including the locations of covered streams in the subarea, and recommend actions and measures to address existing stormwater drainage problems.
- NE10: Create incentives to plan all remodel and new development around substantial trees and groves of trees to preserve tree canopy.
- NE11: Retain and establish new trees, open spaces, and green belts.
- NE12: Use green buffers of specific buffer area to building height ratio between different land uses, especially where transition zoning is not possible.

### Land Use

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



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

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

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

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

**Land Use Policy Recommendations:**

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

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

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

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

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

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

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

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

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

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

**Housing**

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



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



**Housing Policy Recommendations:**

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

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

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

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

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

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

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

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

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

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

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

### **Transportation**

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



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

#### **Transportation Policy Recommendations:**

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

T2: Retain, improve, and expand public transit.

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

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

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

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

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

T78: Add bus shelters at busy stops.

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

~~T94~~: As part of the update of the Transportation Master Plan, also consider smaller, innovative solutions to reducing automobile dependence, such as circulator busses, car-sharing, bike rentals, etc.

~~T104~~: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

### **Parks, Recreation & Open Space**

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



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

**Parks, Recreation & Open Space Policy Recommendations:**

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

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

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

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

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

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

**Economic Development**

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



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

**Economic Development Policy Recommendations:**

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

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

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

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

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

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

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

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

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

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

### **Community Design**

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



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

#### **Community Design Policy Recommendations:**

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

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

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

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

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

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

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

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

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

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

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

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

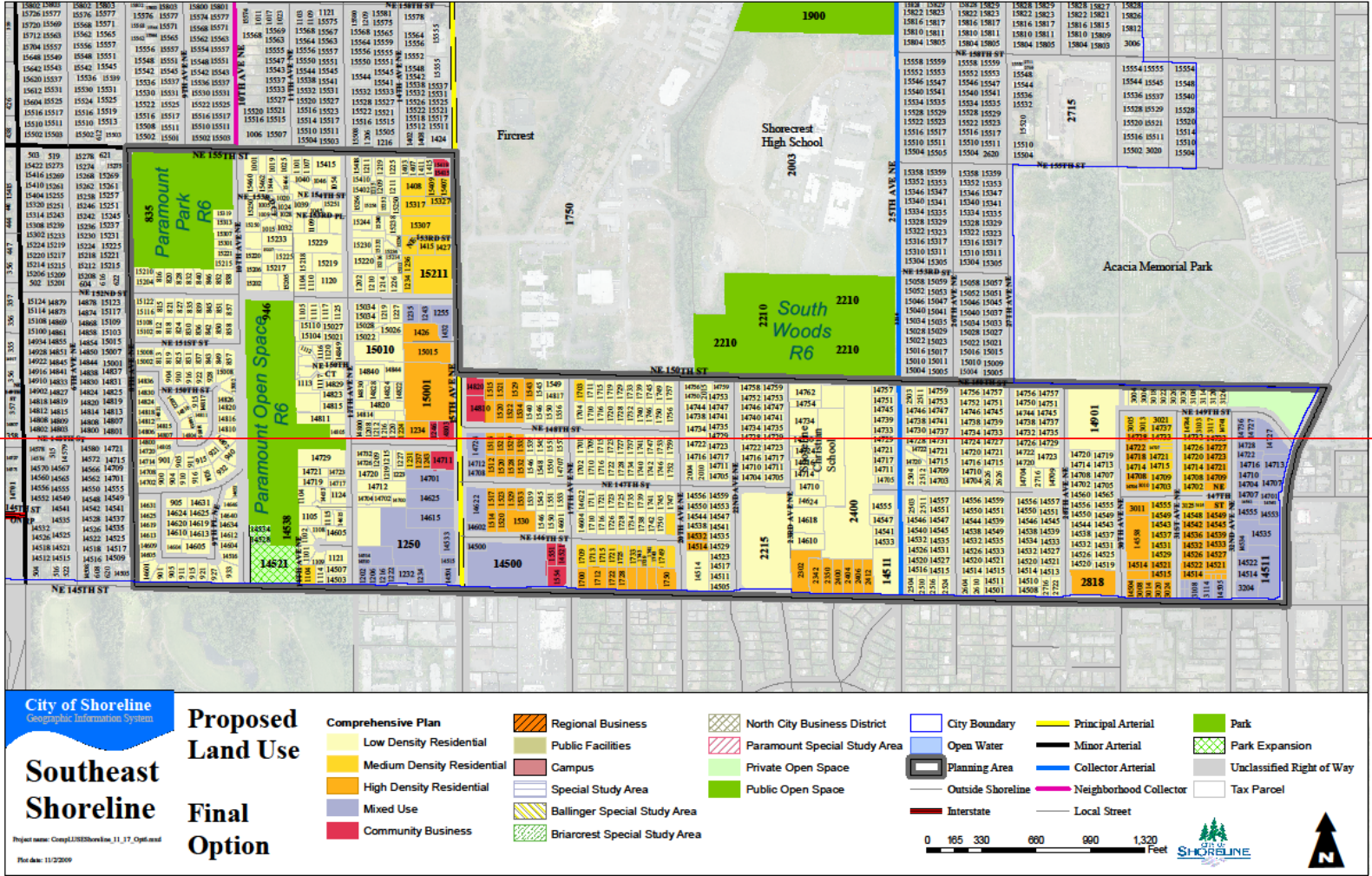
~~CD13: Improve the area around 145th St. and 15th Ave. with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the City.~~

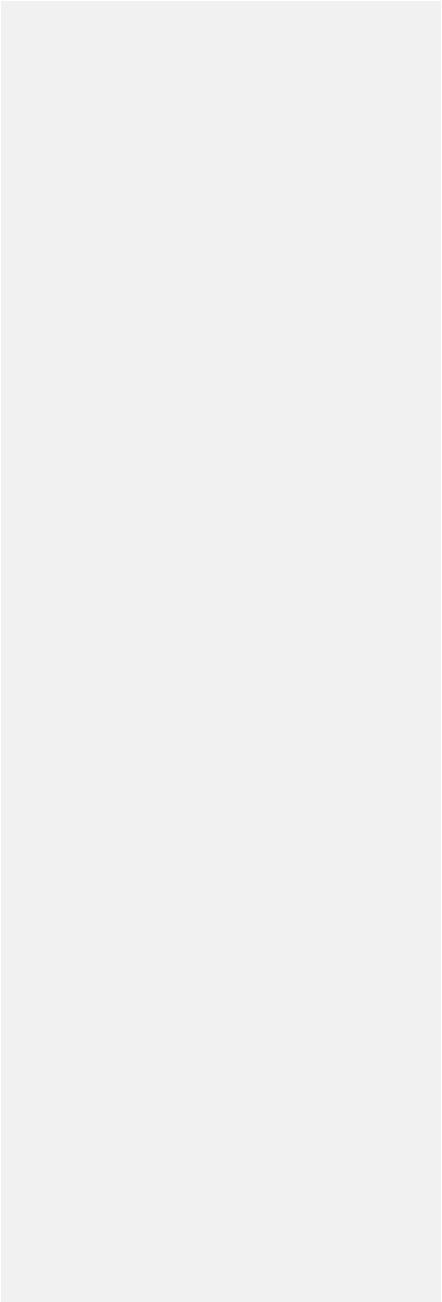
CD13~~14~~: Work with community groups, neighborhoods and outside experts to promote "community gardens" for production of food and recreation.



Appendix A: Comprehensive Plan Map

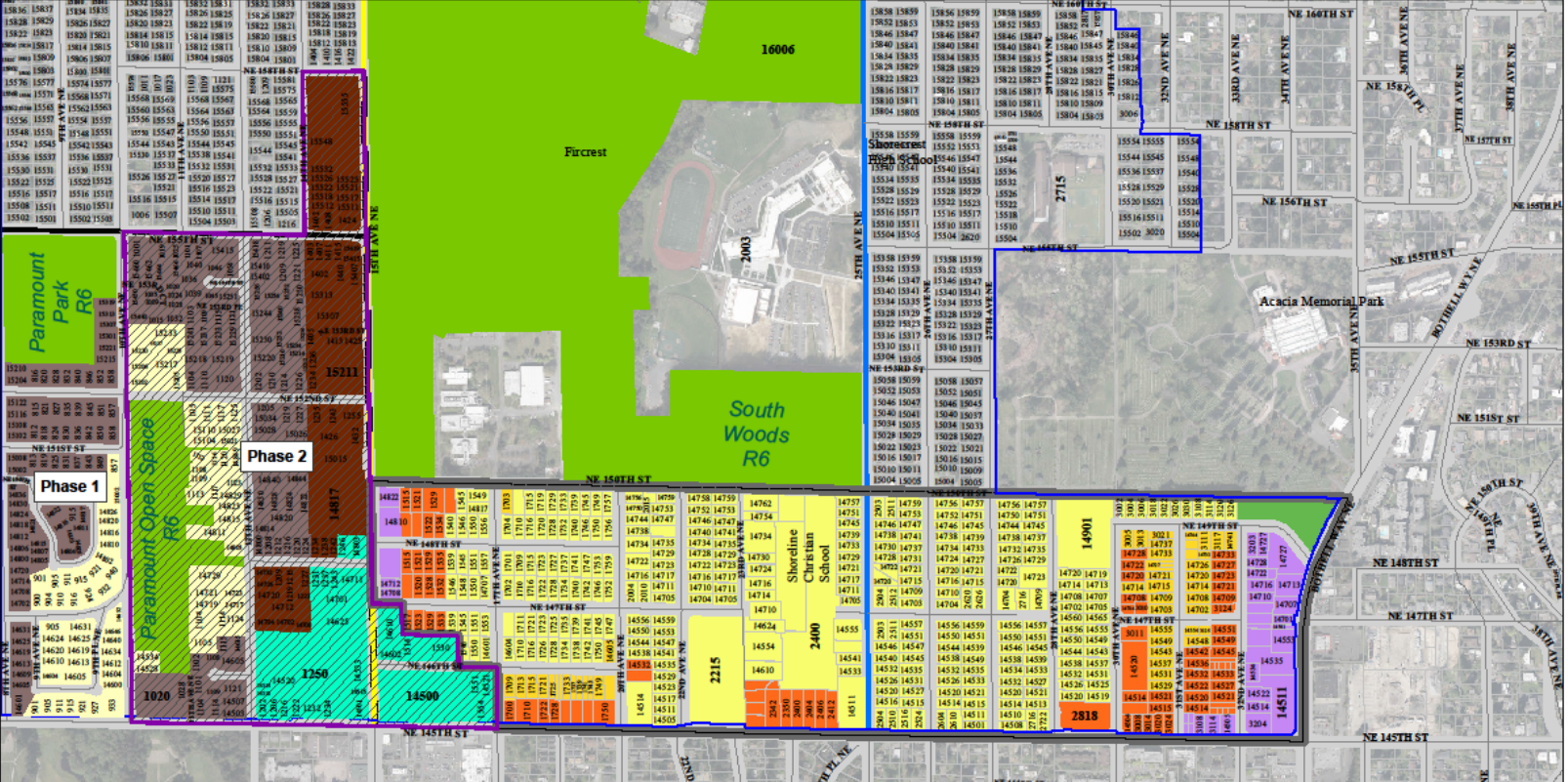
2010 SE Subarea Plan Map to be Amended





Amended Subarea Plan Map

Field Code Changed



**City of Shoreline**  
Geographic Information System

**Southeast Shoreline**

Project name: ZoningGISShoreline\_1117\_Proposed.mxd  
Plot date: 10/19/2016

**Proposed Land Use**

**Final Option**

- |                            |                                |                      |                           |
|----------------------------|--------------------------------|----------------------|---------------------------|
| <b>Comprehensive Plan</b>  | <b>Zoning Designation</b>      | <b>Planning Area</b> | <b>Park</b>               |
| Low Density Residential    | MUR-70; Mixed Use Residential  | Outside Shoreline    | Park Expansion            |
| Medium Density Residential | MUR-45; Mixed Use Residential  | Principal Arterial   | Unclassified Right of Way |
| High Density Residential   | MUR-35; Mixed Use Residential  | Minor Arterial       | Tax Parcel                |
| Mixed Use                  | R-6; Residential, 6 units/acre | Collector Arterial   | <b>Phase Designation</b>  |
| Private Open Space         | City Boundary                  | Local Street         | Phase 2                   |



# Subarea Plan 2 – Point Wells

## *Geographic and Historical Context*

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



Figure 1 – Point Wells unincorporated island

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

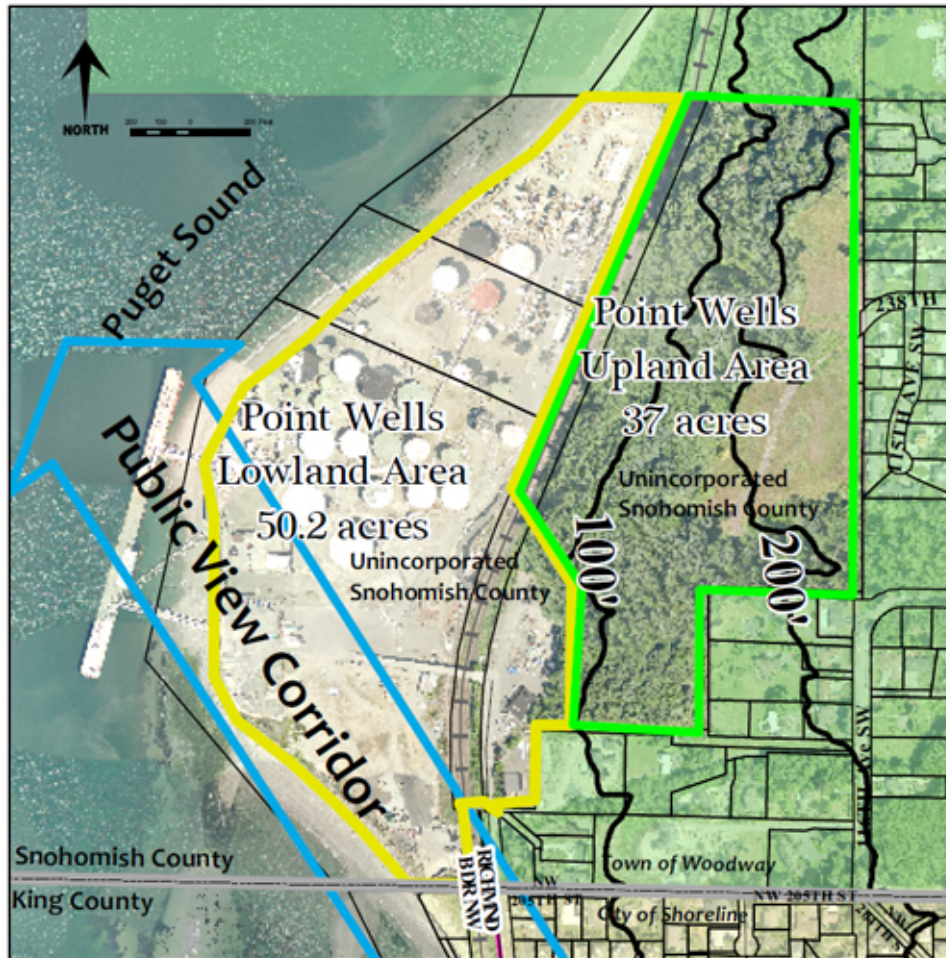


Figure 2 – Upland and Lowland Areas at Point Wells

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

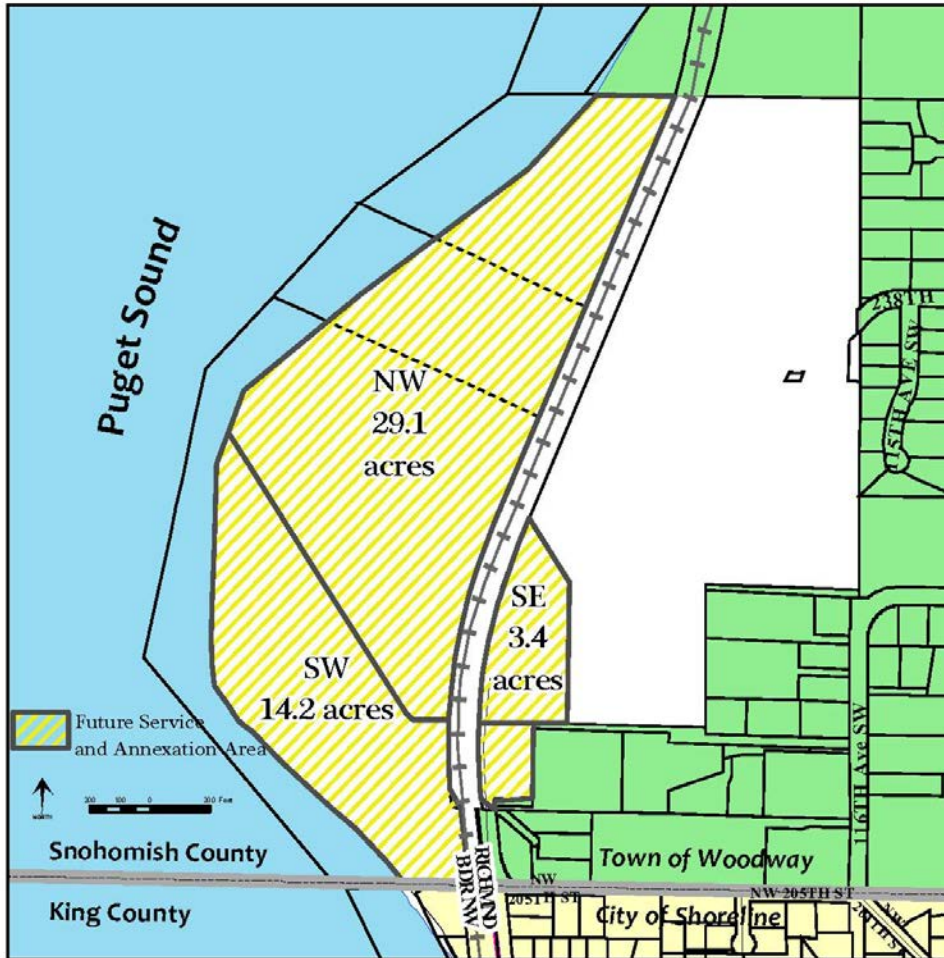
After a review of the topography and access options for Point Wells, the City of Shoreline no longer wishes to include the upland portion of this unincorporated island within its designated urban growth area. Because of the upland portion's geographic proximity and potential for direct vehicular access 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 public views from Admiralty Inlet off Whidbey Island to Rolling Bay on Bainbridge Island, this site has unparalleled opportunity for public access, environmental restoration, education, and recreation oriented to Puget Sound.

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

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

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

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



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

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

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

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

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

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

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

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

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

## **Transportation Corridor Study and Mitigation**

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

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

### **Corridor Study**

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

### **Implementation Plan**

The corridor study would be a step in the development of such a plan. The scope of the implementation plan should include a multimodal approach to mobility and accessibility to and from Point Wells, as well as detailed planning for investments and services to improve multimodal travel for adjacent communities between Point Wells and I-5. This could well include an integrated approach to accessing Point Wells, the Richmond Beach neighborhood, and Richmond Highlands with the Bus Rapid Transit system along Aurora Avenue, the I-5 corridor itself - focusing on the interchanges at N. 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. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20<sup>th</sup> Avenue NW, 23<sup>rd</sup> Place NW and NW 204<sup>th</sup> Street. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.*

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

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

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

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

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

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

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

## Interjurisdictional Coordination

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

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

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

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

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