



PLANNING COMMISSION

REGULAR MEETING

AGENDA

Thursday, April 21, 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	7:05
3. APPROVAL OF AGENDA	7:07
4. APPROVAL OF MINUTES	7:08
a. April 5, 2016 Meeting Minutes – Draft	
b. April 7, 2016 Meeting Minutes – Draft Not Yet Available	

Public Comment and Testimony at Planning Commission

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.

5. GENERAL PUBLIC COMMENT	7:10
6. STUDY ITEM	
a. Comprehensive Plan Docket 2016	7:15
• Staff Presentation	
• Public Comment	
b. Development Code Amendments – Light rail System and Facilities Permitting Process and Applicable Regulations	7:45
• Staff Presentation	
• Public Comment	
7. DIRECTOR'S REPORT	8:15
8. UNFINISHED BUSINESS	8:20
9. NEW BUSINESS	8:22
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	8:25

- 11. AGENDA FOR May 5, 2016** 8:27
- a. PUBLIC HEARING on Light Rail System and Facilities Permitting Process
 - b. Development Code Amendments for 145th SSSP

- 12. ADJOURNMENT** 8:30

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236

DRAFT

CITY OF SHORELINE

**SHORELINE PLANNING COMMISSION
MINUTES OF SPECIAL MEETING**

April 5, 2016
5:30 P.M.

Shoreline City Hall
Room 303

Commissioners Present

Commissioner Malek
Commissioner Mork
Commissioner Moss-Thomas

Staff Present

Steve Szafran, Senior Planner, Planning & Community Development
Kurt Seemann, Senior Transportation Planner, Public Works

Appointed (but not acting) Commissioners Present¹

Commissioner Montero
Commissioner Maul

AGENDA

There was one item on the agenda - Multi-Modal Transportation Improvements.

INTRODUCTION

Staff started the meeting with an introduction of the staff members present and thanked everyone for attending this informational meeting of the Planning Commission.

Staff went over some housekeeping issues. There is no quorum of the Planning Commission. There are three Commissioners who terms have ended on March 31, 2016. These Commissioners have been reappointed by the City Council on February 8, 2016, but have not been sworn in will be sworn in on April 7, 2016. Some of those newly re-appointed Commissioners are here but only as concerned citizens and not as Commissioners.

Staff stated that the purpose of the meeting was to update the Planning Commission on multi-modal improvements to the I-5/145th interchange. The full Planning Commission was briefed on the Corridor Study at the March 3, 2016 Regular Meeting and City Council were briefed at the March 21, 2016 Regular Meeting.

¹ These commissioners were appointed by the City Council but have not been sworn in and, therefore, attended this special meeting only in their capacity as citizens of Shoreline.

Staff stated that they wanted to make sure the Planning Commission has all of the information needed to make an informed decision on the preferred zoning alternative at Thursday night's Public Hearing. Staff explained that the 145th Street Light Rail Station Subarea plan was put on hold in order for the 145th Street Corridor Study to be completed. Now that the Corridor Study is nearing completion, staff can inform the Commission of the outcome of the study and verify that the corridor can accommodate the growth projected in the subarea and the growth expected in the region.

Staff Presentation

Mr. Seemann reviewed that the 145th Street Corridor stretches about 3.2 miles from 3rd Avenue NW to the intersection of Highway 522. It is a busy street with a lot of challenges and problems, and is the dividing line between Shoreline on the north and Seattle on the south. It is a major east/west connection that serves both Shoreline and Seattle neighborhoods. In his meetings with neighborhood groups along the corridor, Mr. Seemann has consistently heard that, although 145th Street may be a corridor across town, it is also their neighborhood street. Citizens are very concerned about impacts to their homes and their ability to use the street for access.

Mr. Seemann reminded the Commission that the focus of the Corridor Study is to improve the corridor for all modes of transportation. While the City recognizes the need to improve single-occupancy vehicle safety and ease of moving down the corridor, it is also important to consider safety issues for other modes of transportation (pedestrian, bicycles, transit) using a "complete streets" approach. The work must also be done in a way that supports the economy, is respectful of the environment, and contributes to a successful and vibrant community.

Mr. Seemann explained that, currently, the 145th Street corridor has 60 feet of right-of-way (ROW), with approximately 42-44 feet of drive lanes and 5.5-foot sidewalks on each side. He summarized that the focus of the corridor study has looked at improving the corridor by adding a turn lane for safety at key intersections, bus lanes for better transit, bike lanes, better areas for bus stops, and a 5-foot planter strip adjacent to the roadway to provide a pedestrian buffer. However, it is important to keep in mind that many or all of these improvements will require more ROW, which will impact adjacent properties and result in additional costs.

Mr. Seeman explained that Shoreline City Council is generally supportive of the preferred design concept but had questions/concerns/suggestions on how to make the interchange section of the corridor better.

Mr. Seemann then went into great detail explaining the latest design for the interchange section of the Corridor. Staff presented a drawing of the latest proposed interchange design. This drawing was available for the public to see on the overhead projector. Staff also referred back to the City Council PowerPoint presentation for design concepts of the interchange.

Planning Commission Questions

The Planning Commission had an opportunity to ask staff questions regarding the latest design concept for the interchange. Questions referred to:

4a. Meeting Minutes From April 5, 2016

- Safe pedestrian crossings over Interstate 5 on the north and south sides of the street
- Is the detached pedestrian bridge in the proper location, is the bridge higher or lower than 145th Street, is the bridge wide enough to accommodate two-way pedestrian and bicycle traffic.
- Is the pedestrian crossing at the southbound off-ramp better at grade or elevated?
- What is the safest way for pedestrians to cross at the 145th and 5th Avenue intersection?
- Is it better for busses to drop off passengers at the station or on 145th Street?
- The 147th pedestrian bridge – should there be a second bridge that acts as a backdoor to the station? Can the second bridge be a replacement for the proposed pedestrian bridge adjacent to 145th Street?
- Bicycle access – The Commission had concerns that the proposed off-network bicycle plan is not acceptable and does not meet the goal of getting bicycles to and from the station in a safe and effective manner.
- Pedestrian access – Some Commissioners believe that placing pedestrians adjacent to the roadway of 145th Street is unpleasant and may not be safe.

Public Comment

The Commission opened up the meeting to questions from the public. The public had a number of concerns that mirrored the Commission's concerns and questions. Additional comments are welcomed and will be entered into the record at the upcoming public hearing on Thursday, April 7.

ADJOURNMENT

The meeting was adjourned at 8 p.m.

Donna Moss-Thomas
Planning Commission

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

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

Public Hearing
 Discussion

Study Session
 Update

Recommendation Only
 Other

UPDATE

At the Commission’s February 18 meeting, five proposed Comprehensive Plan Amendments were postponed in order for the Point Wells Planning Commission Subcommittee to discuss proposed amendments 5 through 10 with the City’s Traffic Engineer. The Commission thought the applicant should be present to discuss and provide justification for the amendments to the Commission at the public meeting. The Commission voted to forward amendments 1, 2, 3, 4, and 11 to the City Council for inclusion to the 2016 Final Docket.

The Commission met again on March 17 to discuss Docket items 5 through 10. The Commission heard public testimony related to proposed docket items 5 through 10 then moved to delay consideration of the proposed amendments until the City’s Traffic Engineer could speak to the proposed amendments.

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

Approved By: Project Manager _____

Planning Director _____

Study Item - Comp Plan Docket 2016

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.

- 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

Approved By: Project Manager _____

Planning Director _____

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.

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

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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.~~

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

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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.

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:

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- Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.
- Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
- Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

Much of the analytical work for this amendment will occur as part of the Parks, Recreation, and Open Space Master Plan update that will 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

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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 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 amend the text in the introductory paragraph to 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).

Approved By: _____ Project Manager _____

Planning Director _____

Recommendation:

Staff does not recommend adding this proposed amendment to the 2016 Docket. Staff analysis is below.

Instead, if this proposed amendment is docketed for consideration, staff is proposing the following amendment that may address the concerns of the applicant.

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.

Approved By:

Project Manager _____

Planning Director _____

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) 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

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Project Manager _____

Planning Director _____

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.

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:

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Project Manager _____

Planning Director _____

- 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 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
- Rechannalization 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

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Planning Director _____

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.”

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

Approved By: Project Manager _____ Planning Director _____

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:

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)

Approved By: Project Manager _____

Planning Director _____

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 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
- Continued Planning Commission Discussion – March 17, 2016
- Continued Planning Commission Discussion – April 21, 2016
- Council Sets the Final Docket – May 23, 2016
- PC Study Session on Proposed Docketed Amendments – November 2016 (tentative)

Approved By: _____ Project Manager _____

Planning Director _____

Study Item - Comp Plan Docket 2016

- PC Public Hearing on Proposed Docketed Amendments – November 2016 (tentative)
- Council adoption of the Proposed Docketed Amendments– December, 2016 (tentative)

RECOMMENDATION

The Planning Commission has already recommended forwarding Amendments 1, 2, 3, 4, and 11 to Council. Staff recommends that the Planning Commission not include Amendments 5 through 10 on the Docket.

ATTACHMENT

Attachment 1 – Draft Docket

Attachment 2 – Comprehensive Plan General Amendment Applications

Approved By:

Project Manager _____

Planning Director _____



2016 COMPREHENSIVE PLAN AMENDMENT DOCKET

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

1. Amend the Comprehensive Plan for 145th annexation and all applicable maps.
2. Update Land Use Policy LU64 by correcting references to the King County Countywide Planning Policies regarding the siting of essential Public Facilities.
3. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12 and adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.
4. Consider amendments to the Comprehensive Plan that address the location of new park space within the light-rail station subareas, explore the establishment of a city-wide park impact fee, and determine a ratio of park space per new resident in the light-rail station subareas, and any other park issues that arise through the light-rail station subarea public process.
5. Amend point Wells Subarea Plan Policy PW-1 to read:

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

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

Attachment 1 - Draft Docket

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

Attachment 1 - Draft Docket

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

Attachment 1 - Draft Docket

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.



City of Shoreline
Planning & Community Development
17500 Midvale Avenue North Shoreline, WA 98133-4905
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Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov
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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

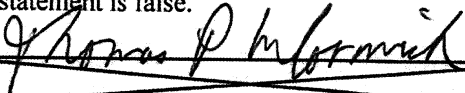
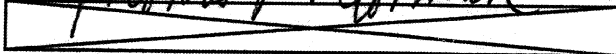
Attachment 2 - Amendment Applications

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

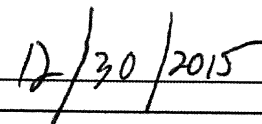
See Attachment #1. The amount of additional allowable traffic on Richmond Beach Road will be limited after Richmond Beach Road becomes a 3-lane road. This reality is highly relevant to the Point Wells Subarea Plan. As a result of the conversion of Richmond Beach Road to a 3-lane road, the additional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

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

Application Signature

Date



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

Attachment 2 - Amendment Applications

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

Revise the Point Wells Subarea Plan as follows:

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

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

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

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

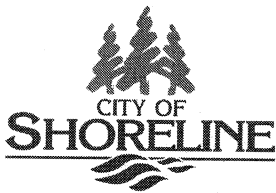
Location	Existing PM volume - scaled up to 2030 numbers from DEA Synchro Model	Directional Capacity ¹	Spare Capacity until .90 v/c reached (Peak Hour Trips)	Spare Capacity until 1.10 v/c reached (Peak Hour Trips) ²
Richmond Beach Drive / n-o 196th	29	700	601	741
N Richmond Beach Rd / w-o 8th (3 lane)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

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

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

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

Attachment 2 - Amendment Applications



City of Shoreline

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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 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.

RECEIVED DEC 31 2015
DEC 31 2015
PCD

Attachment 2 - Amendment Applications

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.

Attachment 2 - Amendment Applications

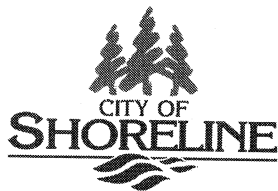
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- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

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

Attachment 2 - Amendment Applications



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

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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 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:

- 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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Attachment 2 - Amendment Applications

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.

Attachment 2 - Amendment Applications

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, 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.

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

Attachment 2 - Amendment Applications



City of Shoreline

Planning & Community Development

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

T44. more existing text... Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any {one} leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better. These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments {(a lower LOS standard shall not be permitted for Richmond Beach Road, or Richmond Beach Drive if it is ever designated as an Arterial)}, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where::

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

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

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

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

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Application Signature

Tom Malhot

Date

12/31/2015 (TM)
~~12/15/15~~

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Attachment 2 - Amendment Applications

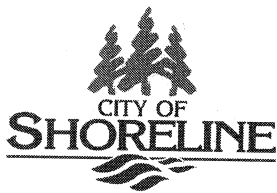
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Update policy PW-1 on page 4 of the Point Wells Subarea Plan portion of the Comprehensive Plan to reduce the scope of the City's future service and annexation area in the event a second public access road to Woodway is constructed.

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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Attachment 2 - Amendment Applications

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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Attachment 2 - Amendment Applications

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Attachment 2 - Amendment Applications



940 NE 147th St
Shoreline, WA 98155

December 30, 2015

Shoreline Planning Commission
17500 Midvale Ave N
Shoreline, WA 98155

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Subject: Proposed Comp Plan Amendment Submitted

Dear Planning Commissioners:

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

Framework Goal 1:

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

Policy CP 1:

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

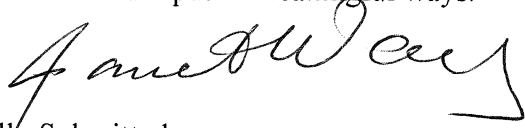
CP 2:

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

Attachment 2 - Amendment Applications

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

Attachment 2 - Amendment Applications



City of Shoreline
Planning & Community Development
17500 Midvale Avenue North Shoreline, WA 98133-4905
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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. 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.

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LAND USE ELEMENT

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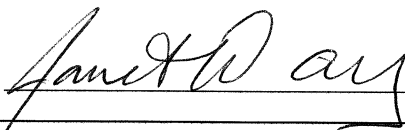
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AS A RESULT OF THE CITY'S ADOPTION OF PHASED ZONING MAP AMENDMENTS SUBSTANTIALLY INCREASING DENSITY AND CHANGING TYPES OF HOUSING AUTHORIZED AROUND THE 185TH STREET STATION, THERE IS NOW A GREATER AWARENESS BY THE PUBLIC OF THE NEED FOR ENHANCED COMMUNITY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

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

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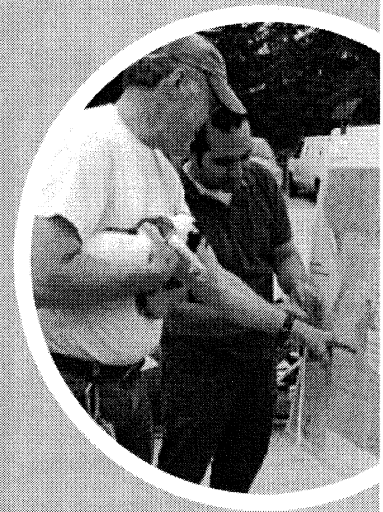
Date

12/31/15

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

- 0: Collaborate with regional transit providers to design transit stations and facilities that further the City’s vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- 1: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- 2: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- 3: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- 4: Maintain and enhance the safety of Shoreline’s streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- 5: Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- 6: Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- 7: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- 8: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.

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



Citizens Discuss Neighborhood

Attachment 2 - Amendment Applications



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Address 940 NE 147th St City Shoreline State WA Zip 98155

Phone 206-734-5545 Fax Email janetway@yahoo.com

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Framework Goal I

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

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Application Signature

Janet Way (SPS)

Date

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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 1

Attachment 2 - Amendment Applications

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

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

Janet Way

Date

12/31/15

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

Attachment 2 - Amendment Applications



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 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.

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.

RECEIVED
DEC 31 2015
PCD

Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) - (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)
Policy CP 2

Attachment 2 - Amendment Applications

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

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

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

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Attachment 2 - Amendment Applications



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GENERAL AMENDMENT
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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.

RECEIVED
DEC 31 2015
PCD

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

Attachment 2 - Amendment Applications

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.

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

Planning Commission Meeting Date: April 21, 2016

Agenda Item 6b

PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

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

DEPARTMENT: Planning & Community Development

PRESENTED BY: Rachael Markle, AICP, Director

Public Hearing

Study Session

Recommendation Only

Discussion

Update

Other

INTRODUCTION

Light rail is on its way to Shoreline beginning service in 2023. Based on Sound Transit's latest schedule, permit review will begin as early as 2016.

The purpose of tonight's study session is to:

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

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

BACKGROUND

The Planning Commission spent multiple meetings discussing draft amendments regarding the land use entitlement process that will allow Sound Transit's development activities. The Planning Commission studied these amendments on September 3, 2015.

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

On October 1, the Commission held a public hearing on the draft amendments and it was at this meeting staff recommended removing Sound Transit related amendments to be brought back at a later date.

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

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

The Planning Commission also recommended to the City Council amendments to the Development Code that establish which development regulations apply to light rail transit system/facilities, especially when located on land that is not zoned, which is primarily various types of right of way.

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

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

The City Council adopted Ordinance No. 739 on March 21st.

On February 4th, the Planning Commission held a study session on additional amendments to the Development Code related to light rail system/facilities. Since that study session, the City received detailed feedback on several of the proposed amendments from Sound Transit staff. For background, the February 4th Planning Commission staff report can be found here:

<http://www.shorelinewa.gov/Home/Components/Calendar/Event/9477/182?toggle=allpast>

DISCUSSION

Staff is recommending changes to some of the amendments discussed at the February 4th Planning Commission meeting. Those changes, additions and deletions are noted in this report. This group of amendments also includes several proposed standards related to trees. These amendments have not yet been discussed with the Commission and include Sound Transit's feedback.

These amendments include:

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

- Delete proposed definition for “Multi Modal Access Improvements”;
- Amend definitions for “Light Rail Transit Facility” and “Light Rail Transit System”;
- Add a definition for “Regional Transit Authority”;
- Add specific criteria defining when a Regional Transit Authority may apply for permits;
- Add a reference to Essential Public Facilities in the purpose section for the Special Use Permit;
- Amend the proposed decision criteria for approval of a Special Use Permit specific to light rail transit system/facilities;
- Amend the proposed supplemental application submittal requirements;
- Add new regulations to address off-site tree impacts; and
- Amend the proposed requirement for water and power at high capacity transit centers.

Deleted, Revised and New Definitions

Multi Modal Access

Sound Transit suggested that the proposed definition for “Multi Modal Access Improvements” be amended and the requirement for a “Multi Modal Access Plan” previously reviewed by the Commission be deleted. Multi-Modal Access improvements were defined as offsite improvements that improve travel options to make safe connections to public facilities. These offsite improvements may include sidewalks, bicycle lanes and/or paths, and traffic calming measures. This definition was intended to work with amendments to SMC 20.40.438 which proposed to require a “Multi Modal Access Plan” as part of permitting for light rail transit system/facilities. Sound Transit’s proposed edits removed references to offsite improvements.

Sound Transit cited the following reasons for suggesting amendments to the definition for “Multi Modal Access Improvements” and deletion of the Multi Modal Access Plan:

- The definition is unlimited in scope regarding offsite improvements.
- Requiring the “Multi Modal Access Plan” as part of the Special Use Permit will not be possible related to timing. This type of information and the contractors to develop the information will not be available until later in the process;
- The multi modal access improvements should be addressed through an interlocal agreement, not required as part of the permitting process; and
- Requirements stemming from the completion of a Multi Modal Access Plan may over reach the City’s authority in regards to the Growth Management Act (GMA). The GMA basically states that a city’s concurrency requirements including level of service standards do not apply to transportation facilities and services of statewide significance. The Sound Transit light rail system/facilities are considered transportation facilities and services of statewide significance. See RCW 36.70A.365(6)(a)(iii)(C).

If the Multi Modal Access Plan is deleted as a requirement, then there is no need for a definition of “Multi Modal Access Improvements” as this term is not used anywhere else in the Code.

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

Amend Light Rail Transit Facility/System definitions

Sound Transit suggested the City's adopted definitions for Light Rail Transit Facility and Light Rail Transit System both be amended. The proposed amendment suggested by Sound Transit and recommended by Shoreline staff is to add a reference in each definition to the fact that a Light Rail Transit Facility and a Light Rail Transit System both meet the State's definition of an Essential Public Facility.

Add Definition for Regional Transit Authority

Sound Transit requested that the City add a definition for a Regional Transit Authority. Sound Transit is a Regional Transit Authority. Shoreline staff agrees with this addition as this term is referred to in another amendment proposed by Sound Transit.

Amend SMC 20.30.100 Application

Sound Transit requested the City add the ability for a Regional Transit Authority (RTA) to apply for permits related to property that is not yet owned or controlled by the RTA. This would allow for a project that is authorized by the RTA to progress through planning, design, engineering and permitting while property acquisition, easements and agreements are negotiated. Actual development would not be allowed to occur until property is owned by the RTA or authority is legally provided by the property owner to the RTA.

Staff recommends this amendment in order to support the timely completion of the Lynnwood Link Project with the understanding that ultimately all legal rights must be obtained prior to commencing development on any property.

Amendments to SMC 20.30.330 Special use permit

Sound Transit requested that a reference to Essential Public Facilities be added in SMC 20.30.330(A), the purpose section for the Special Use Permit. The reason for this addition is to articulate that a Special Use Permit cannot be used to preclude the siting of an Essential Public Facility. This amendment is supported by the Growth Management Act more specifically RCW 36.70A.200 Siting of essential public facilities – Limitation on liability. Staff agrees that Sound Transit's proposed amendment is factual and makes it clear that the Special Use permit will not be used to deny the siting of an essential public facility in Shoreline. The SUP will instead be used to reasonably condition the project to meet the adopted criteria.

Amend proposed SMC 20.30.330(C) Decision Criteria for Special Use Permits

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

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

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

Sound Transit offered some additional detail that staff agreed would be useful in providing the Hearing Examiner with parameters for determining if the light rail system/facilities meet the following decision criterion. Text that has been amended since the last time the Planning Commission studied these amendments is highlighted:

Decision criterion for light rail system/facilities #1: The proposed light rail transit system/facilities uses energy efficient and environmentally sustainable architecture and site design consistent with the City's Guiding Principles for Light Rail System/Facilities and Sound Transit's design criteria manual used for all Light Rail Transit Facilities throughout the System and provides equitable features for all proposed light rail transit system/facilities:

As previously drafted, this proposed criterion was open ended and provided very little direction to the applicant about how to successfully meet the criterion. Therefore, the criterion also lacked parameters which the decision maker could use to determine if the applicant's project is meeting the criterion. By adding references to specific design standards, the criterion will provide the applicant and the hearing examiner with the intended direction.

Decision criterion for light rail system/facilities #2. There is either sufficient capacity and The use will not result in, or will appropriately mitigate, adverse impacts on City infrastructure (e.g., roads, sidewalks, bike lanes) that meet the City's adopted Level of Service standards (as confirmed by the performance of a Transportation Impact Analysis or similar assessment) to ensure that the City's in-the transportation system (motorized and non-motorized) will be adequate to safely support the light rail transit system/facility development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to meet the Decision Criteria set forth in this Section 20.30.330(C), then the applicant must identify a mitigation plan for funding or constructing its their proportionate share of the improvements;

Although the criterion is not intended to require an applicant to correct past infrastructure deficiencies and is instead aimed at limiting development if deficiencies are not remedied; Sound Transit expressed concern that as written this is not clear. Further, cities cannot preclude the siting of an Essential Public Facility such as light rail system/facilities. As originally drafted this criterion could be applied to effectively deny the siting of the light rail system/facilities. Additionally, Sound Transit highlighted a section of the Growth Management Act that states the City's concurrency requirements do not apply to transportation facilities and services of statewide significance. The

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

proposed Sound Transit light rail system/facilities meet the definition of a transportation facility and service of statewide significance. For these reasons, City staff supports Sound Transit's suggested edits to this criterion.

Decision criterion for light rail system/facilities #3: The applicant demonstrates that the design of the proposed light rail transit system/facility is generally consistent with reflects the City's Guiding Principles for Light Rail System/Facilities and addresses and mitigates impacts to other impacted facilities, such as Ridgecrest Park, 195th Street Pedestrian Bridge, and the 185th and 145th Street multi modal access connections.

The amendments to proposed decision criterion #3 are intended to ensure that the criterion as applied by the hearing examiner will not preclude the siting of the essential public facility.

Supplemental Application Submittal Requirements

SMC 20.40.140 and .160 lists Light Rail Transit System/Facilities as a use that is allowed through the approval of a Special Use Permit with added conditions (indexed criteria). What this means is an applicant must submit a Special Use Permit application and also meet the conditions listed in SMC 20.40.438.

Staff proposed adding the submission of a Construction Management Plan, a Parking Management Plan, Multi Modal Access Improvement Plan, a Neighborhood Traffic Plan and a Transportation Impact Analysis as supplemental index criteria required to all Light Rail Transit System/Facilities in any zone. The intent behind requiring the submission of the supplemental plans in SMC 20.40.438 is to identify, analyze and address with mitigation specific direct impacts resulting from the construction and operation of the Lynnwood Link Extension project.

Sound Transit provided feedback on the proposed required submittal items. Sound Transit's feedback, which is reflected in the shaded text below is intended to:

- 1) Allow for flexibility on the timing of submission for all required supplemental plans to allow for alignment with design and engineering work flow for the project;
- 2) Allow the use of interlocal agreements to determine scope, content and resulting mitigation for required plans; and
- 3) Combine related processes. The Neighborhood Traffic Plan, Transportation Impact Assessment and Multi Modal Access Improvement Plan can all be components of what Sound Transit calls an Access Assessment Report. Therefore, Sound Transit has requested that the City delete the Multi Modal Access Improvement Plan, Neighborhood Traffic Plan, Transportation Impact Analysis and replace with an Access Assessment Report.

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

20.40.438 Light rail transit system/facility

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

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

2. A Parking Management Plan or agreement will be completed before the proposal's operations begin which include management and enforcement techniques to guard against parking impacts to surrounding neighborhoods. ~~is required for light rail transit system/facilities. The Parking Management Plan shall include parking management and enforcement techniques to mitigate off-site parking impacts to surrounding neighborhoods. The Parking Management Plan shall be submitted to the City no later than the completion of the initial design and engineering phase for the proposed project;~~

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

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

5.3. An Access Assessment Report ~~Transportation Impact Assessment (TIA) is required for light rail transit system/facilities. The Access Assessment Report will analyze, identify and prioritize multi modal access improvements. This Access Assessment Report analysis~~ is intended to supplement the analysis and mitigation included in any environmental review document prepared for the proposed project. ~~The scope of the Access Assessment Report will be agreed to by the applicant and the City. The City may will~~ require third party review of the ~~Access Assessment Report~~ at the applicant's expense. ~~The TIA shall be submitted to the City no later than the completion of the 60% design and~~

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

~~engineering phase for the project or as part of the SUP application, whichever is sooner.~~

~~The TIA at a minimum shall include:~~

~~a. A regional Traffic Analysis as defined by the City's Traffic Study Guidelines and proposed mitigation where impacts will result in a failure to meet the City's LOS standards;~~

~~b. An assessment of accident risks at sidewalks and pedestrian paths including possible mitigation;~~

~~c. A new or updated analysis that includes increased pedestrian and bicycle activity and bus blockages at the intersections within a ¼ mile of proposed light rail transit system/facilities including proposed mitigation;~~

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

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

In an effort to accommodate Sound Transit's schedule and process, Shoreline staff recommends the edits as proposed by Sound Transit. Although the proposed amendments remove specific elements related to timing and the scope of supplemental plans, staff understands that the required plans will be completed at the appropriate time and that the scope of the plans will be determined in partnership. As proposed, the City still maintains control of the content and adequacy of the plans as part of the permitting process. In addition, the City wants to ensure we are not over stepping regulatory bounds related to the siting of Essential Public Facilities and these proposed amendments better align the proposed regulations with State law.

Requirement for Water and Power at High Capacity Transit Centers

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

The amendment would add a requirement for electricity and water to be supplied and accessible to the public at high capacity transit centers and parking areas. Sound

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

Transit posed several questions to staff about the intent of this requirement. The questions/concerns included:

- What is meant by accessible and supplied to the public? Are there any controls on usage intended?
- Does this provision apply inside of stations and garages? Or is it intended for the exterior of the buildings?
- Would having the infrastructure available for both power and water meet this condition?

The intent is to have water and electrical infrastructure installed and made accessible to authorized public at stations and garages. This provision was intended to apply to public areas outside of stations and garages. The water and electricity could be used to support and encourage community events and vending for the public. These uses would promote place-making through activation of public space. Based on Sound Transit's clarifying questions a few edits are suggested by staff to the language originally proposed. The additions are highlighted in yellow.

2.50.240(F)(6)(g). Publically accessible water and electrical power supply shall be supplied at high capacity transit centers and stations and associated parking.

Chapter 20.50 – Compliance with Tree Code and Related Provisions Amendments

Staff has proposed several amendments to the City's regulations for removal, retention and replacement of trees. The general theme for these amendments is to regulate the impact of development on offsite trees. The amendments seek to do the following:

1. Broaden the scope of what can be required by the City for inclusion in an arborist's written evaluation for proposed development to include impacts of any development within five (5) feet of a tree's critical root zone. This can include trees on and off of the applicant's site (SMC 20.50.330(B));
2. Broaden the application of SMC 20.50.350(D) the site design standards for clearing activities to include development within five (5) feet of a tree's critical root zone whether the potentially impacted tree is on or off site;
3. Add specific requirements in SMC 20.50.360 for tree replacement when trees need to be removed on property adjoining a development due to construction impacts. Tree replacement on adjoining property would require an increased replacement tree height of eight (8) feet instead of six (6) feet. Sound Transit requested that the regulation include the flexibility to plant replacement trees for light rail system/facilities on Sound Transit's site instead of adjoining property if necessary. This request seems reasonable as some property owners may not want the trees on their property; and

Study Item - Dev Code Amendments - Light Rail System & Facilities Permitting Process & Applicable Regs

4. Broaden the scope of the tree protection standards in SMC 20.50.370 to also apply to off-site trees.

NEXT STEPS

Tonight's meeting will likely serve as the conclusion for the study sessions on staff initiated amendments specific to light rail system/facilities. The Planning Commission is scheduled to hold a Public Hearing these amendments which will be contained in Ordinance 741 on May 5, 2016.

The Planning Commission Light Rail Subcommittee stated they would like to discuss additional standards to address public safety, noise and vibration on private property adjacent to the light rail system/facilities. If this is still a topic the Subcommittee would like to address, staff will arrange a Subcommittee meeting.

TIMING AND SCHEDULE

May 5, 2016 - Planning Commission Public Hearing

June 6, 2016 – City Council discussion on Ordinance 741

July 11, 2016 – City Council adoption of Ordinance 741

RECOMMENDATION

Staff is recommending the amendments as proposed in Attachment A with Planning Commission edits from tonight to be prepared for Public Hearing on May 5, 2016.

ATTACHMENT

Attachment A – Exhibit A Draft Ordinance 741 Development Code Amendments related to Light Rail System/Facilities

20.20.016 D definitions.

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

SMC 20.20.032 L definitions

Light Rail Transit Facility: A light rail transit facility is a type of essential public facility and refers to any structure, rail track, equipment, maintenance base or other improvement of a light rail transit system, including but not limited to ventilation structures, traction power substations, light rail transit stations, parking garages, park-and-ride lots, and transit station access facilities.

Light Rail Transit System: A light rail transit system is a type of essential public facility and refers to any public rail transit line that provides high-capacity, regional transit service owned or operated by a regional transit authority authorized under Chapter 81.112 RCW.

Regional Transit Authority: Regional transit authority refers to an agency formed under the authority of Chapters 81.104 and 81.112, RCW to plan and implement a high capacity transportation system within a defined region.

SMC 20.30.100 Application

A. Who may apply:

1. The property owner or an agent of the owner with authorized proof of agency may apply for a Type A, B, or C action, or for a site-specific Comprehensive Plan amendment.
2. Prior to purchase, acquisition, or owner authorization, a Regional Transit Authority may apply for a Type A, B, or C action, or for a site specific Comprehensive Plan amendment in order to develop any Light Rail Transit Facility or any portion of a Light Rail Transit System for property that has been duly authorized by the public agency for acquisition or use. No work shall

commence in accordance with issued permits or approvals until all of the necessary property interests are secured and/or access to the property for such work has been otherwise approved by the owner of the property.

3. Nothing in the subsection shall prohibit the Regional Transit Authority and City from entering into an agreement to the extent permitted by the Code or other applicable law.

4. The City Council or the Director may apply for a project-specific or site-specific rezone or for an area-wide rezone.

5. Any person may propose an amendment to the Comprehensive Plan. The amendment(s) shall be considered by the City during the annual review of the Comprehensive Plan.

6. Any person may request that the City Council, Planning Commission, or Director initiate amendments to the text of the Development Code.

B. All applications for permits or actions within the City shall be submitted on official forms prescribed and provided by the Department.

At a minimum, each application shall include:

1. An application form with the authorized signature of the applicant.
2. The appropriate application fee based on the official fee schedule (Chapter 3.01 SMC).
3. The Director may waive City imposed development fees for the construction of new or the remodel of existing affordable housing that complies with SMC 20.40.230 or SMC 20.40.235 based on the percentage of units affordable to residents whose annual income will not exceed 60 percent of the King County Area Median income. For example, if 20% of the units are affordable to residents with incomes 60% or less of the King County Area Median income; then the applicable fees could also be reduced by 20%.

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

A. Purpose. The purpose of a special use permit is to allow a permit granted by the City to locate a regional land use including Essential Public Facilities on unclassified lands, unzoned lands, or when not specifically allowed by the zoning of the location, but that provides a benefit to the community and is compatible with other uses in the zone in which it is proposed. The special use permit may be granted subject to conditions placed on the proposed use to ensure compatibility with adjacent land uses. The Special Use Permit shall not be used to preclude the siting of an Essential Public Facility.

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

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

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

1. The proposed light rail transit system/facilities uses energy efficient and environmentally sustainable architecture and site design consistent with the City's Guiding Principles for Light Rail System/Facilities and Sound Transit's design criteria manual used for all Light Rail Transit Facilities throughout the System and provides equitable features for all proposed light rail transit system/facilities;

2. The use will not result in, or will appropriately mitigate, adverse impacts on City infrastructure (e.g., roads, sidewalks, bike lanes (as confirmed by the performance of an Access Assessment Report or similar assessment) to ensure that the City’s transportation system (motorized and non-motorized) will be adequate to safely support the light rail transit system/facility development proposed. If capacity or infrastructure must be increased to meet the Decision Criteria set forth in this Section 20.30.330(C), then the applicant must identify a mitigation plan for funding or constructing its proportionate share of the improvements; and

3. The applicant demonstrates that the design of the proposed light rail transit system/facility is generally consistent with the City’s Guiding Principles for Light Rail System/Facilities.

20.40.438 Light rail transit system/facility

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

1. A Construction Management Plan or agreement will be completed before any building permit may be issued for the proposal;

2. A Parking Management Plan or agreement will be completed before the proposal’s operations begin which include management and enforcement techniques to guard against parking impacts to surrounding neighborhoods;

5.3. An Access Assessment Report is required for light rail transit system/facilities. The Access Assessment Report will analyze, identify and prioritize multi modal access improvements. The Access Assessment Report is intended to supplement the analysis and mitigation included in any environmental review document prepared for the proposed project. The scope of the Access Assessment Report will be agreed to by the applicant and the City. The City may require third party review of the Access Assessment Report at the applicant’s expense.

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

1. Accelerated Project and Permitting Process.

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

Permitting Staffing Agreement between the City and the project proponent.

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

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

2. Standard Project and Permit Process.

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

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

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

20.50.240 Site design.

F. Public Places.

1. Public places are required for the commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet. This requirement may be divided into smaller public places with a minimum 400 square feet each.

2. Public places may be covered but not enclosed unless by subsection (F)(3) of this section.

3. Buildings shall border at least one side of the public place.

4. Eighty percent of the area shall provide surfaces for people to stand or sit.
5. No lineal dimension is less than six feet.
6. The following design elements are also required for public places:
 - a. Physically accessible and visible from the public sidewalks, walkways, or through-connections;
 - b. Pedestrian access to abutting buildings;
 - c. Pedestrian-scaled lighting (subsection H of this section);
 - d. Seating and landscaping with solar access at least a portion of the day; and
 - e. Not located adjacent to dumpsters or loading areas;
 - f. Amenities such as public art, planters, fountains, interactive public amenities, hanging baskets, irrigation, decorative light fixtures, decorative paving and walkway treatments, and other items that provide a pleasant pedestrian experience along arterial streets.
 - g. Accessible water and electrical power shall be supplied to the exterior of high capacity transit centers, stations and associated parking.

SMC 20.50.330 Project review and approval

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B. **Professional Evaluation.** In determining whether a tree removal and/or clearing is to be approved or conditioned, the Director may require the submittal of a professional evaluation and/or a tree protection plan prepared by a certified arborist at the applicant's expense, where the Director deems such services necessary to demonstrate compliance with the standards and guidelines of this subchapter. Third party review of plans, if required, shall also be at the applicant's expense. The Director shall have the sole authority to determine whether the professional evaluation submitted by the applicant is adequate, the evaluator is qualified and acceptable to the City, and whether third party review of plans is necessary. Required professional evaluation(s) and services may include:

1. Providing a written evaluation of the anticipated effects of ~~proposed construction on the~~ any development within five (5) feet of a trees critical root zone that may impact the viability of trees on and off site.

SMC 20.50.350

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D. **Site Design.** Site improvements shall be designed and constructed to

meet the following:

~~1. Trees should be protected within vegetated islands and stands rather than as individual, isolated trees scattered throughout the site.~~

2. 1. Site improvements shall be designed to give priority to protection of trees with the following characteristics, functions, or location including where the critical root zone of trees on adjoining property are within five (5) feet of the development:

- a. Existing stands of healthy trees that have a reasonable chance of survival once the site is developed, are well shaped to withstand the wind and maintain stability over the long term, and will not pose a threat to life or property.
- b. Trees which exceed 50 feet in height.
- c. Trees and tree clusters which form a continuous canopy.
- d. Trees that create a distinctive skyline feature.
- e. Trees that have a screening function or provide relief from glare, blight, commercial or industrial harshness.
- f. Trees providing habitat value, particularly riparian habitat.
- g. Trees within the required yard setbacks or around the perimeter of the proposed development.
- h. Trees having a significant land stability function.
- i. Trees adjacent to public parks, open space, and critical area buffers.
- j. Trees having a significant water-retention function.
 - ~~Significant trees that become exposed and are subject to wind throw.~~

SMC 20.50.360

A. Plans Required. Prior to any tree removal, the applicant shall demonstrate through a clearing and grading plan, tree retention and planting plan, landscape plan, critical area protection and mitigation plan, or other plans acceptable to the Director that tree replacement will meet the minimum standards of this section. Plans shall be prepared by a qualified person or persons at the applicant's expense. Third party review of plans, if required, shall be at the applicant's expense.

B. The City may require the applicant to relocate or replace trees, shrubs, and ground covers, provide erosion control methods, hydroseed exposed slopes, or otherwise protect and restore the site as determined by the Director.

C. Replacement Required. Trees removed under the partial exemption in SMC 20.50.310(B)(1) may be removed per parcel with no replacement of trees required. Any significant tree proposed for removal beyond this limit should be replaced as follows:

1. One existing significant tree of eight inches in diameter at breast height for conifers or 12 inches in diameter at breast height for all others equals one new tree.
2. Each additional three inches in diameter at breast height equals one additional new tree, up to three trees per significant tree removed.
3. Minimum size requirements for trees replaced under this provision: deciduous trees shall be at least 1.5 inches in caliper and evergreens six feet in height.

Exception 20.50.360(C):

4a. No tree replacement is required when the tree is proposed for relocation to another suitable planting site; provided, that relocation complies with the standards of this section.

2b. The Director may allow a reduction in the minimum replacement trees required or off-site planting of replacement trees if all of the following criteria are satisfied:

- i. There are special circumstances related to the size, shape, topography, location or surroundings of the subject property.*
- ii. Strict compliance with the provisions of this Code may jeopardize reasonable use of property.*
- iii. Proposed vegetation removal, replacement, and any mitigation measures are consistent with the purpose and intent of the regulations.*
- iv. The granting of the exception or standard reduction will not be detrimental to the public welfare or injurious to other property in the vicinity.*

3c. *The Director may waive this provision for site restoration or enhancement projects conducted under an approved vegetation management plan.*

4. Tree replacement where tree removal is necessary on adjoining properties to meet requirements in 20.50.350(D) or as a part of the development shall be at the same ratios in C. 1, 2, and 3 above with a minimum tree size of 8 feet in height. Any tree for which replacement is required in connection with the construction of a light rail system/facility, regardless of its location, may be replaced on the project site.
5. Tree replacement related to development of a light rail transit system/facility must comply with SMC 20.50.360(C).

SMC 20.50.370

The following protection measures shall be imposed for all trees to be retained on-site or on adjoining property, to the extent offsite trees are subject to the tree protection provisions of this Chapter, during the construction process.

A. All required tree protection measures shall be shown on the tree protection and replacement plan, clearing and grading plan, or other plan submitted to meet the requirements of this subchapter.

B. Tree dripline areas or critical root zones as defined by the International Society of Arboriculture shall be protected. No fill, excavation, construction materials, or equipment staging or traffic shall be allowed in the dripline areas of trees that are to be retained.

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