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Planning Commission Meeting Date: February 4, 2016

Agenda Item

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**PLANNING COMMISSION AGENDA ITEM**

CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Development Code Amendments – Light Rail System and Facilities Permitting Process and Applicable Regulations

**DEPARTMENT:** Planning & Community Development

**PRESENTED BY:** Rachael Markle, AICP, Director

Public Hearing

Study Session

Recommendation Only

Discussion

Update

Other

**INTRODUCTION**

Light rail is on its way to Shoreline beginning service in 2023. Based on Sound Transit's latest schedule, permit review will begin as early as 2016. The Planning Commission recommended that Sound Transit's system and facilities be approved through a Special Use Permit at the January 21<sup>st</sup> meeting. The Special Use Permit includes criteria that an applicant must justify when seeking approval. This criterion is general and applies for all special uses and is not specific to light rail transit systems and facilities.

The purpose of tonight's proposed Development Code amendments are to create unique Special Use Permit decision criteria and also create supplemental application submittal requirements for light rail transit. The unique decision criteria and supplemental submittal requirements will work in unison to mitigate the impacts of Sound Transit's light rail system and facilities on Shoreline's streets and neighborhoods.

The purpose of tonight's study session is to:

- Have a collaborative discussion with the Commission about proposed amendments
- Respond to questions regarding the proposed amendments
- Determine what amendments need more research/analysis
- Identify if there is a need for additional amendments
- Develop a recommended set of Development Code amendments for the Public Hearing

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Amendments to Shoreline Municipal Code (SMC) Title 20 (Development Code) are processed as legislative decisions. Legislative decisions are non-project decisions made by the City Council under its authority to establish policies and regulations. The Planning Commission is the reviewing authority for legislative decisions and is responsible for holding an open record Public Hearing on the official docket of proposed Development Code amendments and making a recommendation to the City Council on each amendment.

### **BACKGROUND**

The Planning Commission spent multiple meetings discussing draft amendments regarding the land use entitlement process that will allow Sound Transit's development activities. The Planning Commission studied these amendments on September 3, 2015. On October 1, the Commission held a public hearing on the draft amendments and it was at this meeting staff recommended removing Sound Transit related amendments to be brought back at a later date.

Staff returned to the Planning Commission with the Sound Transit related amendments for study sessions on December 17, 2015 and January 7, 2016. On January 21, the Commission recommended approval of the first group of Sound Transit related Development Code amendments (amendment package 2) that adopted the procedure for land use approval for light rail transit system/facilities. The Commission recommended to Council that the Special Use Permit is used to:

- Locate the light rail system/facilities as an essential public facility in zones where this use would be prohibited;
- Through the application of criteria, condition the light rail system/facilities to be more compatible with adjacent land uses; and
- Approve deviations from the regulations as appropriate to accommodate the light rail transit system/facilities as essential public facilities.

Following the January 21<sup>st</sup> public hearing, the Planning Commission also recommended to the City Council amendments to the Development Code that establish which development regulations apply to light rail transit system/facilities, especially when located on land that is not zoned, which is primarily various types of right of way.

The following is list of specific existing development regulations recommended to apply to the design of light rail system/facilities such as stations, parking garages, and associated accessory structures:

1. SMC 20.50.020(2) - Dimensional standards of the MUR-70' Zone;
2. SMC 20.50.220 through 20.50.250 – Commercial design standards;
3. SMC 20.50.290 through 20.50.370 – Tree conservation, and clearing and site grading standards;
4. SMC 20.50.380 through 20.50.440 – Parking, access, and circulation;
5. SMC 20.50.450 through 20.50.520 - Landscaping;
6. SMC 20.50.530 through 20.50.610 – Signs for the MUR-70' Zone;

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7. SMC 20.60 Adequacy of Public Facilities;
8. SMC 20.70 Engineering and Utilities Development Standards; and
9. SMC 20.80 Critical Areas.

The Planning Commission and staff also recommended that the following list of specific existing development regulations apply to the design of light rail transit system/facilities located between the stations along the rail alignment:

1. SMC 20.50.290 through 20.50.370 – Tree conservation, and clearing and site grading standards;
2. SMC 20.50.450 through 20.50.520 – Landscaping;
3. SMC 20.60 Adequacy of Public Facilities;
4. SMC 20.70 Engineering and Utilities Development Standards; and
5. SMC 20.80 Critical Areas.

The January 21 Planning Commission staff report can be found here:

<http://www.shorelinewa.gov/Home/Components/Calendar/Event/9476/182?toggle=allpast>

### **DISCUSSION**

As previously indicated by staff, there are additional amendments to consider in relation to the upcoming design, construction and operation of Sound Transit's light rail transit system and facilities in Shoreline. The following group of proposed Development Code amendments includes:

- Revised and new definitions;
- Additional decision criteria for approval of a Special Use Permit for light rail transit system/facilities;
- Supplemental application submittal requirements;
- Options for accelerated review and approval time for light rail transit system/facility projects; and
- A requirement for water and power at high capacity transit centers.

### **Revised and New Definitions**

There are two proposed amendments to Chapter 20.20 Definitions. The first proposal amends SMC 20.20.016 – D definitions. Staff proposes to strike “which provides an essential public facility” from the definition of Development Agreement”. Staff believes the option should be open to any public agency requesting a Development Agreement. This change is also precipitated by the recommendation to change the land use entitlement process for essential public facilities from a Development Agreement to a Special Use Permit, which was recommended by the Planning Commission on January 21<sup>st</sup>.

The second amendment to Chapter 20.20 is a new definition for Multi-Modal Access Improvements. Multi-Modal Access improvements are offsite improvements that improve travel options to make safe connections to public facilities. These offsite

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improvements may include sidewalks, bicycle lanes and/or paths, and traffic calming measures. This definition works with amendments to SMC 20.40.438 which lists required plans that are required as part of light rail transit system/facilities.

### **Decision Criteria for Special Use Permits**

In addition to the existing criteria used to review a Special Use Permit, staff is proposing additional decision criteria specific to light rail transit system/facilities. Staff wants to ensure that the proposed light rail stations, garages and other associated facilities: 1) use energy efficient and environmentally sustainable architecture and design; 2) demonstrate the availability of sufficient capacity and infrastructure to safely support light rail system/facilities; and 3) reflect the City's Guiding Principles for Light Rail Facility design.

The City anticipates that the future light rail stations, parking garages, rail line and associated facilities may impact City's streets, neighborhoods, and infrastructure. The proposed decision criteria will add more certainty that Sound Transit will fully evaluate the local impacts and provide the necessary mitigation to address impacts arise from their project. The local impacts will largely be defined by Shoreline's adopted standards and thresholds.

### **Supplemental Application Submittal Requirements**

SMC 20.40.140 and .160 lists Light Rail Transit System/Facilities as a use that is allowed through the approval of a Special Use Permit with added conditions (indexed criteria). What this means is an applicant must submit a Special Use Permit application and also meet the conditions listed in SMC 20.40.438. The Planning Commission recommended several amendments to SMC 20.40.438 following the January 21, 2016 Public Hearing. The recommendation included the addition of the following four (4) criteria:

1. 20.40.438(A) - A light rail transit system/facility shall be approved through a Special Use Permit as specified in SMC 20.30.355.
2. 20.40.438(B) – A Light Rail Transit System/Facility stations and parking garages shall conform to the listed development standards.
3. 20.40.438(C) – A Light Rail Transit System/Facility improvements located between the stations shall conform to the listed development standards.
4. 20.40.438(D) – Modification of 20.40.438 (B) and (C) Requirements. If the applicant demonstrates that compliance with one or more of the requirements set forth in this Section 20.40.438(B) and (C) is impracticable, would result in reduced public benefits, or alternative actions could meet or exceed the intended goals of such requirements, then the City may waive or modify such requirements as part of the Special Use Permit process.

The following supplemental index criteria are proposed by staff to add to the existing and

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previously recommended criteria:

E. The following supplemental submittal items are required to permit a light rail transit facility or light rail transit system within the City:

1. A Construction Management Plan is required for light rail transit system/facilities. The requirements for a Construction Management Plan can be found in the Engineering Design Manual. The Construction Management Plan shall be submitted to the City of Shoreline in advance of the submission of any development permits or prior to the completion of the 60% design and engineering phase for the Lynnwood Link Extension project, whichever is sooner.

2. A Parking Management Plan is required for light rail transit system/facilities to mitigate offsite impacts of parking. The Parking Management Plan shall include parking management and enforcement techniques to guard against parking impacts to surrounding neighborhoods. The Parking Management Plan shall be submitted to the City of Shoreline no later than the completion of the initial design and engineering phase for the Lynnwood Link Extension project.

3. A Multi-Modal Access Improvement Plan is required for light rail transit system/facilities. The Multi Modal Access Plan shall be submitted to the City of Shoreline no later than the completion of the 60% design and engineering phase for the Lynnwood Link Extension project.

4. A Neighborhood Traffic Plan is required for light rail transit system/facilities. A Neighborhood Traffic Plan shall include an assessment of existing traffic speeds and volumes and include outreach and coordination with affected residents to identify potential mitigation projects to be implemented within two years of the light rail facilities becoming operational. The Neighborhood Traffic Plan shall be submitted to the City of Shoreline no later than the completion of the 60% design and engineering phase for the Lynnwood Link Extension project.

5. A Transportation Impact Assessment (TIA) is required for light rail transit system/facilities. This analysis is intended to supplement the analysis and mitigation included in the FEIS for the Lynnwood Link Extension project to meet the Special Use Permit criteria. The City will require third party review of the TIA at the applicant's expense. The TIA shall be submitted to the City of Shoreline no later than the completion of the 60% design and engineering phase for the Lynnwood Link Extension project or as part of the SUP application, whichever is sooner.

The TIA at a minimum shall include:

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- a. A regional Traffic Analysis as defined by the City's Traffic Study Guidelines and proposed mitigation where impacts will result in a failure to meet the City's LOS standards;
- b. An assessment of accident risks at sidewalks and pedestrian paths including possible mitigation;
- c. A reassessment of the Synchro analysis to include increased pedestrian and bicycle activity and bus blockages at the intersections within a ¼ mile of proposed light rail transit system/facilities including proposed mitigation;
- d. Analysis of traffic impacts and proposed mitigation at additional intersections including but not limited to intersections along 155th Street and 5th Avenue;
- e. Evaluation of intersections with collision histories to determine if protective phasing and mitigation are necessary;

### F. Project and Permitting Processes Light Rail System/Facility.

#### 1. Accelerated Project and Permitting Process.

- a. All City permit reviews will be completed within a mutually agreed upon reduced number of working days within receiving complete permit applications and including subsequent revisions in accordance with a fully executed Accelerated Project and Permitting Staffing Agreement between the City and Sound Transit.
- b. The fees for permit processing are determined as part of the Accelerated Project Permitting Staffing Agreement.
- c. An Accelerated Project and Permitting Staffing Agreement shall be executed by the parties prior to the applicant's submittal of the Special Use Permit application; or the applicant may choose to utilize the City's standard project and permitting processes.

#### 2. Standard Project and Permit Process.

- a. All complete permit applications will be processed and reviewed in the order in which it is received and based on existing resources at the time of submittal.
- b. Cost: Permit fees will be charged in accordance with SMC 3.01.010. This includes the ability for the City to charge its

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established hourly rate for all hours spent in excess of the estimated hours for each permit.

c. Due to the volume of permits anticipated for development of the light rail system/facilities in Shoreline, in absence of an Accelerated Project Permitting Staffing Agreement, the Target Time Limits for Decisions denoted in SMC 20.30 may be extended if adequate staffing is not available to meet demand.

The intent behind the proposed additions to SMC 20.40.438 is to address with mitigation specific direct impacts resulting from the construction and operation of the Lynnwood Link Extension project.

The Construction Management Plan will place restrictions such as hours construction may occur, requirement for sound muffling on tools, equipment and vehicles, hauling routes, traffic control, erosion sediment control. The specific regulations regarding construction management will be drafted and placed in the City's Engineering Development Manual.

The Parking Management Plan will be required to mitigate the possible overflow of vehicles onto City streets and into the surrounding neighborhoods. Some of the techniques used to control and manage parking include onsite parking enforcement, parking enforcement by police on city streets, Residential Parking Zones (RPZ's), secure bike lockers, incentives for carpools, and ORCA cards. The Parking Management Plan will be required to the City no later than the completion of the initial design for each station and garage. The Parking Management Plan will ultimately be approved by the City's Traffic Engineer.

The Multi-Modal Access Improvement Plan will be required no later than the completion of the 60% design plans. Multi-Modal Access improvements are offsite improvements that improve travel options to make safe connections to public facilities. These offsite improvements may include sidewalks, bicycle lanes and/or paths, and traffic calming measures. The intent of a Multi-Modal Access Improvement Plan will ensure that residents and travelers will have safe connections to and from the stations to other point in the City of Shoreline.

The Neighborhood Traffic Plan will be required no later than the completion of 60% design and engineering. The proposed light rail stations have the possibility of creating cut-through traffic on low volume and low speed nonarterial streets. A Neighborhood Traffic Plan shall include an assessment of existing traffic speeds and volumes and include outreach and coordination with affected residents to identify potential mitigation projects to be implemented within two years of the light rail facilities becoming operational.

A Transportation Impact Assessment (TIA) will be required for a light rail transit system/facility. This TIA is intended to analyze the projects impacts on locally adopted

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standards and levels of service. This work will supplement the analysis and mitigation included in the FEIS for the Lynnwood Link Extension project. The TIA information is needed to meet the Special Use Permit criteria. The City will require third party review of the TIA at the applicant's expense. The TIA shall be submitted to the City of Shoreline no later than the completion of the 60% design and engineering phase for the Lynnwood Link Extension project or the submittal of the SUP, whichever is sooner.

The TIA at a minimum shall include:

- Regional traffic analysis as defined by the City's Traffic Study Guidelines and propose mitigation where impacts will result in a failure to meet the City's LOS standards;
- An assessment of accident risks at sidewalks and pedestrian paths including possible mitigation;
- A reassessment of the Synchro analysis to include increased pedestrian and bicycle activity and bus blockages at the intersections within a ¼ mile of proposed light rail transit system/facilities including proposed mitigation;
- Analysis of traffic impacts and proposed mitigation at additional intersections including but not limited to intersections along 155th Street and 5th Avenue; and
- Evaluation of intersections with collision histories to determine if protective phasing and mitigation are necessary.

### **Options for Accelerated Review and Approval Time for Light Rail Projects**

Staff has proposed adding a section to SMC 20.40.438 (F) that gives Sound Transit the option of applying for accelerated permit processing. Accelerated processing will be mutually agreed upon through an accelerated project and permitting staffing agreement between Shoreline and Sound Transit. The accelerated permitting and staffing agreement will give Sound Transit the assurance that plans and permits will be processed with little delay and the City will be assured that we have sufficient funding to hire the staff and consultants to carry out accelerated timelines. This is a process Sound Transit has used with past light rail projects in other jurisdictions such as Redmond.

If Shoreline and Sound Transit cannot come to an agreement regarding accelerated permitting and the necessary staffing to carry out the accelerated timeline, Sound Transit's permits will be processed like all other permit applications. All complete permit applications would be processed and reviewed in the order in which it is received and based on existing resources at the time of submittal. Due to the volume of permits anticipated for development of the light rail system/facilities in Shoreline, in absence of an Accelerated Project Permitting Staffing Agreement, the Target Time Limits for Decisions denoted in SMC 20.30 may be extended if adequate staffing is not available to meet demand.



### **Requirement for Water and Power at High Capacity Transit Centers**

Staff is proposing to add a requirement to SMC 20.50.240 (F) which is the public places section of the commercial design standards. Public places are those areas of commercial and multifamily development that encourage and accommodate pedestrians and street level uses between buildings and the public realm. 20.50.240 (F) currently includes:

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

Staff is recommending the addition of the following language:

g. Publically accessible water and electrical power supply shall be supplied at high capacity transit centers and stations and associated parking.

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High Capacity transit centers and light rail stations should have the infrastructure in place to encourage services for transit riders such as coffee carts, food vendors, and other uses that will make the transit center more accommodating to transit riders.

### **NEXT STEPS**

There is still a few remaining issues staff and the Planning Commission Light Rail Subcommittee may like to address with amendments to the Development Code. These issues include:

- Tree protection and replacement in relation to the development of the Lynnwood Link Extension project; and
- Additional standards to address public safety, noise and vibration on private property adjacent to the light rail system/facilities.

### **TIMING AND SCHEDULE**

- March 3, 2016 – 2<sup>nd</sup> Planning Commission Study Session on Part 1 of Batch 3 of the ST Amendments. Introduction of Part 2 of Batch 3 of Sound Transit Related Development Code Amendments.
- April 7, 2016 – Planning Commission Public Hearing on Sound Transit Related Development Code Amendments Parts 1 and 2 of Batch 3.
- May 9, 2016 - City Council discussion
- May 23, 2016 - City Council adoption

### **RECOMMENDATION**

No recommendation is provided for this study session. Staff may make revisions based on tonight's discussion and bring a revised set of amendments to Commission for a second study session on March 3, 2016.

### **ATTACHMENT**

Attachment A – Draft Development Code Amendments related to Light Rail System/Facilities Package 3 Part 1

**Amendment Package #3 Part 1: Development Code Amendments Delayed to Allow for Additional Review by Sound Transit and Coordination with the City of Shoreline**

**20.20.016 D definitions.**

**Development Agreement** A contract between the City and an applicant having ownership or control of property, or a public agency ~~which provides an essential public facility~~. The purpose of the development agreement is to set forth the development standards and other provisions that shall apply to, govern and vest the development, use, and mitigation of real property within the City for the duration specified in the agreement and shall be consistent with the applicable development regulations and the goals and policies in the Comprehensive Plan. (Ord. 706 § 1 (Exh. A), 2015).

**20.20.034 M definitions.**

**Multi-Modal Access Improvements** – Multi-modal Access Improvements are offsite improvements that improve travel options to make safe connections to public amenities or facilities such as schools, high capacity transit facilities, bus stops, and commercial uses. Multi modal access improvements include, but are not limited to offsite sidewalks, bicycle infrastructure, traffic calming and amenity zones.

**20.30.330 Special use permit-SUP (Type C action).**

***Note: The sections and amendments below in italics were reviewed and recommended for approval by the Planning Commission following the January 21, 2016 Public Hearing and are provided for context.***

*A. Purpose. The purpose of a special use permit is to allow a permit granted by the City to locate a regional land use on unclassified lands, unzoned lands, or when not specifically allowed by the zoning of the location, but that provides a benefit to the community and is compatible with other uses in the zone in which it is proposed. The special use permit is may be granted subject to conditions placed on the proposed use to ensure compatibility with adjacent land uses.*

*B. Decision Criteria (applies to all Special Uses). A special use permit shall be granted by the City, only if the applicant demonstrates that:*

- 1. The use will provide a public benefit or satisfy a public need of the neighborhood, district or City or region;*
- 2. The characteristics of the special use will be compatible with the types of uses permitted in surrounding areas;*
- 3. The special use will not materially endanger the health, safety and welfare of the community;*
- 4. The proposed location shall not result in either the detrimental over-concentration of a particular use within the City or within the immediate area of the proposed use, unless the proposed use is deemed a public necessity;*
- 5. The special use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood;*
- 6. The special use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area or conditions can be established to mitigate adverse impacts;*
- 7. The location, size and height of buildings, structures, walls and fences, and screening vegetation for the special use shall not hinder or discourage the appropriate development or use of neighboring properties;*
- 8. The special use is not in conflict with the policies of the Comprehensive Plan or the basic purposes of this title; and*
- 9. The special use is not in conflict with the standards of the critical areas regulations, Chapter 20.80 SMC, Critical Areas, or Shoreline Master Program, SMC Title 20, Division II.*

**C. Decision Criteria (Light Rail Transit Facility/System only)**. In addition to the criteria in SMC 20.30.330(B), a Special Use Permit for a light rail transit system/facilities located anywhere in the City may be granted by the City only if the applicant demonstrates the following standards are met:

1. The proposed light rail transit system/facilities uses energy efficient and environmentally sustainable architecture and site design;
2. There is either sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) that meet the City's adopted Level of Service standards (as confirmed by the performance of a Transportation Impact Analysis) in the motorized and non-motorized transportation system to safely support the light rail transit system/facility development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to meet the Decision Criteria set forth in this Section 20.30.330(C)(3)(B), then the applicant must identify a plan for funding their proportionate share of the improvements; and
3. The applicant demonstrates that the design of the proposed light rail transit system/facility reflects the City's Guiding Principles for Light Rail System/Facilities and other impacted facilities, such as Ridgcrest Park, 195<sup>th</sup> Street Pedestrian Bridge, and the 185<sup>th</sup> and 145<sup>th</sup> Street multi modal access connections.

**20.40.438 Light rail transit system/facility.<sup>1</sup>**

***Note: The sections and amendments below in italics were reviewed and recommended for approval by the Planning Commission following the January 21, 2016 Public Hearing and are provided for context.***

*A. A light rail transit system/facility shall be approved through a ~~development agreement~~ Special Use Permit as specified in SMC 20.30.~~33055~~ (Ord. 706 § 1 (Exh. A), 2015).*

*B. A Light Rail Transit System/Facility stations and parking garages shall conform to the required standards below:*

- 1. SMC 20.50.020(2) - Dimensional standards of the MUR-70' Zone;*
- 2. SMC 20.50.220 through 20.50.250 – Commercial design standards;*
- 3. SMC 20.50.290 through 20.50.370 – Tree conservation, land clearing and site grading standards;*
- 4. SMC 20.50.380 through 20.50.440 – Parking, access, and circulation;*

5. SMC 20.50.450 through 20.50.520 - Landscaping;

6. SMC 20.50.530 through 20.50.610 – Signs for the MUR-70’ Zone;

7. SMC 20.60 Adequacy of Public Facilities;

8. SMC 20.70 Engineering and Utilities Development Standards; and

9. SMC 20.80 Critical Areas.

C. The Light Rail Transit System/Facility improvements located between the stations shall comply with the applicable sections below:

1. SMC 20.50.290 through 20.50.370 – Tree conservation, land clearing and site grading standards;

2. SMC 20.50.450 through 20.50.520 – Landscaping;

3. SMC 20.60 Adequacy of Public Facilities;

4. SMC 20.70 Engineering and Utilities Development Standards; and

5. SMC 20.80 Critical Areas.

D. **Modification of 20.40.438 (B) and (C) Requirements.** If the applicant demonstrates that compliance with one or more of the requirements set forth in this Section 20.40.438(B) and (C) is impracticable, would result in reduced public benefits, or alternative actions could meet or exceed the intended goals of such requirements, then the City may waive or modify such requirements as part of the Special Use Permit process.

E. The following supplemental submittal items are required to permit a light rail transit facility or light rail transit system within the City:

1. A Construction Management Plan is required for light rail transit system/facilities. The Construction Management Plan shall be submitted to the City in advance of the submission of any development permit applications or prior to design and engineering for the proposed project reaching the 60% completion phase, whichever is sooner;

2. A Parking Management Plan is required for light rail transit system/facilities. The Parking Management Plan shall include parking management and enforcement techniques to mitigate off-site parking impacts to surrounding neighborhoods. The Parking Management Plan shall be submitted to the City no later than the completion of the initial design and engineering phase for the proposed project;

3. A Multi-Modal Access Improvement Plan is required for light rail transit system/facilities. The Multi Modal Access Plan shall be submitted to the City no later than the completion of the 60% design and engineering phase for the proposed project;

4. A Neighborhood Traffic Plan is required for light rail transit system/facilities. A Neighborhood Traffic Plan shall include an assessment of existing traffic speeds and volumes and include outreach and coordination with affected residents to identify potential mitigation projects to be implemented within two years of the light rail facilities becoming operational. The Neighborhood Traffic Plan shall be submitted to the City no later than the completion of the 60% design and engineering phase for the proposed project; and

5. A Transportation Impact Assessment (TIA) is required for light rail transit system/facilities. This analysis is intended to supplement the analysis and mitigation included in any environmental review document prepared for the proposed project. The City will require third party review of the TIA at the applicant's expense. The TIA shall be submitted to the City no later than the completion of the 60% design and engineering phase for the project or as part of the SUP application, whichever is sooner.

The TIA at a minimum shall include:

- a. A regional Traffic Analysis as defined by the City's Traffic Study Guidelines and proposed mitigation where impacts will result in a failure to meet the City's LOS standards;
- b. An assessment of accident risks at sidewalks and pedestrian paths including possible mitigation;
- c. A new or updated analysis that includes increased pedestrian and bicycle activity and bus blockages at the intersections within a ¼ mile of proposed light rail transit system/facilities including proposed mitigation;

d. Analysis of traffic impacts and proposed mitigation at additional intersections as determined by the City, that may be impacted by the proposed project.

e. Evaluation of intersections with collision histories to determine if protective phasing and mitigation are necessary;

F. Project and Permitting Processes Light Rail System/Facility.

1. Accelerated Project and Permitting Process.

a. All City permit reviews will be completed within a mutually agreed upon reduced number of working days within receiving complete permit applications and including subsequent revisions in accordance with a fully executed Accelerated Project and Permitting Staffing Agreement between the City and the project proponent.

b. The fees for permit processing will be determined as part of the Accelerated Project Permitting Staffing Agreement.

c. An Accelerated Project and Permitting Staffing Agreement shall be executed prior to the applicant's submittal of the Special Use Permit application; or the applicant may choose to utilize the City's standard project and permitting processes set forth in SMC 20.40.438(F)(2).

2. Standard Project and Permit Process.

a. All complete permit applications will be processed and reviewed in the order in which they are received and based on existing resources at the time of submittal.

b. Cost: Permit fees will be charged in accordance with SMC 3.01.010. This includes the ability for the City to charge its established hourly rate for all hours spent in excess of the estimated hours for each permit.

c. Due to the volume of permits anticipated for development of a light rail system/facilities in the City, in absence of an Accelerated Project Permitting Staffing Agreement, the Target Time Limits for Decisions denoted in SMC 20.30 may be extended by the Director if adequate staffing is not available to meet demand.



**20.50.240 Site design.**

**F. Public Places.**

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