



PLANNING COMMISSION REGULAR MEETING AGENDA

Thursday, February 18, 2016
7:00 p.m.

Council Chamber • Shoreline City Hall
17500 Midvale Ave North

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00
2. ROLL CALL	7:01
3. APPROVAL OF AGENDA	7:02
4. APPROVAL OF MINUTES	7:03
a. February 4, 2016 Meeting Minutes - Draft	
Public Comment and Testimony at Planning Commission	
<i>During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes. Questions for staff will be directed to staff through the Commission.</i>	
5. GENERAL PUBLIC COMMENT	7:05
6. STUDY ITEMS	
a. Wetlands Update – 145th Light Rail Station Area Planning	7:10
• Staff Presentation	
• Public Comment	
b. Living Building Ordinance	7:30
• Staff Presentation	
• Public Comment	
c. Comprehensive Plan Docket	8:00
• Staff Presentation	
• Public Comment	
7. DIRECTOR’S REPORT	8:30
8. UNFINISHED BUSINESS	8:40
9. NEW BUSINESS	8:41
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:43
11. AGENDA FOR MARCH 3, 2016	8:44
a. Swear In New Commissioner, Susan Chang	
12. ADJOURNMENT	8:45

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DRAFT

CITY OF SHORELINE

**SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING**

February 4, 2016
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Pro Tem Craft
Commissioner Maul
Commissioner Malek
Commissioner Moss-Thomas

Staff Present

Rachael Markle, Director, Planning & Community Development
Steve Szafran, Senior Planner, Planning & Community Development
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Commissioner Montero
Commissioner Mork

CALL TO ORDER

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

ROLL CALL

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

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of January 21, 2016 were adopted as submitted.

GENERAL PUBLIC COMMENT

Yoshiko Saheki, Shoreline, said her comments were in anticipation of the Commission's February 18th discussion on the 145th Street Station Subarea Plan Wetlands Assessment, which was completed by the

consultant, OTAK. Specifically, she wanted to address Twin Ponds Park, which contains wetlands. In addition to providing recreational opportunities via a soccer field, playground and community garden, the park makes significant contributions to the environment. Thornton Creek flows through the Twin Ponds on its way under the freeway to reach Jackson Park on the Seattle side. According to the City's 2009 Thornton Creek Watershed Plan, the two ponds are each about 2 acres in size, and runoff from 1,300 acres of land drains into one or both ponds. This is more than 2 square miles, compared to the entire City of Shoreline, which is 11.67 square miles. Wetlands in the park also contribute to nature's filtering system. As the Commission considers rezoning the subarea to create more density, she asked them to keep in mind that open space, trees, waterways and wetlands serve more than their surrounding neighborhoods. They are important parts of a larger ecosystem that does not abide by manmade boundaries. She asked them to remember the important roles these waterways serve in the greater Puget Sound region.

STUDY ITEM: SOUND TRANSIT AMENDMENTS PACKAGE NUMBER 3, PART 2

Staff Presentation

Director Markle recalled that, last year, the Commission recommended standards specific for light rail transit systems/facilities, but Sound Transit asked the City to delay the second set of amendments to allow additional time for review. Sound Transit has since provided its review comments to staff in two separate letters: one in November and another on January 26th. Staff has reviewed both letters and made some changes to the proposed amendments based on the comments. She walked the Commission through each of the proposed amendments to the Shoreline Municipal Code (SMC) as follows:

- **SMC 20.20.016 D – Definitions.** The Commission previously recommended the City Council change the process for allowing a special use, such as a light rail transit facility/system, from a Development Agreement to a Special Use Permit (SUP). The definition for Development Agreement currently refers to using the process to approve Essential Public Facilities, and staff is recommending the definition be amended by removing the reference to Essential Public Facilities.
- **SMC 20.20.034 M – Definitions.** A new definition was added for Multi Modal Access Improvements (MMAIs) to be consistent with the City's recently adopted Level of Service (LOS) Standards. As currently proposed, MMAIs would be defined as "off-site 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. MMAIs include, but are not limited to, offsite sidewalks, bicycle infrastructure, traffic calming and amenity zones." The proposed definition is intended to help the City articulate what types of offsite improvements correlate with multi-modal access and set the stage for requiring offsite improvements when warranted. While most of the proposed amendments would be specific to light rail, this one would also be applied to other large development projects citywide.
- **SMC 20.30.330 Special Use Permit (SUP).** Previously, the Commission recommended using the SUP process as the means for approving light rail transit systems/facilities as an allowed use. They further recommended using the standard SUP decision criteria that is applicable citywide. In addition to the standard criteria, staff is proposing criteria specific to light rail transit

systems/facilities. The proposed criterion in SMC 20.30.330(C)(1) was borrowed from the Development Agreement criteria and calls for light rail transit system/facilities to use energy efficient and sustainable site design. The proposed criterion in SMC 20.30.330(C)(2) was also borrowed from the Development Agreement criteria and provides assurance that the development of light rail transit facilities/systems would be served by sufficient motorized and non-motorized capacity and infrastructure. Both of these criteria have been used in master plan development, and staff finds them appropriate for large sites and campuses.

A new criterion in SMC 20.30.330(C)(3) is intended to ensure that the design of the light rail facilities reflects the City's Guiding Principles for Design. The City recently conducted a public open house to solicit feedback on the draft Guiding Principles for Design, and staff felt it would be important to tie approval of the use, itself, to the guiding principles. This would give the City an added ability to ensure that the important elements contained in the guiding principles is reflected in the design and engineering for the light rail systems/facilities.

- **SMC 20.40.438(E) – Supplemental Submittal Items.** This section was added to require more specific submittal requirements in relation to the permitting of light rail system/facilities. The required plans (Construction Management Plan, Parking Management Plan, Multi Modal Access Plan, Neighborhood Traffic Plan, and Transportation Impact Analysis) are typical for larger development projects in Shoreline, and the amendment seeks to streamline the requirements by listing them and providing details all in one place. A Construction Management Plan works out details such as staging areas, haul routes, hours of construction, noise reduction practices, daily clean up, parking for construction crews, etc. A Parking Management Plan examines such issues as overflow parking, signage and parking enforcement. A Multi Modal Access Plan would address onsite and offsite needs for sidewalks, bike facilities, and traffic calming based on the impacts attributed to the proposed development. A Neighborhood Traffic Plan looks at traffic speeds and volumes with residents in an effort to anticipate issues and solutions, and the typical outcome is the identification of traffic calming measures for various locations if the need arises following the opening of the service. A Transportation Impact Analysis (TIA) is already required as per SMC 20.60.140. Placing the requirement in the index criteria is intended to centralize the list and provide a more streamlined approach.
- **SMC 20.40.438(F) – Project and Permitting Process.** Based on conversations with Sound Transit and other jurisdictions that have permitted or are in the process of permitting light rail systems/facilities, there is a desire to have permitting go as fast and efficiently as possible. This proposed amendment sets the stage for the City to offer an accelerated process should one be desired. A tremendous amount of staff time will be required to process the hundreds of permits that will be required, and the process needs to be sorted out. If Sound Transit desires an accelerated process, they should identify such in their project submittal or sooner.
- **SMC 20.50.240(F)(6)(g) – Utilities for Public Places.** This amendment adds a provision that water and power must be available at high-capacity centers, stations and associated parking areas. The intent is to bring utilities to the public space to support other uses, such as outdoor vendors, in the future.

Director Markle advised Part 3 of Amendment Package 3 will be presented to the Commission on February 18th and will include:

- Standards for tree protection and replacement, which will address off-project-site tree impacts and tree removal. A previous recommendation from the Commission laid out that Sound Transit would be subject to the City's existing tree standards, and any adjustments would need to be addressed as part of a Special Use Permit.
- Standards for public safety, noise and vibration to protect private property adjacent to the light rail systems/facilities. Staff will be exploring this issue with the Light Rail Subcommittee, and amendments may be forthcoming.

Public Comments

Janet Way, Shoreline, said she was present to represent the Shoreline Preservation Society. She requested clarification about how the proposed language in SMC 20.30.330(C)(2) would be applied. The City has been talking for over a year about the need to have sufficient capacity and infrastructure in place to meet LOS Standards, but she is still unclear about how this will be done and when. She voiced concern that it will be a nightmare for residents living nearby to survive not only the construction, but also the conglomeration of traffic and other impacts to the area. There must be functional infrastructure in place before the station opens. Ms. Way also referred to SMC 20.40.438(F), which would allow the City to offer Sound Transit an accelerated permit process. She voiced concern about how an accelerated permit process would impact City staff. She noted that trees were left out of the list of amenities in public places in SMC 20.50.240(F), and the proposed designs displayed at the public open house did not show any trees. She suggested that planters and trees should be included as part of the design, particularly since hundreds of trees will be removed to accommodate the study. She also questioned why Sound Transit should get a break on the tree replacement requirement. They should be required to plant trees nearby to offset the impact. Citizens of the City love trees, which are part of the City's logo.

Yoshiko Saheki, Shoreline, referred to Director Markle's earlier statement that amendments related to standards for public safety, noise and vibration to protect private property adjacent to the stations will come before the Commission at a later date. She would like the City to use another word besides "adjacent." She said she is specifically concerned about noise from the light rail system on the west side of the freeway, which does not fulfill the definition of "adjacent." She advised that she reached out to Sound Transit and learned that, as part of the Environmental Impact Statement (EIS), there is a 106-page technical report on noise and vibration, which includes maps of areas needing mitigation and maps of the future noise walls. However, all of the maps pertain to the east side of Interstate 5. She noted that the Washington State Department of Transportation (WSDOT) has constructed sound walls on the east side of Interstate 5 near the station area, but not on the west side. While not a scientific observation, those living on the west side believe the freeway noise increased after the sound walls were placed on the east side only. Therefore, she asked that the development codes that address noise be applicable to all areas that are affected by the light rail system, and not just those areas that sit adjacent to light rail.

Ms. Saheki asked if it would be possible for the new on ramp to northbound Interstate 5 to be constructed before the construction of the light rail station. If they have to wait for the construction of

the new on ramp until after construction of the light rail station, they will lose access to the on ramp for many years. This would have a negative impact on a lot people.

Commission Discussion

Commissioner Moss-Thomas reminded the Commissioners that the City does not have an established LOS Standard for transit. While she recognized that the City does not have as much control over transit, it should be addressed in the Transportation Master Plan and as part of the light rail station regulations, as well. Director Markle explained that transit can be addressed via the Transportation Impact Analysis, and the City's Traffic Engineer has incorporated some specific measures into the guidelines to accomplish this. More detailed information will be forwarded to the Commissioners via plancom.

Chair Pro Tem Craft said his understanding of SMC 20.30.330(C)(2) is that the infrastructure would be sufficiently developed prior to plans being submitted or that, during that process, some form of infrastructure would be developed to meet whatever capacity is required at the time of use. He summarized that, in any event, the infrastructure would be sufficient to address concerns.

Chair Pro Tem Craft said it is also his understanding of SMC 20.40.438(F) that Sound Transit can request that the City allow an accelerated permit process, and it would come down to whether or not City staff could accommodate the request. If not, the City's standard process would apply. He summarized that, although the proposed amendment would allow the permits to be bundled to accelerate the process, no steps in the review process would be truncated or removed. Director Markle said that is correct. Staff has talked with other jurisdictions and Sound Transit about the concept of "over the shoulder review," which allows staff to meet weekly or biweekly with the designers to point out potential discrepancies with the code as the very large plans move forward. This type of review requires a lot of staff time before a permit is even submitted, so Sound Transit would need to let the City know early if that is their intent so that staffing needs and costs can be identified. The standard process has a lot of unknowns because the codes are based on an initial fee for a permit, and if it takes longer than the set amount of hours, applicants pay hourly. A lot of hours will be involved in the light rail permit processes, and Sound Transit won't have information about the total costs if they choose to utilize the standard method. An accelerated process offers advantages for both the applicant and the City. It allows the City to plan so their current services are not impacted by the huge volume of permits that are anticipated.

Chair Pro Tem Craft observed that the accelerated process will be a type of pre-review prior to permit submittal. Director Markle said it would be an ongoing plans examination. Instead of getting one large comment letter about what needs to be corrected, the applicant would find out about what corrections are needed every two weeks. She emphasized, however, that nothing would be pre-approved until the official permitting process. Chair Pro Tem Craft asked if Sound Transit is asking the City to identify a lump sum value of the time required for the permitting process. Is the intent that Sound Transit would negotiate the permit costs with the City? As an example, Director Markle referred to a staff agreement the City of Redmond has with Sound Transit, which outlines the required permits, as well as the staff positions and estimated hours needed to review the permits. The agreement allows the City and Sound Transit to identify a lump sum or installment payments to cover the anticipated costs. A similar process could be used if Sound Transit requests an accelerated process with the City of Shoreline. However,

Sound Transit has not made this request yet. Chair Pro Tem Craft asked if Redmond's agreement with Sound Transit appears to be successful. Director Markle said there are some advantages, but she recognized that Redmond's project is different than Shoreline's in some respects because of jurisdictional issues. Regardless of the method used for permitting, there will be significant staffing impacts and the City needs to be prepared when the time comes in mid-2016.

Chair Pro Tem Craft recalled that the Commission has spent a lot of time talking about either replacement or mitigation for trees. He asked staff to identify some of the options for tree replacement and explain how the open spaces will be impacted. Director Markle said the project review will start with the premise that the tree code is applicable, but recognizing that the City cannot preclude an essential public facility. If Sound Transit cannot meet the City's tree code, they would need to, through the SUP process, explain why they cannot meet the code and still operate the light rail facility. They would also have to propose mitigation that the City finds acceptable. For example, if all of the trees cannot be replaced on site, they could be planted in offsite locations. It is her understanding that Sound Transit has identified some impacts in its Draft Environmental Impact Statement (DEIS), but a tree plan has not yet been done. Mr. Szafran clarified that Sound Transit has a conceptual plan that identifies the trees that will be removed, but there is not yet a plan for mitigation. Chair Pro Tem Craft asked if a mitigation plan would be required as part of the permit process. Mr. Szafran answered that many of the trees are located in WSDOT right-of-way, and staff believes the City's code would apply. However, he agreed to seek more information and report back to the Commission. Director Markle referred to Ms. Way's comment about the need for trees near the stations and garages, and explained that the City's tree retention rate for sites would still apply.

Commissioner Moss-Thomas suggested that it would add clarity when talking about standards for public safety, noise, and vibration if the language were changed to reference "light rail systems facilities and the corridors." While she understands that the corridor is part of the system, it should be made very clear in the proposed codes.

Commissioner Moss-Thomas referred to Ms. Saheki's earlier comment that the freeway barriers that were placed on the east side of the highway ended up increasing the noise on the west side. She asked staff to provide information about how that concern might be addressed. Director Markle explained that noise is a science, and the City does not have in-house expertise. However, the policy team has discussed the issue and is looking into getting some assistance on noise to answer questions related to the types of standards that should be adopted, if any. Sound Transit completed a noise and vibration study, but staff is not qualified to review the study in house. She expects they may be able to bring back additional information in the future.

Commissioner Moss-Thomas asked if 145th Street is considered a Highway of Statewide Significance. Director Markle said her belief is that at least a portion of 145th Street is considered a Highway of Statewide Significance. She agreed to provide clarifying information at the next meeting.

Commissioner Moss-Thomas recalled a conversation the Commission had pertaining to the Community Renewal Area and LOS at intersections abutting Aurora Avenue North. It was discussed that Highways of Statewide Significance are not bound by the City's LOS determination. She suggested that the TIA for the 145th Street Station should address LOS at the intersections along 145th Street. Mr. Szafran said

representative from the Public Works Department will provide an update to the Commission on the 145th Street Corridor Study in March. The update will include information about LOS, traffic volume, etc.

DIRECTOR'S REPORT

Director Markle thanked the Commissioners who attended the open house on the Guiding Principles for Design. Over 100 people attended the event, which was very productive.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

Election of Interim Vice Chair

Chair Pro Tem Craft reviewed that the Commission typically elects a new Chair and Vice Chair in April. However, with the resignation of Chair Scully, Commissioner Craft was made Chair Pro Tem, and the Commission needs to elect an interim Vice Chair for the remaining meetings through March.

COMMISSIONER MAUL NOMINATED COMMISSIONER MOSS-THOMAS TO SERVE AS THE INTERIM VICE CHAIR OF THE COMMISSION. COMMISSIONER CRAFT SECONDED THE NOMINATION, WHICH WAS UNANIMOUSLY APPROVED.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Chair Pro Tem Craft asked if there was any new information that could be presented at a future Commission meeting relative to the Point Wells development. Commissioner Malek agreed to share follow-up notes from the Light Rail Subcommittee's discussions. He suggested City staff could also provide an update.

AGENDA FOR NEXT MEETING

Mr. Szafran advised that the February 18th agenda would include a staff/consultant presentation of the wetland study for the 145th Street Station Subarea Plan area. Staff would also present the Living Building Ordinance and the docket for the 2016 Comprehensive Plan amendments.

ADJOURNMENT

The meeting was adjourned at 7:53 p.m.

Easton Craft
Chair Pro Tem, Planning Commission

Lisa Basher
Clerk, Planning Commission

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Planning Commission Meeting Date: February 18, 2016

Agenda Item: 6a

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Additional Technical Assessments for the 145th Street Station Subarea Plan Environmental Impact Statement

DEPARTMENT: Planning & Community Development

PRESENTED BY: Miranda Redinger, Senior Planner
Mandi Roberts, AICP, PLA, Principal, OTAK Inc.
Kevin O'Brien, Senior Biologist, OTAK Inc.
Robert Metcalfe, PE, LEG, Principal Geotechnical Engineer, GeoEngineers

- | | | |
|--|--|--|
| <input type="checkbox"/> Public Hearing | <input type="checkbox"/> Study Session | <input type="checkbox"/> Recommendation Only |
| <input checked="" type="checkbox"/> Discussion | <input type="checkbox"/> Update | <input type="checkbox"/> Other |

INTRODUCTION AND BACKGROUND

On March 23, 2015, Council accepted the Planning Commission's recommendation to postpone further discussion of the 145th Street Station Subarea Plan until completion of the 145th Street Corridor Study. At the time of the postponement, the Draft Environmental Impact Statement (Draft EIS) for the subarea plan had been published and the public had submitted many comments on that document. A number of comments focused on wetlands, streams, soils, trees, habitat, and surface and ground water in the subarea. To better respond to these comments, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical areas: Paramount Open Space and Twin Ponds Park.

The main question was whether it would be better for the health of the wetlands and ecosystems for properties outside of City Park or Open Space boundaries to retain single-family (R-6) zoning or potentially redevelop under new zoning designations and regulations.

On April 6, 2015, the Council allocated funds for additional environmental analysis for the 145th Street Station Subarea Plan, specifically:

- Scientific reconnaissance of the wetlands/streams at Paramount Open Space and Twin Ponds to better understand the extent of the resources including an estimate of maximum buffer limits based on SMC 20.80;
- Preparation of a "white paper" on the impact to the functions and values of the wetlands under current and proposed zoning for areas determined to likely contain the wetlands/streams and associated buffers; and

Approved By: Planning Director _____ Project Manager _____

- Preparation of a “white paper” regarding construction types and cost based feasibility of developing in areas that have a higher susceptibility for liquefaction.

Attachment A is a cover memo to introduce the two white papers, which are included as Attachment B (Wetland and Stream Assessment) and Attachment C (Geotechnical Considerations). Staff from OTAK and GeoEngineers will present their findings to the Commission and be available to answer questions at the meeting.

DISCUSSION

The cover memo (Attachment A) explains the purpose of the additional technical analysis, briefly summarizes some of the findings, lists considerations related to land use decisions, and draws some conclusions about potential impacts of various scenarios.

The Wetlands and Stream Assessment (Attachment B) is a technical memo, or white paper, that details the analysis of wetlands, hydrology, soils, vegetation, streams and stream characteristics, fisheries, and stream classification and buffers. This technical memo also discusses potential zoning changes and regulations contained in the City’s newly revised Critical Areas Ordinance. It outlines implications of land use change, including single- as opposed to multi-family use and redevelopment opportunities to improve critical areas and buffer functions.

The Geotechnical Considerations for High Groundwater or Peat Conditions memo (Attachment C) identifies subsurface conditions specific to the area (but not to individual properties) and general engineering solutions that could be employed to keep buildings safe. The main question it attempted to answer was whether known conditions would preclude redevelopment in accordance with potentially new zoning standards. The memo essentially concludes that high groundwater or peat conditions exist in some of the areas near Paramount Open Space and Twin Ponds Park, but it will take site-specific evaluation of soil and hydrologic conditions for a property owner to determine if necessary engineering solutions are too expensive for a project to be feasible.

Many of the potential trade-offs that are discussed in the attached white papers were known concepts:

- Public park and open space land would not be anticipated to change use if the subarea were to be rezoned, but surrounding private property that may contain wetlands or streams and their buffers could be expected to redevelop from current single-family uses if rezoned.
- Regulations contained in the Critical Areas Ordinance would apply to properties with these conditions regardless of their zoning.
- Individual redevelopment projects would be required to perform site-specific geotechnical analysis to determine feasibility, identifying critical areas as well as engineering solutions for buildings and mitigation to protect wetlands and streams.

- Some of the structures and associated uses that currently exist in single-family zones would not be allowed if the properties were to be developed under existing regulations, but because more stringent standards were not in place when they were built, they are protected as non-conforming (or grandfathered).
- If single-family properties were not rezoned or did not redevelop, these non-conforming uses would remain indefinitely, neither posing significant new adverse impacts to wetlands and streams, nor providing opportunities for restoration.
- If single-family properties were rezoned, a percentage would redevelop over the next several decades, which could create adverse impacts to wetlands and streams that would need to be mitigated if construction were allowed and feasible.
- Under the Critical Areas Ordinance, if properties were aggregated, various tools including buffer averaging could be applied. Assuming there was enough buildable land to allow for construction of denser units on part of an aggregated site, existing structures could be removed from critical areas, thus restoring wetland function in the previously impacted area.
- Redevelopment under existing codes would also require low-impact development techniques and apply more stringent surface water standards. It may also provide opportunities for restoration or improvement of critical area function.

How could the technical memos be used to inform decision-making with regard to upcoming land use decisions and timing for decision-making?

Commissioners should draw their own conclusions from the information provided in the white papers, and discuss potential implications of various alternatives at upcoming meetings. The Commission could decide to amend one of the potential zoning scenarios to exclude land near Paramount Open Space or Twin Ponds Park from rezoning. The Commission could decide to phase (or overlay) zoning around these areas based on a timeline or certain conditions being met. The Commission could choose to make no changes to potential zoning scenarios based on these technical memos.

The City is currently deciding how to best incorporate these technical memos into the Environmental Impact Statement process. One option is to include them as an addendum to the current Draft EIS. Although not required, the City would offer a comment period on the documents.

According to the SEPA Handbook, “An addendum is appropriate when a proposal has been modified, but the changes should not result in any new significant adverse impact. They can also be used if additional information becomes available that does not change the analysis of likely significant impacts or alternatives in the original SEPA document.” The conclusion of the cover memo in Attachment A states, “Rezoning to mixed use residential would not be expected to result in significant unavoidable adverse impacts.”

TIMING AND SCHEDULE

The first possible date that the Commission could begin to discuss zoning scenarios analyzed in the Draft EIS (No Action, Connecting Corridors, and Compact Communities) would be March 17. It is possible that the City could issue an addendum to the Draft EIS, allow for a three week comment period, and be able to supply Commissioners with these comments in time to still have this scheduled discussion. If that were the course of action, at the April 7 meeting, the Commission may recommend any of the zoning scenarios studied to Council as the Preferred Alternative for further analysis in the Final EIS. This recommendation may forward one of the zoning scenarios in its current form, as a phased version, or revised with regard to zoning designations or boundaries.

If the Commission is able to make a recommendation at the April 7 meeting, Council could discuss the Preferred Alternative zoning scenario at their May 2 meeting. Following their decision, OTAK will begin the Final EIS, and other work required for adoption, such as writing the Subarea Plan. Commission could expect to start discussing the Final EIS, draft Subarea Plan, and adopting ordinances this summer as the documents become available. The potential timeline that has been available on the website and at public meetings for the remainder of the subarea planning process is included as Attachment D. This potential timeline could include a public hearing and Commission recommendation in August and Council discussion and adoption in September 2016.

RECOMMENDATION

No action is required as part of this discussion. However, the Commission should consider information analyzed in the white papers at the March 17 and April 7 meetings when making recommendations to Council about the Preferred Alternative zoning scenario to be studied in the Final EIS.

ATTACHMENTS

Attachment A– Summary of Additional Technical Assessments Memo

Attachment B– Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment

Attachment B, Figure 1- Wetlands Map, Paramount Open Space

Attachment B, Figure 2- Wetlands Map, Twin Ponds Park

Attachment C- Geotechnical Considerations for High Groundwater or Peat Conditions

Attachment D- Potential Timeline for 145th Street Station Subarea Plan

Memorandum



To: City of Shoreline Planning Commission
From: Mandi Roberts, AICP, PLA, Principal
Copies: File
Date: January 29, 2016
Subject: Summary of Additional Technical Assessments
 for the NE 145th Street Station Subarea DEIS

Project No.: 32402

Purpose of Additional Technical Assessments

In response to comments and questions received as part of the public review process for the 145th Street Station Subarea Draft Environmental Impact Statement (DEIS), published in January 2015, the City of Shoreline procured additional technical work, including an assessment of known streams and wetlands in the Twin Ponds Park and Paramount Open Space areas based on field reconnaissance, and an assessment of existing subsurface soil and groundwater conditions and related geotechnical considerations.

These planning-level assessments were conducted in the summer and fall of 2015 to further evaluate potential environmental effects and potential impacts to ecosystem health of wetlands and streams related to the rezoning alternatives being considered by the City of Shoreline. The assessments were prepared to assist decision-making and explain important considerations and trade-offs related to the alternatives. Possible implications on redevelopment related to protecting and mitigating critical areas and addressing subsurface soil and groundwater conditions also were explored. Biologists from Otak, Inc. conducted the stream and wetland reconnaissance and assessment. GeoEngineers, Inc. prepared a general assessment of subsurface soil conditions and geotechnical considerations. See attached technical memorandums for more detail.

With any future redevelopment, the proponents would need to conduct due diligence and site investigation to support their financing, land use applications, and other permitting. As part of this future work, developers would be required to conduct detailed, site-specific analyses of critical areas, geotechnical conditions, stormwater drainage, traffic impact study, topographic survey, mapping of setbacks, and other areas to determine buffer dimensions, redevelopment capacity, and the architectural and engineering parameters of their projects. Wetland and stream

delineations meeting City of Shoreline and Washington State Department of Ecology regulations would be required for all properties undergoing development with wetlands and streams located within the property boundaries or in proximity to the property.

Summary of the Assessment of Wetlands, Streams, and Buffers

This work focused on providing a more in-depth understanding of wetlands, streams, and associated buffer requirements in the Paramount Open Space and Twin Ponds Park areas. Seven wetlands were identified in the Paramount Open Space area (see Figure AW-1), and two were identified in Twin Ponds Park (see Figure AW-2). Seven streams were also identified on the City-owned parcels—five on the Paramount Open Space parcels and two on the Twin Ponds parcels. Buffers for these critical areas are also depicted in the two Figures.

A number of privately held properties appear to be within the buffers for the wetlands and streams on both the Paramount Open Space and Twin Ponds Park areas. In the case of Twin Ponds Park, the wetland system is located within the boundary of the public park property with stream corridors extending outside the park. At Paramount Open Space, wetlands appear to exist both inside public park property and outside the park. Figures AW-1 and AW-2 depict the physical area of streams, wetlands, and associated buffers that would need to be protected with any future redevelopment.

Buffers for wetland and stream areas identified in the reconnaissance have been measured and mapped based on current adopted Department of Ecology standards and the City of Shoreline Critical Areas Ordinance (CAO). The assessment reflects updated regulations in the CAO adopted by City Council on December 7, 2015 and in effect on February 1, 2016.

Summary of the Assessment of Subsurface Soil and Groundwater Conditions and Geotechnical Considerations

This work focused on providing a more in-depth understanding of subsurface soil and groundwater conditions and related geotechnical considerations in the subarea and addresses the potential influence of these conditions on future redevelopment.

Based on available data, there are some areas with peat-laden soils and high groundwater in the subarea. These are fairly common conditions throughout the Puget Sound region, where glacial activity over thousands of years heavily influenced the area's geology. Liquefaction is a phenomenon where soils experience rapid loss of internal strength as a consequence of seismic activity. Available data and mapping indicate the presence of potentially liquefiable soils in some locations of the subarea. There are a variety of engineering treatments that address liquefaction, as noted in the attached memorandum. Because of the variety of mitigation techniques and highly

variable ground conditions, site-specific geotechnical engineering investigations must be completed in order to determine the risk of potential liquefaction and cost effective mitigation solutions.

Considerations Related to Rezoning Alternatives for the 145th Street Station Subarea

As the City continues to evaluate potential rezoning alternatives for the subarea, the following considerations may be helpful in the decision-making process.

- Regardless of the rezoning alternative adopted, critical areas (wetlands, stream, and associated buffers and other critical areas) located within and near redevelopment sites would be protected by City, state, and federal regulations, including the City of Shoreline's adopted Critical Areas Ordinance (CAO) provisions (Shoreline Municipal Code, Title 20 Development Code). The CAO includes regulations that apply to wetlands, streams, and related buffers (and related fish and wildlife habitat conservation), as well as geologic hazard areas. The Development Code also includes regulations related to tree conservation, land clearing, and site grading that would apply to future redevelopment.
- The wetlands and streams assessment and related mapping has helped to clarify the expected limits of streams, wetlands, and buffers in the Paramount Open Space and Twin Ponds Park areas. The City may determine, after review of the assessment, to either include these land areas in the rezoning alternatives or to retain these areas in their existing zoning of single family R6. Public park lands would be retained in open space/park use in both rezoning alternatives. As such, decision-making will focus on whether or not to rezone properties outside the publicly-owned park and open space lands that appear to contain portions of wetlands, streams, and associated buffer areas.
- If single family R6 zoning is retained in areas anticipated to contain wetlands, streams, and associated buffers (or portions of these features), nonconforming structures and residential yard uses in these areas would continue to exist indefinitely. These nonconforming uses include existing residential structures and non-structural residential uses (lawns, non-native landscaping, pet activities, etc.) that appear to exist in wetlands and in wetland and stream buffers. Ongoing single family use would be a legal, nonconforming use in accordance with the Development Code.
- If areas currently in single family R6 zoning are converted to mixed use residential zoning under either of the two rezoning alternatives, there would be opportunities to more clearly protect wetlands, streams, and buffers with redevelopment. Nonconforming uses could be removed from critical areas. With delineated boundaries of the wetlands, streams and

buffers, water quality treatment, flow control (stormwater management that reduces excess runoff and flooding), and other environmental mitigation, critical areas could be further protected and enhanced through future redevelopment under rezoning.

- At this time, it is not known how parcels might be aggregated for future redevelopment, so it is not possible to physically quantify how critical areas and buffers might affect redevelopment capacity on a site by site basis. This will depend on future site specific plans, and each developer would be required to delineate and survey streams, wetlands, and buffers associated with their sites prior to development. With future aggregation of properties, site plans for development would be required to show delineated streams, wetlands, and buffers per the CAO requirements.
- As discussed in the attached technical memorandum, if a developer aggregates a large scale area of property for redevelopment, the buffer areas could be averaged and mitigation may occur through dedicated open space as part of the project. Developers would be required to prepare master site plans indicating their proposals to protect streams and wetlands, and may propose mitigation in accordance with City, state, and federal requirements. As such redevelopment capacity within the buffer areas may be physically different than shown on the mapped figures.
- The extent of peat laden soils and high groundwater conditions on any given site could limit redevelopment potential. However, there are site engineering and structural design approaches that can address these conditions, so the presence of these conditions does not necessarily mean that property is not developable.
- Redevelopment of properties with peat-laden soils, high groundwater, and soils subject to liquefaction and the required engineering treatments and mitigations to address these conditions typically would be more expensive than redevelopment of property without these conditions. Site by site analysis would need to be conducted to determine specific redevelopment potential and capacity. The feasibility of redevelopment will depend on many factors, including the amount of land affected by these conditions, the overall configuration and size of the redevelopment parcel (likely aggregated from multiple properties), the type of development (building heights and densities) allowed at the particular property, parking requirements, and other factors. In many cases, redevelopment projects, especially those of multi-family densities and at larger scales, can afford to off-set the engineering and construction costs associated with these subsurface conditions, as has been evidenced in construction projects throughout the region.

- Redevelopment potential will need to be determined on a site-by-site basis as part of due diligence by property owners. At this time, it is not known how future redevelopment parcels will be configured. As part of future development projects, site-specific subsurface evaluations by licensed geotechnical engineers will need to be completed to determine existing conditions and appropriate design and construction of new development and improvements (buildings, roadways, bridges, utilities, etc.). The City's site development and building permit process (and application of International Building Code requirements) would include review of specific geotechnical and structural engineering design plans.

Conclusion

The Planning Commission will be considering how to move forward with the rezoning alternatives analyzed in the DEIS (and further evaluated in the FEIS) and identification of a preferred alternative for the subarea. As part of this ongoing decision-making process, the Planning Commission may recommend to either include land areas with potential wetlands, streams, and buffers in the rezoning alternatives or to retain these areas in their existing zoning of single family R6.

Based on the technical assessment, it is not anticipated that rezoning from single family use to mixed use residential would result in significant unavoidable adverse impacts to the ecological health of wetlands, streams, buffers and their related wildlife habitat values. Redevelopment would provide opportunities to improve and enhance critical areas through delineation of natural area protection boundaries, water quality and flow control management, and other environmental mitigation activities.

Regarding subsurface conditions related to soils that contain peat, high groundwater conditions, and liquefaction potential, individual site-by-site analyses will need to be completed as part of future redevelopment to determine potential effects. There are a variety of geotechnical and structural engineering treatments that can address these conditions as part of site development.

It is recommended that the Planning Commission continue to include the properties surrounding the Paramount Open Space and Twin Ponds Park areas in the two rezoning alternatives to be addressed in the FEIS. With the determination of a preferred alternative, these properties may be rezoned to mixed use residential as part of the adoption of the subarea plan for the 145th Street Station Subarea. Rezoning to mixed use residential would not be expected to result in significant unavoidable adverse impacts.

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To: City of Shoreline Planning Commission

From: Jeff Gray, Senior Wetland Biologist
Kevin O'Brien, Senior Wildlife Biologist
Jesse Reynolds, Environmental Planner

Copies: File

Date: January 29, 2016

Subject: Paramount Open Space and Twin Ponds Park
Wetlands and Streams Assessment

Project No.: 32402

Introduction

To encourage transit oriented development in areas surrounding a future high-capacity transit network located at NE 145th St. and Interstate 5 (I-5), the City of Shoreline (City) is considering redevelopment alternatives in what is referred to as the 145th Street Light Rail Station Subarea (145th St. Subarea). A component of this redevelopment may involve rezoning lands surrounding the station to denser land uses. Critical areas such as wetlands, streams, and their buffers will affect the footprint of potential development. Wetland and stream reconnaissance and assessments have been conducted to help assess the opportunities and the limitations of development due to these critical areas and their buffers.

On behalf of the City, Otak, Inc. biologists conducted stream and wetland reconnaissance and assessments at Paramount Open Space (946 NE 147th St., Parcel #s 6632900640, 6632900591, 6632900570, and 6632900780) and Twin Ponds Park (15401 1st Ave NE, Parcel # 2881700590) adjacent to the 145th St. Subarea on August 25 and September 1, 2015. The purpose of the site visits was to: 1) determine whether wetlands and/or streams are present in City-owned areas next to the light-rail station that may see zoning changes, 2) determine the classification of any wetlands and /or streams occurring on City-owned properties, and 3) establish wetland and/or stream buffers and whether buffers extend on to other parcels.

Methodology

Wetlands on the site were assessed by Otak biologists using the methodology derived from the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (USACE 2010) and the *Corps of Engineers Wetland Delineation Manual* (Environmental

Laboratory 1987). Full wetland delineations were not conducted for this work. Work was conducted on the City-owned parcels identified above; no work was performed on privately-held parcels.

Data on vegetation, soils, and hydrology were collected in areas that appeared to have wetland characteristics. Data on soils, hydrology, and vegetation were collected for a number of wetland and upland plots, in order to characterize wetlands and to confirm wetland presence and the physical extent of wetland boundaries. Information on wetland edge location was recorded using a Trimble GeoXH 6000, a resource-grade GPS unit with sub-meter accuracy. Wetland flags were not deployed at wetland edges for this work, nor were wetland edges surveyed. Sizes of wetlands were estimated based on the GPS points taken. Wetlands were rated as required by the Shoreline Municipal Code (SMC) 20.80.320.B using the *Washington State Wetland Rating System for Western Washington 2014 Update* (Ecology Publication No. 014-06-029). Wetland buffer widths were determined based on wetland rating category per SMC 20.80.330.

Stream systems were qualitatively assessed for in-stream habitat units, substrate, large wood, riparian habitat, and potential fish presence/fish habitat. Full stream habitat surveys and/or fish surveys were not conducted for this work. Ordinary High Water was located using the Trimble GEOXH 6000 GPS unit. Streams were typed per SMC 20.80.270.B(5), and buffers were established based on stream type and presence of fish habitat per SMC 20.80.280.C.

Geologic hazard areas, flood hazard areas, and aquifer recharge areas were not evaluated as components of this work.

Results

Several wetlands and stream systems were identified on the City-owned parcels. Seven wetlands were identified in the Paramount Open Space area (see Figure AW-1), and two were identified in Twin Ponds Park (see Figure AW-2). Seven streams were also identified on the City-owned parcels—five on the Paramount Open Space parcels and two on the Twin Ponds parcels. Buffers for these critical areas are also depicted in the two Figures. A number of privately held properties are within the buffers for the wetlands and streams on both the Paramount Open Space and Twin Ponds Park areas.

Wetlands

Table 1 lists the wetlands, wetland classification, size, and buffers for the project wetlands. Information on hydrology, soils, vegetation, and wetland classification and wetland buffers follows, based on the City of Shoreline Critical Areas Ordinance, updated on December 7, 2015.

Table 1—Wetland Locations, Classifications, Categories, Size, and Buffers

Wetland	Cross-Referenced Wetland Designation ^A	Location	Wetland Classification and Categories			Wetland Size ^E		Habitat Score from Ecology Rating ^F	Buffer Width (feet) ^G
			Cowardin ^B	HGM ^C	City of Shoreline ^D	Square Feet	Acres		
A/B	WL-F	Paramount Open Space	PFO/OW	Depressional	III	30,179	0.693	6	165 ft.
C	WL-I	Paramount Open Space	PFO/PSS	Depressional	III	32,492	0.746	6	165 ft.
D	WL-I	Paramount Open Space	PFO	Depressional	III	3,165	0.073	5	105 ft.
E	WL-I	Paramount Open Space	PFO	Depressional	III	1,342	0.031	5	105 ft.
F	WL-I	Paramount Open Space	PFO/PEM	Depressional	III	17,036	0.391	6	165 ft.
G	WL-F	Paramount Open Space	PFO/PSS	Depressional	III	1,505	0.035	5	105 ft.
H	WL-F	Paramount Open Space	PEM	Slope	IV	>168	>0.004	5	40 ft.
I	WL-D	Twin Ponds Park	PFO/PEM/OW	Depressional/Riverine	III	211,167	4.848	6	165 ft.
J	WL-C	Twin Ponds Park	PEM	Riverine	III	9,384	0.215	5	105 ft.

Notes:

- A. Cross-references based on wetland identification conventions established in the *Thornton Creek and West Lake Washington Basins Characterization Report* (TetraTech/KCM, 2004) and the *Thornton Creek Watershed Plan* (R.W. Beck, 2009)
- B. Cowardin et al. (1979) or National Wetland Inventory (NWI). Class based on vegetation: PFO = Palustrine Forested; PSS = Palustrine Scrub-Shrub; PEM = Palustrine Emergent; OW = Open Water.
- C. Hydrogeomorphic (HGM) classification according to Brinson (1993).
- D. Wetland rating according to the Shoreline Municipal Code, Chapter 20.80.330 (City of Shoreline, 2016) and based on the Washington State Department of Ecology *Washington State Wetland Rating System for Western Washington 2014 Update*.
- E. Wetlands sizes measured only within Study Area. ">" indicates that the wetland extends outside of Study Area.
- F. Based on the Washington State Department of Ecology *Washington State Wetland Rating System for Western Washington 2014 Update*
- G. Wetland buffer width according to the Shoreline Municipal Code, 20.80.330 (City of Shoreline, 2016) and habitat scores for the wetlands.

Hydrology

The Paramount Open Space wetlands and the Twin Ponds Park wetlands display hydrologic regimes that are largely supported by groundwater, although stream systems are associated with the wetlands and in close proximity to them. Most of the wetlands are depressional, and water in the various wetlands may pond either permanently or seasonally. Portions of Wetland I, associated with Twin Ponds Park, are permanently ponded and have an open water component. The slope and riverine wetlands displayed evidence of either groundwater expression (Wetland H), or also showed evidence of ponding and/or overbank inundation (Wetland J).

All of the wetlands showed high groundwater levels during the reconnaissance work, and soils were saturated to the surface. Many areas of the wetlands depicted in Figures AW-1 and AW-2 showed surface water at depths ranging from less than one inch to several feet in the Twin Ponds Parks wetlands. All wetlands in the Paramount Open Space and Twin Ponds Park areas showed one or more primary wetland hydrology indicators, thus meeting the criterion for wetland hydrology.

Soils

Soils in the Paramount Open Space and the Twin Ponds Park wetlands display dark soils, with low values (typically values of 2, occasionally 3), and low chroma (typically 1, occasionally 2). All sampled wetland soils had distinct hydrogen sulfide odors, and many of the soils had organic components such as decaying vegetative detritus. Although loamy soils were the dominant wetland soil type, significant components of clay and silt were often present as well. All wetlands in the Paramount Open Space and Twin Ponds Park areas showed one or more primary wetland hydric soil indicators, thus meeting the criterion for wetland soils.

Soils in both the Paramount Open Space and the Twin Ponds Park are generally derived from Vashon till. Dominant parent soils are mostly Everett gravelly loam soils, although Twin Pond Parks contains peat soils, as well (TetraTech/KCM, 2004).

Vegetation

Wetland plant communities at the Paramount Open Space and the Twin Ponds Park sites were mainly forested communities, with some emergent and scrub/shrub communities either interspersed within the wetland matrix or occurring beneath the forested canopy. Typically, red alder (*Alnus rubra*) was the dominant tree species in the forested wetland communities, with species such as black cottonwood (*Populus trichocarpa*) and western red cedar (*Thuja plicata*) occurring occasionally in and along the edges of the wetlands. Salmonberry (*Rubus spectabilis*) was the dominant shrub species, although willow species (*Salix* spp) occurred in small patches and/or locally dense thickets. Other, less common wetland shrub species included red osier dogwood (*Cornus sericea*) and beaked hazelnut (*Corylus cornuta*). Common herbaceous wetland species at both the Paramount and Twin Ponds sites included creeping buttercup (*Ranunculus repens*), lady fern (*Athyrium filix-feminina*), horsetail (*Equisetum* spp), false lily-of-the-valley (*Maianthemum dilatatum*), western skunk cabbage (*Lysichiton americanus*), and invasive species such as reed canary grass (*Phalaris arundinacea*) and bittersweet nightshade (*Solanum dulcamera*). More aquatic-adapted plants such as water parsley (*Oenanthe sarmentosa*), hardstem bulrush (*Scirpus acutus*), pondweed species (*Potamogeton* spp), and the invasive yellow flag iris (*Iris pseudacorus*) were associated with the open water areas.

Tree species surrounding the wetlands and associated with upland habitat included western hemlock (*Tsuga heterophylla*), big-leaf maple (*Acer macrophyllum*), and Douglas fir (*Pseudotsuga menziesii*). Common upland shrub species included common snowberry (*Symphiocarpus albus*), dull Oregon grape (*Mahonia nervosa*), vine maple (*Acer circinatum*), and osoberry (*Oemleria cerasiformis*). Common herbaceous species associated with upland conditions include sword fern (*Polystichum munitum*) and wood sorrel (*Oxalis oregana*), as well as non-native herbaceous species such as herb-Robert (*Geranium robertum*). Invasive non-native species were common at both sites, and include Himalayan blackberry (*Rubus armeniacus*), reed canary grass, English ivy (*Hedera helix*), English holly (*Ilex aquifolium*), and cherry laurel (*Prunus laurocerasus*). Twin Ponds Park, however, showed a high species richness of both native shrub and herbaceous species during the site visit.

City of Shoreline Wetland Classifications and Buffers: The City of Shoreline has recently updated its wetland rating classification system, per SMC 20.80.320. Wetlands are classified as Type I through Type IV wetlands, based on the following criteria excerpted from the SMC.

1. *Category I. Category I wetlands are those that represent unique or rare wetland types, are more sensitive to disturbance than most wetlands, are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime, or provide a high level of functions. The following types of wetlands are Category I:*
 - a. *Relatively undisturbed estuarine wetlands larger than one acre;*

- b. *Wetlands of high conservation value that are identified by scientists of the Washington Natural Heritage Program/DNR;*
 - c. *Bogs;*
 - d. *Mature and old-growth forested wetlands larger than one acre;*
 - e. *Wetlands in coastal lagoons; and*
 - f. *Wetlands that perform many functions well (scoring 23 points or more based on functions).*
2. *Category II. Category II wetlands are those that are difficult, though not impossible to replace and provide high levels of some functions. The following types of wetlands are Category II:*
- a. *Estuarine wetlands smaller than one acre, or disturbed estuarine wetlands larger than one acre;*
 - b. *Interdunal wetlands larger than one acre or those found in a mosaic of wetlands; and*
 - c. *Wetlands with a moderately high level of functions (scoring between 20 and 22 points)*
3. *Category III. Category III wetlands are those with a moderate level of functions, generally have been disturbed in some ways, can often be adequately replaced with a well-planned mitigation project, and are often less diverse or more isolated from other natural resources in the landscape than Category II wetlands. The following types of wetlands are Category III:*
- a. *Wetlands with a moderate level of functions (scoring between 16 and 19 points); or*
 - b. *Interdunal wetlands between 0.1 and one acre.*
4. *Category IV. Category IV wetlands are those with the lowest levels of functions (scoring below 16 points) and are often heavily disturbed. These are wetlands that should be able to replace, or in some cases to improve. However, experience has shown that replacement cannot be guaranteed in any specific case. These wetlands may provide some important functions, and also need to be protected.*

Most of the wetlands on the Paramount Open Space and the Twin Ponds Park sites are less than one-half acre in size, contain a forested wetland class, and score between 16 and 19 points per Washington State Department of Ecology (Ecology) wetland functions rating system. These wetlands are categorized as Category III wetlands per the SMC. Wetland H is a slope wetland with an emergent vegetation class, and is categorized as a Category IV wetlands per the SMC. Per SMC 20.80.330, wetland buffers are based on wetland categories and on habitat scores and associated functions—both higher wetland categories and higher habitat scores are reflected in a greater assigned buffer width. The majority of wetlands in both the Paramount Open Space and Twin Ponds

Park sites have habitat scores of either 5 or 6 points, and buffer widths are, respectively, either 105 feet or 165 feet. Wetland H, as a Category IV wetland, is afforded a 40 foot buffer and that buffer is not dependent upon habitat scores/functions per the SMC.

Per SMC 20.80.090, in all cases the standard buffer shall apply unless the Director determines that additional buffer width is necessary or reduced buffer is sufficient to protect the functions and values consistent with the provisions of this chapter and the recommendations of a qualified professional.

Streams

A total of seven stream reaches were identified in the Paramount Open Space and Twin Ponds Park areas. Table 2 lists the streams, stream classification, and buffers for the streams on the sites. Additional information on stream characterization follows.

Table 2—Stream Locations, Classifications, and Buffers

Stream	Cross-Referenced Stream Reach Designation ^H	Location	Stream Typing		Standard Buffer Width (feet) ^M
			DNR ^I	City of Shoreline ^L	
Little Creek	TC14	Paramount Open Space	NA ^J	F, non-anadromous	75 ft.
Little Creek Tributary 1A	TC14	Paramount Open Space	NA ^J	F, non-anadromous	75 ft.
Little Creek Tributary 2A	TC14	Paramount Open Space	NA ^J	Ns/--	45 ft./no buffer
Little Creek Tributary 3A	TC14	Paramount Open Space	NA ^J	Ns/--	45 ft./no buffer
Little Creek Tributary 4A	TC14	Paramount Open Space	NA ^J	Ns/--	45 ft./no buffer
Thornton Creek	TC3 & TC7	Twin Ponds Park	Np/F ^K	F, non-anadromous	75 ft.
Meridian Creek	TC4	Twin Ponds Park	NA ^J	F, non-anadromous	75 ft.

Notes:

H. Cross-references based on wetland identification conventions established in the *Thornton Creek and West Lake Washington Basins Characterization Report* (TetraTech/KCM, 2004)

- I. Stream typing based on Washington Department of Natural Resources (DNR). Type Ns: non fish-bearing seasonal stream; Type Np: non fish-bearing perennial stream; Type F: fish bearing stream; Type S: Shoreline of the State.
- J. Not Available—stream is not mapped by DNR.
- K. Thornton Creek is rated as Type N downstream of the ponds, Type F within the ponds themselves.
- L. Littles Creek Tributaries 2A, 3A, and 4A may be provisionally rated as Ns, or as stormwater ditches and thus not considered Waters of the State (see below).
- M. Stream rating according to the Shoreline Municipal Code, Chapter 20.80.270 (City of Shoreline, 2016). Littles Creek Tributaries 2A, 3A, and 4A may be provisionally rated as Ns with 45 foot buffers, or as stormwater ditches with no buffers.

Stream Characteristics

All of the streams on the Paramount Open Space and the Twin Ponds Park sites belong to the broader Thornton Creek drainage.

Thornton Creek and Meridian Creek at Twin Ponds Park: At the Twin Ponds Park site, Thornton Creek drains approximately 1,300 acres of largely residential land in the City of Shoreline. Thornton Creek flows into Twin Ponds Park from the north, passing through a residential neighborhood in a system of open channels, ditches, and pipes before discharging into the north pond in Twin Ponds Park. Thornton Creek then passes into the south pond prior to flowing through Peverly Pond and into a long culvert beneath I-5. Representative bankful width and bankful depth measurements taken for Thornton Creek were approximately 22 feet and 2 feet, respectively, taken at two locations downstream of the southern pond, and 8-10 feet and 2-3 feet, respectively, taken upstream of the northern pond. Riffles and glides were the dominant habitat units, and pool habitat was relatively scarce. Stream substrate consisted of stream gravels and fines, and embeddedness was high. Riparian vegetation is considered moderately disturbed due to the density of non-native invasives such as Himalayan blackberry, Japanese/giant knotweed (*Polygonum cuspidatum/sachalinenses*), and field bindweed (*Convolvulus arvensis*), the nearby presence of human activities and land use, and the relatively young age of the tree canopy. Large woody debris associated with the system was scarce and tended to consist of smaller pieces that provide lower in-stream habitat complexity and function.

Meridian Creek flows into the Twin Ponds Park site from the west. Meridian Creek, also known as Evergreen Creek, is a poorly channelized system that is associated with a riparian wetland (Wetland J). Meridian Creek is likely an intermittent system, given that previous studies had indicated that the system dries up at times (TetraTech/KCM, 2004). Dominant substrate consisted of fines, particularly upstream of the point where the Meridian Creek system discharges into the southern pond. Bankful width and depth were estimated at 9-12 feet and 2-2.5 feet, respectively, at points in the system where channelization was more pronounced. Similar to Thornton Creek, riparian vegetation is moderately disturbed due to the presence of invasives, proximal land use and activities, and relatively young age of the canopy.

Little Creek and Tributaries: The Little Creek system consists of the mainstem Little Creek and a number of tributaries (Figure AW-1). The system enters the Paramount Open Space area from the north and flows southward through the site, and is associated with a number of depressional wetlands. The Little Creek subbasin drains approximately 466 acres.

The Little Creek stream system on the Paramount Open Space area consists of the mainstem Little Creek and four associated tributaries. Tributaries 1A and 3A confluence with the mainstem Little Creek on the Paramount property, while Tributary 2A is culverted and discharges into Little Creek to the south. Tributary 4A occurs on the Paramount property to the north (Figure AW-1) and may have linked Tributary 1A and the mainstem Little Creek in the past.

Tributary 2A appears to be a constructed stormwater ditch, running along the toe of a slope behind several residential structures and receiving flow from a low point on the roadway of NE 147th St. The flow path for this tributary is approximately 3 feet in width and approximately 1 foot in depth. Flows are seasonal, with no flow observed in Tributary 2A during the site visits and willowherb rooted in the channel. Stream substrate consists of fines and organic soils. Tributary 2A has bank armoring that consists of concrete fragments and bed armoring consisting of quarry spalls, and discharges into a 16-inch CMP culvert for approximately 218 feet prior to confluencing with the mainstem Little Creek off-site. The City of Shoreline maps Tributary 2A as a ditch in the surface water drainage mapping data.

Tributary 3A appears to have been straightened and ditched in the past, likely to improve conveyance during storm events. Representative bankful width and depth for the system is approximately 3 feet and approximately 1.2 feet, respectively. Flows are seasonal, and substrate consists of fines and organic soils that was saturated to the surface during the site visits. Riparian habitat for both Tributary 2A and 3A is highly disturbed, and consists of a mix of open and forested edge habitat, with a dominant invasive plant community comprised of Himalayan blackberry. Large woody debris is absent from both tributary systems. Similar to Tributary 2A, the City of Shoreline maps Tributary 3A as a ditch in the surface water drainage mapping data.

Tributary 4A has a representative bankful width and depth of 5-6 feet and 1.5-2 feet, respectively. Under existing conditions, a berm appears to separate Tributary 4A from Tributary 1A, although the City of Shoreline maps Tributary 4A and 1A as connected in the surface water drainage mapping data. Based on information from the Thornton Creek and West Lake Washington Basins Characterization Report (TetraTech/KCM, 2004), City of Shoreline GIS data, and the channel dimensions, Tributary 4A was very likely connected to Tributary 1A in the past. Currently it appears to be a backwater channel for the mainstem Little Creek. Tributary 4A may be considered as either a constructed surface water feature linking the mainstem Little Creek and Tributary 1A, or as a seasonally active drainage.

The mainstem Littles Creek and Tributary 1A are larger than the above tributaries. As noted above, Tributary 1A appears at one time to have been a diversion flow path from the mainstem Littles Creek via Tributary 4A, reconnecting with the mainstem near the southern end of the Paramount Open Space area. Currently, Tributary 1A is associated with Wetlands C and A/B, showing poor channelization and sheet flow dynamics in portions of the wetlands, and relatively well-defined channels in other parts of the wetlands. Representative bankful widths and depths for Tributary 1A are 6-8 feet and 0.5 feet near the culvert shown in Figure AW-1, with a more incised condition to the north (bankful width and depth of approximately 5 feet and 2 feet, respectively). Stream habitat units consist of riffles and glides interspersed with poorly channelized wetland and ponded units. Substrate is dominated by fines in the lower energy areas, with gravels present in the riffle habitat units. Spalls and rounded cobbles appear to have been placed in reaches of the Tributary 1A system to dissipate streamflow energy. Although large wood is not abundant in the Tributary 1A system, smaller wood is present and relatively abundant. Riparian habitat is relatively abundant and shows a low to moderate disturbance regime, with abundant patches of dominant non-native invasive species such as Himalayan blackberry and English ivy.

Bankful width and bankful depth for the mainstem Littles Creek ranges from 5-7 feet and 1-1.3 feet, respectively. Gravels and fines are the dominant stream substrate, with quarry spalls scattered in portions of the stream reaches—particularly near trail culverts where erosive flows may be present. Stream habitat consists primarily of riffles, with very few pools. Although large wood is not abundant in the Tributary 1A system, smaller wood is present and relatively abundant. Similar to Tributary 1A, riparian habitat for the mainstem Littles Creek is relatively abundant and shows a low to moderate disturbance regime, and a relatively high diversity of native plant species. However, non-native invasive species such as Himalayan blackberry, Japanese/giant knotweed, and English ivy make up a dominant component of the vegetative community. Within the Paramount Open Space area, the banks of Littles Creek appear relatively stable, although there are areas where minor undercutting and erosional scarring were observed. Immediately to the south of the Paramount Open Space area, two culverts on privately held parcels impose a partial fish passage blockage and an unknown fish passage blockage, respectively. Somewhat further to the south, a culvert conveying Littles Creek beneath NE 145th Street imposes a complete fish passage blockage based on WDFW Salmonscape information.

Fisheries

A number of observations indicate that Thornton Creek in the vicinity of the Twin Ponds Park site contains salmonid species—primarily resident cutthroat trout (*Onchorhynchus clarkii*) (WDFW, 2015a; TetraTech/KCM, 2004). Although there is some anecdotal evidence that coho juveniles have been observed in Thornton Creek in the vicinity of Twin Ponds Park, this has been attributed to release of juveniles into the system through elementary school programs—downstream culverts

associated with I-5 are considered a complete fish passage barrier to anadromous salmonids. Meridian Creek is linked to the Thornton Creek and Twin Ponds system via a surface water connection during at least a portion of the year, with no fish passage barrier interposed between the two streams. Meridian Creek is also considered to provide habitat for cutthroat trout during a portion of the year. The Thornton Creek Watershed Plan concludes that resident (non-anadromous) salmonid use of the system from the mouth of Meridian Creek upstream for several hundred feet is a reasonable presumption (R. W. Beck, 2009).

Salmonid presence is not documented for Littles Creek and its tributaries (WDFW, 2015a; WDFW, 2015b). Previous studies indicated that salmonid presence was unlikely in the system or that salmonids were definitively absent (The Watershed Company, 2009; R. W. Beck, 2009), or resulted in no occurrence of fish during surveys (Tabor *et al.*, 2010). Existing fish passage barriers downstream of the Paramount Open Space preclude the presence of anadromous salmonids (WDFW, 2015b). No cutthroat trout or any other fish species were observed during the fieldwork for the project. However, the presence of some fish species is likely in the two perennial reaches of the Littles Creek system in the Paramount Open Space—namely, Littles Creek mainstem and Littles Creek Tributary 1A. Perennial stream reaches typically provide habitat for non-salmonid species such as sculpin, three-spined stickleback, and assorted minnow species (e.g. red-sided shiners, dace, etc.). Based on the habitat in the mainstem Littles Creek and the Littles Creek Tributary 1A, and on the SMC, a provisional stream rating of Type F, non-anadromous is warranted.

The Littles Creek Tributaries 2A, 3A, and 4A appear to have an intermittent (seasonal) hydrologic regime and are unlikely to provide functional fish habitat. In addition, Tributaries 2A, 3A, and 4A may be considered as stormwater/drainage features that were established/installed. As such, these tributaries would warrant either a Type Ns designation and associated buffer, or would be considered as artificially constructed features that would receive no buffer (Table 2).

City of Shoreline Stream Classifications and Buffers

The City of Shoreline has its own stream classification system, per SMC 20.80.270 for classification of Fish and Wildlife Habitat Conservation Areas—specifically, Waters of the State. Streams are classified based on the following criteria excerpted from the SMC.

Waters of the State.

Waters of the state include lakes, rivers, ponds, streams, inland waters, underground waters, salt waters, and all other surface waters and watercourses within the jurisdiction of the state of Washington, as classified in WAC 222-16-030.3. Streams and wetlands and their associated buffers that provide significant habitat for fish and wildlife are those areas where surface waters produce a defined channel or bed, not including irrigation ditches, canals, storm or surface water runoff devices or other entirely artificial watercourses, unless they are used by fish or are used to convey streams naturally occurring

prior to construction. A channel or bed need not contain water year-round; provided that there is evidence of at least intermittent flow during years of normal rainfall.

Streams shall be classified in accordance with the Washington Department of Natural Resources water typing system (WAC 222-16-030) hereby adopted in its entirety by reference and summarized as follows:

- a. Type S: streams inventoried as “shorelines of the state” under Chapter 90.58 RCW and the rules promulgated pursuant to Chapter 90.58 RCW;*
- b. Type F: streams which contain fish habitat. Not all streams that are known to exist with fish habitat support anadromous fish populations, or have the potential for anadromous fish occurrence because of obstructions, blockages or access restrictions resulting from existing conditions. Therefore, in order to provide special consideration of and increased protection for anadromous fish in the application of development standards, Shoreline streams shall be further classified as follows:*
 - i. Anadromous fishbearing streams (Type F-anadromous). These streams include:*
 - 1. Fish bearing streams where naturally recurring use by anadromous fish populations has been documented by a government agency;*
 - 2. Streams that are fish passable or have the potential to be fish passable by anadromous populations, including those from Lake Washington or Puget Sound, as determined by a qualified professional based on review of stream flow, gradient and natural barriers (i.e. natural features that exceed jumping height for salmonids), and criteria for fish passability established by the Washington Department of Fish and Wildlife; and*
 - 3. Streams that are planned for restoration in a six-year capital improvement plan adopted by a government agency or planned for removal of the private dams that will result in a fish passable connection to Lake Washington or Puget Sound; and*
 - ii. Non-anadromous fishbearing streams (Type F-non-anadromous). These include streams which contain existing or potential fish habitat, but do not have the potential for anadromous fish use due to natural barriers to fish passage, including streams that contain resident or isolated fish populations. The general areas and stream reaches with access for anadromous fish are indicated in the City of Shoreline Stream and Wetland Inventory and Assessment (2004) and basin plans. The potential for anadromous fish access shall be confirmed in the field by a qualified professional as part of a critical area report.;*
- c. Type Np: perennial nonfish habitat streams;*
- d. Type Ns: seasonal nonfish habitat streams; and*

e. Piped stream segments: those segments of streams, regardless of their type, that are fully enclosed in an underground pipe or culvert. (Ord. 398 § 1, 2006; Ord. 238 Ch. VIII § 4(B), 2000)

Thornton Creek and Meridian Creek are categorized as Type F, non-anadromous streams, based on the documented presence of cutthroat trout and other fish in Thornton Creek and the Twin Ponds, the surface water connection and potential for use of the Meridian Creek system by cutthroat trout and other fish during some portion of the year, and the existing complete lack of accessibility to anadromous species.

The Littles Creek mainstem and the Littles Creek Tributary 1A are provisionally categorized as Type F, non-anadromous streams based on the perennial hydrologic regime of these two reaches, the available stream habitat for aquatic biota, and the relatively high likelihood of some species of fish utilizing this habitat. Per the SMC, Type F non-anadromous streams are defined as providing fish habitat for a variety of different species. As noted above, perennial stream reaches typically provide habitat for non-salmonid species such as sculpin, three-spined stickleback, and assorted minnow species (e.g. red-sided shiners, dace, etc.). Based on the habitat in the mainstem Littles Creek and the Littles Creek Tributary 1A, and on the SMC, a provisional stream rating of Type F, non-anadromous is warranted.

As noted above, the Littles Creek Tributaries 2A, 3A, and 4A appear to have an intermittent (seasonal) hydrologic regime and are unlikely to provide functional fish habitat. In addition, Tributaries 2A, 3A, and 4A may be considered as stormwater/drainage features that were established/installed. As such, these tributaries would warrant either a Type Ns designation and associated buffer, or would be considered as artificially constructed features that would receive no buffer (Table 2).

Zoning Changes and Code Review

Zoning Changes

The alternatives being considered for the 145th Street Station Subarea Plan include a no action alternative and two scenarios for rezoning lands surrounding the station to denser land uses. Currently, the buffers surrounding both the Paramount Open Space and Twin Ponds Park cover several parcels on lands that could be rezoned to a denser use. Parcels that are overlapped by wetland and stream buffers surrounding the Paramount Open Space are currently and primarily zoned residential at a density of six units per acre (zone R6). Depending on the zoning alternative selected these areas could be rezoned to allow a range of multi-family housing units up to 35 or 45 feet in height (zones MUR-35' to MUR-45'). Parcels that are overlapped by wetland and stream buffers surrounding Twin Ponds Park are currently zoned as residential at densities ranging from six

to twenty-four units per acre (zones R6 and R24). Depending on the zoning alternative selected these areas could remain zoned six units per acre in some areas, or be rezoned to mixed-use multi-family housing units up to 65 feet in height excluding the potential for additional height through a Development Agreement (MUR-65'). For more detail on the locations of existing zoning in areas surrounding the parks, please refer to Figure 3.1-4 in the Draft Environmental Impact Statement (DEIS). For proposed rezoning alternatives please refer to Figures 3.1-5 and 3.1-6 in the DEIS. For further detail on each of the alternatives, how they were shaped, associated growth, time frames of build-out, anticipated growth, and land use and transportation implications please refer to Section 2.3 in the DEIS.

Shoreline Municipal Code (SMC) Review

The City Critical Areas Ordinances (CAO), in its updated form dated December 7, 2015 and scheduled to take effect on February 1, 2016, was reviewed in the context of how zoning changes from the proposed alternatives could create additional buffers with building setbacks, or modify existing buffers. At the time this memorandum was prepared, zoning and land use changes as a result of rezoning from the proposed alternative will not create additional critical area buffers, nor are existing buffers anticipated to be modified as a result of zoning and land use changes. In addition, SMC 20.80.015(A) states the provisions of the CAO shall apply to all land uses and within all zoning designations in the City of Shoreline.

Potential development subsequent to rezoning may involve alteration of land use patterns and activities in rezoning, including removal or modification of existing structures, construction of new structures, and alteration in vegetative cover and vegetative management of the affected lots. The following SMC elements are potentially relevant to the proposed rezoning changes associated with the 145th Street Station Subarea Plan alternatives, if changes to the existing land use and activities take place.

- Per SMC 20.80.015, all land uses and proposed development must comply with the City's CAO. Proposed impacts to critical areas or critical area buffers must comply with critical areas standards and are subject to project review and approval by the Planning Director.
- Per SMC 20.50.020(D), lots divided by a residential zone boundary may transfer density from the lesser residential density portion of the lot to the greater residential portion.
 - Residential transfer from a greater residential portion to the lesser residential portion may be allowed when said transfer contributes to preservation of critical areas or other natural features.
- Per SMC 20.50.300(G), any disturbance to vegetation within critical areas and their corresponding buffers is subject to the procedures and standards contained within the critical areas chapter of the Shoreline Development Code, Chapter [20.80](#) SMC, Critical

Areas, in addition to the standards of the SMC 20.50.300(G) subchapter. The standards which result in the greatest protection of the critical areas shall apply.

- Removal of trees from MUR-70 zones, typically exempt from permit requirements of 20.50.300 per SMC 20.50.310, are not exempt if the activity takes place within a critical area or critical area buffer.
- Partial exemptions from the permit requirements of 20.50.300 do not pertain to development activities occurring within a critical area or critical area buffer. Disallowed partial exemptions include tree removal of significant trees, tree removals based on lot size, and landscape maintenance and alterations based on square footage limits.
- If tree removal is to occur on a site that includes critical area and critical area buffer, tree removal within the critical area and buffer must be consistent with the CAO standards, and retention of 30 percent of significant trees on the site vs. retention of 20 percent of significant trees on a site with no critical areas or critical area buffers is required (SMC 20.50.350).
 - Replacement of removed trees with appropriate native trees at a ratio determined by the Director will be required in critical areas.
- Per SMC 20.50.460, existing vegetated critical areas may substitute for required landscaping.
- Per SMC 20.50.520(K), new landscape material shall be indigenous (native) plant species within critical areas or their buffers.
 - Normal and routine maintenance and operation of existing landscaping and gardens within critical areas and critical areas buffers are exempt from the SMC CAO requirements, per SMC 20.80.030(J) and provided they comply with all other regulations in that chapter, including pruning of protected trees consistent with SMC 20.50.350(E)

A number of SMC exemptions may be relevant to the proposed rezoning and potentially subsequent redevelopment on privately held parcels in the vicinity of Paramount Open Space and Twin Ponds Park. These exemptions may allow for new utility activities and modification of existing structures and infrastructure to occur within critical areas and critical area buffers as redevelopment proceeds. However, per SMC 20.80.020, any otherwise exempt activities occurring in or near a critical area or critical area buffer should meet the purpose and intent of SMC 20.80.010 and should consider on-site alternatives that avoid or minimize impacts.

- Per SMC 20.80.030, exemptions to the CAO requirements are allowed for public water, electric and natural gas distribution, public sewer collection, cable communications, telephone, utility and related activities undertaken pursuant to City-approved best management practices. Per SMP 20.80.030, additional parameters concerning replacement and/or relocation of these facilities pertain.
 - Repair and maintenance of existing private connections to public utilities and private stormwater management facilities consistent with best management practices and best available science. Revegetation of disturbed areas is required to be native vegetation, unless the existing, non-native vegetation is re-established with no change to type or extent.
- Maintenance, operation, repair, modification or replacement of publicly improved roadways or City-authorized private roadways and associated stormwater drainage systems, as well as publicly improved recreation areas, as long as such activity does not involve the expansion of uses and/or facilities into previously unimproved rights of ways, portions of rights of ways, or previously unimproved areas in the case of recreation sites. In addition, such activities cannot alter a wetland or watercourse, such as culverts or bridges, or result in the transport of sediment or increased stormwater. Retention and replanting of native vegetation shall occur wherever possible along the right-of-way improvement and resulting disturbance.
- Activities such as recreational area operations, repair, maintenance, modification and/or replacement are exempt so long as any such activity does not involve the expansion of facilities and existing improvements into a previously unimproved portion of critical areas or required buffers.
- Emergencies; minor conservation and enhancement activities; removal of active and non-imminent hazard trees subject to the provisions of SMC 20.80.30(G); site investigations; passive outdoor activities; normal maintenance; and minor activities determined by the City to have minimal impacts to a critical area are all potentially exempt activities.
- The application of herbicides, pesticides, organic or mineral-derived fertilizers, or other hazardous substances, if necessary, provided that their use shall be restricted in accordance with state Department of Fish and Wildlife Management Recommendations and the regulations of the state Department of Agriculture and the U.S. Environmental Protection Agency.

A number of allowed activities may occur within critical areas and/or critical area buffers. Allowed activities shall be reviewed and permitted or approved by the City and any other agency with jurisdiction, but do not require submittal of a separate critical area report, unless such submittal was required previously for the underlying permit. The Director may apply conditions to the underlying permit or approval to ensure that the allowed activity is will sufficiently protect critical areas.

- Per SMC 20.80.040, allowed activities within critical areas or their buffers include structural modifications of, additions to, maintenance, repair, or replacement of legally non-conforming structures consistent with SMC 20.30.280, and which currently do not meet the setback or critical areas or critical buffer requirements, if the replacement or related activity does not increase the existing building footprint or area of hardscape within the critical area or the critical area buffer.
- Per SMC 20.80.040, allowed activities include demolition of structures located within critical areas or their buffers, excluding demolition of structures necessary to support or stabilize landslide hazard areas, and subject to approval of a stormwater pollution prevention plan consistent with the adopted stormwater manual and clearing limits that will adequately protect the critical area.
- Permit requests subsequent to previous critical area review by the City of Shoreline are considered allowed, subject to criteria established in SMC 20.80.040(C)(3).

The City has recently updated their CAO, adopting updates to the City Code on December 7, 2015 with the new regulations scheduled to go into effect on February 1, 2016. The goals of the update are to: 1) Update the regulations for consistency with Best Available Science as required by the State, 2) Provide predictability and clarity by adding standards for critical area report submittals, and 3) Modify problematic and unclear sections of the code.

Substantial changes in the updated City of Shoreline CAO include adoption of the Washington State Department of Ecology *Washington State Wetland Rating System for Western Washington: 2014 – Update*; changes to wetland categorization that reflect Ecology’s rating system; significant increases in wetland buffer sizes; alterations to the City’s stream typing methodology in accordance with Washington Department of Natural Resources water typing system (WAC 222-16-030); and small changes to stream buffers in the updated CAO. Standard wetland buffers under the updated City CAO show the largest increase, typically increasing an additional 50-60 feet compared to the wetland buffers under the previous CAO requirements. Increase in buffer widths on the Paramount Open Space and Twin Ponds Park sites will likely further encumber adjacent, privately owned properties as a result.

Standard buffer widths for stream systems associated with the Paramount Open Space and Twin Ponds Park sites change relatively little under the updated City of Shoreline CAO. In the case of Type F reaches (Thornton Creek, Meridian Creek, Littles Creek mainstem and Littles Creek Tributary 1A), buffer sizes either increase an additional 10 feet or actually are reduced based on lack of anadromous salmonids in the systems under the updated CAO. Under the updated CAO, other stream reaches in the Paramount Open Space and Twin Ponds Park sites generally retain similar buffer widths compared to the previous CAO requirements, or show an overall reduction in buffer width. Stream buffer widths on the Paramount Open Space and Twin Ponds Park sites will not further encumber adjacent, privately owned properties as a result.

Per the City SMC, buffer averaging is allowed under the updated CAO; however, buffer reductions allowable under the previous CAO no longer pertain. Buffer averaging for wetlands and streams is allowable as follows.

Per SMC 20.80.330, buffer averaging for wetlands is allowed if:

Buffer averaging to improve wetland protection may be permitted when all of the following conditions are met:

- a. The wetland has significant differences in characteristics that affect its habitat functions, such as a wetland with a forested component adjacent to a degraded emergent component or is a “dual-rated” wetland with a Category I area adjacent to a lower rated area;*
- b. The buffer is increased adjacent to the higher functioning area of habitat or more sensitive portion of the wetland and decreased adjacent to the lower functioning or less sensitive portion as demonstrated by a critical areas report from a qualified wetland professional;*
- c. The total area of the buffer after averaging is equal to the area required without averaging; and*
- d. The buffer at its narrowest point is never less than either three-fourths of the required width or 75 feet for Category I and II, 50 feet for Category III, and 25 feet for Category IV, whichever is greater.*

Per SMC 20.80.274, buffer averaging for stream systems is allowed if:

The Director may allow the recommended fish and wildlife habitat area buffer width to be reduced in accordance with a critical area report, the best available science, and the applicable management recommendations issued by the Washington Department of Fish and Wildlife, only if:

- a. It will not reduce stream or habitat functions;*
- b. It will not adversely affect fish and wildlife habitat;*
- c. It will provide additional natural resource protection, such as buffer enhancement;*
- d. The total area contained in the buffer area after averaging is no less than that which would be contained within the standard buffer; and*
- e. The buffer area width is not reduced by more than twenty-five percent (25%) in any location.*

Implications of Land Use Change

Potential impacts associated with zoning changes and due to potential alterations in land use and associated activities adjacent to the critical areas covered by the proposed Subarea Plan could be varied in outcome. However, rezoning from the proposed alternative will not create additional critical area buffers, nor are existing buffers under the updated City CAO anticipated to be modified as a result of zoning and land use changes.

Single Family Use vs. Multi-Family Use

Because all land uses and proposed development must comply with the City's CAO, systemic and significant differences to critical areas and buffer impacts associated with proposed changes to the residential zoning are not anticipated. Allowed development or other activities within critical areas and critical area buffers—and any potential exemptions for such alterations—would pertain to both single family and multi-family zoned lands. The City's CAO will pertain to all zoning areas, and is not anticipated to differ between single family, multi-family, or mixed use land uses.

As noted above, existing non-conforming structures located within critical areas or critical area buffers may be modified, added to, maintained, repaired, or replaced if no increase in the structural footprint or area of hardscape occurs within the critical area or critical area buffer. Additions to legally nonconforming structures that are partially located within critical areas or their buffers are allowed—provided that a critical area report delineating the critical area(s) and required buffers shows that the addition is located entirely outside the critical area or buffer. Any redevelopment and/or increase in residential density that may take place as a result of zoning changes will comply with the City of Shoreline CAO requirements, and would be required to document that no adverse impacts to critical areas and/or their buffers will occur as a result of the proposed activity.

Potential environmental impacts to wetland and stream critical areas related to converting land use from existing single family (R6) to higher density mixed use and/or multi-family are not anticipated to be significant or adverse with application of the City's CAO requirements. Although more people would be living and working in proximity to wetlands, streams, and their associated buffers under either of the rezoning scenarios, critical areas would be subject to additional protections and requirements that are not fully realized under the existing single family use. In the existing condition, there appear to be homes, sideyard and backyard structures, mown lawns, pet activities, and other uses within potential critical areas and buffers. These existing activities are allowed as legal and nonconforming uses (as described previously), given that they have been in place since before CAO requirements were adopted by the City. However, new development would be required to comply with CAO requirements. Wetland and stream areas and buffers would need to be clearly delineated and protected in compliance with the CAO. Opportunities to improve wetland and stream conditions with redevelopment are summarized on the following page.

Redevelopment Opportunities to Improve Critical Areas and Critical Area Buffer Functions

Redevelopment could create substantial opportunities for ecological improvements and enhancements that do not currently exist. Under new development proposals, existing legal and nonconforming land uses within the current wetland/stream areas and buffers could be removed, and new developments would be required to conform to CAO provisions that limit or do not allow development within critical areas or critical area buffers.

Redevelopment also may provide opportunities for mitigation and/or wetland and stream buffer enhancement in the formerly developed or disturbed buffer areas using best available science, with an anticipated improvement of ecological functions provided by the critical area and its buffer. Per SMC 20.80.053, proposed redevelopment or new development will require appropriate mitigation sequencing for maintaining or compensating for impacted functions and values of critical areas—to include compensatory mitigation planning, installation of mitigation elements, and subsequent monitoring and reporting per SMC 20.80.082. Additional requirements for compensatory mitigation, relevant to either wetlands or Fish and Wildlife Habitat (specifically, streams), may be found in SMC 20.80.350 and SMC 20.80.300, respectively.

With redevelopment, improvements to water quality and flow control would be expected as a result of compliance with stringent stormwater management requirements administered by the City, consistent with Washington State Department of Ecology regulations. This would in turn enhance critical areas and buffer ecological functions. Redevelopment would be required to meet water quality treatment standards for pollution-generating impervious surfaces, which represents another opportunity to improve upon existing conditions in which untreated stormwater is discharged into City of Shoreline streams and subsequently may degrade water quality in those systems. Per Washington State Department of Ecology standards, water quality treatment requirements would pertain for new development in the vicinity of the Paramount Open Space and the Twin Ponds Park sites.

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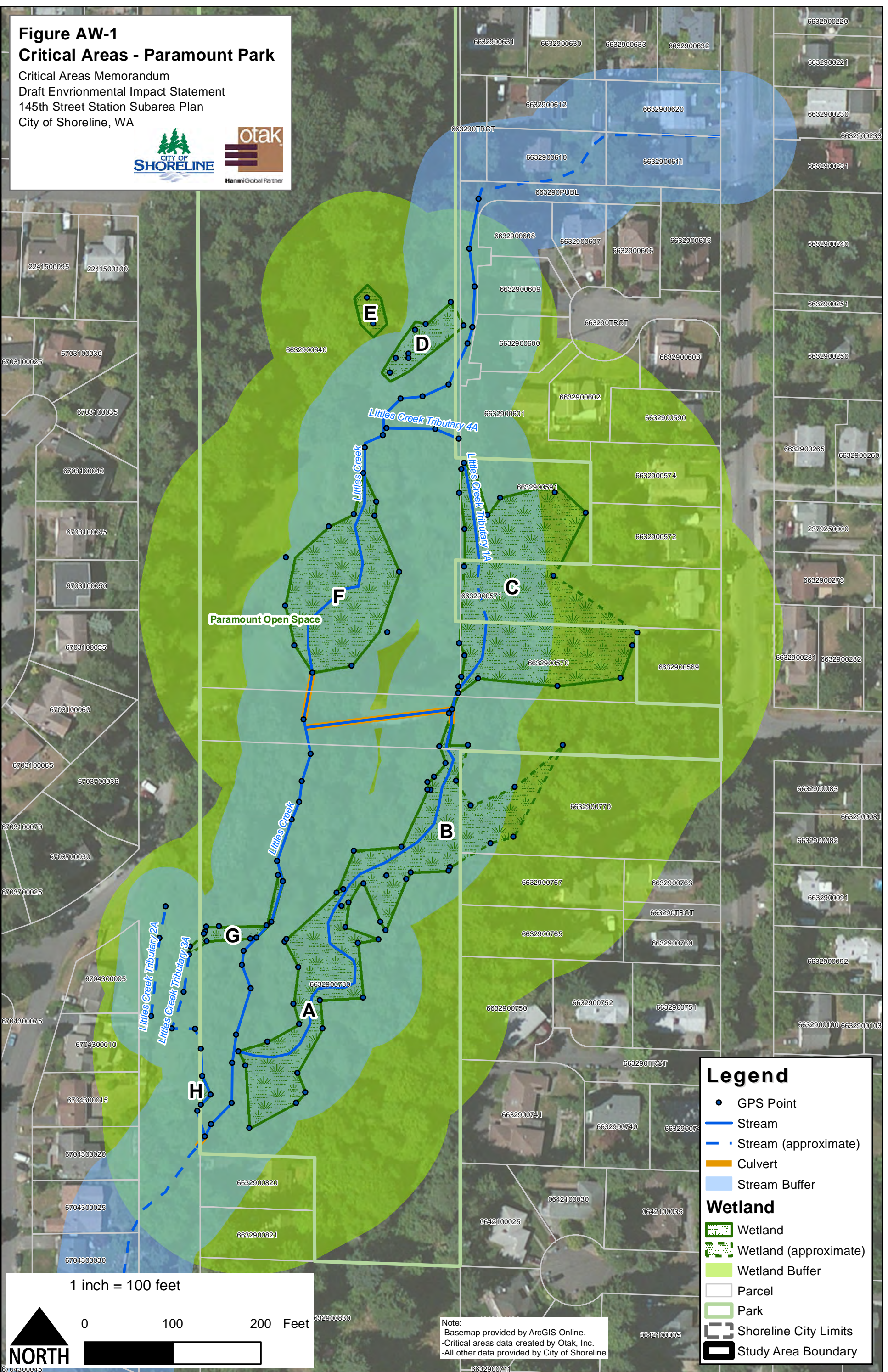
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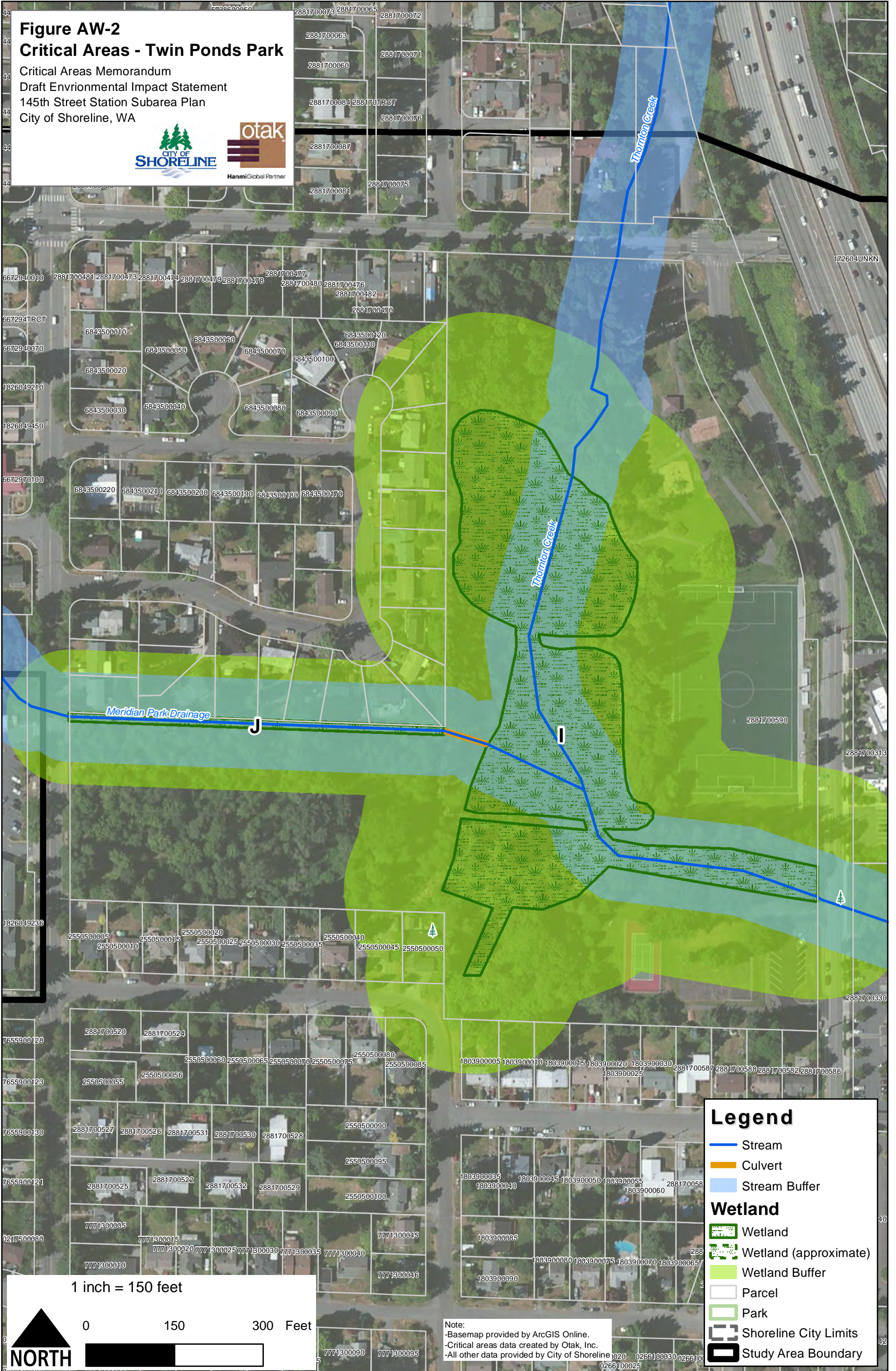
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Figure AW-1
Critical Areas - Paramount Park
 Critical Areas Memorandum
 Draft Environmental Impact Statement
 145th Street Station Subarea Plan
 City of Shoreline, WA

Hanmi Global Partner







Memorandum

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www.geoengineers.com

To: City of Shoreline Planning Commission
From: Robert C. Metcalfe, PE, LEG and Lindsay C. Flangas, PE
Date: January 25, 2016
File: 0231-088-00
Subject: City of Shoreline – Geotechnical Considerations for High Groundwater or Peat Conditions

This memorandum summarizes general subsurface conditions in the vicinity of Paramount Open Space and Twin Ponds Park in the City of Shoreline based on a review of available information, and addresses general geotechnical considerations for sites where high groundwater levels or peat soils are present. We understand that the City is considering upzoning the area surrounding the proposed 145th Street light rail station and is interested in understanding geotechnical design and construction considerations for high-groundwater, peat soil, and/or liquefaction conditions.

SUBSURFACE CONDITIONS

Our understanding of subsurface conditions in the Paramount Open Space and Twin Ponds Park areas is based on review of available geologic maps and available subsurface reports (see References). Surficial geologic units in the area of interest are a result of glacial and postglacial processes. Published geologic information for the area includes a geologic map prepared by Booth et. al. (2008) and information presented in a Thornton Creek Basin Characterization Report (2004). Mapped surficial geology indicates the presence of glacial till with a band of advance outwash along the I-5 corridor. Glacial till and advance outwash are glacially overridden. Glacial till typically consists of dense to very dense/hard silt, sand, and gravel of variable proportions. Advance outwash typically consists of dense to very dense sand and gravel, with variable silt content.

Also mapped in the area, but less predominant, are zones of recessional outwash and ice-contact deposits, and isolated deposits of peat. Recessional outwash and ice-contact deposits were deposited in the wake of the retreating glacier, and vary from loose to medium dense. Recessional outwash typically consists of stratified sand, with occasional lenses of silty sand, silt and gravel, and ice-contact deposits are similar, but less well-sorted and characterized by higher silt content and lenses of till. Peat consists of wood and other organic debris, and are typically encountered in wetlands, former lake bottom areas, or recessional outwash channels. Peat is typically very loose/soft and highly compressible.

Available groundwater information from boring and test pit logs reviewed for this project suggest the presence of perched water over dense glacial till and other dense and low permeable glacial soils.

DESIGN AND CONSTRUCTION CONSIDERATIONS

Site-specific subsurface evaluations by a licensed geotechnical engineer should be completed prior to design and construction of new development and other improvements (buildings, roadways, bridges, utilities, etc.). Among other geotechnical considerations, site-specific explorations and evaluations are important in identifying

and understanding the depth, extent and nature of groundwater, subsurface soil, and peat conditions in the vicinity of the planned improvements. The following sections include general geotechnical design and construction considerations for sites impacted by the presence of groundwater or peat.

Groundwater Considerations

Groundwater is an important consideration in the design and construction of infrastructure and development projects. The presence and depth of groundwater can be evaluated during site investigations by installing groundwater monitoring wells at locations and depths of interest. Planning by the project team will be required for excavations or drilled foundation elements extending below the perched or static groundwater table.

If temporary or permanent dewatering is required, the site and surrounding areas should be evaluated to determine whether dewatering may result in settlement of compressible soils (including peat) within the dewatering zone of influence. Groundwater flow rates and quantities, and appropriate dewatering systems, can vary significantly based on the porosity of the subsurface soils. Appropriate engineering study and design is necessary to address and prevent potential issues related to ground settlement in the project vicinity that can result from dewatering.

Structures extending below the design groundwater table should be waterproofed and designed to resist hydrostatic uplift pressures.

Peat Considerations

Based on available information, peat deposits are present in the vicinity of the proposed 145th Street light rail station. Peat is a somewhat fibrous material consisting of fragments of decayed organic matter. Peat compressibility characteristics can vary significantly, and can be evaluated during the site investigation phase with laboratory testing of selected samples. Peat will undergo two phases of settlement: relatively short-term primary consolidation and long-term secondary compression. Minimizing load increases from site grading, foundations, or dewatering will reduce potential short-term primary consolidation settlement. Long-term settlement of site grades underlain by peat should be expected regardless of whether additional fill is placed.

Several techniques are available for settlement mitigation of structures, roadways and embankments where peat is present. Some of these include:

- **Preloading and/or lightweight fill.** Depending on total and differential settlement tolerances, it may be feasible to use preloading and lightweight fill individually or in combination to reduce settlement of structures, roadways and embankments underlain by peat. Preloading a site, typically with a soil berm, can advance the short and long-term settlement prior to construction. The proportion of total settlement that occurs prior to construction will depend on the weight and duration of the preload and the compressibility and drainage characteristics of the underlying soil. Surcharging (adding additional weight on top of the preload), and/or installation of wick drains can accelerate the primary consolidation settlement duration. Lightweight fill consisting of Geofom or other material can be used to reduce settlement by reducing the net load change on the compressible soil layer.

- **Rigid Inclusions.** Ground improvement consisting of stiff or rigid inclusions may be utilized to reduce total and differential settlement of structures, roadways, and embankments. Settlement reduction will depend on the type of ground improvement used and the improvement replacement ratio. Several ground improvement alternatives are available, including use of aggregate piers (grouted and ungrouted), grouted vertical elements, and vertical elements, such as timber or concrete piles.
- **Deep foundation support.** Structural loads may be transferred through deep foundation elements to competent layers underlying the compressible peat. Deep foundation support alternatives include driven piles, drilled shafts, augercast piles, among others, each of which have unique design and construction considerations. When structural loads are supported with deep foundations, long-term settlement of adjacent and connecting utilities and other improvements must be considered and accounted for in the design by such means as affixing below-slab utilities to the slab, and providing flexible connections between pile supported and non-pile supported elements.
- **Removal and replacement of peat with structural fill.** This alternative may be cost-effective depending on the depth and volume of peat to be removed below the project site. Removal and replacement eliminates settlement concerns for the planned structures constructed above, and will reduce the risk of potential differential settlement between structures (including roads or utilities) supported by deep foundations or by other ground improvement methods.

Considerations must also be made for utilities underlain by peat. Settlement-sensitive utilities, such as gravity sewers or storm drains should be designed with adequate grade to accommodate estimated long-term settlement, or designed to mitigate settlement using one of the approaches described above.

As peat decomposes over time, it generates methane vapors. Structures with enclosed space should be designed with provisions to mitigate methane vapor. Common methods include installation of methane barriers below floor slabs and/or methane collection pipes installed within a gravel layer below the slab and vented outside of the building.

Liquefaction Potential

Available data and mapping also indicate the presence of potentially liquefiable soils in the vicinity of the proposed 145th Street light rail station. Liquefaction is a phenomenon where soils experience a rapid loss of internal strength as a consequence of strong ground shaking. Ground settlement, lateral spreading and/or sand boils may result from soil liquefaction. Structures supported on liquefied soils could suffer foundation settlement or lateral movement that could be severely damaging to the structures. Conditions favorable to liquefaction occur in loose to medium dense, clean to moderately silty sand, which is below the groundwater level. Potential mitigation measures vary based on the risk for liquefaction at each site, as well as the actual subsurface conditions and planned site improvements. Mitigation measures may include, but are not limited to (1) ground improvement techniques such as vibro compaction, vibro replacement (e.g. stone columns), aggregate piers (e.g. Geopiers), soil mixing or compaction grouting, or (2) the support of structures on deep foundations designed to resist liquefaction-induced settlement and lateral movement. Because of the variety of mitigation techniques and highly variable ground conditions in the City, site-specific geotechnical engineering investigations must be completed in order to determine the risk of potential liquefaction and cost effective mitigation solutions.

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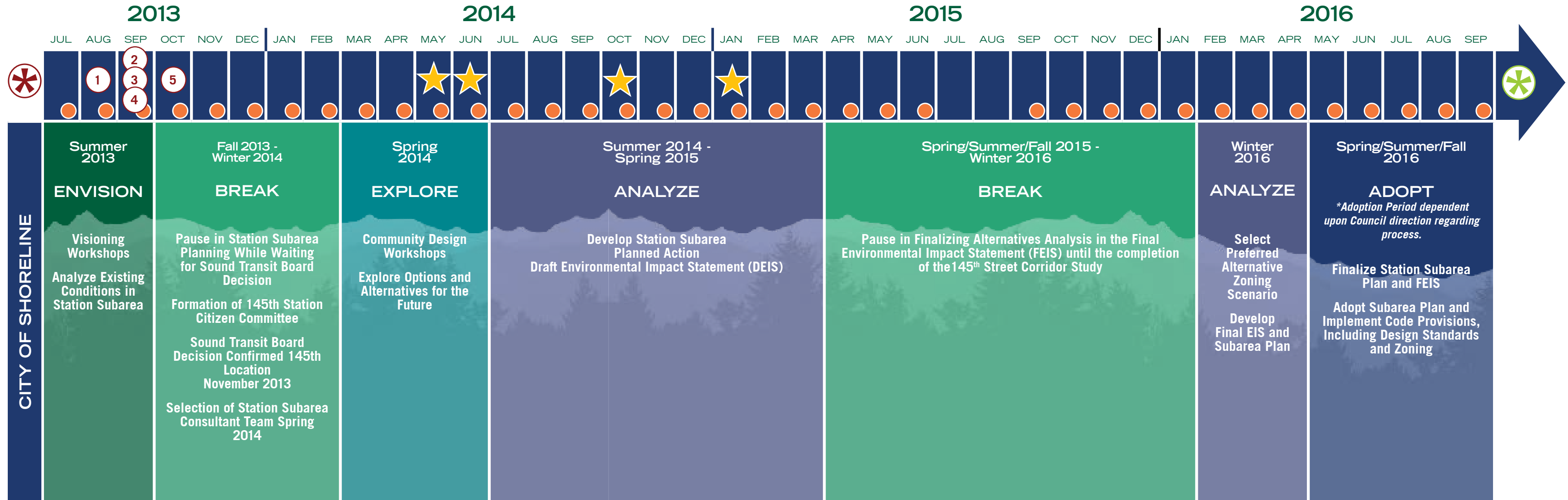
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145th Street Station Subarea Plan Schedule



Visioning Workshops, Meetings, and Events:

- May 22nd, 2013 Kick-off/Informational Public Meeting
- 1) July 11th Korean Community Event
- 2) August 1st Visioning Workshop for 145th/155th
- 3) August 7th Event for Folks of Modest Means
- 4) August 22nd 185SCC Visioning Workshop for 185th
- 5) September 19th City of Shoreline Final Visioning Workshop

- The 145th Station Citizen Committee (145SCC) Meetings:**
Every 4th Thursday of the Month from 7:00-8:30 pm in Room 301 of City Hall

- Station Subarea Design Workshops:**
 - 1) May 22, 2014: 145SCC Workshop
 - 2) June 12, 2014: Design Workshops, Part I—Brainstorming Ideas
 - 3) October 9, 2014: Design Workshops, Part II—Alternatives and Possibilities
 - 4) January 22, 2015: Draft EIS Community Meeting

Through adoption of a subarea plan, which will include zoning and development regulations, the City will only set the stage for how the neighborhood could possibly transition over time. Market forces and homeowner decision-making about how/when to redevelop or sell properties will determine the pace and degree of transformation in the subarea.

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PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Introduction to Living Building Challenge Ordinance and Petal Recognition Program		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Miranda Redinger, Senior Planner Sam Wright, Living Building Challenge Manager, International Living Future Institute		
<input type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only	
<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other	

INTRODUCTION AND BACKGROUND

On September 30, 2013, Council adopted the Shoreline Climate Action Plan, thereby committing to reduce community greenhouse gas (GHG) emissions 80% by 2050 (80x50), with an interim target of 50% reduction by 2030 (50x30). In 2014, the City reaffirmed that commitment by signing the King County-Cities Climate Collaboration (K4C) Joint County-City Climate Commitments, joining with the County and other cities in similar targets.

Since the selection of these specific targets was based on scientific consensus of what it would take to prevent the most devastating impacts of climate change, an analysis of what was feasible still needed to be completed. Through its partnership with the K4C, the City of Shoreline had the opportunity to work with Climate Solutions' New Energy Cities Program to perform a Carbon Wedge Analysis, which developed strategies for the City to achieve these "ambitious but achievable" targets. Council was introduced to the analysis and strategies at their October 14, 2014 meeting. The staff report from that meeting is available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport101314-9a.pdf>.

On September 14, 2015, the Council discussed several of the strategies identified through the Climate Action Plan, Carbon Wedge Analysis, and K4C Climate Commitments, and selected three priority recommendations for 2016-2019:

- Adoption of a Living Building Challenge Ordinance and consideration of a Petal Recognition Program
- Examining feasibility of District Energy or Combined Heat and Power in areas that are likely to undergo redevelopment, including the light rail station subareas, Aurora Square/Shoreline Place, and Town Center; and
- Conducting a Solarize campaign, including exploring adoption of Solar-Ready regulations, and building on partnerships with local educational, professional, and

Approved By:

Project Manager _____

Planning Director _____

non-profit organizations dedicated to increasing solar power generation in Shoreline.

The staff report from that meeting is available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport091415-9b.pdf>.

On February 1, 2016, the Council discussed the three identified priority strategies in further detail. This agenda item included a presentation from Thomas Puttnam, President of Puttnam Infrastructure, on studying the feasibility of District Energy. Linda Irvine, Program Director for Northwest Sustainable Energy for Economic Development (NW SEED), also answered questions related to Solarize initiatives. The staff report from that meeting is available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport020116-8a.pdf>.

Living Building Challenge and Petal Recognition- The Living Building Challenge is a certification program through the International Living Future Institute (ILFI) for net zero and net positive buildings. A net zero building has zero net energy or water consumption, meaning the total amount of energy or water used by the building on an annual basis is roughly equal to the amount of renewable energy created or water captured or reused on the site. A net positive building produces more energy or water than is used on the site.

The Living Building Challenge emphasizes sustainability with regard to the following design considerations or “Petal”:

- Place- restoring a healthy interrelationship with nature;
- Water- creating developments that operate within the water balance of a given place and climate;
- Energy- relying only on current solar income;
- Health and Happiness- creating environments that optimize physical and psychological health and well-being;
- Materials- endorsing products that are safe for all species throughout time;
- Equity- supporting a just, equitable world; and
- Beauty- celebrating design that uplifts the human spirit.

Attachment A is an infographic identifying the seven Petals and twenty Imperatives for full Living Building Challenge certification. Attachment B outlines documentation requirements for full certification. For buildings that are unable to meet full certification requirements, but whose design incorporates a requisite amount of the above principles, the ILFI also offers a Petal Recognition program.

A Living Building Challenge Ordinance (LBCO) may be adopted by jurisdictions to provide relief from code barriers that may preclude development of Living Buildings and/or include incentives for their development. Seattle adopted an LBCO in order to facilitate development of the Bullitt Center, the world’s greenest office building.

The City of Shoreline and other K4C cities' staff are working with the ILFI to adapt existing ordinances to be applicable to smaller cities. Attachment C is a white paper drafted by King County GreenTools about the Local Ordinances Related to the Living Building Challenge. Attachment D is a rough draft of basic components for a potential City of Shoreline Living Building Challenge Ordinance. Additional details and questions about these attachments will be offered in the Discussion section of this staff report.

Justification from existing plans for adopting a Living Building Challenge

Ordinance:

K4C Climate Commitments-

- Green Building and Energy Efficiency
 - Pathway: Reduce energy use in all existing buildings 25% below 2012 levels by 2030; achieve net-zero GHG emissions in new buildings by 2030.
 - Catalytic Policy Commitment: Join the Regional Code Collaboration (RCC) and work to adopt code pathways that build on Washington State Energy Code, leading the way to “net-zero carbon” buildings through innovation in local codes, ordinances, and related partnerships.

Climate Action Plan (CAP) and Carbon Wedge Analysis-

- CAP- Energy and Water
 - 1G: Promote high-performance building and energy efficiency in private construction and remodeling through education and code development.
- Analysis- Building Sector and Renewable Energy Strategies
 - Remove code barriers to Zero Net Energy (ZNE) buildings/Living Buildings and adopt LBCO.
 - Research what it would take to construct a ZNE/Living Building City facility or demonstration project.
 - Density bonuses, enabling developers to build more housing units, taller buildings, or floor space than typically allowed, as an incentive for ZNE or Living Building construction.
 - Property tax exemption for ZNE-ready developments.
 - Technical assistance for ZNE development.

185th Street Station Subarea Plan Policies-

- Promote more environmentally-friendly building practices. Options for doing so may include:
 - Adoption of International Green Construction Code.
 - Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
 - Partner with the International Living Future Institute to adopt LBCO and/or Petal Recognition Program. Petal Recognition could include achievement of at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials and all of the following:
 - Reduce total energy usage by 25 percent over comparable building type and/or Shoreline Energy Code.

- Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by the appropriate utility or other baseline approved by the Planning and Community Development Director □
- Capture and use at least 50 percent of storm water on site.

DISCUSSION

It is important to note that there are several different codes and regulations that may present barriers to or provide incentives for the development of Living Buildings, and multiple agencies that may be involved in approval of such projects.

- Development Code-The City of Shoreline has the ability to modify this code through a recommendation by the Planning Commission and decision by Council. Potential amendments to the Development Code could include providing incentives for Living Buildings by allowing for exemptions from the following standards:
 - Permitted, prohibited, or conditional use provisions, but only for accessory uses that would directly address an imperative of the Living Building Challenge 3.0, including but not limited to uses that could re-use existing waste streams or reduce the transportation impacts of people or goods;
 - Residential density limits;
 - Maximum size of use;
 - Parking requirements;
 - Setback and lot coverage standards;
 - Standards for storage of solid-waste containers;
 - Open Space requirements;
 - Standards for structural building overhangs and minor architectural encroachments into the right-of-way; and
 - Connection to public water and sewer.
- State Building Code- Standards for commercial and multi-family buildings are regulated by the International Building Code (IBC), which Council has local authority to amend. The City's Building Official has reviewed the attached materials and participated in K4C working group discussions with regard to implementation of the Living Building Challenge Ordinance. He has not identified any barriers within the IBC that should preclude development of a project given that the associated plumbing code currently provides requirements for labeling and premises isolation needed for non-potable water systems, and other public health considerations. Single-family homes are regulated by the International Residential Code, which Council may specifically amend provided approval is gained from the State Building Code Council. The Building Official is confident that promoting the development of a Living Building would be a legitimate basis to obtain this required approval.
- Surface Water Utility-The City manages this utility, which is governed by regulations set forth in the Shoreline Municipal Code Section 13.10. Council has the ability to amend these regulations. It may be appropriate for Living Buildings or Petal Recognition projects focusing on water to receive a reduction or waiver of the Surface Water Management fee. Existing regulations currently contain a fee rebate for low-impact development components of a project, and it is possible that this will be expanded through revisions made through an upcoming update.

6b. Living Building Challenge Staff Report

- Water and Sewer Utilities- Determining potential barriers or incentives related to water and sewer utilities will require discussions with North City Water District, Seattle Public Utilities, and Ronald Sewer District. However, many of the water and sewer issues with regard to Living Buildings, such as rainwater harvesting, reuse of non-potable water, and composting toilets may be more appropriately handled by Health Departments.
- Health Departments- King County Public Health and the Washington State Department of Health will need to be involved in regional discussions related to Living Buildings and Petal Recognition. The State Department of Health currently has the ability to grant relief from regulations that may be barriers to Living Buildings. The Chief Plumbing Inspector for Public Health for Seattle and Unincorporated King County has been involved in the K4C working group, and has provided insights into the current process of approval and how it may need to be modified in the future to better accommodate these types of projects.

Lessons Learned from Other Jurisdictions

The GreenTools white paper (Attachment C) outlines components of several other LBCOs, adopted in Seattle, Clark County, Bainbridge Island, and Ellensburg. The white paper includes “lessons learned” from these jurisdictions as they implemented their programs, and provides recommendations for other cities and counties as they develop new programs. The recommendations are as follows:

- Require project certification or petal recognition at a minimum;
- Clarify criteria and process for allowing code departures;
- Require project team consultation and staff training;
- Encourage participation with public health departments and other regulatory agencies; and
- Include implementation recommendations.

Staff has incorporated recommendations from the white paper into the draft ordinance to the extent feasible at this level of detail.

Questions for Discussion:

Sam Wright, Living Building Challenge Manager with the International Living Future Institute, will be available to provide more information and answer questions about the Living Building Challenge and Petal Recognition Programs. The ILFI website (<https://living-future.org/lbc>) also has a wealth of information, including Frequently Asked Questions, market and barrier assessments, and case studies for certified projects around the world.

To aid in tonight’s discussion, staff has identified several questions with regard to a potential LBCO.

- The Seattle ordinance restricts applications for Living Buildings to a Pilot Program, limited to twelve projects.
 - ***Should Shoreline’s ordinance limit the number of potential projects through a pilot program?***

- ***Should Shoreline’s program apply to all building types in all zones and geographic locations within the city or confine potential projects to certain types or areas?***
- The draft Shoreline LBCO in Attachment D lays out a two-tiered system of incentives based on the level of certification.
 - ***Should Shoreline consider different incentive packages for full Living Building Challenge Certification and Petal Recognition?***
 - ***If so, are the incentive packages identified in the draft ordinance appropriate?***

TIMING AND SCHEDULE

The March 3 Planning Commission meeting will be dedicated to discussion of the 145th Street Corridor Study. The March 17 and April 7 Commission meetings will be dedicated to discussion and recommendation of a Preferred Alternative zoning scenario for Council selection for further analysis in the 145th Street Station Subarea Plan Final Environmental Impact Statement (FEIS).

Following that, there is a window of time (April 21, May 5, May 19, June 2, and possibly June 16 meetings) before the Commission begins discussing the FEIS, Subarea Plan, and adopting ordinances for the 145th Street Station Subarea Plan. Staff could schedule follow-up discussion of the LBCO and Petal Recognition Program for one or more of these meetings. This agenda item would include draft regulations that would be adopted as part of the Development Code to incentivize Living Building Challenge or Petal Recognition projects. It would also include another draft of the LBCO, reflecting guidance received at tonight’s meeting and through the K4C working group.

The K4C group would like to include discussion of potential local ordinances at the next Elected Officials Summit, tentatively scheduled for early April 2016.

RECOMMENDATION

No action is required at this time. However, staff would appreciate direction regarding questions identified for a potential City of Shoreline Living Building Challenge Ordinance.

ATTACHMENTS

Attachment A- International Living Future Institute (ILFI) Petals and Imperatives
Attachment B- ILFI Living Building Challenge 3.0 Certification Requirements
Attachment C- King County GreenTools White Paper: Local Ordinances Related to the Living Building Challenge
Attachment D- DRAFT Components of Potential City of Shoreline Living Building Challenge Ordinance



PLACE | Restoring a healthy interrelationship with nature



WATER | Creating developments that operate within the water balance of a given place and climate



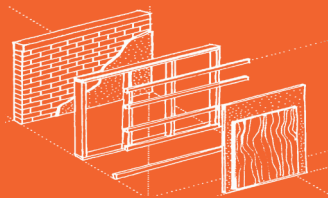
ENERGY | Relying only on current solar income

LIVING BUILDING CHALLENGE

Seven Petals to Certification



HEALTH & HAPPINESS | Creating environments that optimize physical and psychological health and well being



MATERIALS | Endorsing products that are safe for all species throughout time



EQUITY | Supporting a just, equitable world



BEAUTY | Celebrating design that uplifts the human spirit



PLACE |

- 01. Limits to Growth
- 02. Urban Agriculture
- 03. Habitat Exchange
- 04. Car Free Living



WATER |

- 05. Net Positive Water

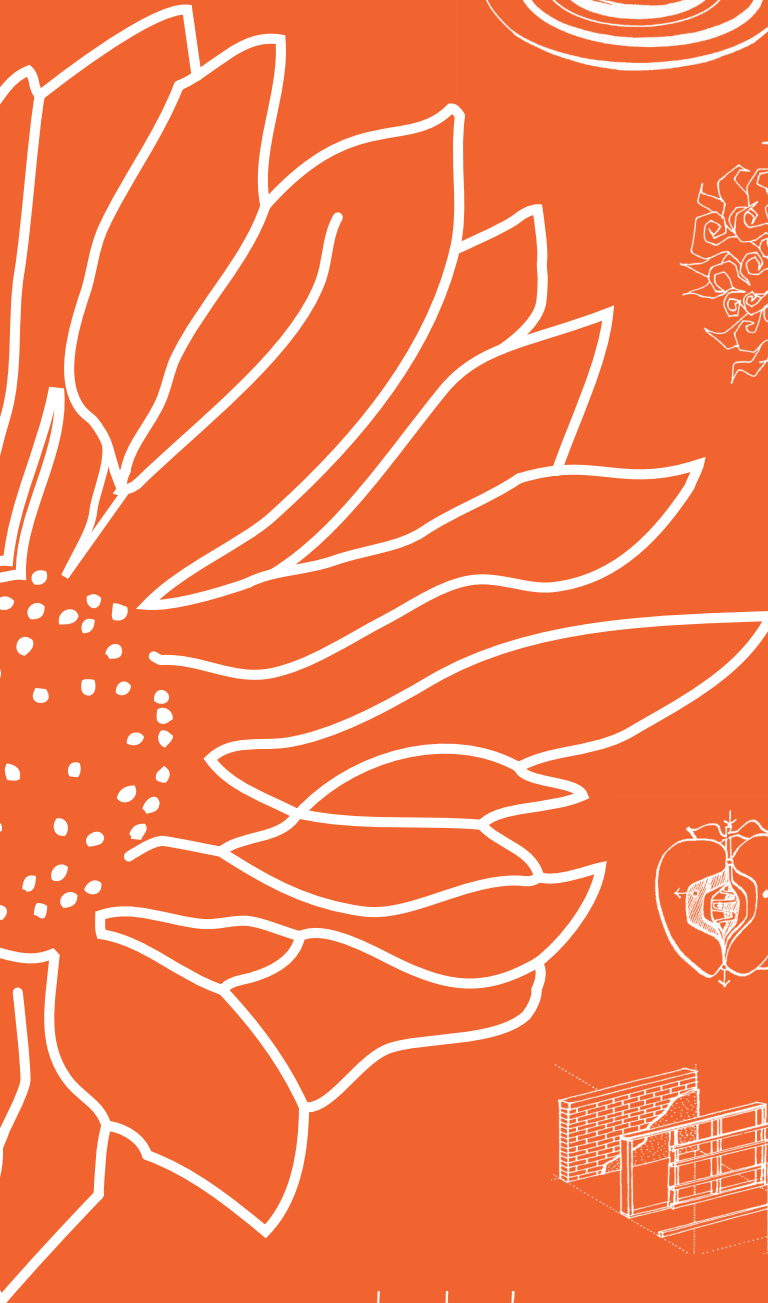


ENERGY |

- 06. Net Positive Energy

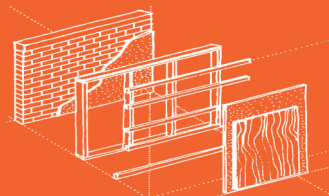
LIVING BUILDING CHALLENGE

Seven Petals | Twenty Imperatives



HEALTH & HAPPINESS |

- 07. Civilized Environment
- 08. Healthy Interior Environment
- 09. Biophilic Environment



MATERIALS |

- 10. Red List
- 11. Embodied Carbon Footprint
- 12. Responsible Industry
- 13. Living Economy Sourcing
- 14. Net Positive Waste



EQUITY |

- 15. Human Scale + Humane Places
- 16. Universal Access to Nature + Place
- 17. Equitable Investment
- 18. JUST Organizations



BEAUTY |

- 19. Beauty + Spirit
- 20. Inspiration + Education



DOCUMENTATION REQUIREMENTS

August 2014

LIVING BUILDING
CHALLENGESM 3.0

A Visionary Path to a Regenerative Future



INTERNATIONAL
LIVING FUTURE
INSTITUTESM

3.0 Documentation Requirements

HOW THIS INFORMATION WILL BE USED

AUDIT PROCESS

This packet was compiled to provide a complete documentation requirements reference guide for teams pursuing project certification under Living Building Challenge version 3.0.

As the owner of the Living Building Challenge Program, the International Living Future Institute (ILFI) will request specific information from various members of a project team (Team) to determine compliance with the Living Building Challenge Imperatives. This data will be shared in a limited capacity with the project's assigned Auditor, a third party who is responsible for performing document review and onsite verification once the twelve-month occupancy phase is complete. When on site, the Auditor may look for additional complementary information to support the project's claims in the written documentation. Therefore, additional records may be required if further proof of compliance is needed.

ILFI and the Auditor will treat with confidentiality any/all project drawings, project manuals, and construction documents submitted by members of a Team. Twelve months following a project's certification, these project drawings, project manuals, and construction documents may no longer be stored and any existing printed copies may be destroyed.

PUBLIC EDUCATION

The Institute may use and retain other non-sensitive project documentation as deemed necessary to further the educational mission of the organization, and may share information contained within the documentation with members of the Living Building Challenge Community (Community) or the general public. ILFI retains the right to use and/or publish essays written by the Team, and will attribute the content to the members of the Team as directed.

By submitting photographs and/or 3D renderings of the project, the Team grants ILFI royalty-free use of these image(s) in promotional material, such as web-based, printed, and other presentation formats, to support the Living Building Challenge or one of its auxiliary programs. ILFI will use the image(s) in a manner consistent with a Creative Commons "[Attribution-No Derivative Works 3.0 United States](#)" license.

Project teams are required to share documentation information about the project's performance on the publically accessible ILFI website Case Study Database once the project is in its operational phase. This information must be updated with verified data after the project is certified, and additional feedback may be added to the project's case study subsequently as desired by the project team.

3.0 Documentation Requirements

HOW TO USE THIS DOCUMENT

TWO-PART CERTIFICATION

Two-Part Certification is available for projects that wish to have a preliminary ruling issued on the Imperatives that are not reliant on performance data for certification. A Preliminary Audit may take place any time after construction is complete.

The table to the right identifies Imperatives eligible for preliminary audit and those requiring audit after the twelve-month performance period is complete.

DOCUMENTATION PROCESS

Project teams should refer to this document periodically throughout every phase of their project, from pre-design through the end of the Performance Period, in order to prepare for the Audit.

Project teams are responsible for collecting and maintaining their documentation until they are ready to submit for review. Documentation should be organized, by Petal and Imperative, according to the structure shown in this document.

ILFI has an ongoing goal to reduce the documentation needed to demonstrate compliance with the Living Building Challenge while publishing robust case studies. Over time, items may be modified to reflect this effort. Teams may elect to submit information using the current guidelines at the time of project registration or later releases.

BASIC DOCUMENTATION

All projects require all Basic Documentation, unless noted otherwise.

EXCEPTION DOCUMENTATION

Projects that use Exceptions or compliance paths that are not standard for all projects require additional documentation.

IMPERATIVE		Preliminary Audit	Final Audit
01	Limits to Growth	x	
02	Urban Agriculture		x
03	Habitat Exchange	x	
04	Human Powered Living	x	
05	Net Positive Water		x
06	Net Positive Energy		x
07	Civilized Environment	x	
08	Healthy Interior Environment		x
09	Biophilic Environment	x	
10	Red List	x	
11	Embodied Carbon Footprint	x	
12	Responsible Industry	x	
13	Living Economy Sourcing	x	
14	Net Positive Waste		x
15	Human Scale + Humane Places		x
16	Universal Access to Nature and Place	x	
17	Equitable Investment		x
18	JUST Organizations	x	
19	Beauty + Spirit		x
20	Inspiration + Education	x	

3.0 Documentation Requirements

GENERAL REQUIREMENTS

G-01

General Project Information Summary

The Team should provide one document that includes all of the information below:

- Project Typology (Renovation, Landscape + Infrastructure, Building)
- Living Transect (L1-L6)
- Project Area (in square feet)
- Gross Building Area (in square feet)
- Building Footprint (in square feet)
- Project Floor Area Ratio (FAR)
- Construction documents start date
- Construction start date
- Occupancy date
- Twelve-month Performance Period start date

G-02

General Project Documentation

In addition, the following general documentation should be submitted:

- Site Plan with Project Area clearly noted
- Construction Drawings
- Project Manual (specifications)
- Records of significant changes during construction, e.g.
 - Architect's Supplemental Instructions; Construction Change Directives; Change Orders; or General Contractor's Requests for Information that are the sole record for significant product or equipment modifications during the construction process as needed to demonstrate compliance with the Materials Petal.
- At least ten color 3D renderings or photographs of the project that can be used at the Institute's discretion to publicize the project and the program.
- Project Team Roster, including the name of each organization or individual participant on the Team, role, office location, and proximity to the project (in kilometers).

CASE STUDY QUESTIONNAIRE

Project Teams must complete the I20-1 Case Study Questionnaire for each Imperative submitted for Audit. Documentation that is likely to be used as supplemental case study content is noted in that questionnaire.

3.0 Documentation Requirements

PLACE PETAL

I01 LIMITS TO GROWTH

BASIC DOCUMENTATION

- I01-1 **“Previously Developed” Documentation**
Pre-December 31, 2007 aerial photos and/or other documents that show the following:
- The site and its adjacent properties to a minimum distance of 1000 feet beyond the project property line
 - The land use on all sides of property
 - “Previously developed” status
 - All sensitive ecological habitats on or by the Project Area
 - Third party evidence of the project development date such as county records (written descriptions and images), dated historic photos, newspaper articles, tax records, or permit documents.

Existing Buildings

Projects in existing buildings operational prior to December 31, 2007 must provide a photo showing that the project building was complete and operational prior to December 31, 2007.

- I01-2 **Flood Map**
A FEMA-issued flood map documenting the project’s location relative to any nearby flood zones. For projects outside the United States or in instances where a FEMA-issued flood map does not exist, a zoning diagram or letter from the jurisdictional authority may be submitted.

- I01-3 **Landscape Plan**
A detailed landscape plan that lists all plants and demonstrates compliance with Imperative requirements, specifically regarding native and/or naturalized plant species..

- I01-4 **Landscape Narrative**
A one- to three-page narrative that includes an analysis of pre-development landscape conditions and strategies used to comply with Imperative requirements, such as ongoing landscape maturation and evolution.

3.0 Documentation Requirements

EXCEPTION DOCUMENTATION

I-01 Exception Documentation Summary Table

EXCEPTION		I01-a Conservation Docs	I01-b Technical Docs	I01-c Context Docs	I-01-d Calculations
I01-E1	Greenfields Protecting Virgin Land	x			
I01-E2	Greenfields Developed Before December 31, 2007			x	
I01-E3	Greenfields Surrounded by Development		x	x	x
I01-E4	Abandoned Brownfields	x	x		
I01-E5 - E8	Various sensitive ecological habitats	x			
I01-E9 - E10	Working farms, ports or docks		x		
I01-E11 - E12	Floodplain Exceptions			x	
I01-E13	Educational Landscapes		x		

- I01-a** **Conservation Documentation**
 Official documents, from the organization responsible for the protection or interpretation of the sensitive ecological habitat, that demonstrate the project’s compliance with Exception requirements.
- I01-b** **Technical Documentation**
 Legal, economic or contract documents that verify Exception requirements have been met, such as:

 - Official documents such as current business licenses or registrations
 - Contracts or receipts showing transactions related to Exception requirements.
- I01-c** **Context Documentation**
 Dated maps and/or photos demonstrating the project site meets Exception requirements.
- I01-d** **Calculations**
 Calculations showing that Exception requirements have been met.

3.0 Documentation Requirements

I02 URBAN AGRICULTURE

BASIC DOCUMENTATION

I02-1

Agricultural Narrative

A one- to three-page narrative written by the landscape architect or other appropriate consultant describing the methods of agriculture used to meet the Imperative (crops planted, livestock raised, etc.), their intended use, and a long-term support and harvest plan. The narrative should document:

- Why the selected strategies were chosen
- That the surrounding climate is supportive of the proposed species as a harvestable resource
- Occupants’ access to the infrastructure necessary for harvest & use of agriculture
- A clear plan of use for the harvest.

Single-family residential projects must also address the requirement for food storage capacity in their narrative.

I02-2

Photographs or Graphic Depictions

Representative photographs and/or diagrams showing predicted and/or actual agricultural use patterns throughout the year.

I02-3

Annotated Site Plan and Area Calculation

Annotated and dimensioned site plan, keyed to I02-1 Narrative, showing agricultural locations, and including a calculation of the agricultural area used to fulfill the Imperative.

EXCEPTION DOCUMENTATION

I-02 Exception Documentation Summary Table

EXCEPTION		I02-a Narrative	I02-b Non-edible Plant List
I02-E1	Sensitive Ecological Habitats	x	
I02-E2	Non-edibles		x

I02-a

Exception Narrative

A brief narrative explaining the project’s eligibility for, and compliance with, Exception requirements.

I02-b

Non-edible Plant List

An annotated list of plants describing how selected plants and allotted areas comply with Exception requirements.

3.0 Documentation Requirements

I03 HABITAT EXCHANGE

BASIC DOCUMENTATION

- I03-1** **Receipt**
 Receipt for the Habitat Exchange donation from either the Living Future Exchange program or the selected Approved Land Trust reflecting the required offset amount.
- I03-2** **Legal Documents (if following the Approved Land Trust path)**
 An official letter or document from the Land Trust stating the terms of the offset and confirming that the selected Land Trust is approved.

EXCEPTION DOCUMENTATION

I-03 Exception Documentation Summary Table

EXCEPTION		I03-a Technical Documentation	I03-b Volunteer Hour Records	I03-c Summary Analysis
I03-E1	Conservation and Parks Organizations	x		
I03-E2	Single-Family Residences		x	
I03-E3	Local Land Trusts	x		x

- I03-a** **Technical Documentation**
 Contracts, maps, legal or economic documents, usually from the Land Trust organization, that show Exception requirements have been met.
- I03-b** **Volunteer Hour Records**
 Official records documenting volunteer hours spent, including the volunteer’s name, and the dates and hours worked in one of the following formats:
 - Volunteer log books
 - Board rosters, meeting minutes or other printed/digital matter that verifies time period of participation
 - A signed letter from Land Trust staff.
- I03-c** **Summary Analysis**
 A comparison of Approved Land Trust requirements and proposed land trust qualifications demonstrating Exception requirements have been met.

3.0 Documentation Requirements

I04 HUMAN POWERED LIVING

BASIC DOCUMENTATION

I04-1

Calculations

Calculations that show the Project Area FAR before and after the project, or images that clearly show that the project has increased the density from the original condition.

I04-2

Mobility Plan

A document that outlines and demonstrates how all Imperative requirements have been met. The Mobility Plan must make a clear case for the amount of bike storage provided and describe how the project has supported, and will continue to support, human-powered living within the building and in the surrounding community.

I04-3

Advocacy Letter

Evidence of advocacy to promote a human-powered community. This may take the form of testimony to elected officials or a letter to the appropriate local jurisdictional authority requesting that they improve services that facilitate human-powered living.

EXCEPTION DOCUMENTATION

None time of issue.

WATER PETAL

I05 NET POSITIVE WATER

BASIC DOCUMENTATION

I05-1

Water Narrative

A narrative shall be provided, fully describing water system design and compliance with the Imperative. The narrative, written by the water engineer or designer, shall include the following:

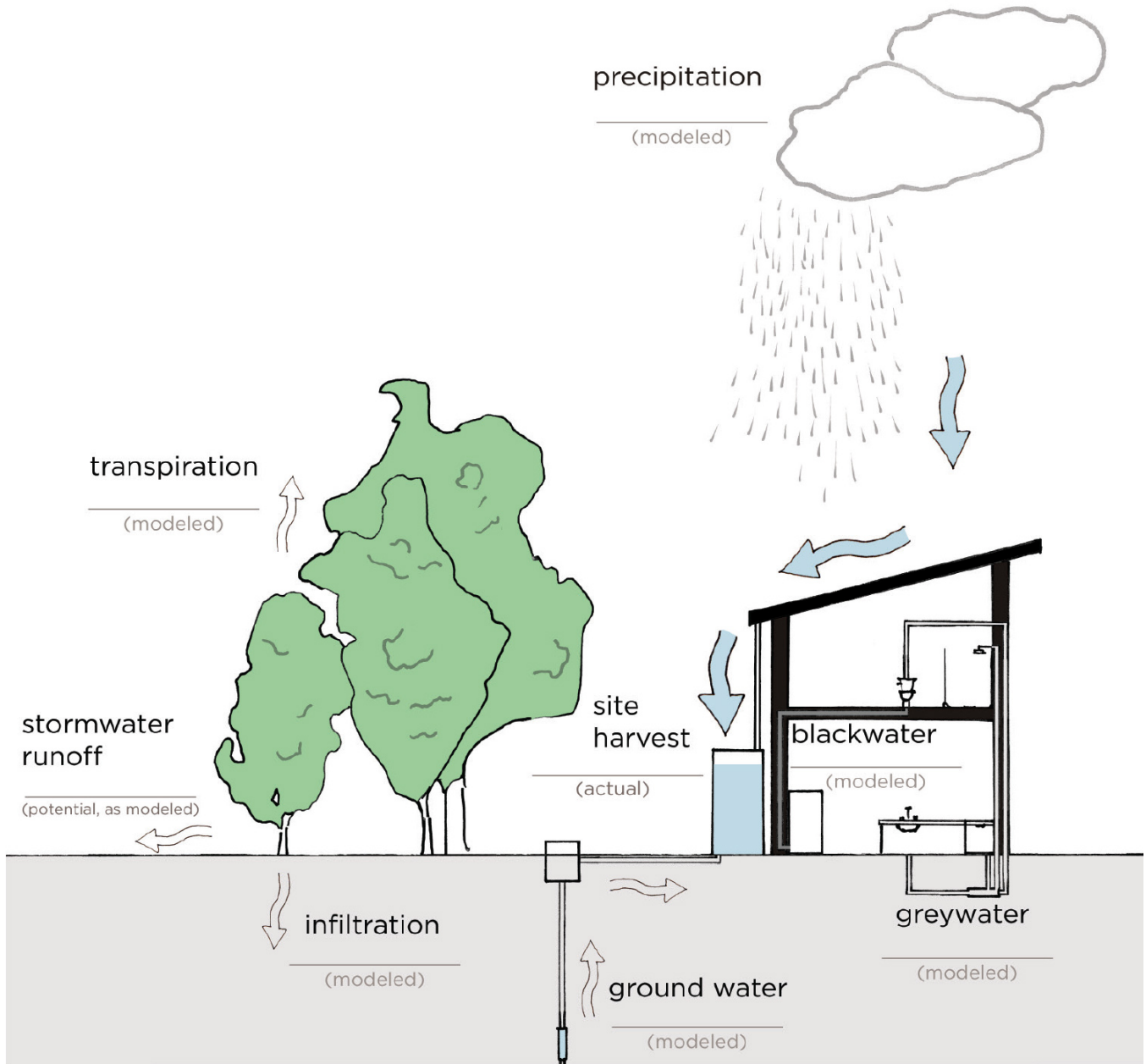
- A summary of the site hydrology and project systems.
- A description of the pre and post development hydrology of the site, and how the project works in harmony with natural water flows.
- A detailed description of how 100% of project water needs are being met from on-site sources, including contributing system(s) and major components, their function and location, and the water treatment method(s).
- A detailed description of the stormwater, grey water and black water treatment and management system(s), their major components, and their function and location.

3.0 Documentation Requirements

105-2

Annual Water Balance Diagram

An annual water balance diagram showing general water flow and balance of project and site.



3.0 Documentation Requirements

105-3 Water Supply and Use Table

Total actual water use from monthly readings throughout the 12-month occupancy period from meter(s) or other on-site tracking systems that clearly record the amount of water used from each applicable supply source.

Water Supply and Use Table

Living Building Challenge 3.0 Water Supply and Use Table														Project Name:	
Performance Period	Performance Month	1	2	3	4	5	6	7	8	9	10	11	12	Annual Total	
	Actual Month & Year (fill in name/year)	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year		
	Water units (fill in)														
Water Supply	Harvested Rainwater													0	
	Ground/Surfact Water													0	
	Reclaimed Greywater													0	
	Municipal Potable Water (if allowed by exception)													0	
	Other (describe)													0	
	Total Actual Water Supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Water Use	Domestic water*													0	
	Process water*													0	
	Irrigation**													0	
	Other (describe)													0	
	Total Actual Water Use	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Modelled	Modelled water supply													0	
	Modelled water use													0	
	Predicted delta	0	0	0	0	0	0	0	0	0	0	0	0	0	

* Break out & list by uses if known. If not, fill in total as "other (total)".

** For urban agriculture areas

105-4 Stormwater Calculations

Stormwater calculations by the project engineer demonstrating Imperative requirements for working in harmony with natural water flows, based on a minimum of a 10-year storm event.

105-5 Statement of Non-Connection to Utility (or I05-E1 Documentation)

A signed statement, written by the owner, stating that the project is not connected to a municipal potable water supply or sanitary sewer.

105-6 Biosolids Disposal Documentation

Evidence of appropriate use of bio-solids and liquids within 100-mile radius of project.

105-7 Photographs

Photographs of the systems, particularly portions that will be hidden from view at time of audit due to completion of construction.

3.0 Documentation Requirements

EXCEPTION DOCUMENTATION

I-05 Exception Documentation Summary Table

EXCEPTION		I05-a Narrative Statement	I05-b Meter Data & Calculations	I05-c Design Docs	I05-d Appeal Docs
I05-E1	Municipal Potable Water Supply		x	x	x
I05-E2	Municipal Water for Fire Protection			x	
I05-E3	Chlorine Disinfection			x	x
I05-E4	L5 & L6 - Municipal Stormwater Connection	x	x		
I05-E5	Municipal Sewer Overflow Connection	x		x	x

I05-a Narrative Statement

Signed narrative statement making a clear case that the project is eligible for the Exception and how it has met requirements.

I05-b Meter Data & Calculations

Meter data and /or calculations as needed to show compliance with Exception requirements.

I05-c Design Documentation

Design documents, such as project manual excerpts, drawings or cutsheets, showing how the project meets Exception requirements.

I05-d Appeals Documentation

Documentation of the team’s effort to comply with requirements despite regulatory barriers, including:

- The regulatory statute or code that hinders project compliance
- Summary of all potential appeals and outcomes
- Written appeal documents and response showing the decision(s) from regulatory authority.

3.0 Documentation Requirements

ENERGY PETAL

I06 NET POSITIVE ENERGY

BASIC DOCUMENTATION

I06-1

Energy Narrative

A two to three page narrative that is written by the energy designers or engineers, that describes the energy system, including:

- Anticipated building's needs and operational issues
- Design strategy
- All subsystems of the energy-using and energy-producing systems, including all areas listed in the I06-4 Energy Table
- The energy storage system

I06-2

Energy System Schematic

A schematic drawing of the energy system that correlates to the information in the I06-1 Energy Narrative.

I06-3

Photographs

Photographs of the systems, particularly portions that will be hidden from view at time of audit due to completion of construction.

I06-4

Energy Bills

Utility bills for a continuous 12-month period, beginning with the designated start date of the performance period.

If the project is not connected to a utility, or is sub-metered from a utility meter serving a larger area, and therefore has no energy bills, the energy or mechanical engineer must provide a letter, stamped with her or his professional seal and signed by both the engineer and the owner, substantiating that this is the case.

3.0 Documentation Requirements

106-5 Energy Production and Demand Table

Completed Energy Usage Table with monthly data from the 12-month performance period, from meter(s), other on-site tracking systems or web-link to an online mechanism that clearly records energy produced and consumed (e.g., total energy generated; total energy use by subsystem including simulated/designed demand if available).

Energy Production and Demand Table (kBTU/ft²/yr kJ/m²/yr)

Living Building Challenge 3.0														Project Name:
Energy Production and Demand Table														
Performance Period	Performance Month	1	2	3	4	5	6	7	8	9	10	11	12	Annual Total
	Actual Month & Year (fill in name/year)	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	Month Year	
Energy units (fill in)														
Energy Production	Photovoltaics (location 1)													0
	Photovoltaics (location 2)													0
	Micro-hydro-turbines													0
	Wind power													0
	Municipal Power (if grid tied)													0
	Other (describe)													0
	Total Energy Production	0	0	0	0	0	0	0	0	0	0	0	0	0
Energy Demand	Heating													0
	Cooling													0
	Hot Water													0
	Lighting													0
	Ventilation													0
	Computer Services													0
	Pumps													0
	Vertical Transportation													0
	Plug Loads/ Equipment													0
	Other (list)													0
Total Energy Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Modelled (optional)	Project Energy Use Intensity (EUI)													
	Modelled energy production													0
	Modelled energy demand													0
	Predicted delta	0	0	0	0	0	0	0	0	0	0	0	0	0

106-6 Resilient Energy Storage Documentation

Calculations showing the required amount of storage, supported by:

- A brief summary of the predicted lighting demand methodology
- Refrigeration manufacturer’s energy use information.

3.0 Documentation Requirements

EXCEPTION DOCUMENTATION

I-06 Exception Documentation Summary Table

EXCEPTION		I06-a Narratives	I06-b Metering Data	I06-c Technical Docs	I06-d Photographs
I06-E1	Pre-existing Infrastructure	x	x		x
I06-E2	Photovoltaic Array Ownership			x	
I06-E3	Tenant Improvements in Existing High Rises	x	x	x	x
I06-E4	Specialty Combustion	x			
I06-E5	Ornamental Fireplace in Transects L1 and L2	x			
I06-E6	Emergency Power Systems	x			
I06-E7	Periodic Cultural Festivals	x	x		
I06-E8	Existing Buildings Sub-metering	x			
I06-SJ1	Shared/3rd Party Arrangements		x	x	
I06-SJ2	Campus Setting		x		
I06-SJ3	District Energy System		x		
I06-SJ4	Rural Projects			x	

I06-a Additional Narrative
A narrative describing the project’s need for the exception, the approach to and implementation of the alternative solution, and compliance with Exception requirements.

I06-b Metering Documentation
Metering documentation or data showing compliance with exception requirements.

I06-c Technical Documents
Legal, financial or contract documents showing compliance with exception requirements.

I06-d Photographs
Photographs showing compliance with exception requirements, including images of all components that will be changed from an existing state, or hidden by the completion of the performance period.

3.0 Documentation Requirements

HEALTH & HAPPINESS PETAL

107 CIVILIZED ENVIRONMENT

BASIC DOCUMENTATION

- I07-1 **Dimensioned Drawings**
Dimensioned drawings, including plans, diagrams, window schedules and/or exterior elevations, documenting compliance. If using construction drawings to satisfy this requirement, include only relevant pages.

EXCEPTION DOCUMENTATION

None at time of issue.

108 HEALTHY INTERIOR ENVIRONMENT

BASIC DOCUMENTATION

- I08-1 **Healthy Indoor Environment Plan**
A document that outlines and demonstrates how all Imperative requirements have been met, including:
- **Cleaning Product List:** A list of the project's cleaning products that comply with the EPA Design for the Environment standard or international equivalent.
 - **HVAC Documentation:** A statement confirming compliance with ASHRAE 62 or international equivalent and the dedicated exhaust systems requirement, as well as any copies of relevant HVAC Drawings.
 - **I08-3 CDPH v1.1-2010 Documents:** A list of all interior building products that have the potential to emit Volatile Organic Compounds (VOCs) and supporting documentation demonstrating each product's compliance with CDPH v1.1-2010 or equivalent standard.
 - **IAQ Testing Results:** Results and any steps taken to remedy deficiencies identified by the testing authority.
 - **Systems Report:** Verification of performance for permanently installed equipment used to monitor levels of carbon dioxide (CO²), temperature and humidity, including photographs of any hidden systems.

EXCEPTION DOCUMENTATION

None at time of issue.

3.0 Documentation Requirements

I09 BIOPHILIC ENVIRONMENT

BASIC DOCUMENTATION

I09-1

Biophilic Charter and Plan

A substantial illustrated plan that describes how all of the requirements have been met including:

- Any relevant ecological studies
- The agenda, attendee list, meeting minutes, action items and resulting framework from the Biophilic exploration day
- Demonstration of the implementation of the Biophilic framework in the built project.

EXCEPTION DOCUMENTATION

None at time of issue.

MATERIALS PETAL

I10 RED LIST

BASIC DOCUMENTATION

I10-1

Materials Tracking Table

The Materials Tracking Table must be completed and provided in sortable Excel format. A template is available to registered projects on the project team resources page. See *Resources*.

I10-2

Supporting Data

Supporting data is required for each product. Acceptable documentation must include one of the following, confirming no Red List chemicals are present (see Acceptable Documentation under Clarifications):

- Living Building Challenge Compliant or Red List Free Declare ID number
- Health Product Declarations with Full Disclosure of all Intentional Added Ingredients
- Complete Material Safety Data Sheet (MSDS)
- Complete Globally Harmonized System Safety Data Sheet (GHS SDS),
- Complete manufacturer-supplied ingredient list

3.0 Documentation Requirements

- I10-3** **Wet-Applied Product VOC data**
 Manufacturer-supplied VOC content data:
- Declare Label with VOC disclosure
 - Health Product Declaration (HPD) with VOC disclosure
 - MSDS or GHS SDS with VOC data
 - Image of VOC content on product label
 - Signed statement of compliance and VOC content disclosure from manufacturer

EXCEPTION DOCUMENTATION

I-10 Exception Documentation Summary Table

EXCEPTION		I10-a Due Diligence Documentation	I10-b Technical Docs	I10-c Advocacy Letter	I10-d Manufacturer Letter
I10-E1	General Red List	x		x	
I10-E2-E3	Various Small Components			x	
I10-E4	Proprietary Ingredients			x	x
I10-E5	Red List and Code	x	x	x	
I10-E6-E13	Various			x	
I10-E14	HCFCs in TIs		x	x	
I10-E15	PVC Wire in Residential			x	x
I10-E16	HFRs in Non-PVC Wiring		x	x	
I10-E17-E18	Various			x	

- I10-a** **Due Diligence Documentation**
 Documents demonstrating genuine effort to exclude Red List products.

Communications must include requests to the parties supplying, and/or requiring the non-compliant material, as well as the response from those parties.

- I10-b** **Technical Documentation**
 Legal, economic or contract documents that verify Exception requirements have been met, including:
- Official documents such as current business licenses, registrations, or permit documents
 - Contracts or receipts showing transactions related to Exception requirements

3.0 Documentation Requirements

I10-c

Advocacy Letter

A letter to the entity that provides or requires Red List products advocating for the elimination of Red List materials.

Advocacy is required for all non-compliant products that are part of a Living Building Challenge project, including those addressed in Specific Exceptions. There are two types of advocacy letters:

- Letters to the AHJ that requires Red List products be used, requesting the policy be changed
- Letters to the manufacturer providing the code-required but non-compliant material, requesting a Red List-compliant alternative

Only one type of letter is required for any given Exception, unless noted otherwise. Sample letter templates are posted on the project team resource page. See *Resources, Materials Petal Handbook*.

I10-c

Manufacturer Letter

A letter from a manufacturer confirming information that is not otherwise available, such as a letter confirming there are no Red List materials in proprietary ingredients.

I11 EMBODIED CARBON FOOTPRINT

BASIC DOCUMENTATION

I11-1

Carbon Calculations

The input to and results from the selected carbon calculator showing TCO²e for the project or an in-depth report outlining the methodologies, scope and findings of the professional analysis of embodied carbon life cycle.

I11-2

Carbon Offset Receipts

Receipt from the Living Future Carbon Exchange or other carbon offset program as proof of purchase.

I11-3

Optional Carbon Reduction Narrative

A one- to two-page narrative addressing:

- The process and findings from the initial carbon analysis
- The specific strategies employed by the project team to reduce embodied carbon.

3.0 Documentation Requirements

EXCEPTION DOCUMENTATION

I-11 Exception Documentation Summary Table

EXCEPTION		I11-a Exception Narrative
I11-E1	Renovation Offset Reduction	x

I11-a **Exception Narrative**
 Description of the calculation methodology and carbon reduction percentage based upon calculator used and extent of work for the project.

I12 RESPONSIBLE INDUSTRY

BASIC DOCUMENTATION

- I12-1** **Wood Documentation**
 Documents correlating wood in the project with FSC, salvaged or intentionally harvested sources, including:
- Receipts referencing FSC-certified wood acquisition and final chain of custody numbers
 - Receipts from the seller/broker of all salvaged wood procurements
 - An illustrated narrative documenting both why tree removal was required for construction or as part of a reforestation/restoration program, and the milling process to create finished goods.
- I12-2** **Advocacy Letters**
 Copies of letters written to the National Trade Associations and/or ASTM International requesting third-party standards for the metal, stone and rock industries.

3.0 Documentation Requirements

EXCEPTION DOCUMENTATION

I-12 Exception Documentation Summary Table

EXCEPTION		I12-a Explanatory Narrative	I12-b Technical Documentation	I12-c Advocacy Letter	I12-d Photographs
I12-E1	Intentional Harvest	x			x
I12-E2	Pending FSC Certification		x		
I12-E3	Invasive Species	x	x		x
I12-E4	Underwater Salvaged Wood	x	x	x	

I12-a Additional Narrative
Narrative with photos as necessary to show compliance with Exception requirements.

I12-b Technical Documentation
Legal, economic or contract documents that verify Exception requirements have been met, such as:

- Official documents such as current business licenses or registrations
- Contracts or receipts showing transactions related to Exception requirements

I12-c Advocacy Letter
Letter written to non-certified party advocating certification by the organization listed in Exception requirements.

I12-d Photographs
Photographs or other graphic documentation verifying that Exception requirements were met.

I13 LIVING ECONOMY SOURCING

BASIC DOCUMENTATION

Materials Tracking Table

A Materials Tracking Table* that includes cost information must be completed and provided in sortable Excel format. See I10-1 Materials Tracking Table.

*Cost information will be added to the Materials Tracking Table format in 2014. Project teams may be required to provide backup documentation of listed costs.

3.0 Documentation Requirements

- I13-1 **Distance Map**
A map showing 500 km, 1000 km, 2,500 km and 5000 km radii from the site.
- I13-2 **Project Team Roster**
Roster of each organization or individual participant on the Team, including name, role, office location, and proximity to the project site (in kilometers).
- I13-3 **Supporting Documentation**
Documents stating manufacturer location information for each tracked product. Acceptable options include:
- Declare ID
 - Manufacturer documentation (cutsheet, letter or other document that states the manufacturer location information).

EXCEPTION DOCUMENTATION

None at time of issue.

I14 NET POSITIVE WASTE

BASIC DOCUMENTATION

- I14-1 **Materials Conservation Management Plan**
Completed Conservation Management Plan explaining how the project team optimized materials in design, construction, and operations phases, and how they planned for reduced waste at the project's end of life. Projects on sites with existing infrastructure also need to include the required Pre-building Audit Report.
- I14-2 **Diversions Table**
Completed construction waste diversion table, in Excel format, showing percentages of waste diverted (by weight) in each category (metals; paper + cardboard; soil + biomass; rigid foam, carpet + insulation; and all others). The calculations must be based on tangible data that correlates to receipts provided.
- I14-3 **Diversions Documentation**
Copies of receipts, recycling percentage reports and provider names for all tipping fees, recyclers, and building materials salvage services.
- I14-4 **Salvaged Materials Documentation**
Noted architectural drawings showing location of salvaged items.
- I14-5 **Photographs**
Photographs of specific designated on-site areas for separated or commingled construction waste.

3.0 Documentation Requirements

EXCEPTION DOCUMENTATION

I-14 Exception Documentation Summary Table

EXCEPTION		I14-a Exception Narrative	I14-b Technical Documentation	I14-c Advocacy Letters	I14-d Photographs
I14-E1	Hazardous Materials		x		
I14-E2	Municipal Limitations			x	
I14-E3	Surplus to Project Team	x			x

I14-a Exception Narrative
Narrative explaining the relevant information for the Exception in question.

I14-b Technical Documentation
Legal, economic or contract documents that verify Exception requirements have been met, such as:

- Official documents such as current business licenses or registrations
- Contracts or receipts showing transactions related to Exception requirements.

I14-c Advocacy Letters
Letters to advocate for better waste reduction options.

I14-d Photographs
Photographs

3.0 Documentation Requirements

EQUITY PETAL

I15 HUMAN SCALE + HUMANE PLACES

BASIC DOCUMENTATION

- I16-1 **Human Scale Narrative**
One-page illustrative narrative describing how the project has addressed the human scale and promotes culture and interaction among people and the community.
- I16-2 **Drawings and photos**
Drawings or photos showing location and dimensions (when applicable) of required Human Scale elements.
- I16-3 **Calculations**
Calculations showing total surface parking does not exceed maximum allowed percentages of project area.

EXCEPTION DOCUMENTATION

None at time of issue.

I16 UNIVERSAL ACCESS TO NATURE & PLACE

BASIC DOCUMENTATION

- I16-2 **ADA, Emissions and Waterway Access Statement**
Signed statement affirming compliance of the project with ADA or ABA requirements by the Architect, that noxious emissions are not present and that all waterways have public access.
- I16-3 **Sun Shading Calculations**
Diagrams demonstrating compliance with maximum shading allowances of adjacent properties, measured on the Winter Solstice at the solar noon.
- I16-5 **Waterway Access**
Site plan showing access to and compliance with the requirements for all waterways.

EXCEPTION DOCUMENTATION

None at time of issue.

3.0 Documentation Requirements

I17 EQUITABLE INVESTMENT

BASIC DOCUMENTATION

- I17-1 **Project Costs**
A summary of project costs, including soft costs, hard costs and land costs. Hard costs should include a line item for materials (should be consistent with total material costs in I-13 Living Economy Sourcing) as well as furnishings, fixtures, and equipment.
- I17-2 **Nonprofit Information**
If not utilizing the Equity Living Future Exchange: Location of non-profit(s) and evidence of legal or registered status as a charity.
- I17-3 **Offset Receipt**
If not utilizing the Equity Living Future Exchange: Evidence of payment for donation or offset (receipt, letter, etc.) of .5% of project cost.

EXCEPTION DOCUMENTATION

None at time of issue.

I18: JUST ORGANIZATIONS

BASIC DOCUMENTATION

- I18-1 **JUST Label**
JUST label for project owner/developer, architect, MEP engineer, structural engineer, or landscape architect.
- I18-1 **Letters to Project Team**
Copies of at least ten letters to additional project team members advocating for their participation in JUST.

EXCEPTION DOCUMENTATION

None at time of issue.

3.0 Documentation Requirements

BEAUTY & INSPIRATION PETAL**I19 BEAUTY + SPIRIT****BASIC DOCUMENTATION**

- I19-1** **Beauty Narrative**
A two- to four-page narrative written by the project designer or owner that describes how the project meets the intent of the Imperative. The narrative must be accompanied by photographs, diagrams and drawings that illustrate major ideas.
- I19-2** **Survey + Results**
Survey and results from project occupants/users. Survey must state the Imperative, and inquire of respondents whether they think the project has succeeded, and include additional questions related to the beauty of the project based on the designer's narrative. Survey respondents must represent a randomized sampling of 10% of project occupants. Surveys may be administered online or in person. For single-family residences, testimonies from the home's occupants, visitors or family members may be used.

I20 INSPIRATION + EDUCATION**BASIC DOCUMENTATION**

- I20-1** **Case Study Questionnaire**
All projects: A complete ILFI Case Study Questionnaire, to be used as content for the public case study of the project on the Institute website.
- I20-2** **Open House**
Non-residential and multifamily residential projects: At least one annual "open day" to educate the public about the project and its achievements. This "open day" shall be publicized to the community at large.
- Single Family Residential Projects**
At least one "open house" to educate the public about the project and its achievements. This "open house" shall be publicized to the community at large. Subsequent events are encouraged, but not required.
- I20-3** **Website**
All projects: Educational web site (URL to be provided at submission) that shares information about the design, construction, and operation of the house. Performance metrics are encouraged to be included.

3.0 Documentation Requirements

- I20-4 **Owner's Manual**
Non-residential and multifamily residential projects: A copy of the Operations and Maintenance Manual.
- Single Family Residential Projects**
- A simplified Owner's Manual (2-3 pages) that explains any non-typical systems associated with achieving ILFI certification and other unique features of the home, to assist future owners/occupants. No interpretive signage or detailed O&M manual is necessary.
- I20-5 **Brochure**
Non-residential and multifamily residential projects only: A simple brochure describing the design, environmental features, and how occupants can help maintain and operate the project.
- I20-6 **Signage**
Non-residential and multifamily residential projects only: Interpretive signage that teaches visitors and occupants about the project. Signage shall describe the performance goals of the building and major systems and concepts used to achieve ILFI certification.
- I20-7 **Optional Video**
An educational video describing the project's environmental features.

EXCEPTION DOCUMENTATION

None at time of issue.

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WHITE PAPER

LOCAL ORDINANCES RELATED TO THE LIVING BUILDING CHALLENGE

SEPTEMBER 2012

CONTENTS

1. [Introduction](#)
2. [Existing Ordinances](#)
 - Seattle's Living Building Pilot Program Ordinance
 - Clark County Sustainable Communities Ordinance
 - Bainbridge Island Housing Design Demonstration Ordinance
 - Ellensburg draft density bonus for Living Building Challenge projects
3. [Recommendations](#)
4. [Sample Draft Motion](#)
5. [Further Resources](#)



1. INTRODUCTION

Over the last 3 years, a handful of cities and counties in Washington state have adopted ordinances in support of the Living Building Challenge. While each of these ordinances vary in their scope and implementation, all are intended to stimulate advanced green building practices within their jurisdiction and/or to define a pathway for Living Building Challenge projects to be shepherded through the regulatory process.

Currently, King County and the cities of Redmond, Mount Lake Terrace, Snoqualmie and Kirkland are considering the adoption of an ordinance promoting Living Buildings. This white paper provides an analysis of the existing legislation and offers recommendations for the adoption and implementation of an ordinance encouraging Living Buildings through city and county land use and building codes. It is intended to serve as a resource to King County GreenTools program staff in the evaluation and the development of their own Living Building Challenge demonstration ordinance in collaboration with other local municipalities.

Intended audiences include:

- County and City building and planning department staff charge with developing, adopting and implementing local ordinances
- Seattle/King County Department of Public Health
- City and County Councils and local planning commissions

LIVING BUILDING CHALLENGE

Cascadia Green Building Council launched the Living Building ChallengeSM in 2006 in response to the need for a higher bar to be set in defining green building standards. During this time, the U.S. Green Building Council's LEED rating system was gaining tremendous market penetration. State and local governments were adopting LEED standards for publically funded buildings and encouraging the use of LEED in private sector development through policies and incentives. While the uptake of LEED (and many other green building standards such as Built Green, Energy Star, etc.) has been and continues to be an important step towards reducing the negative impact related to buildings and development patterns, the Living Building Challenge was launched to establish a clearly articulated end goal for sustainability in the built environment.

LIVING BUILDING CHALLENGE IMPERATIVES

SITE

Limits to Growth
Urban Agriculture
Habitat Exchange
Car Free Living

WATER

Net Zero Water
Ecological Water Flow

ENERGY

Net Zero Energy

HEALTH

Civilized Environment
Healthy Air
Biophilia

MATERIALS

Red List
Embodied Carbon Footprint
Responsible Industry
Appropriate Sourcing
Conservation + Reuse

EQUITY

Human Scale + Humane Places
Democracy + Social Justice
Rights to Nature

BEAUTY

Beauty + Spirit
Inspiration + Education



The Living Building Challenge applies to development at all scales, from new construction and renovations to entire communities and even infrastructure projects such as bridges, roads, and parks. The Challenge is comprised of 20 imperatives, or requirements, within seven performance areas: Site, Water, Energy, Health, Materials, Equity and Beauty which define the most advanced measures of sustainability possible in the built environment today. Living Buildings are ultra-efficient and generate all of their own energy onsite using renewable sources; capture and treat all of their own water; are constructed of nontoxic, sustainably sourced materials; are only built on previously developed sites; and are beautiful and inspiring to their inhabitants.

CODE + REGULATORY BARRIERS

In 2009, Cascadia published two reports, funded in part through Washington State and King County, identifying code and regulatory barriers encountered by projects pursuing the Living Building Challenge (see *Resources* section for a link to code research). These studies identified common obstacles within land use and building codes that projects teams were likely to encounter and made recommendations for providing regulatory support for Living Buildings through the approvals process.

Both King County and the state of Washington have shown leadership in promoting the Living Building Challenge and in seeking to identify and remove regulatory hurdles. Washington Department of Ecology's 2009 update to the Beyond Waste Plan states one of their priorities as:

Continue to identify and remove regulatory barriers that prohibit and/or contradict green building standards in the State Building Code, local building codes and other applicable state regulations, specifically those related to land use, zoning, stormwater management, water resources, and shoreline protection. (WA Dept. of Ecology, 2009 Beyond Waste Plan, Recommendation GB-3)

In addition, the Plan outlines recommendation actions and establishes the five year milestone that:

*"At least five buildings are built to the Living Building standard in Washington."
(WA Dept. of Ecology, 2009 Beyond Waste Plan, Milestone GB-G)*

King County is currently in the 2012 update process of its countywide comprehensive plan. A proposed revision to Chapter 2 on Sustainable Development, states:

King County should encourage the utilization of Leadership in Energy and Environmental Design (LEED) rating system, Living Building Challenge, Sustainable Sites Initiative, Salmon Safe, Built Green, or other comparable sustainable development rating systems in public and private development.

LIVING BUILDING LEGISLATION IN WASHINGTON STATE

The following section of this white paper provides an overview of the four municipalities in Washington state that have adopted or are in the process of adopting legislation related to the Living Building Challenge (Seattle, Bainbridge Island, Clark County, Ellensburg). History, scope and lessons learned are discussed for each one in order to analyze how they compare to each other and, more importantly, what can be learned to inform the adoption of future



legislation. Recommendations for future Living Building Challenge ordinances are provided in the final section of this report, followed by a list of resources and links.



9/10/2012

2. EXISTING ORDINANCES

SEATTLE LIVING BUILDING PILOT PROGRAM ORDINANCE

History

Seattle City Council adopted Ordinance 123206 in December 2009 establishing the Living Building Pilot Program. The program is intended to promote the goals of the Living Building Challenge by providing flexibility in the application of development standards in Seattle's Land Use Code. The program sunsets on January 20, 2013 and is limited to development of up to 12 projects. According to program staff, the Living Building Pilot Program is expected to be extended another 2 years after its sunset date.

Scope

Eligible projects in the Living Building Pilot Program must be outside the city's shoreline jurisdiction and must go through the City's design review process. Design review is a component of Seattle's Master Use Permit (MUP) application that is required for most new commercial, mixed-use and multifamily developments. As such, single-family residential buildings are not eligible under the pilot program.

Interested applicants submit a plan demonstrating how their proposal meets the goals of the Living Building Challenge. Certification under the Challenge is encouraged but not required by the city. The Pilot Program allows projects that are not able to meet all of the Challenge's 20 imperatives to meet a minimum of 60% (12 imperatives), plus:

- 75% reduction in energy use over a comparable building
- 75% reduction in water use over a comparable building
- 50% of stormwater managed on site

A project may request departures from land use standards that propose a conflict in pursuing the Living Building Challenge. The design review board is charged with reviewing each departure request and making a recommendation to the Director as to whether or not the departure would result in a development that better meets the goals of the Living Building Challenge. Applicants may request departures from the following standards:

- Use provisions (i.e. permitted, prohibited or conditional use), but only for accessory uses that would directly address a requirement of the Living Building Challenge
- Residential density limits
- Downtown view corridor requirements
- Floor area ratios
- Maximum size of use
- Structure height above limit
- Parking requirements
- Solid-waste containers storage
- Downtown open space
- Downtown parking access
- Street, alley and easement requirements

In addition, projects participating in the Pilot Program move to the front of the permit line and receive a coordinated staff review, intended to help identify and resolve issues for complex projects



before they are stalled in the permitting process.

The applicant is required to provide proof that they have met the pilot program requirements at the end of the project. The ordinance includes financial penalties for projects that fail to meet the requirements after construction is completed. If the applicant is not able to bring the project into compliance, the city may apply monetary penalties up to 5% of the project's construction value.

It is important to note that the Living Building Challenge Pilot program provides flexibility under Seattle's Land Use Code only. Code interpretations that may need to be addresses from the building, energy, electrical or mechanical codes are made administratively. The city has established an Innovation Advisory Committee (IAC) to make recommendations on administrative appeals under these codes.

Staffing Resources

Seattle has a primary point of contact responsible for their pilot program. Staffing commitment has thus far equaled approximately 0.1 FTE per project entering into the program.

Projects

One project has been permitted under the Living Building Challenge Pilot program and 2 others are in the process of review:

- The Bullitt Center, currently under construction, a 6-story, 50,000-sf office building in the Capitol Hill neighborhood.
- Stone34, a proposed five story, 120,000-sf office building in the Fremont neighborhood.
- A planned 12-unit multifamily co-housing community in Capitol Hill.

Lessons Learned

As the first and only legislation related to the Living Building Challenge currently in use, there are significant lessons learned and recommendations for amendments to Seattle's Living Building Pilot Program. The International Living Future Institute (ILFI, administrators of the Living Building Challenge) and Cascadia Green Building Council are currently in dialogue with the city regarding proposed changes.

The city is considering an amendment to the current legislation to allow additional building height 20 feet above zoned height limits in certain land use zones. The amendments would also exempt ground floor retail space from being counted against density limits. These two amendments arose from the proposed Stone34 project and have sparked considerable community resistance particularly related to the height allowance.

Because Seattle's current legislation does not require projects to actually certify under the Living Building Challenge, a major loophole exists in Seattle's program potentially allowing a developer to receive code departures without having to comply with the Challenge's rigorous standards. ILFI has testified to Seattle city council on July 9, 2012 with the recommendation to either require project teams to certify or remove the name "Living Building" from Seattle's pilot program.



Another important lesson learned from Seattle’s program is the oversight related to the permitting around onsite water systems. The potential code departures identified by Seattle’s Department of Planning and Development did not include those related to water supply, reuse or onsite treatment, specifically because these are typically permitted through other regulatory bodies (Seattle Public Utilities, Seattle/King County Public Health, King County Wastewater Treatment Division, Washington State Department of Health). As a result, pilot program participants have encountered difficulty seeking approvals from other agencies, sometimes within the same department, who have not adopted incentives for Living Building projects.

CLARK COUNTY SUSTAINABLE COMMUNITIES ORDINANCE

History

Clark County Board of County Commissioners approved the Sustainable Communities Ordinance in July 2010 establishing a pilot program for residential, commercial and mixed-use projects pursuing the Living Building Challenge. Enrollment in the pilot program is limited to a total of six projects and the program will sunset in 2015. The ordinance was an outcome of an 18-month research analysis by Clark County and City of Vancouver to identify code and regulatory barriers for sustainable, affordable residential development (see Resources section for a link to the research).

Scope

Similar to Seattle’s Living Building Pilot Program, the Sustainable Communities program was established to allow code flexibility for projects pursuing advanced green-building strategies. Eligible projects within the county’s urban areas include residential, commercial and mixed-use developments with a legal lot of record. Within rural areas, only residential projects with a legal lot of record are eligible to apply.

Participating projects must meet a minimum of 12 of the 20 imperatives outlined in the Living Building Challenge, including:

- 75% reduction in energy use over a comparable building (not including energy produced onsite)
- 75% reduction in water use over a comparable building (not including harvested rainwater)
- 100% of stormwater managed on site
- Inspiration and education (LBC imperative 20)

Eligible projects may request departures from the county’s land use standards that propose a conflict in pursuing the Living Building Challenge. The responsible official is required to consider the extent to which the anticipated environmental performance of the building would be substantially compromised without the departures.

Specifically, departures from the following codes may be requested:

- | | |
|-----------------------------|----------------------------------|
| • Onsite Septic Systems | • Minimum Required Parking |
| • Rural Cluster Development | • Location of Parking Facilities |
| • Minimum Setbacks | • Driveways |



- Turnaround Design
- Connection to Public Sewer
- Sewer Waiver Requirements
- Connection to Public Water
- Conditions Required for Not Connecting to Water
- Standards – Stormwater Control

Unlike Seattle's program, the Sustainable Communities pilot program does not outline penalty language for applicants who fail to meet the requirements of the program.

Staffing Resources

Clark County has a primary point of contact responsible for their pilot program. Staffing commitment is approximately 0.1 FTE for overseeing the program.

Projects

According to county staff, two potential projects have been in conversations with the county about using the pilot program. Both are private, single family residences located in the rural area.

Lessons Learned

While no projects have actually gone through permit review under Clark County's Sustainable Communities pilot program, lessons learned are likely to be similar to those encountered by Seattle's program due to their similarities. The program's lack of certification requirements and penalty language may pose challenges to the county when attempting to verify that a project has met the program requirements or in holding a developer accountable at the end of the project.

Because Clark County's pilot program applies largely to rural areas, the requirements for net zero water and ecological water flow (Imperatives 5 and 6 of the Living Building Challenge) are easy to meet with conventional strategies within these areas (i.e. wells and septic systems). The 75% reduction in water use requirement should be re-evaluated based on rural versus urban projects and modified to meet the intent of the Living Building Challenge water petal. In addition, future updates to the program should include requiring Limits to Growth (Imperative 1) such that the program also requires that pilot projects be built on previously developed land.

Input from county staff pointed towards the need for greater financial incentives built into the pilot program. Allowing accessory dwelling units (ADUs) and tying the pilot program to similar density bonuses allowed under their cottage housing code were two ideas that surfaced, as well as potentially waiving building permit fees for single family projects.

BAINBRIDGE ISLAND HOUSING DESIGN DEMONSTRATION ORDINANCE

History

Bainbridge Island adopted the Housing Design Demonstration Ordinance in August 2009, allowing the development of a limited number of demonstration projects that increase the variety of housing choices available and encourage sustainable development through the use of development standard incentives. The ordinance expires August 2012, however, according to city staff it is expected to be



extended through end of 2013 and may be adopted in the future as a permanent program. A maximum of 3 projects may be accepted through the Living Building Challenge compliance pathway.

Scope

The Housing Design Demonstration Ordinance applies to single-family residential subdivisions, mixed-use/multifamily and multifamily developments. Only projects located within the Winslow study area of the Winslow Master Plan and the Winslow sanitary sewer system service area are eligible.

The ordinance provides three tiers of incentives for projects pursuing affordable housing and green building strategies. Projects certifying under the Living Building Challenge receive the greatest incentives (tier 3), which include flexibility in applying the city's development standards and a density bonus. Tier 3 projects are eligible for density bonuses up to 2.5 times the base density limit or a maximum bonus mixed-use FAR. The ordinance also calls out flexibility when applying the following development standards without a variance:

- setback and buffer area reductions
- flexible lot coverage and size
- reduced parking requirements

Applicants in the program are required to participate in one or more community meetings during the permit stage. After construction and prior to issuance of the certificate of occupancy, the applicant must show proof of initial project compliance as to the Site, Materials, Indoor Quality and Beauty/Inspiration components of the Living Building Challenge (those that do not require an occupancy period) and that the project is likely to achieve the elements of Energy and Water following 12 months of occupancy as required under Living Building Challenge certification. The applicant must then submit a report to the city following 12 months of occupancy, demonstrating that full certification has been met.

Projects

While the city has accepted several projects under the program, none have pursued the Tier 3 compliance path using the Living Building Challenge.

Lessons Learned

According to city staff, projects have used the affordable housing compliance pathway to achieve the Tier 3 incentives rather than the Living Building Challenge route. To date, there has been some push back from the community regarding the incentives provided under the program, arguing that developers are reaping a greater reward than then the public is benefiting. Opportunities exist to increase outreach around the Living Building Challenge compliance pathway and to provide education regarding the public benefits related to these types of projects.



ELLENSBURG DRAFT DENSITY BONUS FOR LIVING BUILDING CHALLENGE PROJECTS

History

In 2010, Ellensburg hired a consultant team to develop a citywide Energy Efficiency and Conservation Strategy in collaboration with an update to the City's land development code. The intent of this joint effort was to update and align the land use code to support future development that was more energy efficient and that improved walkability in the community. Included in the update is a new section (Article 3, Section 15.33) providing density bonuses for projects achieving the Living Building Challenge. The code update is currently in the public review and comment period, and is expected to be adopted in summer 2012.

Scope

The proposed update to the land development code includes 4 tiers of density incentives that promote increasing levels of green building performance and higher energy efficiencies. Projects achieving the Living Building Challenge receive the highest incentive level, up to 150% density bonus for single family, duplex and townhomes developments within the city's residential suburban and low-density zones. Projects in higher density areas are eligible for FAR increases between 0.25- 0.5 depending on the existing zoning.

Similar to Bainbridge Island's Housing Design program, Ellensburg's draft code language requires certification and states:

“For projects pursuing the Living Building Challenge for the purpose of a density bonus, the applicant must show proof of pursuing ongoing certification during construction for all required elements. After construction and prior to issuance of the certificate of occupancy, the applicant must show proof of initial project compliance as to the site, materials, indoor quality and beauty/inspiration components of the Living Building Challenge and that the project is likely to achieve the elements of energy and water following 12 months of occupancy as required under Living Building Challenge certification. For those elements of energy and water that require occupancy of the building for 12 months for Living Building Challenge certification, the applicant must submit a report to the city following 12 months of occupancy, demonstrating its progress towards meeting these remaining elements of the Living Building Challenge standard. If certification of those elements has not been achieved, the applicant must provide quarterly reports of progress towards certification of these elements, including additional steps and timeline that will be taken to achieve certification.”

Projects

None

Lessons Learned

N/A



3. RECOMMENDATIONS

The lessons learned from previous legislation provide important guidance for King County and other cities. It is highly encouraged that any jurisdictions take the following recommendations into account when looking to develop and adopt legislation related to the Living Building Challenge.

1. Require project certification or petal recognition at a minimum

Any legislation that provides incentives for Living Building Challenge projects must require that projects actually follow through and certify upon completion. Without such language, an ordinance may unknowingly provide a developer with substantial leeway in meeting code requirements but not have the leverage to actually enforce that the intended performance levels are being met. The term “Living Building Challenge” is a protected trademark and project teams may not call themselves a “Living Building” until certification through ILFI is achieved. Legal issues have arisen where a municipality advertises its program as a “Living Building Pilot Program” but does not actually require certification, which has undermined both the credibility of the brand and has created community concern.

At a minimum, it is required that any municipality adopting legislation related to Living Buildings require “Petal Recognition”. This is a partial certification compliance path that requires at least three petals to be achieved, one of which must be Water, Energy or Materials. Petal recognition projects must also comply with Limits to Growth imperative¹ (requiring development on previously disturbed properties only) and the Inspiration and Education imperative. Certification under the Institute’s Net Zero Energy Building (NZEB) certification can offer a third option for compliance. Incentives should be tiered such that fully certified Living Buildings receive a higher level of incentive/code flexibility and Petal Recognition projects receive a lower level of incentive/code flexibility.

In addition to certification, financial penalties such as those referenced in Seattle’s ordinance, are critical to ensure compliance. A municipality should evaluate the appropriate level of financial penalties for noncompliance, high enough that a developer cannot choose to “buy out”, yet at the same time not deterring participation with overly burdensome penalties. Penalties must be tied to certification, requiring project teams to follow through with certification after the one-year occupancy period.

2. Clarify criteria and process for allowing code departures

Several of the existing ordinances include provisions for flexibility in applying development standards and include substantial height and density bonuses. While these offer valuable

¹ The Limits to Growth Imperative requires that Living Building projects are only built on previously developed land. No greenfield development is allowed under the program. Any jurisdiction adopting legislation that provides incentives for Living Building Challenge projects should be aware that it would only apply to previously developed sites.



incentives and encourage the development of Living Building Challenge projects, municipalities need to be cautious that the criteria and process for allowing code departures relates directly to a project's ability to meet the requirements of the Challenge. Clark County's ordinance specifically calls out that "the responsible official is required to consider the extent to which the anticipated environmental performance of the building would be substantially compromised without the departures". Seattle has similar language and has established an independent, third party advisory group tasked with providing recommendations to the responsible official on potential code departures. This is highly recommended, particularly in cases where the departure may conflict with the intent of the development standards. Identifying a clear process that includes public participation and support is critical.

Height increases and density bonuses provide meaningful financial incentives to support a Living Building Challenge project, but may not be directly related to a project's technical ability to achieve certification. In these instances, municipalities should clearly define acceptable height and density allowances within the current limitations of existing zoning and adhere to best practices around design review and community input to guide decision-making. In many cases, the rigorous requirements of the Living Building Challenge such as net zero energy will drive design decisions regarding building heights. Cities should be cautious in defining parameters for acceptable height departures that are not related specifically to meeting the Living Building Challenge, and strictly require certification as a way to address potential loopholes in the ordinance.

3. **Require project team consultation and staff training**

The Living Building Challenge establishes a set of rigorous sustainability performance metrics that all projects must meet (i.e. net zero energy, net zero water). Certification is based on actual, not modeled or projected, performance after a minimum of 12-months of occupancy. Because it is quite different from other types of green building rating systems, such as LEED or Built Green, there is a need for a clear understanding behind the intent of the Challenge and how it is achieved, both in terms of potential permit applicants as well as staff charged with review, approval and inspection of demonstration projects.

Like all green building rating systems, the Living Building Challenge standard has expanded in breadth and scope over time and continues to evolve. It is therefore recommended that any ordinance related to the Challenge specifically require that project teams certify under the most current version of the standard. Permitting incentives offered to projects pursuing the Challenge should be required to show proof of registration of their project through the International Living Building Institute and encouraged to participate in early design stage consultation with the municipality and/or with the Institute to make sure the project is on track.

City and county staff charged with review, approval and inspection of pilot projects should be required to attend an in depth workshop on Understanding the Living Building Challenge or equivalent training. Public workshops and customized trainings should be tailored to the needs to the staff. In some cases, these staff can then charge for their time during project review and



consultations. Consider co-hosting staff training with other local governments to share in the training costs and build regional support for the pilot program.

4. Encourage participation with public health department and other regulatory agencies

It is highly encouraged that any municipality looking to adopt legislation related to the Living Building Challenge collaborate with other regulatory agencies responsible for the review and approval of a participating project. For instance, in King County the local Public Health agency will likely be a critical partner in approving Living Building Challenge compliant water systems. Coordinating directly with state-level agencies that may also be involved in the permitting process is critical, including the Washington Department of Health and Department of Ecology.

Coordination between land use review and building review and inspection may require that staff work more closely together than is typical. In one instance, a non-Red List material was approved by a plans reviewer but the approved alternative had not been communicated to the building inspector, causing a construction delay. A single point-of-contact responsible for championing the project through both the permitting and inspection phases is recommended to address any conflicts that may arise from various department or agency reviews. Memorandums of Understanding may be needed to formalize the role of each department, agency or utility during the permitting process, including those involved with the review and approval of onsite water and energy systems, stormwater management, urban agriculture and alternative building materials.

5. Implementation recommendations

It is essential to align code incentives for Living Building Challenge projects with city and county policies related to environmental protection, climate change, waste prevention, public health, economic development and other related priorities in city and county comprehensive plans. Tapping into the existing code update process may help streamline the process for adopting new legislation related to Living Buildings and allow incentives to be more fully integrated into the code.

Require all new programs to be evaluated and updated over time. All of the pilot program ordinances described earlier in this report have a sunset date and define a limited number of projects that are eligible to apply. This is a recommended step as it allows staff to evaluate the program's ongoing effectiveness and update the program based on lessons learned.



4. SAMPLE DRAFT MOTION

The following sample motion language is intended solely to provide guidance to municipalities in drafting their own legislation related to Living Buildings. It is expected that each locale will customize the language based on their specific goals.

WHEREAS, buildings are responsible for a large portion of negative environmental impacts, accounting for approximately 50% of U.S. carbon emissions and contributing to climate change, persistent toxins in the environment, raw resource consumption, impacts to water supply, flooding, habitat loss and other related concerns;

WHEREAS, the Living Building Challenge defines the most advanced measures of sustainability in the built environment available today; with projects that meet the Challenge generating all of their own energy from renewable sources, capturing and treating all of its water onsite, eliminating toxic materials and chemicals, and providing an educational model for other projects to follow;

WHEREAS, Living Buildings require a fundamentally different approach to building design, permitting, construction, and operations that may necessitate flexibility in current codes and regulatory processes in order to support their development;

THEREFORE, this ordinance establishes a Pilot Program supporting the development of new buildings and the retrofitting of existing buildings that meet the standards defined in the Living Building Challenge.

GOAL

The goal of the Pilot Program is to support the development of buildings that meet the rigorous standards defined by the Living Building Challenge by creating a coordinated process of regulatory review and allowing flexibility in code requirements that might otherwise discourage or prevent a project from meeting this standard. The Pilot Program is also intended to help identify potential code conflicts for future updates and provide a model of innovative projects that demonstrate advanced levels of sustainability.

MINIMUM REQUIREMENTS

[Full certification path] Eligible applicants are required to certify projects through the Living Building Challenge under the current version at the time of project registration. Participating projects must meet all Imperatives required by the Challenge for a particular building typology.

[Partial certification path] Eligible applicants are required to certify as “Petal Recognition” projects through the Living Building Challenge under the current version at the time of project registration. Participating projects must meet all Imperatives required for Petal Recognition for a particular building typology. This compliance path requires achievement in at least 3 petals, one of which must be Water, Energy or Materials and includes Limits to Growth and Inspiration + Education imperatives.



CODE DEPARTURES

Departures from code requirements may be allowed only if an applicant demonstrates that the departure is necessary to meet the requirements of the Living Building Challenge *and* that it does not conflict with the intent of existing design standards. In the event that a potential departure is called into question, the International Living Future Institute will be tasked with reviewing and providing a recommendation to the responsible official regarding the applicability of the departure in meeting the requirements of the Living Building Challenge.

Participating projects may be granted departures in the following code sections [to be modified for each jurisdiction as applicable]:

- Use provisions (i.e. permitted, prohibited or conditional use), but only for accessory uses that would directly address a requirement of the Living Building Challenge
- Residential density limits
- Floor area ratios
- Maximum size of use
- Structure height above limit
- View corridors
- Parking requirements and access
- Open space
- Street, alley and easement requirements
- Onsite water systems
- Connection to public sewer and water
- Stormwater management
- Cluster developments
- Minimum setbacks

PROCESS FOR CERTIFICATION

Applicants must show proof of Living Building Challenge project registration through the International Living Future Institute, and must demonstrate how each Imperative will be met through the permitting process. After construction and prior to issuance of the certificate of occupancy, the applicant must show proof of initial project compliance (a preliminary audit by ILFI is recommended) for all Site, Health, Materials, Equity and Beauty imperatives. After 12 months of continuous occupancy, the applicant must submit a report to the responsible official demonstrating compliance with the Energy and Water imperatives and proof of certification. If certification is not achieved, the applicant must provide quarterly reports of progress towards full (or partial) certification, including additional steps and timeline that will be taken to achieve compliance.

PENALTIES

Failure to demonstrate compliance of the above minimum requirements is subject to penalties as defined here [to be modified for each jurisdiction as applicable].

PROGRAM EVALUTION

The program will be evaluated on an annual basis in order to assess the effectiveness of the Pilot Program in meeting its desired goals. The program will be open to a total of [X] number of projects or a total of [X] number of years, whichever come first.



5. FURTHER RESOURCES

Living Building Challenge
www.livingbuildingchallenge.org

Research

Code and Regulatory Barriers to the Living Building Challenge for Sustainable, Affordable, Residential Development (SARD), June 2008
<https://ilbi.org/education/reports/SARD>

Code, Regulatory and Systemic Barriers Affecting Living Building Projects, July 2009
<https://ilbi.org/education/reports/codestudy3>

Existing Policies and Ordinances

Department of Ecology Beyond Waste Plan, 2009 update:
<https://fortress.wa.gov/ecy/publications/publications/0907026.pdf>

Seattle Living Building Pilot Program
www.seattle.gov/dpd/Permits/GreenPermitting/LivingBuildingPilot/default.asp

Clark County Sustainable Communities Pilot Program
<http://www.co.clark.wa.us/environment/sustainability/communities.html>

Bainbridge Island Housing Design Demonstration Program(Chapter 2.16.020 Q)
<http://www.codepublishing.com/wa/bainbridgeisland/>

Ellensburg density bonuses for Living Building Challenge projects (Article 3, section 15.33)
<http://www.ci.ellensburg.wa.us/DocumentCenter/Home/View/736>

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**DRAFT Components of City of Shoreline
Living Building Challenge Ordinance**

WHEREAS, buildings are responsible for a large portion of negative environmental impacts, accounting for approximately 50% of U.S. carbon emissions and contributing to climate change, persistent toxins in the environment, raw resource consumption, impacts to water supply, habitat loss, and other related concerns; and

WHEREAS, the Living Building Challenge establishes goals for building owners, architects, design professionals, engineers, and contractors to build in a way that provides for a sustainable future through buildings informed by their region's natural characteristics, which generate all of their own energy from renewable resources, capture and treat all of their water, operate efficiently, and are aesthetically pleasing; and

WHEREAS, Living Buildings require a fundamentally different approach to building design, permitting, construction, and operations that may necessitate flexibility in current codes and regulatory processes in order to support their development; and

WHEREAS, The City of Shoreline (City) has been a leader in encouraging sustainable building through construction of a LEED Gold City Hall, adoption of regulations through the 185th Street Station Subarea Plan that require green building in areas near future light rail stations, and identifying energy and water efficient buildings as a primary strategy to meet its greenhouse gas reduction targets adopted through the Climate Action Plan, and initiated other processes, regulations, and incentives to encourage the private market to follow the City's lead; and

WHEREAS, the goal of this ordinance and implementing regulations is to encourage the development of buildings that meet the Living Building Challenge (full Living Building Certification or Petal Recognition), according to the criteria in the International Living Future Institute's certification programs, through a variety of incentives; and

WHEREAS, the City Council designated adoption of a Living Building Challenge Ordinance and consideration of a Petal Recognition Program as priority strategies for 2016-2019 on September 14, 2015, thereby requesting the Department of Planning and Community Development and the Planning Commission to develop recommendations for implementing the Living Building Challenge Program within the City of Shoreline;

NOW, THEREFORE, this ordinance establishes Living Building Challenge and Petal Recognition Programs supporting the development of new buildings and the retrofitting of existing buildings that meet the standards defined by the International Living Futures Institute (ILFI).

BE IT ORDAINED BY THE CITY OF SHORELINE AS FOLLOWS:

(placeholder for specific amendment language)

Application requirements. In order to qualify for the Living Building Challenge Program, an applicant shall submit a complete application pursuant to Section 20.30.297, and a plan demonstrating how their project will meet each of the imperatives of the Living Building Challenge, including an overall design concept, proposed energy balance, proposed water balance, and descriptions of innovative systems. In addition, an applicant shall include a description of how the project serves as a model for testing code improvements to stimulate and encourage Living Buildings in the city.

Qualification process. An eligible project shall qualify for the Living Building Challenge Program upon determination by the Planning & Community Development Director (Director) that the applicant has complied with the application requirements of subsection 20.30.297.

Minimum standards. A qualifying project under the Living Building Challenge Program shall meet full Living Building Certification by achieving all of the imperatives of the International Living Future Institute's (ILFI) Living Building Challenge 3.0 certification. If unable to attain full certification, certain incentives will still be available for projects that meet ILFI Living Building Challenge 3.0 Petal Recognition Program by attaining:

1. At least three of the seven performance areas, or "Petals," of the ILFI Living Building Challenge 3.0 program (Place, Water, Energy, Health and Happiness, Materials, Equity, and Beauty), among which are at least one of the following three petals: Water, Energy, or Materials; and
2. Meeting 12 (60%) of the imperatives of the Living Building Challenge; and
3. 75% reduction in energy use over a comparable building; and
4. 75% reduction in water use over a comparable building; and
5. 75% of stormwater managed on site; and
6. If approved by King County Public Health, no potable water is used for non-potable uses.

Incentives for projects qualifying for Living Building Challenge Program or Petal Recognition.

1. A project qualifying for the Living Building Challenge Program may employ a structure height bonus up to 10 feet for a development in a zone with a height limit of 45 feet or less.
2. A project qualifying for the Living Building Challenge Program may employ a structure height bonus up to 20 feet for development in a zone with a height limit greater than 45 feet.
3. A rooftop feature of a project qualifying for the Living Building Challenge Program may extend above the structure height bonus provided in subsections 20.50.020 or 20.50.050, if the extension is consistent with the applicable standards established for that rooftop feature within the zone.
4. A project qualifying for the Living Building Challenge or Petal Recognition Program may be granted a waiver of stormwater fees.
5. A project qualifying for the Living Building Challenge or Petal Recognition Program may be granted departures from Development Code requirements:

Criteria for departures. Departures from Development Code requirements for projects qualifying for the Living Building Challenge or Petal Recognition Program pursuant to Section xx.xx.xxx may be allowed if an applicant demonstrates that the departure would result in a development that better meets the intent of adopted design guidelines, or that the departure would result in a development that better meets the goals of the Living Building Challenge Program and would not conflict with adopted design guidelines. In making this recommendation, the Director shall consider the extent to which the anticipated environmental performance of the building would be substantially compromised without the departures.

Scope of departures. In addition to the departures allowed under subsection 20.30.297, departures for projects qualifying for the Living Building Challenge or Petal Recognition Program may also be granted for the following:

1. Permitted, prohibited, or conditional use provisions, but only for accessory uses that would directly address an imperative of the Living Building Challenge 3.0, including but not limited to uses that could re-use existing waste streams or reduce the transportation impacts of people or goods;
2. Residential density limits;
3. Maximum size of use;
4. Parking requirements;
5. Setback and lot coverage standards;
6. Standards for storage of solid-waste containers;
7. Open Space requirements;
8. Standards for structural building overhangs and minor architectural encroachments into the right-of-way; and
9. Connection to public water and sewer.

Compliance with minimum standards.

1. After construction and prior to issuance of the Certificate of Occupancy, the applicant must show proof of initial project compliance as to the Site, Materials, Indoor Air Quality, and Beauty/Inspiration components of the Living Building Challenge Program (those that do not require an occupancy period), and that the project is likely to achieve the elements of Energy and Water following 12 months of occupancy as required under the Living Building Challenge certification.
2. No later than two years after issuance of a final Certificate of Occupancy for the project, or such later date as may be allowed by the Director for good cause or a phased project, the owner shall submit to the Director a report demonstrating how the project complies with the standards contained in subsection xx.xx.xxx. Compliance must be demonstrated through an independent report from a third party. The report must be produced by ILFI or another independent entity approved by the Director.
3. If the Director determines that the report submitted provides satisfactory evidence that the project has complied with the standards contained in subsection xx.xx.xxx, the Director shall send the owner a written statement that the project has complied with the standards of the Living Building Challenge Program. If the Director determines that the project does not comply with the standards in subsection xx.xx.xxx the Director shall notify the owner of the aspects in which the project does not comply. Nothing in the written statement or participation in the Living Building Challenge Program shall constitute or imply certification of the project by ILFI as a Living Building under the Living Building ChallengeSM. Components of the project that are included in order to comply with the minimum standards of the Living Building Challenge Program shall remain for the life of the project.
4. Within 90 days after the Director notifies the owner of the aspects in which the project does not comply, or such longer period as the Director may allow for good cause, the owner may submit a supplemental report demonstrating that it has made alternations or improvements such that the project complies with the standards in subsection xx.xx.xxx.
5. If the owner fails to timely submit the report required by subsection xx.xx.xxx or to

demonstrate compliance with the standards contained in subsection xx.xx.xxx, or if the owner fails to submit a supplemental report within the time allowed pursuant to subsection xx.xx.xxx, the Director shall determine that the project has failed to demonstrate compliance with the standards contained in subsection xx.xx.xxx, and the owner shall be subject to the penalty in subsection xx.xx.xxx.

Penalties for Non-compliance with the Living Building Challenge Program.

1. Failure to submit the report required by subsection xx.xx.xxx by the date required is subject to a penalty of \$500 per day from the date the report was due to the date it is submitted.
2. Failure to demonstrate compliance with the provisions contained in subsection xx.xx.xxx is subject to a maximum penalty of five percent of the construction value set forth in the building permit for the structure based on the extent of noncompliance with the standards contained in subsection xx.xx.xxx.

Potential Additional Components.

Transportation Management Program. The applicant will provide a Transportation Management Program (TMP), consistent with requirements for TMPs, which demonstrates, to the satisfaction of the Planning & Community Development and Public Works Directors, that no more than 40 percent of trips to and from the development will be made using single-occupant vehicles (SOVs).

1. For purposes of measuring the percent of trips to and from the development made using SOVs in the TMP, the number of SOV trips shall be calculated for the p.m. peak hour in which an applicant expects the largest number of vehicle trips to be made by employees at the site (the p.m. peak hour of the generator).
2. Compliance with this subsection xx.xx.xxx does not affect the responsibility of any employer to comply with Shoreline's Commute Trip Reduction (CTR) Ordinance.

Energy management plan. The applicant will provide an energy management plan, approved by the Superintendent of Seattle City Light, demonstrating specific energy conservation or alternative energy generation methods or on-site electrical systems that together can ensure that the existing electrical system can accommodate the projected loads from the development. The approved energy management plan shall be submitted prior to issuance of a Building Permit. The Director, after consulting with the Superintendent of Seattle City Light, may condition the approval of the Building Permit on the implementation of the energy management plan.

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

<input type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input checked="" type="checkbox"/> Recommendation Only
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> 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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There are some maps contained in the Comprehensive Plan that do not include 145th Street. If the City annexes 145th Street, all of the maps in the Comprehensive must be amended to include 145th Street as a street within the City of Shoreline.

Consideration of annexation is not scheduled to occur until 2016 or later. The 145th Street Corridor Study is not expected be completed until the first quarter of 2016, and Council and staff will need the outcomes of this study to help formulate any potential recommendations or action on annexation of roadway into the City of Shoreline.

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 #2

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

Staff recommends that the following Land Use Policies be updated:

- LU63:** Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU65 LU62:
 - a. The facility meets the Growth Management Act definition of an essential public facility, ref. RCW 36.70A.200(1) now and as amended; or
 - b. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and
 - c. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).

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

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

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

Interim EPF Siting Process

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

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

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

Approved By: Project Manager _____

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.”

Approved By: Project Manager _____

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:

Approved By: Project Manager _____

Planning Director _____

CP2: Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project. “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.”

Amend Policy CP-3 to add:

CP3: Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan. “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”.

Recommendation:

The Council amended the Introduction Section of the Comprehensive Plan on December 14, 2015 to include a Citizen Participation Plan. The Citizen Participation Plan emphasizes the involvement of the broadest cross-section of the community, including the involvement of groups not previously involved. The program contains: a visioning process; Planning Commission involvement in facilitation and public meetings; citizen surveys; public hearings; public noticing; public meetings; community workshops; press releases; public service announcements; written comment; and a communication program. Staff believes the newly adopted Citizen Participation Plan will encourage meaningful public participation and therefore, Staff does NOT recommend placing these amendments on the 2016 Comprehensive Plan Docket.

Amendment #15 (Applicant: Shoreline Preservation Society)

The following amendment seeks to add language to Land Use Element Policy LU31:

LU31: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas. 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

Approved By: Project Manager _____ 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 _____

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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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City of Shoreline
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Print Form

**COMPREHENSIVE PLAN
 GENERAL AMENDMENT
 APPLICATION**

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

Please attach additional pages to this form, as needed.

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

Applicant Name Tom McCormick

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

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

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

Thomas P. Informich

Date

12/30/2015

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

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

Please attach additional pages to this form, as needed.

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

Applicant Name Save Richmond Beach - contact Tom Mailhot

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

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

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.**

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 ...

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.

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

Policy T44 on page 50 of the Transportation Goals and Policy element of the Comprehensive Plan.

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DEC 31 2015

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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 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.

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 Tom Mailhot Date 12/31/2015

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

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. 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



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Applicant Name Save Richmond Beach - contact Tom Mailhot

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

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

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.**

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

Policy T44 on page 50 of the Transportation Goals and Policy element of the Comprehensive Plan.

RECEIVED

DEC 31 2015

DEC 31 2015

PCD

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 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.

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 Tom Maitland Date 12/31/2015

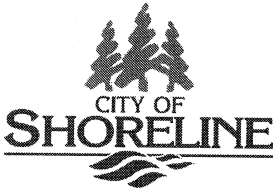
PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.

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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:

- 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



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
Permit Hours: M - F * 8:00 a.m. to 4:00 p.m.

COMPREHENSIVE PLAN
GENERAL AMENDMENT
APPLICATION

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

Please attach additional pages to this form, as needed.

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

Applicant Name Save Richmond Beach - contact Tom Mailhot

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

Phone 206 321 5612 Fax Email President@saverichmondbeach.org

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.

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::

- 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. continues ...

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.

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

Policy T44 on page 50 of the Transportation Goals and Policy element 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 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.

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

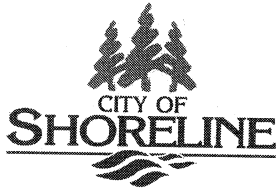
PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.

T44. Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any 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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Phone 206 321 5612 Fax _____ Email President@saverichmondbeach.org

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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.}

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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.)

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

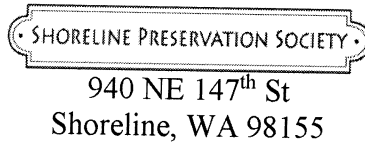
Tom Maultrot

Date

12/31/2015

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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:

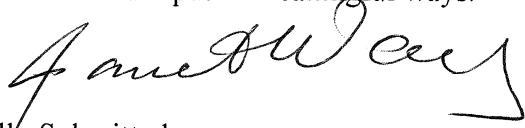
Shoreline shall ensure, encourage and facilitate meaningful public participation with ample opportunities to participate in all elements of the City's governance through a variety of means including but not limited to the following: increased public comment opportunities, letters to Council, Planning 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
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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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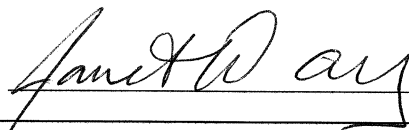
Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment 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).

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



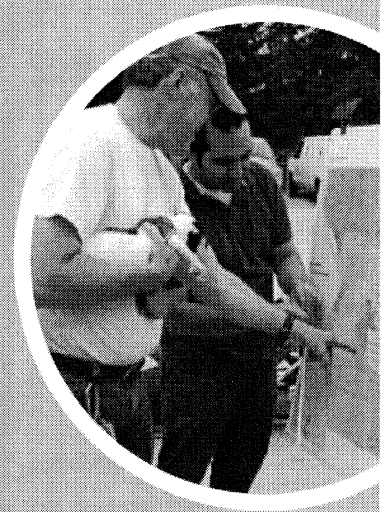
Date

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 Neighborhoo



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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 City Shoreline State WA Zip 98155
Phone 206-734-5545 Fax _____ Email janetway@yahoo.com

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

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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.)
Framework Goal I

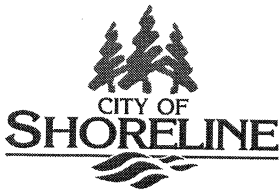
Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment 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).

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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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.

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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 12/31/15

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Policy CP 2

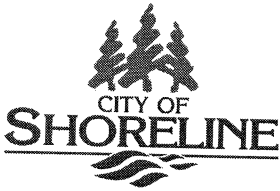
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Effective Citizen participation policies and engagement need to be strengthened and improved. Effectiveness is not ensured currently.

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

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

Please attach additional pages to this form, as needed.

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

Applicant Name Shoreline Preservation Society c/o Janet Way
Address 940 NE 147th St City Shoreline State WA Zip 98155
Phone 206-734-5545 Fax _____ 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.**

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.

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DEC 31 2015
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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.)
Policy CP 3

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

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

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