**Planning Commission Meeting Date: January 16, 2014** **Agenda Item**

# PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** 2014 Comprehensive Plan Docket
**DEPARTMENT:** Planning & Community Development
**PRESENTED BY:** Rachael Markle, AICP, Director
Steven Szafran, AICP, Senior Planner

☐ Public Hearing ☐ Study Session ☒ Recommendation Only
☐ Discussion ☐ Update ☐ Other

## INTRODUCTION

The State Growth Management Act 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

Last year, City Council adopted the 2013 Comprehensive Plan Docket which generally includes 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. The Council was unable to complete the 2013 docket item due to delays in Snohomish County environmental review process. Therefore, on September 9, 2013 Council rescheduled this item from the 2013 Docket to the 2014 Docket.

Comprehensive Plan Amendments usually take two forms: Privately-initiated amendments and city-initiated amendments. Anyone can propose an amendment to the Comprehensive Plan. Comprehensive Plan Amendments must be submitted by the last business day of the year and there is no fee for general text or map amendments. This year there were two privately-initiated amendments (See **Attachments 1 & 2**). The City Council, in its review of the proposed amendments (which usually occurs near the end of the year), looks at the proposed amendments as a package in order to consider the combined impacts of the proposals.

If approved by Council, these proposed amendments would be added to the 2014 Docket.

If you have questions about the docket process or any item on the proposed docket, please contact Steven Szafran, AICP, at sszafran@shorelinewa.gov or 206-801-2512.

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

## PROPOSAL

This year there were two privately initiated amendments that addressed the same issue.

- **Change the Comprehensive Plan Land Use Designation for the Area bounded by Westminster Way N, Dayton Avenue N, and the Community Renewal Area at Aurora Square**:

Two citizens that own property in the area described above (**Attachment 3**) have requested a Comprehensive Plan Amendment to change the Comprehensive Plan Land Use Designation from Low Density Residential and Medium Density Residential to High Density Residential. The applicant's have also expressed interest in rezoning their property from R-6 (Residential 6 units per acre) to R-18 (Residential 18 units per acre) if the Comprehensive Plan Land Use Map is changed.

The area in question is currently developed with primarily single family homes on larger lots. The properties that front Dayton Ave N are zoned R-6 while the properties that front Fremont Ave N are zoned R-8. Dayton Avenue N is classified as a Minor Arterial while Westminster Way N is classified as a Principle Arterial. See **Attachment 4** for current Zoning Map and Street Classifications.

While the area in question is located along two arterial roadways that are heavily traveled and connect to activity centers to the north and south, the area in question has retained its single-family residential character even with its location so close to Aurora Square and the Aurora Corridor.

## ANALYSIS

The City spent the better part of 2012 revising the Comprehensive Plan to steer higher density housing in areas already planned or zoned for it for the purpose of protecting the remaining single-family neighborhoods. The Aurora Corridor has the utility and transportation infrastructure to accommodate much denser housing into the foreseeable future. The City is also developing a subarea Plan for the 185$^{th}$ Street Light Rail Station that will designate large areas of low-density single-family housing to high-density, mixed level housing that is served by both Town Center and the new light rail station at 185$^{th}$ and the I-5 Freeway.

The Comprehensive Plan Amendment request does not meet the Comprehensive Plan for the following Goals and Policies:

- Goal LU V: Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.
- Goal LUVIII: Encourage redevelopment of the Aurora Corridor from a commercial strip to distinct centers with variety, activity, and interest.
- LU6: Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.

- LU12: Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.
- CD37 – Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property.
- Goal H IV: "Protect and connect" residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.

## TIMING AND SCHEDULE

- Docket request press release and website - November 15, 2013
- Docket submittal deadline – December 31, 2013
- Planning Commission – January 16, 2014
- Council Study Session – February 24, 2014 (tentative)
- Council adoption of the Docket– March 10, 2014 (tentative)

**RESOURCE/FINANCIAL IMPACT:**
The addition of the privately initiated Comprehensive Plan Amendments would pose a financial impact on the City. The change to the land use designation would require SEPA analysis, public outreach through mailings and meetings, infrastructure analysis and traffic analysis.

## RECOMMENDATION

Staff recommends that the Planning Commission does not place the two amendment requests on the 2014 Docket (**Attachment 5**) and forwards a denial recommendation to the City Council on the Comprehensive Plan Amendment Docket.

## ATTACHMENT

Attachment 1 – Comprehensive Plan General Amendment Application – Alston
Attachment 2 – Comprehensive Plan General Amendment Application – Lukoff
Attachment 3 – Comprehensive Plan Land Use Map
Attachment 4 – Zoning Map
Attachment 5 – Draft Docket

**City of Shoreline**
**Planning & Community Development**
17500 Midvale Avenue North Shoreline, WA 98133-4905
Phone: (206) 801-2500 Fax: (206) 801-2788
Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov

# COMPREHENSIVE PLAN GENERAL AMENDMENT APPLICATION

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

Please attach additional pages to this form, as needed.

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

Applicant Name Gary & Theresa Alston

Address 900 N. 185th st City Shoreline State WA Zip 98133

Phone 206 229-5731 Fax 206-546-5741 Email G ALSTON @ WINDERMERE.COM

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

Change Comprehensive Plan zoning from R-6 to R-18 in an area in the Westminister Triangle. The area we would like to change is the corner of 155th & Dayton Ave N. to 155th & Fremont Ave N. Then South to Westminister Way N. & then continue south to where westminister meets dayton Ave N. This would complete the triangle of arterials to a more uniform use of the areas business & higher density land use.

- See attached -

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PCD

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

Reference #: LU52 - LU27 - LU12 - LU13

LU3 - LU4 - LU8 - LU7 - LU11 - LU1 -

- all attached -

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

The need for the amendment change would allow for higher density thus reducing the cost to allow for more affordable housing.

Higher density would allow for more housing in this area close to the college, parks & local businesses in the sears complex.

The area in concern has great access to freeways - future light rail projects & are on current bus lines. The use of these facilities will show the ease of city living without adding new cars or conjestion to current streets. Attached pages show rough layout & configuration to show high density & low impact on surrounding properties.

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

Application Signature _____ Date 12-30-2013

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

*Ecodistricts* are neighborhoods or districts with a broad commitment to accelerate neighborhood-scale sustainability. EcoDistricts commit to achieving ambitious sustainability performance goals, guiding district investments and community action, and tracking the results over time.

*Triple-bottom-line sustainability* incorporates an expanded spectrum of values and criteria for measuring organizational (and societal) success: economy, environment, and social equity.


Crest Theater

right-of-way.

**LU48:** Pursue annexation of Point Wells, and implement the City of Shoreline Subarea Plan for this area.

### Transit & Parking

**LU49:** Consider the addition of compatible mixed-uses and shared (joint-use) parking at park and ride facilities.

**LU50:** Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.

**LU51:** Encourage large commercial or residential projects to include transit stop improvements when appropriate.

**LU52:** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.

**LU53:** Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.

### Sustainable Land Use

**LU54:** Educate the community about sustainable neighborhood development concepts as part of the subarea planning processes to build support for future policy and regulatory changes.

**LU55:** Explore whether "*Ecodistricts*" could be an appropriate means of neighborhood empowerment, and a mechanism to implement *triple-bottom line sustainability* goals by having local leaders commit to ambitious targets for green building, smart infrastructure, and behavioral change at individual, household, and community levels.

**LU56:** Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

**LU57:** Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

**LU58:** Support regional and state *Transfer of Development Rights (TDR)* programs throughout the city where infrastructure improvements are needed, and where additional density, height and bulk standards can be accommodated.

Development Code.

### Light Rail Station Areas

**LU20:** Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.

**LU21:** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

**LU22:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

**LU23:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

**LU24:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

**LU25:** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

**LU26:** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

**LU27:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.

**LU28:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.

***Campus designation*** areas include:

1. CRISTA Ministries Campus
2. Fircrest Campus
3. Public Health Laboratory Campus
4. Shoreline Community College Campus

Citizens Discuss Neighborhood Map

*Richmond Beach*

***Land Use Study Areas*** encompass parcels that may be appropriate for different uses and zoning than previously allowed, based on their proximity to future light rail stations. Land within the study area will be analyzed with regard to appropriate uses, bulk, densities, design and transition standards, and how zoning changes and neighborhood transition may be predictably phased over time.

***Mobility Study Areas*** represent properties and roadways that may be impacted by additional traffic generated by future light rail stations. Land within the study area will be analyzed with regard to enhanced pedestrian and bicycle connectivity to stations. Certain roadways extending beyond the study area boundaries will be analyzed with regard to traffic improvements or calming, and infrastructure for modes of travel that provide an alternative to single-occupancy vehicles.

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.

**LU11:** The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

**LU12:** Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

**LU13:** Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

**LU14:** Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.

### Other Land Uses

**LU15:** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

**LU16:** The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

**LU17:** The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.

**LU18:** The *Campus* land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus land use designation shall be governed by a Master Development Plan Permit. Existing uses in these areas constitute allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.

**LU19:** *Land Use* and *Mobility Study Areas* designate areas to be studied with regard to subarea planning for light rail stations. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and

this designation may not exceed 6 dwelling units per acre.

**LU2:** The Medium Density Residential land use designation allows single-family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing. Apartments may be allowed under certain conditions. The permitted base density for this designation may not exceed 12 dwelling units per acre.

**LU3:** The High Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted. The permitted base density for this designation may not exceed 48 dwelling units per acre.

**LU4:** Allow clustering of residential units to preserve open space and reduce surface water run-off.

**LU5:** Review and update infill standards and procedures that promote quality development, and consider the existing neighborhood.

**LU6:** Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.

**LU7:** Promote small-scale commercial activity areas within neighborhoods that encourage *walkability*, and provide opportunities for employment and *"third places"*.

**LU8:** Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

### Mixed Use and Commercial Land Use

**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

***Walkability*** is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

***"Third places"*** is a term used in the concept of community building, where the "first place" is the home and those that one lives with. The "second place" is the workplace — where people may actually spend most of their time. "Third places" are anchors of community life, and facilitate and foster broader, more creative interaction. All societies already have informal meeting places; what is new in modern times is the intentionality of seeking them out as vital to current societal needs.

Element 1
# LAND USE
## Goals and Policies

Cromwell Park

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

**Goal LU III:** Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.

**Goal LU IV:** Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline, and connects all areas of the city to high capacity transit using a multi-modal approach.

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

**Goal LU VI:** Encourage pedestrian-scale design in commercial and mixed-use areas.

**Goal LU VII:** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.

**Goal LU VIII:** Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest.

**Goal LU IX:** Minimize or mitigate potential health impacts of industrial activities on residential communities, schools, open space, and other public facilities.

**Goal LU X:** Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council.

**Goal LU XI:** Maintain regulations and procedures that allow for siting of essential public facilities.

**Goal LU XII:** Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

## *POLICIES*

### Residential Land Use

**LU1:** The Low Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, cottage housing, and accessory dwellings may be allowed under certain conditions. The permitted base density for

Element 1

# LAND USE

## Land Use Element Goals and Policies

### INTRODUCTION

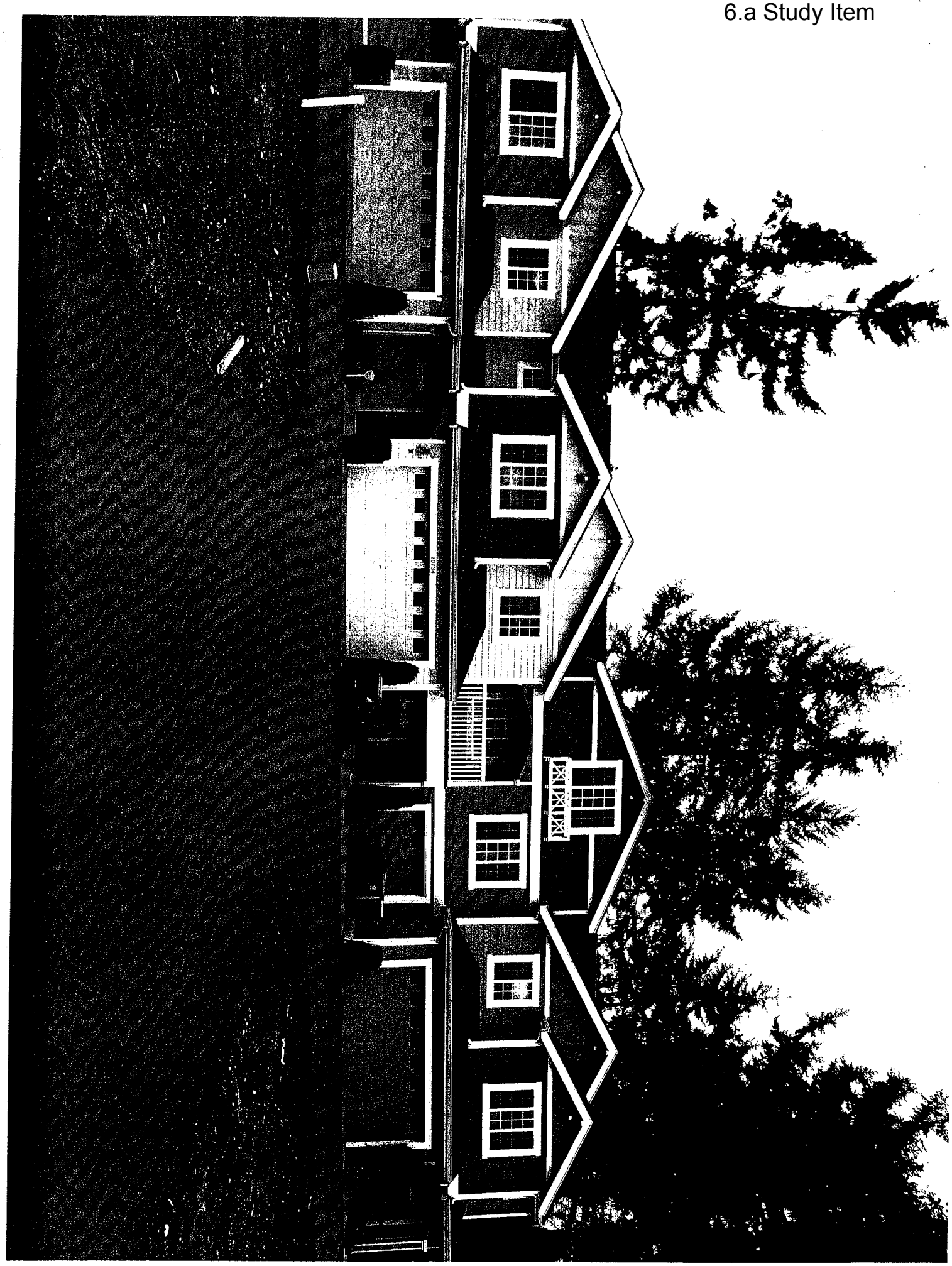
Land use describes the human use of land, and involves modification of the natural environment into the built environment, and management of these interrelated systems. Land use designations delineate a range of potentially appropriate zoning categories, and more broadly define standards for allowable uses and intensity of development. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, and other uses is important in determining the character of Shoreline. The pattern of how property is designated in different parts of the city directly affects quality of life in regard to recreation, employment opportunities, environmental health, physical health, property values, safety, and other important factors.

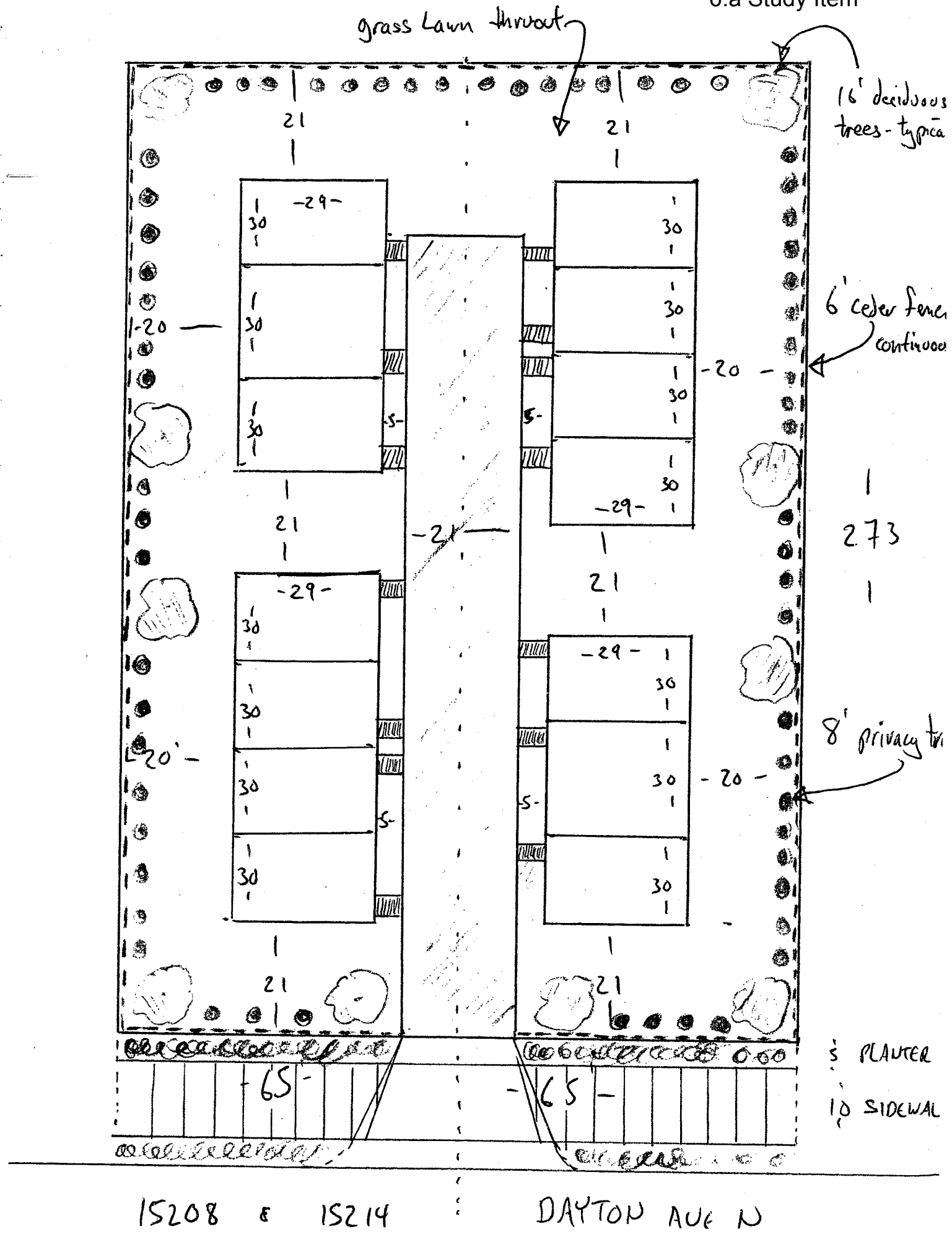
This Element contains the goals and policies necessary to support the City's responsibility for managing land uses and to implement regulations, guidelines, and programs. The Land Use policies contained in this element, along with the Comprehensive Plan Map (Figure LU-1), identify the intensity of development and density recommended for each area of the city. These designations help to achieve the City's vision by providing for sustainable growth that encourages housing choice; locates population centers adjacent to transit and services; provides areas within the city to grow businesses, services, jobs and entertainment; respects existing neighborhoods; provides for appropriate transitions between uses with differing intensities; safeguards the environment; and maintains Shoreline's sense of community. The goals and policies of this element also address identifying Essential Public Facilities.

The Land Use Element Supporting Analysis section of this Plan contains the background data and analysis that describe the physical characteristics of the city, and provides the foundation for the following goals and policies.

### *GOALS*

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

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PLANTER
SIDEWAL
15208 & 15214
DAYTON AVE N

# ~NEIGHBORHOOD MEETING~

Dear Neighbors:

Please come hear a presentation for a proposed development at 15214 Dayton Ave N., Shoreline WA 98133.

At this meeting we will discuss the specific details and solicit comments on the proposal from the neighborhood.

Proposal: Change zoning from R-6 to R-18. This will allow a density of 18 units per acre instead of 6 acres per unit.

Date: Friday, December 14th

Time: 5:30 PM

Location: 15214 Dayton Ave N, Shoreline WA 98133

Thank you for your consideration.

CITY OF SHORELINE

Planning & Community Development

RECEIVED DEC 27 2013 PCD

# COMPREHENSIVE PLAN – GENERAL AMENDMENT APPLICATION

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

Please attach additional pages to this form, as needed.

A. **Contact Information**

If the proposal is from a group please provide a contact name.

**Applicant:** Paula Lukoff Property owner 15220 Dayton Ave North, Shoreline WA 98133

Mailing Address 1752 NW Market St #130 Seattle Wa 98107

Telephone: (206) 915-4237 Fax: ( ) _____ E-mail: pnlukoff@seanet.com

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

I propose that you change the zoning to R18 which would allow the development of quality townhome style homes to be built on Dayton Ave N.

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

E32, LUII, LUV:, HI, HII, HIV, HV, HIX, H1, H3, H6, H11, H12

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

~~Shoreline needs to have development of higher density properties to upgrade the area and infrastructure (our neighborhood needs better lighting, and sidewalks and speed bumps) Additionally the City needs to encourage young families to move to the area with affordable housing easy commuting options in order to increase the tax base. Dayton Ave N are derelict and are not only~~

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

Paula N. Lukoff 12-27-13.

Applicant Signature Date

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

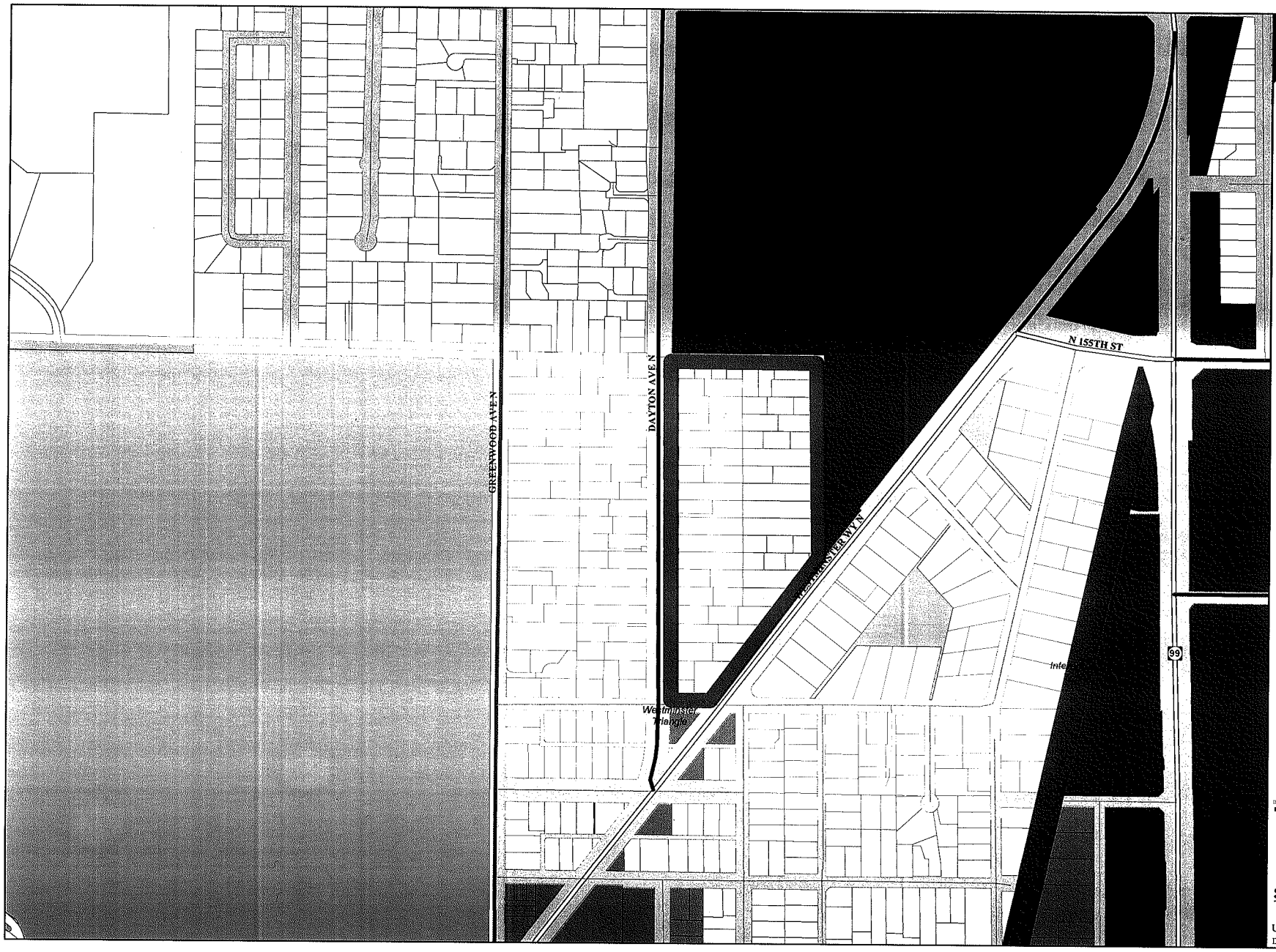


**17500 Midvale Avenue North, Shoreline, Washington 98133-4905**
Telephone (206) 801-2500 Fax (206) 801-2788 pcd@shorelinewa.gov

**D. Support for the Amendment.**

Shoreline needs to have development of higher density properties to upgrade the area and infrastructure. Currently too many of the homes on Dayton Ave N are run down and derelict. Not only are they an eyesore, but many such as the adjacent property to the south of me (15214 Dayton) are dangerous fire hazards and devalue other properties in the neighborhood. By increasing the development of the area, bringing in new residents and upgrading the street infrastructure with real sidewalks and sufficient street lighting, the neighborhood would change for the better and take Dayton Ave North from being just a busy street in Highland Terrace to becoming a vital residential hub with easy access to the Interurban Trail and walkable distance to shopping and the nearby Shoreline community college.

By changing the zoning to R18, properties owners who wish to, will be able to sell to progressive developers who understand that Highland Terrace is perfectly situated for high quality entry level housing at affordable price points for young families who wish to have a suburban experience with convenient access to Seattle and the Eastside.




# City of Shoreline

## Comprehensive Plan Land Use

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

Shows amendments through July 25, 2011.

### Comprehensive Plan Land Use Designation

- 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

### Other Map Features

- City Boundary
- Outside Shoreline
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street
- Unclassified Right of Way

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

CITY OF SHORELINE

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User Name: sszafran Date: 1/2/20

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6.a Study Item


6.a Study Item

CITY OF SHORELINE

*City of Shoreline*

# 2014 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.

1. 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 following item has been requested to be added on the work plan for the Planning Commission's review and City Council adoption in 2014:**

2. Consider amending the Comprehensive Plan Land Use Map for the area bounded by Dayton Avenue N, Westminster Way N, and N 155th Street from Low Density Residential and Medium Density Residential to High Density Residential.

*Estimated timeframe for Council review/adoption: December 2014.*