

Planning Commission Meeting Date: February 18, 2016

Agenda Item

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: 2016 Comprehensive Plan Docket
DEPARTMENT: Planning & Community Development
PRESENTED BY: Rachael Markle, AICP, Director
Steven Szafran, AICP, Senior Planner

Public Hearing
 Discussion

Study Session
 Update

Recommendation Only
 Other

INTRODUCTION

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

BACKGROUND

In June 2015, the City Council established the 2015 Comprehensive Plan Final Docket which included amendments to the Point Wells Subarea Plan, Land Use Element Policies regarding Station Area designations, public participation, multi-modal transportation level of service, and declassification of Westminster Way as a truck route.

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

- 2015 Proposed Amendment #4: Consider amendments to the Comprehensive Plan related to the 145th annexation, including amendments for all applicable maps.
- 2015 Proposed Amendment #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

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Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.

- 2015 Proposed Amendment #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.
- 2015 Proposed Amendment #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. This work for this proposed amendment will occur as part of the Transportation Master Plan Update.

2016 Comprehensive Plan Docket

Comprehensive Plan Amendments take two forms: Privately-initiated amendments and city-initiated amendments. Pursuant to SMC 20.30.340, all Comprehensive Plan Amendments, except those proposed by City Council, must be submitted by December 1 and there is no fee for general text or map amendments. There were eleven (11) privately-initiated amendments and four (4) city-initiated amendments.

If recommended by the Planning Commission and subsequently approved by City Council, these proposed amendments represent new amendments along with the 2015 carried over amendments and would establish the 2016 Docket. The Docket is the list of Comprehensive Plan amendments the City will be responsible for evaluating. Once an amendment is on the Docket, the City will be responsible for conducting an environmental review on the cumulative impacts of all amendments on the docket, except those privately-initiated site-specific docket amendments. The City Council, in its review of the proposed amendments (which usually occurs near the end of the year), looks at the proposed amendments as a package in order to consider the combined impacts of the proposals.

CITY-INITIATED PROPOSALS

Amendment #1

This amendment was carried over from the 2015 Final Docket.

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

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Planning Director _____

Recommendation:

Staff recommends that this amendment be placed on the 2016 Comprehensive Plan Docket.

Amendment #3

This amendment was carried over from the 2015 Final Docket.

The City anticipated that the Transportation Corridor Study on mitigating adverse impacts from BSRE’s proposed development of Point Wells would be completed in 2015. Therefore, staff recommended that the same Comprehensive Plan amendment docketed in 2016, that would amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan, remain on the docket for 2016. However, staff does not now anticipate that the Richmond Beach Traffic Corridor Study will be completed in 2016 and therefore any recommendations coming out of the study will not be considered by the City Council until at least 2017.

Recommendation:

Staff recommends that this amendment be placed on the 2016 Comprehensive Plan Docket with the intent that it be carried over to the 2017 Comprehensive Plan Docket.

Amendment #4 – Parks

This amendment was carried over from the 2015 Final Docket.

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

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

The 185th 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.

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- Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
- Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

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

Recommendation:

Staff recommends that this amendment be added to the 2016 Comprehensive Plan Docket with the understanding that the PROS Plan will most likely be adopted in 2017 and, therefore, it may be carried over to the 2017 Comprehensive Plan Docket.

PRIVATELY INITIATED AMENDMENTS

Amendment #5 (Applicant: Save Richmond Beach)

This proposed amendment seeks to amend language in the Point Wells Subarea Plan Policy PW-1 to read:

“The lowland portion of the Point Wells Island, as shown on Figure 3, is designated as the City of Shoreline’s proposed future service and annexation area (FSAA). However, if a public access road is constructed that connects the Point Wells Island to the Town of Woodway, and then the FSAA shall be reduced in scope to be no greater than the area west of the Burlington Northern Santa Fe right-of-way.”

The City of Shoreline Future Service and Annexation Area shown in Figure 3 of the Point Wells Subarea Plan shows the lowland portion of the Point Wells Island is divided into three sections: The NW portion, The SW portion, and the SE portion. The NW and SW portions are both west of the Burlington Northern Santa Fe right-of-way. The SW portion of the lowland is the only portion east of the BNSF Right-of-way. The SW portion is 3.4 acres in size and includes the entrance to Point Wells from Richmond Beach Drive NW.

The applicant states that if a second access road to Point Wells is constructed, connecting the Town of Woodway to Point Wells, Woodway would have direct access to the lowland portion of the site. The lowland area of Point Wells, east of the BNSF right-of-way, is already in the Town of Woodway’s Municipal Urban Growth Area.

Recommendation:

Staff believes this proposed Comprehensive Plan Amendment is premature since a second access road leading to the Town of Woodway is uncertain. At this point, the only access into Point Wells is through Richmond Beach Drive NW which connects

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Shoreline to the SE portion of the Point Wells lowlands. Staff recommends this proposed amendment not be placed on the 2016 Docket.

Amendment #6 (Applicant: McCormick)

This proposed amendment would add the following language to the Point Wells Subarea Plan Policy PW-11:

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

“This would be an unacceptable impact, exceeding the City’s adopted level of service “D”. Further, a road capacity analysis completed in 2015 shows that if Richmond Beach Road is re-striped to become a 3-lane road as has been planned for years and is included in the City’s 2016-2021 Capital Improvement Plan, then if more than 5,000 (see the note below) new vehicle trips a day enter the City’s road network going from/to Point Wells, it will result in a total traffic volume on Richmond Beach Road at one or more points that exceeds the City’s .90 V/C supplemental level of service for the road. This would be unacceptable, resulting in significant adverse environmental impacts that are not capable of being mitigated (the road’s right-of-way is insufficient to permit the road to be widened to increase capacity)”.

(Note: While 5,000 new vehicle trips per day is included in the above text, the exact number of new vehicle trips per day is subject to the confirmation by City Staff, taking into account the level of non-Point Wells traffic projected to exist in 2035 or whatever later date that full buildout is expected to be completed. City Staff possibly could determine that, after Richmond Beach Road is re-striped to become a 3-lane road, even a single additional trip per day to/from Point Wells could result in a total traffic volume on Richmond Beach Road at one or more points that exceeds the City’s .90 V/C supplemental level of service for the road. See the attached worksheet showing that under the City’s .90 V/C standard there is no spare capacity on Richmond Beach Road between Dayton and 3rd Avenue NW).

Recommendation:

Staff does not recommend adding this proposed amendment to the 2016 Docket. Instead, staff is proposing the following amendment that may address the concerns of the applicant.

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Since the City does not know the amount of trips being proposed nor do we know the amount of trips Snohomish County would be willing to accept, it may be better to strike hypothetical specifics and instead provide language about the Capital Improvement Plan (CIP) plan to restripe Richmond Beach Road to a 3-lane roadway and include that, as with any development, additional trips added to the system should not deviate from the LOS standards resulting from our planned future roadway.

Staff suggests that the two sentences just above PW-11 be struck. These sentences state: "The City's traffic study completed in 2009 shows that if more than 8250 vehicle trips a day enter the City's road network from Point Wells, it would result in a level of service F or worse at a number of intersections. This would be an unacceptable impact." And replace that language with: "The City's 2016-2021 CIP calls for Richmond Beach Rd west of 3rd Ave NW to be restriped to one lane in each direction plus a center turn lane. Future development should take into account this planned layout; additional trips that exceed the City's LOS standards would be an unacceptable impact."

Staff's proposed language is below:

Historically, mobility and accessibility in Richmond Beach and adjacent communities has been dominated by the single occupancy vehicle. Provision of bicycle and pedestrian facilities has been limited because retrofitting an existing road network with these facilities is an expensive undertaking. The Richmond Beach Road corridor is served by limited Metro bus service and is beyond a reasonable walking distance from potential development within Point Wells. Though rail service to a station in Richmond Beach was evaluated by Sound Transit, no service is envisioned in the transit agency's adopted 20 year plan. Improved transit, bicycle and pedestrian mobility is a long-term policy objective, but the majority of trips in the area will likely continue to be by automobiles utilizing the road network. The City's traffic study completed in 2009 shows that if more than 8,250 vehicle trips a day enter the City's road network from Point Wells, it would result in a level of service "F" or worse at a number of City intersections. This would be an unacceptable impact. The City's 2016-2021 CIP calls for Richmond Beach Rd west of 3rd Ave NW to be restriped to one lane in each direction plus a center turn lane. Future development should take into account this planned layout; additional trips that exceed the City's LOS standards would be an unacceptable impact.

Amendment #7 (Applicant: McCormick)

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

"In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1)

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Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment. As a separate limitation in addition to the foregoing, the maximum number of new vehicle trips a day entering the City’s road network from/to Point Wells at full buildout shall not exceed the spare capacity of Richmond Beach Road under the City’s .90 V/C standard based on Richmond Beach Road being a 3-lane road (the .90 V/C standard may not be exceeded at any location along Richmond Beach Road)”.

Recommendation:

Staff believes that the recommended proposed language in Amendment #6 covers the concerns in Amendment #7. Therefore, Staff recommends that this proposed amendment NOT be placed on the 2016 Comprehensive Plan Docket.

Amendment #8 (Applicant: Save Richmond Beach)

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

“Adopt Level of Service (LOS) D with no through movement less than E 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 or at LOS D with through movement on any leg less than E 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 with no through movement less than E. 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
- Rechannelization 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:

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- 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.

Recommendation:

This proposed amendment significantly changes the LOS standard and is in conflict with the LOS we have adopted in the City’s Transportation Master Plan (TMP) and Development Code. Staff does not recommend changes to the language in the City’s Comprehensive Plan as suggested until after the City completes the TMP update in 2016/2017. There are implications to other programs such as the Transportation Impact Fee (TIF) and associated growth projects described in the TMP. Staff recommends that this proposed amendment NOT be placed on the 2016 Comprehensive Plan Docket but, rather it be addressed during the TMP update which will most likely be part of the 2017 Comprehensive Plan Docket.

Amendment #9 (Applicant: Save Richmond Beach)

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

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

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

Recommendation:

This request is a duplicate of an amendment proposed in 2015. Council directed staff to study this as part of the TMP update which will most likely be part of the 2017

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Comprehensive Plan Docket. Thus, for this reason, Staff is recommending that this amendment NOT be added to the 2016 Comprehensive Plan Docket.

Amendment #10 (Applicant: Save Richmond Beach)

This amendment seeks to update Policy T44 to add a clarification that no more than one leg of an arterial intersection may have a V/C ratio greater than .90. The proposed amendment reads:

“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 one 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 (a lower LOS standard shall not be permitted for Richmond Beach Road, or Richmond Beach Drive if it is ever designated as an Arterial), 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
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Recommendation:

Like the recommendation of Amendment #9, this proposed amendment significantly changes the LOS standard and is in conflict with the LOS we have adopted in the TMP and Development Code. Staff does not recommend changes to the language in the Comprehensive Plan as suggested until after the City completes the TMP update in 2016/2017. There are also implications to other programs such as the TIF and associated growth projects. Staff recommends that this proposed amendment NOT be placed on the 2016 Comprehensive Plan Docket but, rather it be addressed during the TMP update which mostly likely will be part of the 2017 Comprehensive Plan Docket.

Amendment #11 (Applicant: Shoreline Preservation Society).

This proposed amendment would amend the introduction section of the Comprehensive Plan to include a new Framework Goal number 1 that reads:

“Citizens of Shoreline participation shall be at the heart of the implementation of the Comprehensive Plan.”

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Planning Director _____

Recommendation:

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. The 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.

Any action the City Council takes on the Comprehensive Plan, land use planning, transportation, or any of the other elements of the Comprehensive Plan must include broad citizen participation and support. Framework Goal – 11 speaks directly to this point:

FG11: Make timely and transparent decisions that respect community input.

Staff believes the Comprehensive Plan is clear in that citizens are the voice that drives decisions on land use planning and implementation of the Goals and Policies of the Comprehensive Plan. Staff does NOT recommend that this proposed amendment be placed on the 2016 Comprehensive Plan Docket.

Amendment #12, #13, and #14 (Applicant: Shoreline Preservation Society)

The following three proposed amendments seek to add language to the Citizen Participation Policies in the Introduction Section of the Comprehensive Plan.

Amend Policy CP-1 to add:

CP1: Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly. Shoreline shall upgrade and improve, considering the interests of the entire community, all opportunities for the public to participate in meaningful ways, balanced with the interests of the neighborhoods most directly impacted by the project. Shoreline will provide training opportunities for the public in how to give meaningful input on subarea planning, comprehensive planning, parks and public works plans and other departments. Extend and increase opportunities to serve on Boards and Committees, to all aspects of the community through the Department of Neighborhoods. Provide grants to neighborhood groups to increase participation. When members of the public or organizations speak on the record on Council or Planning Commission official comment opportunities, their comments should be recorded and kept as part of official public record.”

Amend Policy CP-2 to add:

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Planning Director _____

Comprehensive plan Land Use Map amendment, phased subarea plan map amendment, or phased official zoning map amendment scheduled to take effect in the future occurs only after adoption of an ordinance confirming that the subsequent phase shall take effect, after compliance with the foregoing public hearing and notice requirement. The City shall review all prior adopted phased map amendments that have yet to occur for compliance with this policy and take legislative action to amend those prior ordinances approving phased map amendments to conform to this policy.

Recommendation:

Policy LU31 directs staff to implement a robust community involvement process to create vibrant, livable, and sustainable light rail station areas. The proposed amendment's language is more appropriate to be included in a specific public participation plan and not in the general policies. Staff does NOT recommend placing this amendment on the 2016 Comprehensive Plan Docket.

PROCESS

It is important to remember that by recommending approval or denial of the 2016 Docket, the Commission is simply making a recommendation to the City Council that the amendments be included on the 2016 Final Docket. It is only after the Final Docket has been established that the amendments would then be studied, analyzed, and considered for potential adoption at the end of 2016. The Docketing process should not be construed as approval of any amendment.

TIMING AND SCHEDULE

- Docket request press release and website - November 17, 2015
- Docket submittal deadline – December 31, 2015
- Planning Commission Recommends Docket– February 18, 2016
- Council Sets the Final Docket – March 21, 2016
- PC Study Session on Proposed Docketed Amendments – October 2016 (tentative)
- PC Public Hearing on Proposed Docketed Amendments – November 2016 (tentative)
- Council adoption of the Proposed Docketed Amendments– December, 2016 (tentative)

RECOMMENDATION

Staff recommends that the Planning Commission place Proposed Amendments 1, 2, 3, 4, and 6 on the Docket.

ATTACHMENT

Attachment 1 – Draft Docket

Approved By: Project Manager _____

Planning Director _____

Attachment 2 – Comprehensive Plan General Amendment Applications

Approved By:

Project Manager _____

Planning Director _____



2016 COMPREHENSIVE PLAN AMENDMENT DOCKET

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

1. Amend the Comprehensive Plan for 145th annexation and all applicable maps.
2. Update Land Use Policy LU64 by correcting references to the King County Countywide Planning Policies regarding the siting of essential Public Facilities.
3. 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.
4. 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.
5. Amend point Wells Subarea Plan Policy PW-1 to read:

“The lowland portion of the Point Wells Island, as shown on Figure 3, is designated as the City of Shoreline’s proposed future service and annexation area (FSAA). However, if a public access road is constructed that connects the Point Wells Island to the Town of Woodway, and then the FSAA shall be reduced in scope to be no greater than the area west of the Burlington Northern Santa Fe right-of-way. (Applicant: Save Richmond Beach).
6. Amend Point Wells Subarea Plan Policies PW-11 to read:

“This would be an unacceptable impact, exceeding the City’s adopted level of service “D”. Further, a road capacity analysis completed in 2015 shows that if

Richmond Beach Road is re-stripped to become a 3-lane road as has been planned for years and is included in the City's 2016-2021 Capital Improvement Plan, then if more than 5,000 (see the note below) new vehicle trips a day enter the City's road network going from/to Point Wells, it will result in a total traffic volume on Richmond Beach Road at one or more points that exceeds the City's .90 V/C supplemental level of service for the road. This would be unacceptable, resulting in significant adverse environmental impacts that are not capable of being mitigated (the road's right-of-way is insufficient to permit the road to be widened to increase capacity)".

(Note: While 5,000 new vehicle trips per day is included in the above text, the exact number of new vehicle trips per day is subject to the confirmation by City Staff, taking into account the level of non-Point Wells traffic projected to exist in 2035 or whatever later date that full buildout is expected to be completed. City Staff possibly could determine that, after Richmond Beach Road is re-stripped to become a 3-lane road, even a single additional trip per day to/from Point Wells could result in a total traffic volume on Richmond Beach Road at one or more points that exceeds the City's .90 V/C supplemental level of service for the road. See the attached worksheet showing that under the City's .90 V/C standard there is no spare capacity on Richmond Beach Road between Dayton and 3rd Avenue NW). (Applicant: McCormick)

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

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

8. Amend Comprehensive Plan T44 that reads:

"Adopt Level of Service (LOS) D with no through movement less than E 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 or at LOS D with through movement on any leg less than E 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 with no through movement less than E. 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
- Rechannelization 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. (Applicant: Save Richmond Beach)

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

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

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

10. Update Policy T44 to add a clarification that no more than one leg of an arterial intersection may have a V/C ratio greater than .90. The proposed amendment reads:

“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 one 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 (a lower LOS standard shall not be permitted for Richmond Beach Road, or Richmond Beach Drive if it is ever designated as an Arterial), 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
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway. (Applicant: Save Richmond Beach).

11. Amend the Introduction Section of the Comprehensive Plan to include a new Framework Goal number 1 that reads:

“Citizens of Shoreline participation shall be at the heart of the implementation of the Comprehensive Plan” (Applicant: Shoreline Preservation Society).

12. Amend Policy CP-1 to add:

“Shoreline shall upgrade and improve, considering the interests of the entire community, all opportunities for the public to participate in meaningful ways, balanced with the interests of the neighborhoods most directly impacted by the project. Shoreline will provide training opportunities for the public in how to give meaningful input on subarea planning, comprehensive planning, parks and public works plans and other departments. Extend and increase opportunities to serve on Boards and Committees, to all aspects of the community through the Department of Neighborhoods. Provide grants to neighborhood groups to increase participation. When members of the public or organizations speak on the record on Council or Planning Commission official comment opportunities, their comments should be recorded and kept as part of official public record.”(Applicant: Shoreline Preservation Society)

13. Amend Policy CP-2 to add:

“Shoreline shall ensure, encourage, and facilitate meaningful public participation with ample opportunities to participate in all elements of the City’s governance through a variety of means including but not limited to the following: increased public comment opportunities, letters to Council, Planning Commission, Parks and Recreation Board, and City Departments and staff, submitting ideas, providing opportunities to volunteer, and access for people of all abilities and cultural backgrounds. (Applicant: Shoreline Preservation Society)

14. Amend Policy CP-3 to add:

“Improve and increase access and egress to City website, making public records easier for the general public, including improved access at libraries, schools, plans, agendas, and records. Explore more ways for those who cannot utilize

computers to have access to records and input meaningful ways”. (Applicant: Shoreline Preservation Society).

15. Amend Policy LU31 to add:

“Implement this policy by adopting an ordinance that requires that the City Council hold at least one public hearing prior to Council adoption of any proposed ordinance amending either the Comprehensive Plan Land Use Map or the official Zoning Map, and requiring advance public notice of the hearing by publication at least ten days prior to the hearing of a map showing the exact proposed map amendment, in the *Seattle Times*. Compliance with this policy requiring community involvement is achieved only by ensuring that any phased Comprehensive plan Land Use Map amendment, phased subarea plan map amendment, or phased official zoning map amendment scheduled to take effect in the future occurs only after adoption of an ordinance confirming that the subsequent phase shall take effect, after compliance with the foregoing public hearing and notice requirement. The City shall review all prior adopted phased map amendments that have yet to occur for compliance with this policy and take legislative action to amend those prior ordinances approving phased map amendments to conform to this policy. (Applicant: Shoreline Preservation Society).

Estimated timeframe for Council review/adoption: December 2016.



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Print Form

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GENERAL AMENDMENT
APPLICATION**

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Please attach additional pages to this form, as needed.

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

Applicant Name Tom McCormick

Address 2444 NW 201st Place City Shoreline State WA Zip 98177

Phone 206-915-7755 Fax n/a Email tommccormick@mac.com

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See Attachment #1

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

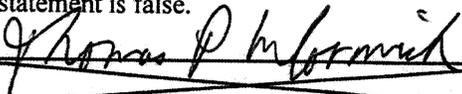
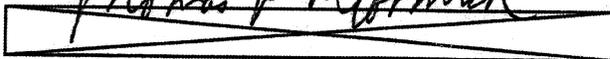
The Point Wells Subarea Plan

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

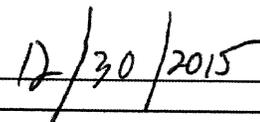
See Attachment #1. The amount of additional allowable traffic on Richmond Beach Road will be limited after Richmond Beach Road becomes a 3-lane road. This reality is highly relevant to the Point Wells Subarea Plan. As a result of the conversion of Richmond Beach Road to a 3-lane road, the additional allowable traffic from/to Point Wells may be less than or only slightly more than the 4,000 average daily trip limit currently specified in Point Wells Subarea Plan Policy PW-12.

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

Application Signature

Date



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Attachment # 1 [attachment to Tom McCormick's 12/30/2015 Comprehensive Plan General Amendment Application]

Revise the Point Wells Subarea Plan as follows:

Revise the final two sentences in the paragraph immediately preceding Policy PW-11 to read substantially as follows: " ... The City's traffic study completed in 2009 shows that if more than 8,250 vehicle trips a day enter the City's road network from/to Point Wells, it would result in a level of service "F" or worse at a number of City intersections. This would be an unacceptable impact, exceeding the City's adopted level of service "D". Further, a road capacity analysis completed in 2015 shows that if Richmond Beach Road is re-striped to become a 3-lane road as has been planned for years and is included in the City's 2016-2021 Capital Improvement Plan, then if more than 5,000 [see the NOTE below] new vehicle trips a day enter the City's road network going from/to Point Wells, it will result in a total traffic volume on Richmond Beach Road at one or more points that exceeds the City's 0.90 V/C supplemental level of service for the road. This would be unacceptable, resulting in significant adverse environmental impacts that are not capable of being mitigated (the road's right-of-way is insufficient to permit the road to be widened to increase capacity)."

[NOTE: While 5,000 new vehicle trips per day is included in the above text, the exact number of new vehicle trips per day is subject to confirmation by City Staff, taking into account the level of non-Point Wells traffic projected to exist in 2035 or whatever later date that full buildout is expected to be completed. City Staff possibly could determine that, after Richmond Beach Road is re-striped to become a 3-lane road, even a single additional trip per day to/from Point Wells could result in a total traffic volume on Richmond Beach Road at one or more points that exceeds the City's 0.90 V/C supplemental level of service for the road. See the attached worksheet showing that under the City's 0.90 V/C standard there is no spare capacity on Richmond Beach Road between Dayton and 3rd Avenue NW.]

Revise Policy PW-12 to read substantially as follows: "In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment. As a separate limitation in addition to the forgoing, the maximum number of new vehicle trips a day entering the City's road network from/to Point Wells at full buildout shall not exceed the spare capacity of Richmond Beach Road under the City's 0.90 V/C standard based on Richmond Beach Road being a 3-lane road (the 0.90 V/C standard may not be exceeded at any location along Richmond Beach Road)."

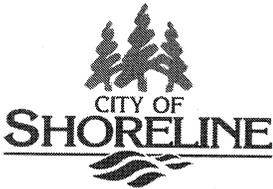
Attachment #2 (attachment to Tom McCormick's 12/30/2015 Comprehensive Plan General Amendment Application; City staff furnished the below worksheet to Tom McCormick and to Snohomish County)

Location	Existing PM volume - scaled up to 2030 numbers from DEA Synchro Model	Directional Capacity ¹	Spare Capacity until .90 v/c reached (Peak Hour Trips)	Spare Capacity until 1.10 v/c reached (Peak Hour Trips) ²
Richmond Beach Drive / n-o 196th	29	700	601	741
N Richmond Beach Rd / w-o 8th (3 lane)	623	960	241	433
³ N Richmond Beach Rd / 3rd to 8th (4 lane)	833	1600	607	927
N Richmond Beach Rd / 3rd to 8th (3 lane)	833	960	31	223
³ N Richmond Beach Rd / Dayton to 3rd (4 lane)	973	1600	467	787
N Richmond Beach Rd / Dayton to 3rd (3 lane)	973	960	-109	83

¹ Capacity for Richmond Beach Drive is based on a mitigated 2 lane roadway. All others come from Shoreline Model.

² The City of Shoreline has included a project in the 2015 - 2020 CIP to convert Richmond Beach Road (24th Ave NW to Dayton Ave N) from a 4 lane to a 3 lane section for improved driver, pedestrian and bicyclist safety & mobility.

³ .90 is the City of Shoreline standard v/c ratio. The City has excepted this standard to a maximum of 1.10 for 2 street segments.



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Address P. O. Box 60191 City Shoreline State WA Zip 98177

Phone 206 321 5612 Fax _____ Email President@saverichmondbeach.org

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Update policy T44 on page 50 of the Transportation Goals and Policy element of the Comprehensive Plan to add a requirement that Level of Service standards include no through movement less than level E on any leg of an arterial intersection.

T44. Adopt Level of Service (LOS) D {with no through movement less than E} 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 {or at LOS D with through movement on any leg less than E} 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 {with no through movement less than E}. continues ...

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

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The Memo of Understanding the City negotiated with developer BSRE regarding the Transportation Corridor Study for Richmond Beach Drive / Richmond Beach Road includes the requirement that intersections perform at LOS D with no through movement less than E (Exhibit B, section II, point g, Segment B, subpoint 3).

Since the City recognized this minimum level of service was needed for safe and efficient travel through the Richmond Beach Road corridor, we feel this minimum level should be extended to all arterial intersections in the city so that no other corridor is allowed to have unsafe or inefficient traffic conditions.

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Application Signature Tom Mailhot Date 12/31/2015

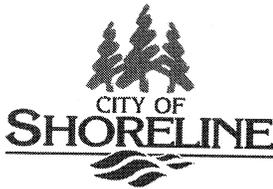
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- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

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Update policy T44 on page 50 of the Transportation Goals and Policy element of the Comprehensive Plan to add Collector Arterials to the street classifications that have a level of service standard.

T44. more existing text... Adopt a supplemental level of service for Principal Arterials{,} and Minor Arterials{,} and Collector Arterials{ that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal{,} or Minor{,} or Collector{ Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better. These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal{,} or Minor{,} or Collector{ Arterial segments where:

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The City does not currently have any level of service standards for Collector Arterials, but there is no reason why Collector Arterials, which normally handle less traffic than Principle or Minor Arterials, but can handle significantly more traffic than other local neighborhood streets, should not have at least the same level of service standards as the larger arterials.

Certainly, no one would argue that Collector Arterials should have LOS standards that are worse than other busier Arterial types. A good case could easily be made that Collector Arterials, as neighborhood level streets, should probably have a higher LOS standard than other busier Arterial types, but we recognize that it may cost the City a considerable amount of study time and funds to establish a higher LOS standard for Collector Arterials, so this request attempts to minimize the cost by setting the standard at the existing level for other Arterial types.

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Application Signature Tom Maitland Date 12/31/2015

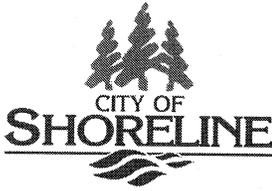
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Update policy T44 on page 50 of the Transportation Goals and Policy element of the Comprehensive Plan to add a clarification that no more than one leg of an arterial intersection may have a V/C ratio greater than 0.90, that the level of service standard of D includes no through movement less than level E, and a requirement that no alternate standards can be applied to Richmond Beach Road.

T44. more existing text... 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 {one} 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 {(a lower LOS standard shall not be permitted for Richmond Beach Road, or Richmond Beach Drive if it is ever designated as an Arterial)}, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where::

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The Memo of Understanding the City negotiated with developer BSRE regarding the Transportation Corridor Study for Richmond Beach Drive / Richmond Beach Road includes the requirement that intersections perform at LOS D with no through movement less than E and a street segment V/C ratio no greater than 0.90. (Exhibit B, section II, point g, Segment B, subpoint 3).

Since the City recognized this minimum level of service was needed for safe and efficient travel through the Richmond Beach Road corridor, we feel this minimum level should be extended to all arterial intersections in the city so that no other corridor is allowed to have unsafe or inefficient traffic conditions. The changes requested above clarify that only a single street segment at any arterial intersection may have a V/C ratio greater than 0.90.

We also request that wording be added that does not allow the LOS standard for Richmond Beach Road or Richmond Beach Drive (should it ever become an arterial) to fall below the minimum standards negotiated in the Memo of Understanding as this would allow unsafe and inefficient travel through that corridor.

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Application Signature Tom Malhot Date 12/31/2015 (TM)
~~12/15/15~~

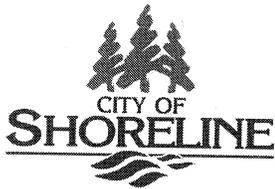
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Update policy PW-1 on page 4 of the Point Wells Subarea Plan portion of the Comprehensive Plan to reduce the scope of the City's future service and annexation area in the event a second public access road to Woodway is constructed.

Policy PW-1 The Lowland Portion of the Point Wells Island, as shown on Figure 3, is designated as the City of Shoreline's proposed future service and annexation area (FSAA). {However, if a public access road is constructed that connects the Point Wells Island to the Town of Woodway, then the FSAA shall be reduced in scope to be no greater than the area west of the Burlington Northern Santa Fe right-of-way.}

Note: I cannot find any way to copy text with an underline, or create an underline, or highlight text to show you the added text. I've put it between braces {} so you can identify it above.

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Policy PW-1 on page 4 of the Point Wells Subarea Plan portion of the Comprehensive Plan.

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

The City currently designates the entire lowland portion of the Point Wells Island as its future service and annexation area. This is reasonable since the single access to the lowland portion is through the City via Richmond Beach Drive; there is no current access to the lowland portion from the Town of Woodway.

This situation will look different if a public access road is constructed linking the lowland portion to the Town of Woodway. If this second public access road to the Point Wells Island is constructed, Woodway would have direct access to the lowland portion that lies east of the BNSF right-of-way. The lowland area east of the BNSF right-of-way is already in the Town's Municipal Urban Growth Area and the Town has repeatedly expressed interest in annexing that part of the lowland portion if a public access road is constructed to link that area to the Town. The City has also recognized the Town's interest in annexing the area east of the BNSF right-of-way in the joint Financial Analysis of Annexation study currently under way with Woodway.

It is also unlikely that Snohomish County would agree to allow cross border annexation of the area east of the BNSF right-of-way by the City of Shoreline if that area has a public road connection to the Town of Woodway. The County would almost certainly look more favorably on an annexation request by the Town since annexation to the Town would not cross a County border.

The additional wording we are requesting merely recognizes the likely reality should a second public access road connect Point Wells to Woodway.

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Application Signature

Tom Maultrot

Date

12/31/2015

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Policy PW-1 The Lowland Portion of the Point Wells Island, as shown on Figure 3, is designated as the City of Shoreline's proposed future service and annexation area (FSAA). However, if a public access road is constructed that connects the Point Wells Island to the Town of Woodway, then the FSAA shall be reduced in scope to be no greater than the area west of the Burlington Northern Santa Fe right-of-way.



940 NE 147th St
Shoreline, WA 98155

December 30, 2015

Shoreline Planning Commission
17500 Midvale Ave N
Shoreline, WA 98155

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Subject: Proposed Comp Plan Amendment Submitted

Dear Planning Commissioners:

The Shoreline Preservation Society submits the following proposed Comprehensive Plan Amendment for the 2016 Docket:

Framework Goal 1:

Citizens of Shoreline participation shall be at the heart of the implementation of the Comprehensive Plan.

Policy CP 1:

Shoreline shall ensure, encourage and facilitate meaningful public participation with ample opportunities to participate in all elements of the City's governance through a variety of means including but not limited to the following: increased public comment opportunities, letters to Council, Planning Commission, Parks and Recreation Board, and City Departments and staff, submitting ideas, providing opportunities to volunteer, and access for people of all abilities and cultural backgrounds.

CP 2:

Shoreline shall upgrade and improve, considering the interests of the entire community, all opportunities for the public to participate in meaningful ways, balanced with the interests of the neighborhoods most directly impacted by the project. Shoreline will provide training opportunities for the public in how to give meaningful input on Subarea Planning, Comprehensive Planning, Parks and Public Works Plans and other Departments. Extend and increase opportunities to serve on Boards and Committees, to all aspects of the community through the Department of Neighborhoods. Provide Grants to neighborhood groups to increase participation. When members of the public or organizations speak on the record on Council or Planning Commission official comment opportunities, their comments should be recorded and kept as part of official public record.

CP 3:

Improve and increase access and egress to City website, making public records easier for the General Public, including improved access at libraries and the schools, to plans, agendas and records. Explore more ways for those who cannot utilize computers to have access to records and input in meaningful ways.

A handwritten signature in cursive script, appearing to read "Janet Way". The signature is written in black ink and is positioned above the typed name.

Respectfully Submitted,

Janet Way, President
Shoreline Preservation Society



City of Shoreline
Planning & Community Development
17500 Midvale Avenue North Shoreline, WA 98133-4905
Phone: (206) 801-2500 Fax: (206) 801-2788
Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov
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**COMPREHENSIVE PLAN
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Please attach additional pages to this form, as needed.

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

Applicant Name Shoreline Preservation Society c/o Janet Way
Address 940 NE 147th St.
~~17500 Midvale Avenue North~~ City Shoreline State WA Zip 98155
Phone (206) 734-5545 Fax N/A Email janetway@yahoo.com

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

Add the following language to Comprehensive Plan Land Use Policy LU-28 as follows:

LU28:

EXISTING LANGUAGE:

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

ADDITIONAL LANGUAGE ADDED TO POLICY LU28 OR AS A SEPARATE LAND USE POLICY:

Implement this policy by adopting an ordinance that requires that the City Council hold at least one public hearing prior to City Council adoption of any proposed ordinance amending either the comprehensive plan land use map or the official zoning map, and requiring advance public notice of the hearing by publication at least ten days prior to the hearing of a map showing the exact proposed map amendment, in the Seattle Times. Compliance with this policy requiring community involvement is achieved only by ensuring that any phased comprehensive plan land use map amendment, phased subarea plan map amendment, or phased official zoning map amendment scheduled to take effect in the future occurs only after adoption of an ordinance confirming that the subsequent phase shall take effect, after compliance with the foregoing public hearing and notice requirement. The City shall review all prior adopted phased map amendments that have yet to occur for compliance with this policy and take legislative action to amend those prior ordinances approving phased map amendments to conform to this policy.

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

LAND USE ELEMENT

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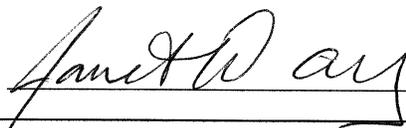
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AS A RESULT OF THE CITY'S ADOPTION OF PHASED ZONING MAP AMENDMENTS SUBSTANTIALLY INCREASING DENSITY AND CHANGING TYPES OF HOUSING AUTHORIZED AROUND THE 185TH STREET STATION, THERE IS NOW A GREATER AWARENESS BY THE PUBLIC OF THE NEED FOR ENHANCED COMMUNITY INVOLVEMENT IN CITY COUNCIL DECISIONS CONCERNING MAP AMENDMENTS, INCLUDING PHASED MAP AMENDMENTS. THE CITIZENS WILL BENEFIT BY BEING GIVEN THE RIGHT TO APPEAR AT A HEARING BEFORE THE CITY COUNCIL WHERE NO SUCH RIGHT CURRENTLY EXISTS, AND BY RECEIVING ENHANCED PUBLIC NOTICE OF MAP AMENDMENTS THROUGH PUBLICATION PRIOR TO THE PUBLIC HEARING.

THIS POLICY AMENDMENTS IS ALSO SUPPORTED BY OTHER COMPREHENSIVE PLAN POLICIES OF THE CITY ADVOCATING FOR CITIZEN INVOLVEMENT IN LAND USE PLANNING IN THEIR NEIGHBORHOODS.

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

Application Signature



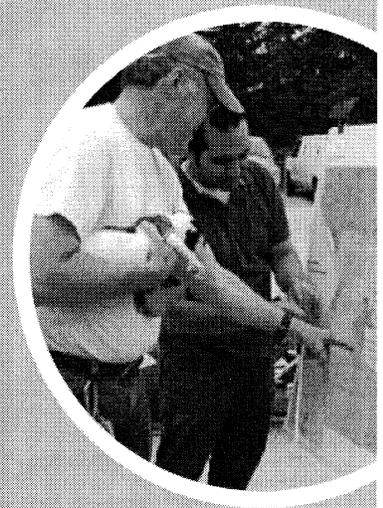
Date

12/31/15

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

- 0: 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.
- 1: 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.
- 2: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- 3: 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.
- 4: 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.
- 5: 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.
- 6: 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.
- 7: 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.
- 8: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.

- Campus designation areas*
- 1. CRISTA Ministries Cam
 - 2. Fircrest Campus
 - 3. Public Health Laborato
Campus
 - 4. Shoreline Community
Campus



Citizens Discuss Neighborhood



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Please attach additional pages to this form, as needed.

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

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Address 940 NE 147th St City Shoreline State WA Zip 98155
Phone 206-734-5545 Fax _____ Email janetway@yahoo.com

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Framework Goal I

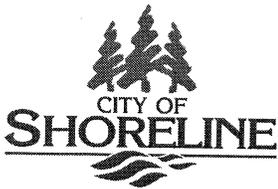
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Citizen input should be first and foremost in Shoreline's Comprehensive Plan.

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Application Signature Janet Way (SPS) Date 12/31/15

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Policy CP 1

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Citizen participation policies should be strengthened and improved. They are not adequate now to ensure ease of access or effectiveness.

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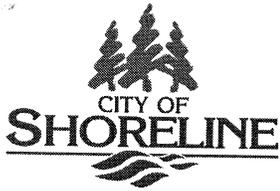
Application Signature

Janet Way

Date

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Policy CP 2

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

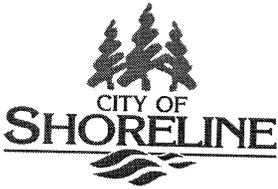
Effective Citizen participation policies and engagement need to be strengthened and improved. Effectiveness is not ensured currently.

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Application Signature

Janet Day (SPS) Date *12/31/15*

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Policy CP 3

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Effective Citizen participation policies and public access need to be much better and easier for the average citizen. More opportunities not less should be created.

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Application Signature Jan A. Day (SPS) Date 12/31/15

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