

**PLANNING COMMISSION AGENDA ITEM**

CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** 2015 Comprehensive Plan Amendments

**DEPARTMENT:** Planning & Community Development

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

Public Hearing  
 Discussion

Study Session  
 Update

Recommendation Only  
 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**

Comprehensive Plan Amendments usually take two forms: Privately-initiated amendments and city-initiated amendments. Anyone can propose an amendment to the Comprehensive Plan. Privately initiated 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. There was one privately-initiated amendment submitted before December 31, 2014.

On March 19, 2015, the Planning Commission forwarding seven Comprehensive Plan amendments to the City Council. The City Council adopted by resolution the 2015 Comprehensive Plan docket which included the seven amendments recommended by Commission plus three other amendments that were proposed by Council. The Council set the final docket at their June 15 meeting (**Attachment 1**). The amendments are discussed below.

**AMENDMENTS**

**Amendment #1**

Amendment #1 seeks to add language to the introduction section of the Comprehensive Plan that outlines a public participation process.

Approved By:

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

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

## 6a. Staff Report - 2015 Comp Plan Amendments

Currently, the Introduction section of the Comprehensive Plan has a citizen participation element that contains one goal and eight policies. An audit by the Washington Cities Insurance Authority revealed that the City's Comprehensive Plan should develop a more specific citizen participation plan. RCW 36.70A.140 requires that each city "establish and broadly disseminate to the public a public participation program...for early and continuous public participation in the development" of the city's Comprehensive Plan.

Staff has included a draft of the Citizen Participation Plan in **Attachment 2**. The plan emphasizes the involvement of the broadest cross-section of the community, including the involvement of groups not previously involved. The proposed program contains a visioning process, Planning Commission involvement in facilitation and public meetings, noticing, written comment, and a communication program.

### **Amendment #2**

This amendment will copy the three new land use designations in the 185<sup>th</sup> Street Station Area Plan to the Land Use Element. The 185<sup>th</sup> Street Light Rail Station Subarea Plan includes three new zoning classifications: Mixed Use Residential 35', Mixed Use Residential 45', and Mixed Use Residential 70'. These three new zones should also be listed in the Land Use Section of the Comprehensive Plan for ease of reference.

Proposed language is included in **Attachment 3**.

### **Amendment #3**

This amendment will add language to the Comprehensive Plan identifying the Landscape Conservation and Local Infrastructure Program (LCLIP) as a potential funding source for public improvements.

The City began looking at the LCLIP program as a way to include Transfer of Development Rights (TDRs) into the light rail station subareas. In exchange for accepting development rights, the City will have access to financing for revitalizing designated districts. The City will also be able to bond against the future tax revenue generated by the development projects to make essential infrastructure improvements.

In addition to looking at the two station areas, the consultant (ECONorthwest, Forterra, Heartland, and King County) also looked at getting more TDRs in Town Center, the Aurora Square Community Renewal Area (CRA), and the Aurora Corridor. As part of this study, staff is looking at ways to encourage more TDRs through Development Agreements at the CRA and increased development potential in the future 145<sup>th</sup> Street Light Rail Station Subarea.

The 185<sup>th</sup> Street Light Rail Station Subarea Plan and implementing Development Code regulations include Transfer of Development Rights as a requirement for an applicant seeking a Development Agreement in the MUR-70' Zone and also as an alternative to providing affordable housing for the first 300 units developed within the Mixed-Use Residential zones. TDR implementation is necessary to take advantage of the LCLIP

## 6a. Staff Report - 2015 Comp Plan Amendments

program. The City Council has not yet approved a TDR program. This amendment and the proposed language in the Development Code are contingent upon additional research and consideration by the City Council.

Discussions with the consultants have revealed that the City's current Comprehensive Plan policies are adequate to move forward with a TDR program if the Council chooses to do so.

The Comprehensive Plan contains policies that address TDRs and infrastructure improvements:

Policy 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.

Policy ED4 – Use incentives and development flexibility to encourage quality development.

Policy NE1 – Promote infill and concurrent infrastructure improvement in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.

Policy CF5 – Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential in areas zoned for commercial and mixed-use.

Policy ED21 – Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.

Policy CF10 – Consider all available funding and financial mechanisms, such as utility rates, bonds, impact fees, grants, and local improvement districts for funding capital facilities.

Staff is recommending that this docket amendment be withdrawn since there are existing policies as noted above to support the Council's further exploration and potential approval of both a TDR program and utilization of LCLIP to fund infrastructure.

### **Amendment #4**

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 Route Development Plan and is actively pursuing 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. With the annexation of 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.

## 6a. Staff Report - 2015 Comp Plan Amendments

Actual annexation consideration will not occur until 2016 or later. The 145<sup>th</sup> Street Corridor Study will not be completed until the first quarter of 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. Therefore, staff is recommending this docket item be carried over to the 2016 docket.

### Amendment #5

The City anticipated that the Transportation Corridor Study on mitigating adverse impacts from Blue Square Real Estate's (BSRE's) proposed development of Point Wells would be completed in 2015. Therefore, staff is recommended that the same Comprehensive Plan amendment docketed in 2014, that would amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan remain on the docket for 2015. These amendments may be needed to reflect the outcomes of the Traffic Corridor Study as described in Policy PW-9 when it is completed.

*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.*

The intent of the Transportation Corridor Study is to further determine the impacts of future development at Point Wells, including a maximum amount for vehicle exiting and entering the development, the level of improvements or mitigation required to accommodate the impacts while staying within the City's established regulations (e.g. level of service D) and establishing a traffic "cap" (e.g. Average Daily Traffic – ADT, or peak hour volume) to the project where each phase of the project would be evaluated and required to remain within the "cap".

The process for the Transportation Corridor Study has included a combination of workshops and open houses totaling seven (7) meetings and lasting approximately three months (<http://shorelinewa.gov/government/departments/planning-community-development/planning-projects/point-wells/transportation-corridor-study>). The workshops focused on the lower section of Richmond Beach Drive NW and the upper

## 6a. Staff Report - 2015 Comp Plan Amendments

section of Richmond Beach Road where individual property owners participated in a process of deciding the level of improvements necessary along the two right-of-ways. Some examples include whether or not to include on-street parking, bike lanes, sidewalks or pathways and on which side of the street these facilities should be located and transit access. Other issues included the ease of left turning movements in relation to the traffic projections, driveway access and minimizing cut through traffic in the surrounding neighborhoods.

The open houses were intended to provide more general information and participation for the much larger area anticipated to be impacted from the development. This included an area from Point Wells, up Richmond Beach Drive NW all the way through Aurora Avenue and on to Interstate 5 at 175<sup>th</sup> Street. More site specific improvements are anticipated to be required as the traffic impact is disbursed through the roadway network and could include such examples as widened and signalized intersection improvements along Richmond Beach Road at 20<sup>th</sup>, 15<sup>th</sup>, 8<sup>th</sup> and 3rd.

Based on the outcome of the corridor study and information learned from the workshops and open houses, proposed amendments may include text and policy changes to the Point Wells Subarea Plan; amendments to incorporate mitigation projects in the Capital Facilities Element; and reclassification of NW Richmond Beach Road in the Transportation Element and Transportation Master Plan. Also, there may be a need to consider amendments to the Comprehensive Plan that could result from the development of Interlocal agreements as described in Policy PW-13.

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

In summary, it is anticipated that the Point Wells Subarea Plan may be amended to allow for an increase above the current 4,000 maximum vehicle trips per day on Richmond Beach Drive between NW 199<sup>th</sup> and NW 205<sup>th</sup>. These amendments would be done concurrently with a Development Agreement with the owner(s) of the Point Wells property. This would establish a maximum trip count for new development within the subarea consistent with the City's level of service, and that will provide financing for mitigation projects needed to support the new level of service.

Staff does not anticipate that the Richmond Beach Traffic Corridor Study will be complete in 2015 and therefore any recommendations coming out of the study will not be considered by the City Council until at least 2016 and therefore this docket item will need to be carried over to the 2016 docket.

## 6a. Staff Report - 2015 Comp Plan Amendments

### Amendment #6

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 of 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 subareas, 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 occur in 2016. The City Manager's recommended 2016 budget will include one-time funding for professional service support to work on these items. As a result, staff recommends this docket item be carried forward to 2016.

### Amendment #7

This amendment will remove a portion of Westminster Way between N 155<sup>th</sup> Street and Aurora Avenue from the City's designated truck route map in the Transportation Master Plan (**Attachment 4**).

The Council adopted the Aurora Corridor Pre-Design Study in 1999 under Resolution No. 156. Part of that adoption included the "32 Points" which provided guidance on the design and implementation of the Aurora Corridor. Point #17 includes the direction to pursue closure of Westminster north of 155<sup>th</sup> Street. Westminster Way is a Federally Classified truck route, and staff has worked with the Washington State Department of Transportation (WSDOT) and the Federal Highways Administration (FHWA) to declassify the truck route designation north of 155<sup>th</sup>. This has been approved by WSDOT and FHWA and is no longer classified by them. As well, this amendment was discussed with Council on May 11 and will again be discussed as part of the adoption of the Westminster Way N Right-of-way Vacation.

### Amendment #8

This amendment concerns transportation level of service standards. This amendment will add language to the Comprehensive Plan Policy T-44 (**Attachment 5**) regarding level of service standards in anticipation of adopting level of service standards for pedestrian and bicycle modes later in 2015, and evaluation and potential new multi-modal level of service standards in the future. Current level of service standards only account for motor vehicle travel. Revision of the level of service standards to include pedestrian and bicycle facilities is needed to support Goals T II, T III, and T VI of the Comprehensive Plan.

Policy T44 will be amended to add: Adopt level of service standards for transit, walking and bicycling. Maintain the adopted level of service standards until a plan-based multi-modal concurrency approach is adopted that includes motor vehicles, transit, walking and bicycling transportation measures.

Staff recommends approval of this Comprehensive Plan amendment by amending Policy T44 to include the previously underlined language.

### Amendment #9

The purpose of this amendment is to make it clear that when development occurs at Point Wells, the City will work toward adoption of interlocal agreements for not only the jurisdictions of Woodway, Edmunds, and Snohomish County but all other service providers. This amendment will update the Point Wells Subarea Plan Policy PW13 and all other applicable policies to include all service providers as entities the City will work with when development occurs at Point Wells.

The Council added this amendment to the docket at their meeting on June 15. The proposed language is included in **Attachment 6**.

Staff recommends approval of this Comprehensive Plan amendment by amending Policy PW-13 to include “and all other service providers”.

### Amendment #10

This year there was one privately initiated amendment. The amendment asks to consider changes to the Transportation Element of the Comprehensive Plan that would set citywide average daily trip (ADT) limits for nonarterial streets and Collector Arterial streets.

The proposed ADT limits would apply even if the capacity of the subject street may be higher and/or if level of service (LOS) failures would not result if ADTs were higher than the proposed ADT limits.

Generally, the amendment would place a default limit of 1,500 ADTs for a nonarterial street and a default limit of 3,000 ADTs for Collector Arterial streets. The proposal would

## 6a. Staff Report - 2015 Comp Plan Amendments

allow Council to raise the ADT limit to 3,000 on a nonarterial street and 7,000 ADTs on a Collector Arterial street. Council could only increase the ADT for an extraordinary circumstance on a case-by-case basis.

The Council changed the scope of this amendment on June 15. Instead of putting a default limit of average daily trips on nonarterial and Collector Arterial streets, the Council wanted staff to study the requirement of adding a volume over capacity (V/C) 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.

Staff recommends that this docket item be carried forward to the 2016 Docket. Staff will not be able to complete the technical and analytical work, including coordination with consultant support, along with the other work plan items already scheduled, in 2015. The recommendation is that this work be included with the work done to update the City's Transportation Master Plan in the second half of 2016 and be considered as part of the 2016 Comprehensive Plan Amendment Docket.

The work anticipated in 2016 to evaluate the V/C Level of Service for Collector Arterials includes updating the Shoreline Transportation Model that was used during the last Transportation Master Plan update in 2011. This includes modeling for a Volume over Capacity Level of Service (V/C LOS) standard for Collector Arterials, even though the City does not currently have a V/C LOS for Collector Arterials. Based upon the V/C modeling, the City established the following criteria to determine future roadway improvement (growth) projects:

- The roadway is a Principal or Minor Arterial
- The roadway is not a state highway, as these roadways are exempt from concurrency standards
- The average V/C ratio along the project corridor is greater than 0.90
- The ability to mitigate the impacts of growth is entirely within the jurisdiction of the City (i.e. does not require improvements in neighboring jurisdictions)

Since the Transportation Model included a review of V/C ratios for City Collector Arterials, we will not have to update the model which saves some amount of effort however, the current model indicates that we would need to incorporate a few new growth projects into our Traffic Impact Fee (TIF) structure if we change the first bullet above to include Collector Arterials. It is not only new development that must meet level of service standards, but the City itself for existing transportation levels.

A consultant would need to be utilized to develop capacity improvement projects and estimates for Fremont Ave N, Greenwood Ave N, and 8<sup>th</sup> Ave NW. We would then need to understand how this impacts the TIF rate study. This is the base information that staff believes is necessary for the Planning Commission to make a recommendation for Council's consideration on whether the City should adopt a V/C LOS for Collector Arterials. Engaging the consultants will take both financial resources and additional staff time to evaluate options presented by the consultants.



## 6a. Staff Report - 2015 Comp Plan Amendments

Staff is recommending this amendment be included in the 2016 Comprehensive Plan docket to be studied in 2016/2017.

### **TIMING AND SCHEDULE**

- Planning Commission Public Hearing– October 15, 2015
- Council Study Session – November 23, 2015 (tentative)
- Council adoption – December 14, 2015 (tentative)

### **RECOMMENDATION**

Staff recommends approval of docket items 1, 2, 7, 8 and 9 and items 4, 5, 6, and 10 be carried over to the 2016 docket. Staff recommends withdrawing item 3.

### **ATTACHMENT**

Attachment 1 – Final Docket

Attachment 2 – Public Participation Plan

Attachment 3 – Station Area Designations

Attachment 4 – Map of Truck Routes

Attachment 5 – Policy T-44: Adopt LOS for Pedestrians and Bicycling

Attachment 6 – Adding Service Providers to Policy PW-13



## **2015 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 add a Public Participation Process into the Introduction section of the Comprehensive Plan.
2. Amend the Land Use Element to include Land Use Designations Station Area 1, 2, & 3 designations (SA1, SA2, and SA3).
3. Add Comprehensive Plan language identifying Landscape Conservation and Local Infrastructure Program as a potential funding source for public improvements.
4. Amend the Comprehensive Plan for 145<sup>th</sup> annexation and all applicable maps.
5. 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.
6. 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.
7. Amend the Transportation Master Plan to remove a portion of Westminster Way as a designated truck route.
8. Adopt level of service standards for transit, walking and bicycling. Maintain the adopted level of service standards until a plan-based multi-modal concurrency approach is adopted that includes motor vehicles, transit, walking and bicycling transportation measures.

9. Amend the Point Wells Subarea Plan Policy PW13 and all other applicable policies to include all service providers as entities the City will work with when development occurs at Point Wells.
10. 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.

*Estimated timeframe for Council review/adoption: December 2015.*

## DRAFT PUBLIC PARTICIPATION PLAN – COMPREHENSIVE PLAN

### Framework Goals

The original framework goals for the City were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the city's future. To achieve balance in the city's development, Framework Goals must be viewed as a whole, without one being pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

- FG1:** Continue to support exceptional schools and opportunities for lifelong learning.
- FG2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.
- FG3:** Support the provision of human services to meet community needs.
- FG4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
- FG5:** Encourage an emphasis on arts, culture, and history throughout the community.
- FG6:** Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education, and stewardship.
- FG8:** Apply innovative and environmentally sensitive development practices.
- FG9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
- FG10:** Respect neighborhood character and engage the community in decisions that affect them.
- FG11:** Make timely and transparent decisions that respect community input.
- FG12:** Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for older adults and people with disabilities.
- FG13:** Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- FG14:** Designate specific areas for high-density development, especially along major transportation corridors.
- FG15:** Create a business-friendly environment that supports small and local businesses, attracts large businesses to serve the community, expands our jobs and tax base, and encourages innovation and creative partnerships.
- FG16:** Encourage local neighborhood retail and services distributed throughout the city.
- FG17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies, and the business community.
- FG18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

### Citizen Participation

RCW 36.70A.140 of the Washington Growth Management Act requires that each city “establish and broadly disseminate to the public a public participation program...for early and continuous public participation in the development” of the city’s Comprehensive Plan.

Consistent with the recommendations of the GMA which emphasize the involvement of the broadest cross-section of the community, including the involvement of groups not previously involved, the City of Shoreline adopts the following program for citizen participation for future Comprehensive Plan Major Updates and other City initiated projects:

1. Visioning Process – This process provides Shoreline citizens an opportunity to establish a framework and context upon which the Comprehensive Plan major update will be based. Planning Commission meetings will provide the forum for the initial community visioning process. A draft “Vision” will be tested for consistency during the development of the Plan as the community identifies priorities and implementation strategies and updated accordingly. The ultimate “Vision” will be established at the conclusion of the planning process by the City Council as a result of community participation.
2. Planning Commission. The Planning Commission will play a key role in establishing the City’s dialogue with community members, hosting meetings and workshops during the development of the Comprehensive plan and other city-initiated projects such as subarea plans, master plans, and development agreements. The Planning Commission will evaluate information provided by the community and develop recommendations for submission to the City Council.
3. Citizen Survey – The City will use the Citizen Satisfaction survey, if available, to inform future Comprehensive Plan amendments.
4. Public Meetings. Public meetings will be hosted by the Planning Commission on draft Comprehensive Plan amendments and other city-initiated projects. This ensures that the City will meet the requirement for “early and continuous” public participation in the comprehensive planning process.
5. Public Hearing. At least one public hearing will be held before the Planning Commission to discuss proposed plan amendments.
6. Public Notice. The City will provide notice of all meetings and hearings pursuant to the requirements of RCW 36.70A.020 and .035.
7. Written Comment. The public will be invited to submit written comments. Comments will be specifically solicited from residents, special interest organizations and business interests. Comments may be in the form of letters, emails and other correspondence to

the City regarding the Plan or comments received electronically on the City's website. All comments will be logged-in according to specific area of the Plan.

8. Communications Programs & Informational Services – As staff and budgetary resources allow, the activities will be undertaken to ensure broad-based citizen participation:

a. Comprehensive Plan and city-initiated projects news in Citywide Newsletter (Currents)– updating the community on planned meetings, workshops or other significant events. Articles on topics related to the plan and a request for feedback from the community on topics related to the Plan or projects. The newsletter article will be disseminated via the City's website, emailed to a mailing list and/or provided in paper copy as appropriate.

b. Interest Groups – Contact local interest groups (i.e. Chamber of Commerce, home builders, environmental, neighborhoods, etc.) and arrange to meet and discuss relevant Comprehensive Plan, Development Code amendments and other city project issues.

c. Community Workshops – Conduct community workshops hosted by the Planning Commission to encourage neighborhood participation in the development of the Comprehensive Plan or subarea related plans. These meetings may be held at city hall, neighborhood schools, churches or other community facilities.

d. Press Release & Public Service Announcements – Work with the local newspapers, blogs, and social media to advertise and promote significant events related to city issues including the Comprehensive Plan, Development Code amendments and other city issues.

e. Develop a database of interested citizens and provide regular correspondence concerning the status of amendments.

f. Identify key resource personnel representing agencies and groups whose plans will be integrated into the Comprehensive Plan, including but not limited to fire districts, utilities, libraries and school district.

g. Maintain a log of all public participation meetings, events and actions that the City engages in to provide documentation on the City's effort to meet the requirements of the GMA.

### GOALS

**Goal CP I:** To maintain and improve the quality of life in the community by offering a variety of opportunities for public involvement in community planning decisions.

### POLICIES

- CP1:** Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly.
- CP2:** Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.
- CP3:** Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan.
- CP4:** Consider community interests and needs when developing modifications to zoning or development regulations.
- CP5:** Encourage and emphasize open communication between developers and neighbors about compatibility issues.
- CP6:** Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements and subareas of the Comprehensive Plan.
- CP7:** Educate residents about various planning and development processes, how they interrelate, and when community input will be most influential and effective.
- CP8:** Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

### Community Profile

The City of Shoreline is located in the northwestern corner of King County along the shores of Puget Sound. Shoreline is generally bounded by the City of Lake Forest Park to the east, the City of Seattle to the south, Puget Sound to the west, and Snohomish County to the north (specifically, the Cities of Mountlake Terrace and Edmonds, the Town of Woodway, and the unincorporated area of Point Wells).

## 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.
- 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 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 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 Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity of the future light rail stations at I-5 and 185<sup>th</sup> Street and I-5 and 145<sup>th</sup> Street. The SA1 designation is intended to support high density residential, a mix of uses, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The MUR-70' Zone is considered conforming to this designation.
- LU12. The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in areas surrounding the future light rail stations at I-5 and 185<sup>th</sup> Street and I-5 and 145<sup>th</sup> Street. The SA2 designation is intended to provide a transition from the SA1 designation and encourages the development of higher density residential along arterials in the subarea, neighborhood commercial uses, reduced parking standards, increased housing choices, and transitions to lower density single family homes. The MUR-45' Zone is considered conforming to this designation.
- LU13. The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in area surrounding the future light rail stations at I-5 and 185<sup>th</sup> and I-5 and 145<sup>th</sup>. The SA3 designation is intended to provide a transition from the SA1 and SA2 designation and transitions to lower density designations and encourages the development of medium density residential uses, some neighborhood commercial uses, increased housing choices, and transitions to low-density single-family homes. The MUR-35' Zone is considered conforming to this designation.
- LU14. 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.

- LU15. 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.
- LU16. Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.
- LU17. Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.

### Other Land Uses

- LU18. 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.
- LU19. 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.
- LU20. 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.
- LU21. 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.
- LU22. *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 Development Code.

### Light Rail Station Areas

- LU23. 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.
- LU24. 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.
- LU25. Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

- LU26. 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.
- LU27. 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.
- LU28. 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.
- LU29. 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.
- LU30. 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.
- LU31. Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU32. Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU33. Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU34. Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for *Transit-Oriented Communities (TOCs)*, taking into account when the city's development needs and market demands are ready for change.
- LU35. Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU36. Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU37. Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU38. Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU39. Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.

- LU40. Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU41. Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU42. Use the investment in light rail as a foundation for other community enhancements.
- LU43. Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU44. Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU45. Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU46. Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

### **Future Service Annexation Area**

- LU44. Support annexations that are in the best interest of the long-term general welfare of the residents of the annexation area, the existing Shoreline community, and the City because they:
  - share a community identity;
  - are logical additions, and contiguous with the city;
  - complete the geographical areas of interest as indicated in pre-incorporation boundaries;
  - offer benefits and opportunities consistent with the City's Vision 2029 and Framework Goals;
  - would benefit from consistent regulations and coordinated land use and impact mitigation;
  - balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
  - could access public safety, emergency, and urban services at a level equal to or better than services in existence at the time of annexation, without affecting level of service for existing
    - residents; and/or
    - could provide improved local governance for the City and the
    - annexation areas.

- LU45. Assure that adequate funding is in place, or will be available within a reasonable time, to support required public facilities and services.
- LU46. Assign an equitable share of the City's bonded indebtedness to newly annexed areas.
- LU47. Consider annexation of 145th Street adjacent to the existing southern border of the City. Boundaries would be as follows: (western) west side of 3rd Avenue NW; (eastern) up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (southern) all of the 145th Street 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.

- LU59. Consider social equity and health issues in siting uses, such as manufacturing and essential public facilities, to provide protection from exposure to harmful substances and environments.

### **Essential Public Facilities (EPF)**

- LU60. Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in 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).
- LU61. 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 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.

- LU62. Use this interim Siting Process to site the essential public facilities described in LU60 in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

### **Interim EPF Siting Process**

1. Use policies LU60 and 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.
- LU63. After a final siting decision has been made on an essential public facility according to the process described in 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.
- LU64. For EPF having public safety impacts that cannot be mitigated through the process described in 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.
- LU65. Locate essential public facilities equitably throughout the city, county, and state. No jurisdiction or area of the city should have a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from any specific locations in the city.

### **Water Quality and Drainage**

- LU66. Design, locate, and construct surface water facilities to:
- promote water quality;
  - enhance public safety;
  - preserve and enhance natural habitat;
  - protect critical areas; and
  - reasonably minimize significant, individual, and cumulative adverse impacts to the environment.
- LU67. Pursue state and federal grants to improve surface water management and water quality.
- LU68. Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.
- LU69. Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.
- LU70. Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.




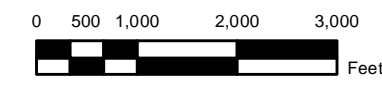
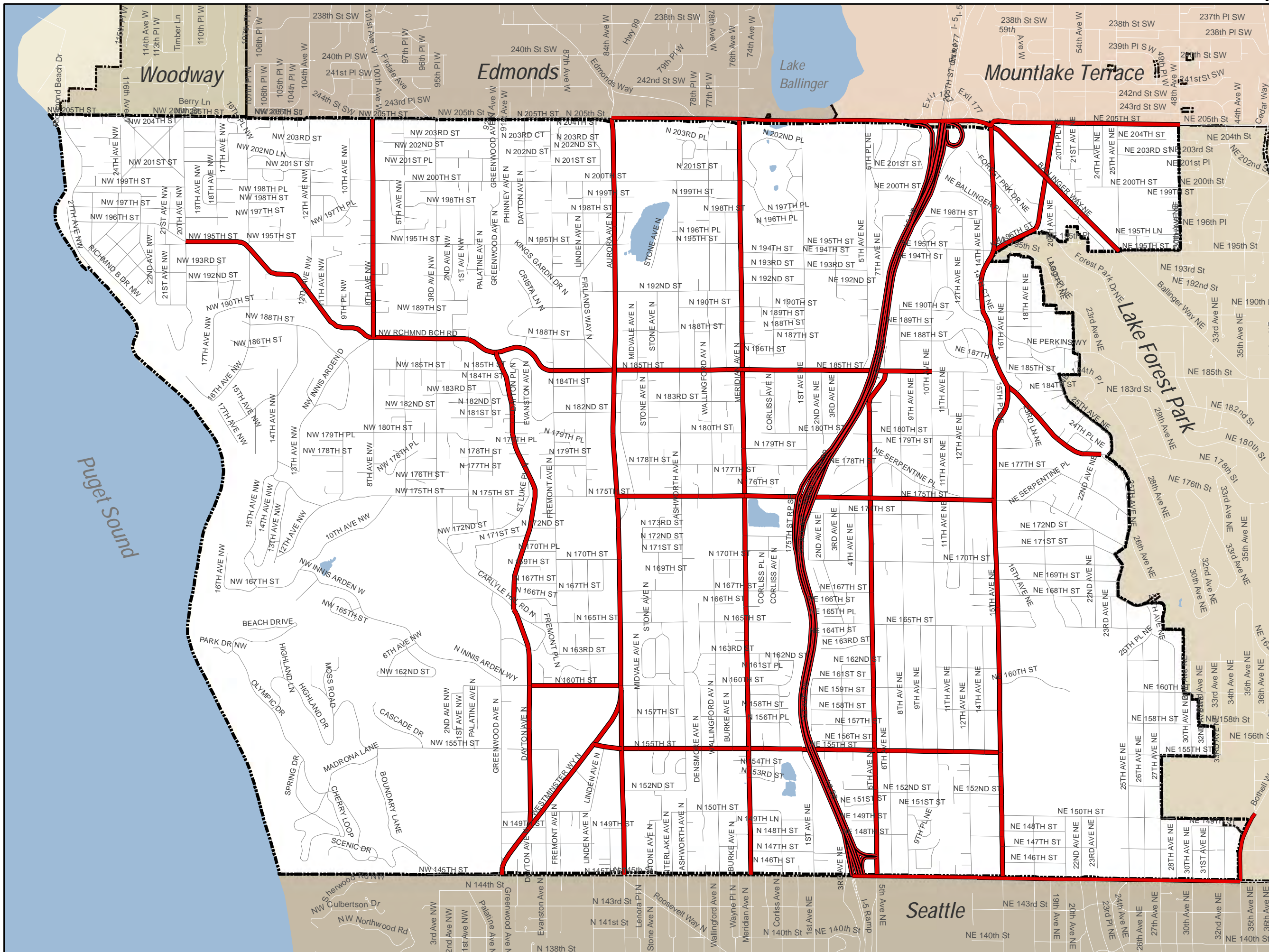
- LU71.** Collaborate with the State Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, enhance water quality, and resolve related inter-jurisdictional concerns.
- LU72.** Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.
- LU73.** Pursue obtaining access rights, such as easements or ownership, to lands needed to maintain, repair, or improve portions of the public drainage system that are located on private property, and for which the City does not currently have legal access.

Figure G

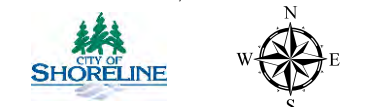
# Truck Routes

## Legend

 Truck Route



1 inch = 1,916 feet



T44. Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor 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 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 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.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10

Adopt level of service standards for transit, walking and bicycling. Maintain the adopted level of service standards until a plan-based multi-modal concurrency approach is adopted that includes motor vehicles, transit, walking and bicycling transportation measures.

Policy PW-13 The City should work with the Town of Woodway, City of Edmonds, and 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.