



# PLANNING COMMISSION PUBLIC HEARING MEETING AGENDA

Thursday, February 1, 2018  
7:00 p.m.

Council Chamber · Shoreline City Hall  
17500 Midvale Ave N  
Seattle, WA 98122

	<u>Estimated Time</u>
<b>1. CALL TO ORDER</b>	7:00
<b>2. ROLL CALL</b>	7:01
<b>3. APPROVAL OF AGENDA</b>	7:03
<b>4. APPROVAL OF MINUTES</b>	7:04
a. <a href="#">January 4, 2018 Draft Minutes</a>	

## **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.*

<b>5. GENERAL PUBLIC COMMENT</b>	7:05
<b>6. PUBLIC HEARING</b>	7:15
a. <a href="#">Subdivision Code Amendments</a>	
• Staff Presentation	
• Public Testimony	
<b>7. STUDY ITEMS</b>	8:00
a. <a href="#">2018 Comprehensive Plan Docket</a>	
• Public Comment	
<b>8. DIRECTOR'S REPORT</b>	8:30
<b>9. UNFINISHED BUSINESS</b>	8:40
<b>10. NEW BUSINESS</b>	8:41
<b>11. REPORTS OF COMMITTEES &amp;     COMMISSIONERS/ANNOUNCEMENTS</b>	8:42
<b>12. AGENDA FOR February 15, 2018</b>	8:43
<b>13. ADJOURNMENT</b>	8:45

*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 REGULAR MEETING**

January 4, 2018  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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**Commissioners Present**

Chair Craft  
Vice Chair Montero  
Commissioner Maul  
Commissioner Malek  
Commissioner Thomas

**Staff Present**

Paul Cohen, Planning Manager, Planning and Community Development  
Steve Szafran, Senior Planner, Planning and Community Development  
Brian Lee, Senior Planner, Planning and Community Development  
Julie Ainsworth-Taylor, Assistant City Attorney  
Carla Hoekzema, Planning Commission Clerk

**Commissioners Absent**

Commissioner Mork

**CALL TO ORDER**

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

**ROLL CALL**

Upon roll call by Ms. Hoekzema the following Commissioners were present: Chair Craft, Vice Chair Montero, and Commissioners Malek, Maul and Thomas. Commissioner Mork was absent.

**APPROVAL OF AGENDA**

**COMMISSIONER THOMAS MOVED TO AMEND THE AGENDA TO ADD UNDER NEW BUSINESS A DISCUSSION RELATED TO THE PLANNING COMMISSION BYLAWS AND COMMUNICATION WITH THE CITY COUNCIL. COMMISSIONER MALEK SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

The remainder of the agenda was accepted as presented.

**APPROVAL OF MINUTES**

The minutes of November 2, 2017 were approved as presented.

**GENERAL PUBLIC COMMENT**

There were no general public comments.

**STUDY ITEM: SUBDIVISION DEVELOPMENT CODE AMENDMENT**

**Staff Presentation**

Mr. Szafran explained that the Development Code’s current subdivision processes are not specific and are very unclear. The proposed amendments are intended to clearly articulate the subdivision processes, respond to concerns raised by the development community, make the processes consistent with State requirements, and provide consistent City administration of subdivision applications.

Mr. Szafran reviewed that the purpose of a subdivision is “*to divide land for the purpose of development or sale.*” Currently, there are three categories of subdivisions: short subdivisions (up to 9 lots), formal subdivisions (10 lots or greater), and binding site plans. The code includes criteria for approval, but there are no formal procedures for processing and reviewing subdivision applications. However, the current internal procedure for processing subdivision applications includes a preliminary plat application, followed by submission of site development and right-of-way permit applications. Once these applications have been reviewed and approved, a final plat can be recorded, and the applicant can then submit a building permit application.

Mr. Szafran summarized that the timeframe for the current process is long (approximately 13 months). In order to provide flexibility to developers and property owners, the proposed amendment would provide three procedure options for the processing of subdivisions. He reviewed each of the options as follows:

- **Option A** would be a typical subdivision without development. Land would be subdivided with development to follow separately at a later date. Typically, this process is used when a property owner wants to subdivide land with the intention of selling the newly created parcel(s).
- **Option B** would be a subdivision with development. This option is similar to Option A, but it allows submittal of the building permit as well. The intent of this option is to allow concurrent review of the site development, building, and right-of-way permits after approval of the preliminary plat. The option would benefit developers who want to start the subdivision process, but may not be ready to submit the development permits at the same time.
- **Option C** would be a consolidated subdivision. This option is similar to Option B, but with a concurrent review of the preliminary plat, building, site development and right-of-way permits as one application. For applicants who are ready for full development, this option could potentially save up to seven months in review time.

Commissioner Malek asked if there would be a size limit for Option C. Mr. Szafran said it would typically apply to subdivisions up to 9 lots. Larger subdivision applications become a quasi-judicial process that requires City Council approval. There would be no minimum lot requirement.

Commissioner Malek said he supports the intent of the proposed amendments, and he looks forward to obtaining more public feedback, particularly from builders. He explained that, currently, developers have used various approaches to avoid the lengthy subdivision process. For example, a developer can submit all permit applications for a single-family detached condominium project at the same time. While there are some beautiful examples of this type of project, unfortunately, the new owners are left to deal with the consequences of the term “condominiums.” Lending practices and other requirements associated with condominiums are complicated. He supports amending the Development Code to make the subdivision and condominium processes more consistent. In addition, he voiced concern that the current process is too long. He suggested that the review process should take into account when homes within a subdivision are identical.

Mr. Szafran said the intent of Option C would be for the permit applications to be submitted simultaneously. Once submitted, the applications would be forwarded to the appropriate City departments for review at the same time. Hopefully, this option will save applicants a considerable amount of time. Commissioner Malek emphasized that time is a significant factor when attracting developers to Shoreline.

Mr. Cohen said that, when developing the proposed amendments, staff discussed the pros and cons with developers. Developers indicated a desire for options that allow permit review to be consolidated. It takes about 13 months to complete the review process using the current standard procedure (not in the code). Staff estimates the review time can be reduced to about 7 months if permits are consolidated.

Commissioner Thomas clarified that, as long as an applicant meets all of the criteria in the Development Code, the subdivision application will be approved. The City cannot deny an application that meets all of the criteria based on concerns raised by neighboring property owners. Mr. Szafran concurred and noted that the City has never denied a subdivision application.

Vice Chair Montero referred to concerns raised in a letter to the Commission from the Master Builders Association, as well as Mr. Szafran’s comment that a subdivision application has never been denied by the City. He suggested the City should consider shortening the process by making it an administrative decision by staff rather than a quasi-judicial decision by the City Council. Mr. Szafran answered that short-plats (9 or fewer lots) are already administrative decisions, and legislation was recently passed to allow all subdivisions (short and long) to be administrative decisions. Staff will consider potential amendments relative to the new legislation as part of the 2018 Development Code amendments.

**Public Comments**

**Scott Anderson, Seattle**, said he owns property in Shoreline and is interested in subdividing it in the future. He expressed his belief that the proposed amendments are timely. He practices real estate and works with a number of builders in Seattle, too. He has experience with zero-lot-line and unit-lot subdivisions, and he questioned how these two development types would be addressed via the proposed amendments. He said that when he met with the City a few years ago, it was brought to his attention that subdivision and building permit applications could not run simultaneously. He asked if the proposed amendment would allow a developer to get a building permit approved first and then move forward with the subdivision. He also asked if a developer would be allowed to initiate a subdivision alongside a

building permit. His understanding of the proposed amendment is that preliminary approval of the subdivision application is required prior to submittal of a building permit.

Mr. Anderson reminded the Commissioners of the zoning changes that were recently implemented in the Light Rail Station Subareas, as well as the City's desire to promote housing and development. He commented that changing the subdivision process will be equally important to attract developers. Many developers are leery about developing in Shoreline because the processes are lengthy and unclear.

Mr. Lee said he has been administering the City's subdivision code for the past 10 years, and the proposed amendments are intended to provide clarity for developers and staff and decrease the review time. In answer to Mr. Anderson's question, Mr. Lee explained that unit-lot developments have always been allowed in Shoreline, but they have not been specifically called out by name. This has led many developers to walk away thinking they are not allowed. As per the Development Code, zero-lot-line units that are attached by a common wall have always been allowed to be subdivided even if they do not meet the dimensional standards. To address the confusion, the City recently adopted an amendment that adds unit-lot development as a specific form of subdivision.

Also, to address Mr. Anderson's question, Mr. Lee explained that the City's current practice is that multiple units can be developed on a single parcel without subdividing. However, this is not a common practice in all jurisdictions, and City staff will be analyzing the process in the coming months. However, any proposed amendment related to this topic will come forward at a later date. He clarified that another option for multiple units developed on a single lot is to separate them into fee-simple lots.

Mr. Lee explained that many developers and property owners who go through the subdivision process have voiced concern about the length of time it takes to subdivide a property, especially when the market is hot. Options B and C offer an accelerated process where developers will no longer be required to wait to complete the subdivision process before applying for a building permit. Option B allows a developer to apply for a building permit during the subdivision process, and Option C allows a developer to submit all applications upfront to be reviewed concurrently.

Mr. Anderson suggested that the Commission consider an Option D, which would allow the building permit to be started first, followed by initiation of the subdivision. Mr. Lee said the City currently allows a developer to submit a building permit application, and then apply for a subdivision. Mr. Anderson is asking for a slightly modified version where a developer is allowed to submit a building permit, followed immediately by a subdivision application while the building permit is under review. He explained that, in addition to addressing developers' concerns about the long review process, it is also important to keep in mind the logistics and time required by various City departments to review all of the submitted documents. It could create chaos if staff is asked to review building permit applications for properties that are not legally subdivided. The goal is to process applications faster but avoid creating confusion amongst the various City departments. Mr. Anderson said he can see how the proposed amendment, with its three options, will benefit developers going forward, but he voiced concern for developers or property owners who are already in the development process.

Mr. Anderson asked if there would be any conflicts between the criteria for short-plat and unit-lot subdivisions. Mr. Lee answered that the current standard for subdividing townhouse units is that each

unit must be separated by a two-hour separation wall. The new unit-lot subdivision code provides some relief from this requirement by allowing the units to be developed as one structure with a 1-hour common wall between each unit.

Mr. Cohen explained that, because development codes are a history of layered amendments over the years, staff will do a search of the code to ensure that consistent language is used throughout the subdivision code. The intent is to put forward a clerical amendment at the hearing on February 1<sup>st</sup>.

**DIRECTOR’S REPORT**

Mr. Cohen said the City received an application for another privately-initiated code amendment for “community residential facilities.” Staff had originally planned to present the proposed amendment on January 18<sup>th</sup>, but that is the only item on the Commission’s agenda for that evening. He asked if the Commission would be in favor of combining the code amendment with other items on the February 1<sup>st</sup> meeting. He also noted that the Commission is scheduled to meet jointly with the City Council on January 22<sup>nd</sup> at 5:45 p.m. The Commissioners agreed to push the code amendment study session to February 1<sup>st</sup> and cancel the January 18<sup>th</sup> meeting.

Mr. Cohen reported that a large number of development permit applications have been submitted in recent weeks, and staff is working to process them as rapidly as possible. It is likely that developers wanted to vest their projects before the new transportation, parks and fire impact fees became effective January 1<sup>st</sup>. He further advised that staff is working to implement an on-line permit application program, as well as in-house electronic plan review. They will also continue to look for opportunities to consolidate various permit processes. Reviewing permits concurrently allows staff to be more confident in what is approved.

Mr. Cohen advised that the staff and Commission will discuss their 2018 work program following the Commission’s joint meeting with the City Council.

**UNFINISHED BUSINESS**

There was no unfinished business.

**NEW BUSINESS**

**Planning Commission Letter to City Council**

Mr. Szafran referred to the letter that was prepared by staff to summarize the Planning Commission’s 2017 activities. Commissioner Thomas recalled that the topic of accessory dwelling units has come up frequently over the past few years, and she suggested it be added to the list of potential projects in 2018. Mr. Szafran noted that this topic is part of the discussion about housing choices in single-family zones. Mr. Cohen said the assumption is that the City Council would want to do more of a community-wide approach to the housing topics, including accessory dwelling units, cottage housing, etc.

**Planning Commission Bylaws and Communication with the City Council**

Commissioner Thomas announced that she would retire from the Commission when her 2<sup>nd</sup> term expires at the end of March. She recalled that, at one point, there were 9 Commissioners, but the number was reduced to 7 a few years ago. She pointed out that this March, there will be four positions to fill (Commissioners Mork and Malek will be up for reappointment, she is retiring, and Commissioner Chang is now serving on the City Council). She suggested the Commission consider amending their bylaws to add another Commissioner as an alternate. The alternate would come to the meetings and participate in the discussions but would not be vested to vote unless one of the 7 Commissioners was absent.

Commissioner Thomas recalled that when Commissioner Mork came on board, she was appointed to fill the position of a Commissioner who moved shortly after his appointment. While the new Commissioners had received some training following their appointments in March, Commissioner Mork had missed these training opportunities. She also recalled that one year the Commission had a difficult time getting a quorum at their meetings because one of the Commissioners was having cancer treatment. Having an alternate member would be beneficial in these situations.

Commissioner Thomas recognized that adding an alternate position to the Commission would require an amendment to the bylaws, which must be approved by the City Council. She asked the Commissioners to share their thoughts on the idea. If the Commission is interested in pursuing the idea further, she agreed to submit draft language for their consideration and potential recommendation to the City Council. If they do decide to move the idea forward, she urged them to do so now, before new appointments are made in March. This would allow all new Commissioners, as well as the alternate Commissioner to be appropriately trained.

Assistant City Attorney Ainsworth-Taylor pointed out that adding an alternate position to the Commission would also require a code amendment to Title 2. As currently written, the Commission is organized as a 7-member body. The Commissioners agreed to discuss the concept with the City Council at their joint meeting.

Vice Chair Montero said he can sympathize with being “thrown into the fire” as a new Planning Commissioner, and he understands the logic of having an alternate. However, having served on a number of boards and commissions, it is not uncommon for new members to struggle to come up to speed. He also was very green when he was appointed to the Commission, and he had to do a lot of reading and listening to educate himself on the issues at hand. He voiced concern that having an alternate position would add another layer to the Commission that would be a little too cumbersome. Chair Craft concurred.

**REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

There were no reports from committees or Commissioners.

**AGENDA FOR NEXT MEETING**

The January 18<sup>th</sup> meeting was cancelled. The February 1<sup>st</sup> meeting agenda will include a public hearing on the proposed amendments to the Subdivision Development Code and a study session on a citizen-initiated amendment related to community residential facilities.

**ADJOURNMENT**

The meeting was adjourned at 7:50 p.m.

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Easton Craft  
Chair, Planning Commission

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Carla Hoekzema  
Clerk, Planning Commission



Planning Commission Meeting Date: February 1, 2018

Agenda Item: 6a

PLANNING COMMISSION AGENDA ITEM  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Subdivision Development Code Amendment Public Hearing  
**DEPARTMENT:** Planning & Community Development  
**PRESENTED BY:** Paul Cohen, Planning Manager  
Steven Szafran, AICP, Senior Planner

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

**Introduction**

Every year, miscellaneous Development Code amendments are collected and presented to the Planning Commission and City Council for study and possible adoption. In some cases, a single Development Code amendment is considered outside of the general batch of amendments based on such factors as the availability of staff time to analyze and prepare an amendment for Planning Commission and Council consideration; the value added by processing an amendment sooner than the annual batch; and emergent needs for the amendment to be presented separately from the annual batch. The proposed amendments to the Development Code's subdivision processes are important because the Development Code is not specific and therefore unclear. It is necessary to articulate the subdivision process to meet State requirements, to respond to the development community, and to provide consistent City administration.

The purpose of this public hearing is to:

- Review the proposed Development Code amendments;
- Respond to the Commission's questions regarding the proposed development regulations;
- Gather public comment; and
- Develop the Planning Commission's recommendation to forward to the City Council.

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.

Approved By:

Project Manager 

Planning Director 

### Background

The Planning Commission discussed the proposed amendments to the subdivision regulations on January 4, 2018. The staff report for the January 4, 2018 meeting can be found here: <http://www.shorelinewa.gov/home/showdocument?id=37041>.

The Commission heard testimony from members of the development community about Shoreline's need to revise subdivision procedures and especially the need to make the process less cumbersome. Staff explained that the proposed amendments will allow three subdivision options that may potentially save an applicant up to seven months in review time.

The purpose of a subdivision under SMC 20.30.370 is to divide land into lots, parcels, or tracts, for the purpose of development and sale as fee-simple lots. SMC 20.30.380 is the subdivision category section. The code identifies three categories of subdivisions; Short Subdivision, Formal Subdivision, and Binding Site Plan. SMC 20.30.410 is the preliminary subdivision review procedures and criteria. This section of the code needs to be updated because it does not describe the procedures for subdivision, even though the section is titled "review procedures and criteria".

### Discussion

The City has met with developers and other related professionals about Shoreline's subdivision review process. Feedback from the developers' point out that Shoreline's review procedures for accepting and approving development projects that include a subdivision are unclear and cumbersome. Current trends in building and development throughout the region allow concurrent review of subdivision, building, site development, and right-of-way permits.

Even though procedures for processing subdivision applications are not reflected in the Development Code, the Department has an internal procedure that staff follows. Our current process, largely procedural (not codified) is more complex and linear than perhaps it is required to be by State subdivision laws. Typically the current procedure for processing subdivisions includes the following steps:

1. The applicant submits a Preliminary Plat application which includes a preapplication meeting with staff, a neighborhood meeting, soils report, site plans, and other submittal materials. Approval of a Preliminary Plat application is approved by staff. Step 1 takes approximately four months.
2. The applicant submits applications for Site Development and Right-of-Way Permits. Staff routes these permits to the appropriate reviewers in order to complete a concurrent review of these applications. Site Development and Right-of-Way Permits are reviewed and approved by the Planner and the Development Review Engineer. Site Development and Right-of-Way Permits are approved and appropriate financial sureties to guarantee proper installation of the actual improvements are received. Step 2 takes approximately five months.

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3. The applicant submits an application for Final Plat. The Final Plat is a surveyed site plan of the approved subdivision recorded with King County. Once the Final Plat is recorded, the applicant receives new tax identification numbers and may sell the individual lots as fee simple lots. Step 3 takes approximately one month.
4. The applicant may then submit applications for building permits. Step four takes approximately three months.

### Proposal

In the above process, there are separate steps that must occur before an applicant may start the building permit process. The timeframe for the above process is typically thirteen months before an applicant may obtain a building permit. In order to provide flexibility to developers and property owners, the City is proposing to include three procedure options in the amendment for the processing of subdivisions.

**Option A** is a subdivision without development. Land is subdivided with development to follow separately at a later date. Typically, this process is used when a property owner wants to subdivide their land with the intention of selling the newly created parcel(s). A Site Development and Right-of-Way permit must be completed with the subdivision.

**Option B** is a subdivision with development. This option is similar to Option A, however, it allows submittal of the Building permit. This option will allow concurrent review of the Site Development, Building, and Right-of-Way permits after approval of the Preliminary Plat. This option is beneficial for the developer that wants to start the subdivision process but may not be ready to submit the development permits at the same time.

**Option C** is a consolidated subdivision. It is similar to Option B above but with a concurrent review of the Preliminary Plat, Building, Site Development, and the Right-of-Way applications as one application. All of the applications are reviewed and processed concurrently by staff. This option is for the applicant who is ready for full-development which can potentially save the applicant up to seven months of review time.

Option A, B, and C amendments to the subdivision code (below) will provide clarity and options for staff and developers and potentially reduce review and approval times for the applicant.

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### **Proposed Development Code amendments (underlined):**

20.30.410 Preliminary subdivision review procedures and criteria.

The short subdivision may be referred to as a short plat – Type B action.

The formal subdivision may be referred to as long plat – Type C action.

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Review procedure: The following procedure shall be applicable to all subdivision applications:

Subdivisions may be processed using one of the following methods: 1) Subdivision without development, 2) Subdivision with development, or 3) Consolidated subdivision.

### A. Subdivisions without development.

1. The application and review for subdivisions without development shall follow this process:

- a. In order to provide timely and accurate review of subdivision proposals, applications for Preliminary Plat, Site Development, and Right-of-Way must be submitted concurrently.
- b. A Final Plat application shall be reviewed in compliance with SMC 20.30.450.

### B. Subdivision with development.

1. The application and review for subdivisions with development shall follow this process:

- a. Preliminary Plat application – Review of environmental requirements, availability of utilities, sufficient access, conceptual drainage provisions, frontage improvements, and all dimensional requirements for the applicable zone must be completed. Approval of Preliminary Plat must be issued before proceeding to SMC 20.30.410(B)(1)(b).
- b. Building, Site Development, and Right-of-Way applications must be submitted concurrently for review. The issuance of all three permits will occur at the same time once all requirements, including the submittal of sufficient surety as required in SMC 20.30.440, have been met.
- c. A Final Plat application shall be reviewed in compliance with SMC 20.30.450 when all building permit(s) have been issued.

### C. Consolidated subdivision.

1. The application and reviews for consolidated subdivisions shall follow this process:

- a. The review process for a consolidated subdivision requires that all applicable required documents and plans be submitted and reviewed under one application package. All required documents and plans associated with the Preliminary Plat, Building(s), Site Development, and Right-of-Way shall be included in the package. The issuance of all permits will occur at the same time once all requirements, including the

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submittal of sufficient surety as required in SMC 20.30.440, have been met.

- b. A Final Plat application shall be reviewed in compliance with SMC 20.30.450 when all building permit(s) have been issued.

~~Time limit: A final short plat or final long plat meeting all of the requirements of this chapter and Chapter 58.17 RCW shall be submitted for approval within the time frame specified in RCW 58.17.140.~~

Review criteria: The following criteria shall be used to review proposed subdivisions:

D. A. Environmental.

1. Where environmental resources exist, such as trees, streams, geologic hazards, or wildlife habitats, the proposal shall be designed to fully implement the goals, policies, procedures and standards of the critical areas regulations, Chapter 20.80 SMC, Critical Areas, and the tree conservation, land clearing, and site grading standards sections.
2. The proposal shall be designed to minimize grading by using shared driveways and by relating street, house site and lot placement to the existing topography.
3. Where conditions exist which could be hazardous to the future residents of the land to be divided, or to nearby residents or property, such as floodplains, landslide hazards, or unstable soil or geologic conditions, a subdivision of the hazardous land shall be denied unless the condition can be permanently corrected, consistent with subsections (A)(1) and (2) of this section, Chapter 20.80 SMC, Critical Areas, and Chapter 13.12 SMC, Floodplain Management.
4. Low impact development (LID) techniques shall be applied where feasible to minimize impervious areas, manage storm water, and preserve on-site natural features, native vegetation, open space and critical areas.

E. B. Lot and Street Layout.

1. Lots shall be designed to contain a usable building area. If the building area would be difficult to develop, the lot shall be redesigned or eliminated, unless special conditions can be imposed that will ensure the lot is developed consistent with the standards of this Code and does not create nonconforming structures, uses or lots.
2. Lots shall not front on primary or secondary highways unless there is no other feasible access. Special access provisions, such as, shared driveways, turnarounds or frontage streets may be required to minimize traffic hazards.
3. Each lot shall meet the applicable dimensional requirements of the Code.

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4. Pedestrian walks or bicycle paths shall be provided to serve schools, parks, public facilities, shorelines and streams where street access is not adequate.

### F. ~~C.~~ Dedications and Improvements.

1. The City may require dedication of land in the proposed subdivision for public use.

2. Only the City may approve a dedication of park land.

3. In addition, the City may require dedication of land and improvements in the proposed subdivision for public use under the standards of Chapter 20.60 SMC, Adequacy of Public Facilities, and Chapter 20.70 SMC, Engineering and Utilities Development Standards, necessary to mitigate project impacts to utilities, rights-of-way, and stormwater systems.

a. Required improvements may include, but are not limited to, streets, curbs, pedestrian walks and bicycle paths, critical area enhancements, sidewalks, street landscaping, water lines, sewage systems, drainage systems and underground utilities.

### G. ~~D.~~ Unit Lot Development.

1. The provisions of this subsection apply exclusively to unit lot developments for single-family attached dwelling units or zero lot line developments in all zones in which these uses are permitted.

2. Unit lot developments may be subdivided into individual unit lots. The development as a whole shall meet development standards applicable at the time the permit application is vested.

3. As a result of the subdivision, development on individual unit lots may modify standards in SMC 20.50.020, Exception 2.

4. Access easements, joint use and maintenance agreements, and covenants, conditions and restrictions identifying the rights and/or the homeowners' association shall be executed for use and maintenance of common garage, parking and vehicle access areas; on-site recreation; landscaping; underground utilities; common open space; exterior building facades and roofs of individual units; and other similar features, and shall be recorded with the King County Recorder's Office.

5. Within the parent lot or overall site, required parking for a dwelling unit may be provided on a different unit lot than the lot with the dwelling unit, as long as the right to use that parking is formalized by an easement on the plat, to be recorded with King County Records and Licensing Services Division.

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6. The unit lot is not a separate buildable lot, and that additional development of the individual unit lots may be limited as a result of the application of development standards to the parent lot and shall be noted on the plat, to be recorded with King County Records and Licensing Services Division.

7. The applicant shall record a covenant on the plat that states, "These units will be considered individual units and part of one structure that cannot be segregated from one another. A unit lot development is defined as one building or one structure in the International Building Code and International Fire Code and National Electrical Code."

### 20.30.440 Installation of improvements.

A. ~~Timing and Inspection Fee.~~ The applicant shall not begin installation of improvements until the Director has approved and issued the Site Development and Right-of-Way Permits improvement plans, and the Director and the applicant have agreed in writing on a time schedule for installation of the improvements, ~~and the applicant has paid an inspection fee.~~

B. **Completion – Bonding.** The applicant shall either complete the improvements before the final plat is submitted for City Council approval, or the applicant shall post a bond or other suitable surety to guarantee the completion of the improvements within one year of the approval of the final plat. The bond or surety shall be based on the construction cost of the improvement as determined by the Director.

C. **Acceptance – Maintenance Bond.** The Director shall not accept the improvements for the City of Shoreline until the improvements have been inspected and found satisfactory, and the applicant has posted a bond or surety for 15 percent of the construction cost to guarantee against defects of workmanship and materials for two years from the date of acceptance.

### 20.30.450 Final plat review procedures.

Time limit: A final short plat or final formal plat meeting all of the requirements of this chapter and Chapter 58.17 RCW shall be submitted for approval within the time frame specified in RCW 58.17.140.

A. **Submission.** The applicant may not file the final plat for review until the work required for the Site Development and Right-of-Way permits are completed and passed final inspection or bonded per the requirements of SMC 20.30.440 ~~has been submitted and approved by the City.~~

B. **Final Short Plat.** The Director shall conduct an administrative review of a proposed final short plat. Only when the Director finds that a proposed short plat conforms to all terms of the preliminary short plat and meets the requirements of Chapter 58.17 RCW, other applicable state laws, and SMC Title 20 which were in effect at the time when the preliminary short plat application was deemed complete,

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the Director shall sign on the face of the short plat signifying the Director's approval of the final short plat.

C. **Final Formal Plat.** After an administrative review by the Director, the final formal plat shall be presented to the City Council. Only when the City Council finds that a subdivision proposed for final plat approval conforms to all terms of the preliminary plat, and meets the requirements of Chapter 58.17 RCW, other applicable state laws, and SMC Title 20 which were in effect at the time when the preliminary plat application was deemed complete, the City Manager shall sign on the face of the plat signifying the City Council's approval of the final plat.

D. **Acceptance of Dedication.** City Council's approval of a final formal plat or the Director's approval of a final short plat constitutes acceptance of all dedication shown on the final plat.

E. **Filing for Record.** The applicant for subdivision shall file the original drawing of the final plat for recording with the King County Department of Records and Elections. One reproduced full copy on Mylar and/or sepia material shall be furnished to the Department.

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### **New Amendments Since January 4, 2017**

As staff was reviewing the Development Code for potential amendments to the subdivision regulations, a minor error was found. The City Council passed Ordinance 731 in 2015 which amended the number of lots in a short and formal subdivision. The definitions of short subdivision and formal subdivision should have been updated at the same time. The proposed amendment to 20.20.046 is shown below:

#### **20.20.046 S definitions.**

Subdivision, Formal – A subdivision of ten ~~five~~ or more lots.

Subdivision, Short – A subdivision of nine ~~four~~ or fewer lots.

---

### **Decision Criteria**

SMC 20.30.350 states, "An amendment to the Development Code is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City". Development Code amendments may also be necessary to reduce confusion and clarify existing language, respond to regional and local policy changes, update references to other codes, eliminate redundant and inconsistent language, and codify Administrative



## 6a. Staff Report - Subdivision Code Amendments

Orders previously approved by the Director. Regardless of their purpose, all amendments are to implement and be consistent with the Comprehensive Plan.

The decision criteria for a Development Code amendment in SMC 20.30.350 (B) states the City Council may approve or approve with modifications a proposal for a change to the text of the land use code when all of the following are satisfied:

1. The amendment is in accordance with the Comprehensive Plan; and
2. The amendment will not adversely affect the public health, safety or general welfare; and
3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

---

### Recommendation

Staff recommends approval of the proposed Development Code amendments to SMC Title 20 as described in this staff report.

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### Next Steps

The Subdivision Development Code amendments schedule is as follows:

February 26, 2018	Council Discussion
March 2018	Adoption of Development Code Amendment

Planning Commission Meeting Date: February 1, 2018

Agenda Item 7a

PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: 2018 Comprehensive Plan Docket
DEPARTMENT: Planning & Community Development
PRESENTED BY: Rachael Markle, AICP, Director
Steven Szafran, AICP, Senior Planner

- Public Hearing, Discussion, Study Session, Update, Recommendation Only, Other

INTRODUCTION

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

BACKGROUND

In June 2017, the City Council established the 2017 Comprehensive Plan Final Docket which included amendments related to the 145th Street annexation, the Point Wells Subarea Plan, updating the PROS Plan, updating the Master Street Plan, amendments to the 185th Street Station Subarea Plan, changing Ronald Wastewater to City of Shoreline throughout the Comprehensive Plan, and updating the Capital Facilities Element to incorporate, by reference, the Shoreline Fire District's Capital Facilities and Equipment Plan.

Prior to the adoption of Ordinance No.802 on November 14, 2017, the Council carried over three items from the 2017 Docket to the 2018 Docket. Those amendments are:

- 2017 Proposed Amendment #1: Consider amendments to the Comprehensive Plan related to the 145th Street annexation, including amendments for all applicable maps.
2017 Proposed Amendment #2: 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

Approved By: Project Manager [Signature] Planning Director RM

## 7a. Staff Report - 2018 Comprehensive Plan Docket

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.

- 2017 Proposed Amendment #3: Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan.

### **2018 Comprehensive Plan Docket**

Comprehensive Plan Amendments take two forms: Privately-initiated amendments and city-initiated amendments. Pursuant to SMC 20.30.340, all privately-initiated Comprehensive Plan Amendments must be submitted by December 1 of the previous year with no fee for general text or map amendments. The Council may add Comprehensive Plan amendments any time before the final docket is set. For 2018, there are three (3) privately-initiated amendments and five (5) city-initiated amendments to date (including the three carry-over amendments from 2017).

These proposed amendments represent new amendments along with the 2017 carried-over amendments which establish the 2018 Docket. The Docket is the list of Comprehensive Plan amendments the City will be responsible for evaluating with environmental review on the cumulative impacts of all amendments on the docket. The Planning Commission will recommend the docket and the City Council will review the proposed amendments in order to consider the combined impacts of the amendments. The amendments on the 2018 docket must be adopted before the end of 2018.

### **Amendments**

#### **Amendment #1 – 145<sup>th</sup> Street Annexation**

*“Amend the Comprehensive Plan for 145<sup>th</sup> Street annexation and all applicable maps”.*

This amendment was carried over from the 2017 Final Docket.

This amendment will amend Policy LU47 which states, “Consider annexation of 145<sup>th</sup> Street adjacent to the existing southern border of the City”. The City is currently engaged in the design and environmental evaluation of the improvements to the 145<sup>th</sup> Street Corridor and is working towards annexation of 145<sup>th</sup> Street.

There are some maps contained in the Comprehensive Plan that do not include 145<sup>th</sup> Street. If the City annexes 145<sup>th</sup> Street, all of the maps in the Comprehensive must be amended to include 145<sup>th</sup> Street as a street within the City of Shoreline.

**Recommendation:**

Staff recommends that this amendment be placed on the 2018 Comprehensive Plan Docket.

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**Amendment #2 – Point Wells Subarea Plan**

*“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 Transportation Corridor Study as described in Policy PW-9. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13”.*

This amendment was carried over from the 2017 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 2017. In 2016 and 2017, staff recommended that this Comprehensive Plan amendment be docketed to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan.

Recommendation:

Staff recommends that this amendment be placed on the 2018 Comprehensive Plan Docket.

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**Amendment #3 – Surface Water Master Plan.**

*“Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan”.*

The City’s Public Works Department is currently in the process of updating the Surface Water Master Plan and the Capital Facilities Element of the Comprehensive Plan.

The proposed 2018 Surface Water Master Plan will address drainage and water quality problems associated with population and development growth, increasing regulations, and aging infrastructure within the City. The 2018 Surface Water Master Plan will consolidate information from several different technical manuals and plans in order to develop a plan that will guide the utility for the next five to 10 years.

The 2018 Surface Water Master Plan will help the City develop:

- Levels of Service definition;
- Prioritized asset management improvement strategy;
- Requirements to comply with the 2018-2022 National Pollutant Discharge Elimination System (NPDES) Phase II permit;
- Recommendations for Capital Improvement Projects (CIP);
- Rate structure and financial planning recommendations;

## 7a. Staff Report - 2018 Comprehensive Plan Docket

- Policy recommendations for Council consideration;
- Condition Assessment Plan;
- Technical drainage capacity issues memo; and
- Operations and Maintenance Manual.

### Recommendation:

Staff has been working on this amendment since the beginning of 2017 and believes this item will be ready for adoption by the end of 2018. Staff recommends that this amendment be added to the 2018 Comprehensive Plan Docket.

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### **Amendment #4 – Master Street Plan (Transportation Master Plan)**

*“Consider deleting Appendix D – Master Street Plan from the Transportation Master Plan and replace with reference to the Engineering Design Manual pursuant to SMC 12.10.015”.*

The City’s Public Works Department is proposing various amendments to the City’s Master Street Plan which is Appendix D of the Transportation Master Plan. The proposed changes include:

- Delete Appendix D from the Transportation Master Plan; and
- Update all applicable sections of the Comprehensive Plan to reference the Master Street Plan in the Engineering Development Manual (EDM).

The deletion of the Master Street Plan from the Comprehensive Plan will allow the flexibility of the Public Works department to make adjustments to the Master Street Plan any time during the year due to street related requirements being located in the Engineering Development Manual.

### Recommendation:

This amendment removes The City’s Master Street Plan from the Transportation Master Plan and adds it to the EDM. This amendment will not impact staff’s work plan or resources and staff recommends that this amendment be added to the 2018 Comprehensive Plan Docket.

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### **Amendment #5 – Redesignate and Rezone all parcels between Fremont Avenue N, Ashworth Avenue North, 145<sup>th</sup> Street, and 205<sup>th</sup> Street**

*“Consider amending the land use designation for all parcels designated Low-Density Residential and Medium-Density residential between Fremont Avenue N, Ashworth Avenue N, 145<sup>th</sup> Street, and 205<sup>th</sup> Street to High-Density Residential. Conversely, change the zoning of all parcels between the previously mentioned streets from R-6, R-8, R-12, and R-18 to R-24”.*

## 7a. Staff Report - 2018 Comprehensive Plan Docket

This is a private request to change the Land Use Designation of all parcels designated Low-Density Residential to Medium or High Density Residential and concurrently rezone all parcels zoned R-6, R-8, R-12, and R-18 to R-24 between Fremont Avenue N, Ashworth Avenue N, 145<sup>th</sup> Street, and 205<sup>th</sup> Street. The applicant's proposal can be found in **Attachment B**.

The applicant states that rezoning the above referenced areas will provide a transition between the Aurora Corridor and single-family homes west of Fremont Avenue and east of Ashworth Avenue. Furthermore, single-family zoned property would no longer be adjacent to commercial zoning along the Aurora Corridor which would eliminate the need for transition area development regulations. The above referenced area should also be rezoned since the area is in close walking distance to mass-transit (E-Line) and other amenities that are available within the Aurora Corridor.

City staff believes this proposed amendment to the Comprehensive Plan Land Use Map and concurrent rezone is an interesting idea that does comply with many of the goals and policies of the Comprehensive Plan. However, a change of this scope and size is a major work plan item and staff would be responsible for creating a plan for public involvement since the amount of properties this affects is substantial. Also, staff would be responsible for evaluating the environmental impacts of the rezone which may require the services of a consultant that would impact the Department's budget.

### Recommendation:

Staff does not recommend adding this item to the 2018 Comprehensive Plan Docket. This proposed amendment requires a considerable amount of staff time and resources.

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### **Amendment #6 – Consider amendments to Transportation Policy T44 which clarifies how an Arterial Streets' Volume over Capacity (V/C) ratio is calculated**

This is a private request to clarify how the city calculates an Arterial Street's Volume over Capacity Ratio (V/C). The applicant's interpretation is that neither the AM or PM peak one-directional traffic volume may exceed 90 percent (90%) of the arterial's peak AM or peak PM one-directional capacity. The amendment also clarifies the following items:

- One leg of an arterial intersection may be greater than 90% only at signalized intersections;
- One leg of an intersection refers to that portion of an arterial that is between the signalized intersection and the next nearest intersecting arterial or nonarterial;
- Level-of-Service (LOS) D is not to be exceeded for either the AM or PM peak; and
- Memorializes the grandfathered 1.10 V/C ratio for the specified road segments on Dayton Avenue N and 15<sup>th</sup> Avenue NE.

The proposed amendments to Policy T44 can be found in **Attachment C**.

### Recommendation:

## 7a. Staff Report - 2018 Comprehensive Plan Docket

Staff recommends that this amendment be placed on the 2018 Comprehensive Plan Docket.

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### **Amendment #7 – Consider amendments to the Point Wells Subarea Plan**

This is a privately initiated amendment to amend and update the Point Wells Subarea Plan. The applicant states that many changes have occurred since the adoption of the Plan in 2010. The applicant's proposed changes to the Plan are included in **Attachment D**.

#### Recommendation:

Many changes have occurred related to the Point Wells area including a portion of the Subarea being annexed to the Town of Woodway, Snohomish County designating the area as an Urban Village in the Snohomish County Comprehensive Plan and the City's ongoing development of a Richmond Beach Transportation Corridor Study. Staff believes amendments are necessary to the Point Wells Subarea Plan in order to reflect changes to the area. Staff recommends that this amendment be placed on the 2018 Comprehensive Plan Docket.

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### **Amendment #8 – Consider amending Land Use Designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element to provide clarification**

Staff received concerns from certain Councilmembers that the City's Comprehensive Plan Land Use Designations for Mixed-Use 1 and Mixed-Use 2 are vague and unclear when it comes to conforming zoning designations within each Land Use Designation. Also, it is difficult to distinguish between the two designations when trying to determine which zoning categories implement each of the designations.

#### Recommendation:

Staff recommends that this amendment be placed on the 2018 Comprehensive Plan Docket.

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## **PROCESS**

It is important to remember that by recommending approval or denial of the 2018 Docket, the Commission is only making a recommendation to the City Council that the amendments be included on the 2018 Final Docket. After the Final Docket has been established amendments will be studied, analyzed, and considered for potential adoption at the end of 2018. The docketing process is not an approval of any amendment.

## **7a. Staff Report - 2018 Comprehensive Plan Docket**

### **TIMING AND SCHEDULE**

- Docket request press release and website – November 1, 2017
- Docket submittal deadline – December 1, 2017
- Planning Commission Recommends Docket– February 1, 2018
- Council Sets the Final Docket – March 5, 2018
- PC Public Hearing on Proposed Docketed Amendments – September 2018 (tentative)
- Council adoption of the Proposed Docketed Amendments– November 2018 (tentative)

### **RECOMMENDATION**

Staff recommends that the Planning Commission recommend Amendments 1 through 4 and 6 through 8 be placed on the proposed 2018 Comprehensive Plan Docket. Staff recommends the Commission not recommend placing Amendment 5 on the 2018 Docket.

### **ATTACHMENT**

Attachment A – Draft 2018 Comprehensive Plan Docket  
Attachment B – Kellogg Application  
Attachment C – McCormick Application  
Attachment D – Mailhot Application





## **2018 DRAFT 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.

### **Proposed 2018 Comprehensive Plan Amendments**

1. Amend the Comprehensive Plan for 145<sup>th</sup> Street annexation and all applicable maps. (2017 Carry-over)
2. 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 Transportation Corridor Study as described in Policy PW-9. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13. (2017 Carry-over)
3. Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan. (2017 Carry-over)
4. Consider deleting Appendix D – Master Street Plan from the Transportation Master Plan and replace with reference to the Engineering Design Manual pursuant to SMC 12.10.015. (Public Works)
5. Consider amending the land use designation for all parcels designated Low-Density Residential and Medium-Density residential between Fremont Avenue N, Ashworth Avenue N, 145<sup>th</sup> Street, and 205<sup>th</sup> Street to High-Density Residential. Conversely, change the zoning of all parcels between the previously mentioned streets from R-6, R-8, R-12, and R-18 to R-24. (Kellogg)
6. Consider amendments to Transportation Policy T44 which clarifies how an Arterial Street's Volume over Capacity (V/C) ratio is calculated. (McCormick)
7. Consider amendments to the Point Wells Subarea Plan. (Mailhot)
8. Consider amending Land Use Designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element in order to provide clarification (P&CD)

*Estimated timeframe for Council review/adoption: November 2018.*



**2018 Comprehensive Plan Docket - Attachment B - Kellogg Application  
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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**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 on December 1st, the amendment proposal will not be considered until the next annual amendment cycle.**

Please attach additional pages to this form, as needed.

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

Applicant Name Debbie Kellogg

Address PO Box 65102 City Shoreline State WA Zip 98155

Phone (206) 774-7970 Fax \_\_\_\_\_ Email kellogg.debbie@gmail.com

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**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 attached narrative and maps



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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.)**

See attached narrative and maps

**2018 Comprehensive Plan Docket - Attachment B - Kellogg Application**

**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 attached narrative and maps

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**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 Debra L. Kellogg Date 12/1/2017

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

**PROPOSAL:**

SMC 20.30.320 provides that a rezone may be approved if it meets the following criteria:

- 1) The rezone is consistent with the Comprehensive Plan; and
- 2) The rezone will not adversely affect the public health, safety or general welfare; and
- 3) The rezone is warranted in order to achieve consistency with the Comprehensive Plan; and
- 4) The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject rezone; and
- 5) The rezone has merit and value for the community.

This comprehensive plan amendment would rezone all low density residential parcels currently zoned less than R-24 (i.e., R-4, R-6, and R-8) to R-24 from Fremont Avenue to the west of Aurora and east to Ashworth Avenue North, with the southern boundary being North 145<sup>th</sup> Street and the northern boundary North 205<sup>th</sup> Street. Fremont and Ashworth are 0.25 miles away from the Rapid E bus line and the Interurban Walking/Biking Trail. Walkability to mass transit is considered to be between 0.25 to 0.33 miles, this area would satisfy this standard in that not all local streets in this area are through streets to Aurora Avenue North, necessitating routes that include a slightly longer walk than 0.25 miles. (see attached map).

The streets serving the existing single-family zoned parcels per the Transportation Master Plan are insufficient to support R-48 projects, however, they are sufficient to support R-24 redevelopment. Additionally, the comprehensive housing strategy recommends all land use proposals have as little impact as possible upon infrastructure (e.g., utilities and streets), this proposal would conform with this policy goal.

Shoreline Municipal Code governs the density allowed per street classification. The attached Street Classification Map from the Transportation Master Plan shows that the majority of the proposed R-4, R-6, and R-8 parcels are served by primary or secondary local streets – two spot rezones in the proposed area

changed the zoning to R-24 as the street infrastructure supported this density but not R-48 (see the staff analysis for the requested rezone at R-48).

Many MUZ, RB, and CB zoned parcels are negatively impacted by the R-4, R-6, and R-8 zoned parcels directly adjacent to them. A rezone of all single-family density as identified on the Comprehensive Land Use Map (see attached) would remove certain restrictions in the transition areas. The Shoreline Development Code would be amended as follows:

**20.50.021 Transition areas.**

~~Development in commercial zones NB, CB, MB and TC-1, 2 and 3, abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements:~~

~~A. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.~~

B. Type I landscaping (SMC 20.50.460), significant tree preservation, and a solid, eight-foot, property line fence shall be required for transition area setbacks abutting ~~R-4, R-6, or R-8~~ R-24 zones. Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC 20.50.370. The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping and required significant trees. Utility easements parallel to the required landscape area shall not encroach into the landscape area. Type II landscaping shall be required for transition area setbacks abutting rights-of-way directly across from R-4, R-6 or R-8 zones. Required tree species shall be selected to grow a minimum height of 50 feet.

Removing the setbacks positively affects developers of the MUZ, CB, RB, and TC parcels in that:

Recovery of floor space from setback requirements improves their return on investment (ROI). Multi-family residential projects revenue is dependent upon the total square footage of the project, setbacks reduce the revenue anticipated.

Developers also have reduced ROI when maintenance expenses are higher when the setbacks require additional maintenance (the creation of small porches and recesses demand extra attention to maintain the building). The removal of transition area setbacks would address this cost problem.

The negative impact upon ROI for developers of MUZ, CB, RB, and TC affected by transition setbacks creates a barrier for redevelopment of these parcels along the Aurora Corridor, the proposed comprehensive plan amendment would remove this barrier.

Retention of the 8' fencing and landscaping requirements would reduce the impact of the size and scale of MUZ, TC, RB, and CB projects and is consistent with development code for projects outside of the transition zones.

**DISCUSSION:**

MUZ zoning adjacent to single-family residential zones require setbacks in the height of the building envelope. The subsequent reduction in floor space adversely affects multi-family projects in that the reduced floor space leads to a reduction in the return on investment for the lifetime of the project. Furthermore, the step backs create higher maintenance costs for the lifetime of the project. These two factors reducing revenue and increasing maintenance expenses discourage the redevelopment of parcels zoned MUZ along the Aurora Corridor.

MUZ projects are eligible for parking reductions under King County policy because of the availability of transit. Rezoning the single family areas in the Aurora Corridor would leverage additional area to capitalize on multi-modal transit (i.e., the Rapid E bus lines and biking on the Interurban Trail) for townhouses.

The modest increase in density to R-24 should increase ridership on the Metro Bus Rapid E line, the area proposed for rezone is one-quarter of a mile (up to one-third of a mile for those dwellings that do not have access to a through street to

Aurora Avenue North). This distance is considered walkable. Additionally, the City of Shoreline has many pedestrian and bicycle projects in the proposed rezone area, the modest increase in density would leverage this investment in promoting more pedestrian walking to catch the Rapid E.

The Rapid E Line is faster than the former Route 358, as well as the fact there are more frequent trips. An increase in ridership would leverage the investment King County, Metro, the State of Washington, and federal government have made in improving this line.

Per the Transportation Master Plan, Route 358/Rapid E is the most utilized mass transit option for the City of Shoreline. Route 358/Rapid E on Aurora Ave North (south to Downtown) has the highest ridership in Shoreline

**358 Metro Transit**

Scheduled Daily Trips	156
Peak Daily Trips	2,361
Off-Peak Daily Trips	1,521
Night Trips	544
Weekend Trips	5,815
Growth 2007-2010	1%
Shoreline Bus Trips	39%
Shoreline Ridership	49%

SOURCE: 2011 Transportation Master Plan

Because of the small parcel sizes (and subsequently smaller footprint), the rezoned areas should not exceed R-24 to minimize the impact of increased height upon the single family homes within the Aurora Corridor. SMC 20.40.40 defines medium density as: B. The purpose of medium density residential, R-8 and R-12 zones, is to provide for a mix of single-family homes, duplexes, triplexes, townhouses, and community facilities in a manner that provides for additional density at a modest scale.

**APPLICABLE COMPREHENSIVE PLAN GOALS**

*Goal LU I: Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.*

The proposed amendment would allow redevelopment of single-family homes or as townhouses.

*Goal LU II: Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.*

*Goal LU V: Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.*

The Aurora Corridor has long been identified by the City of Shoreline as an area for growth.

*LU2: The Medium Density Residential land use designation allows single-family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing.*

The proposal would allow all of the above in creating options for more affordable, owner-occupied residences.

*Goal H V: Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.*

The proposed rezone would provide a less drastic transition between the Town Center and MUZ zoned parcels along the Aurora Corridor.

*Goal T II. Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.*



The attached bicycle system plan and bicycle improvement project maps demonstrate that a modest increase in density and housing choices will leverage the investment in the bike system.

*Goal T III. Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.*

The pedestrian system and pedestrian project maps show how a modest increase in density and housing choices will increase utilization transit by increasing the population density along the Rapid E line.

*Goal T V. Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.*

The proposed rezone should reduce reliance upon privately owned automobiles being utilized to use the bus or walk/bike to retailers along the Aurora Corridor.

*Goal T VI. Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.*

Providing modest density to encourage more people to walk or to the bus, walk to retailers along the Aurora Corridor would meet the above goal.

### **TRANSPORTATION MASTER PLAN GOALS AND POLICIES**

*Goal T II: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.*

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line.

***Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections.***

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line and close to the Interurban Bike Trail.

***Policy T2: Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options.***

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line and bicycle (nonmotorized) path.

***10.8. Utilize the Street Classification Map as a guide in balancing street function with land uses. Minimize vehicle through-traffic on local streets. Monitor traffic growth on arterial streets and non-arterial streets and take measures to keep volumes within appropriate limits for each street based upon its classification.***

A density increase of R-24 would be within the appropriate limits within the proposed rezone as the majority of these streets are classified as primary or secondary local streets.

***10.9. Encourage the use of programs and services that minimize the need to own a car, such as car sharing and increased transit use.***

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use.

***Goal III: Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.***

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the

need to own a car and increase transit use. The adverse impacts of the automobile are reduced by this proposed rezone.

*Goal T IV: Encourage alternative modes of transportation to reduce the number of automobiles on the road.*

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use. The numbers of automobiles on the road are reduced by this proposed rezone.

*Policy T5: Support and promote opportunities and programs so that residents have options to travel throughout Shoreline and the region using modes other than single occupancy vehicles.*

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use

**BACKGROUND:**

A contentious moratorium on RB/MUZ projects directly adjacent to single-family zones was resolved with the creation of set-backs to reduce the impact of building height in 2009. The majority of the parcels affected by this policy lie within the Aurora Corridor. The City of Shoreline invested in the Aurora Corridor and the Interurban Trail to facilitate development. King County invested in the Rapid E bus line to improve the commute to and from Downtown Seattle.

A spot rezone in the proposed area has been approved previously for R-24 at 16520-16522-16526-16530-16532 Linden Avenue North (Ordinance 499) , a complete analysis by the City of Shoreline Community Planning Services staff can be found here: <http://www.shorelinewa.gov/home/showdocument?id=8009>

Key Points from this rezone are:

The purpose of R-24 and R-48 zones, as set forth in Shoreline Municipal Code 20.40.030, is to "provide for a mix of predominately apartment and townhouse dwelling units and other compatible uses."

Under SMC 20.30.060, a rezone is Type C action, decided by the City Council upon recommendation by the Planning Commission. The decision criteria for deciding a rezone, as set forth in SMC 20.30.320, are:

- The rezone is consistent with the Comprehensive Plan; and
- The rezone will not adversely affect the public health, safety or general welfare; and
- The rezone is warranted in order to achieve consistency with the Comprehensive Plan; and
- The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject rezone; and
- The rezone has merit and value for the community.

The R-48 (proposed) rezone proposal is consistent with all of the above Comprehensive Plan Land Use Element Goals and Policies because more intense residential zoning is consistent with the Mixed Use designation and would act as a transition between commercial and lower density residential uses.

However, an R-24 zone (staff recommendation) would allow greater development intensity than the current zoning and be more compatible with the already constructed condo/townhome developments to the south and northwest. The current R-8 zoning category is consistent with the Mixed Use designation; however, the existing detached single-family homes on these sites are not as appropriate a transition to the intense commercial businesses fronting on Aurora Avenue as a multifamily development would be.

R-24 provides a better transition between commercial uses to the east and low-density single-family residential to the west across Linden Ave than does R-8. This section of Linden Avenue, between .N 165th and N 170th, is classified as a local street and should reflect densities that are appropriate for these types of street sections.

The R-48 (proposed) rezone proposal is consistent with all of the above Comprehensive Plan Land Use Element Goals and Policies because more intense residential zoning is consistent with the Mixed Use designation and would act as a transition between commercial and lower density residential uses.

However, an R-24 zone (staff recommendation) would allow greater development intensity than the current zoning and be more compatible with the already constructed condo/townhome developments to the south and northwest. The current R-8 zoning category is consistent with the Mixed Use designation; however, the existing detached single-family homes on these sites are not as appropriate a transition to the intense commercial businesses fronting on Aurora Avenue as a multifamily development would be.

R-24 provides a better transition between commercial uses to the east and low-density single-family residential to the west across Linden Ave than does R-8. This section of Linden Avenue, between N 165th and N 170th, is classified as a local street and should reflect densities that are appropriate for these types of street sections.

Staff believes the rezone and associated future development will positively affect the neighborhoods general welfare. A rezone to R-24 (staff recommendation), will result in an effective transition from commercial uses on Aurora Ave to high density residential uses to low density residential.

R-8 (current), R-24 (recommended), and R-48 (proposed) zoning maintains consistency with the Mixed Use designation in the Comprehensive Plan. However, as staff reviews the Plan's policies for additional direction, we conclude that the Comprehensive Plan envisions a transition from high intensity commercial zoning along Aurora Ave to lower densities as you transition to the west. The proposal for R-24 meets this long term vision for the area as higher residential densities are expected within this transitioning area and are appropriate between commercial uses and low-density homes.

New development requires improvements to access and circulation through curb and gutters, sidewalks and street frontage landscaping. Allowing this rezone and new development in general improves public health, safety and general welfare

An increase in additional units envisioned by an R-24 zoning designation is not detrimental to the property in the vicinity because appropriate infrastructure is or will be in place, ***the zoning will provide a reasonable transition between commercial and existing low density residential uses, and new development will provide amenities such as curb, gutter, and sidewalk improvements.***

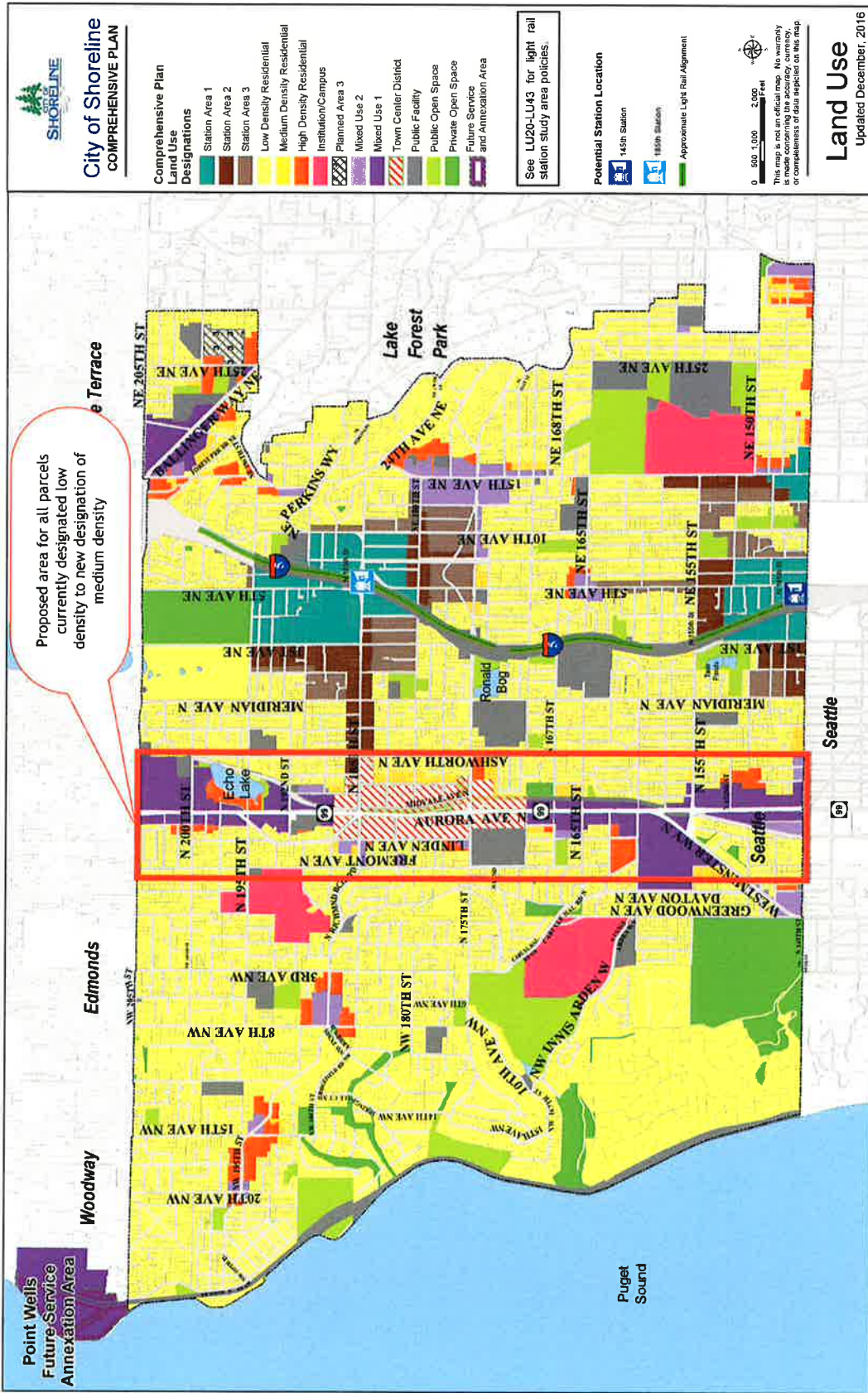
A Second Rezone in the proposed area went before the hearing examiner on November 15, 2017, the recommended zoning for this area once again is R-24. The exact location of this rezone was: 903, 909, and 915 North 167<sup>th</sup> Street.

<http://www.shorelinewa.gov/Home/ShowDocument?id=33931>

The Department reviewed the proposal and recommends that the rezone be approved. The hearing examiner accepted the conclusion of the Planning and Community Development staff and approved this rezone.

# 2018 Comprehensive Plan Docket - Attachment B - Kellogg Application

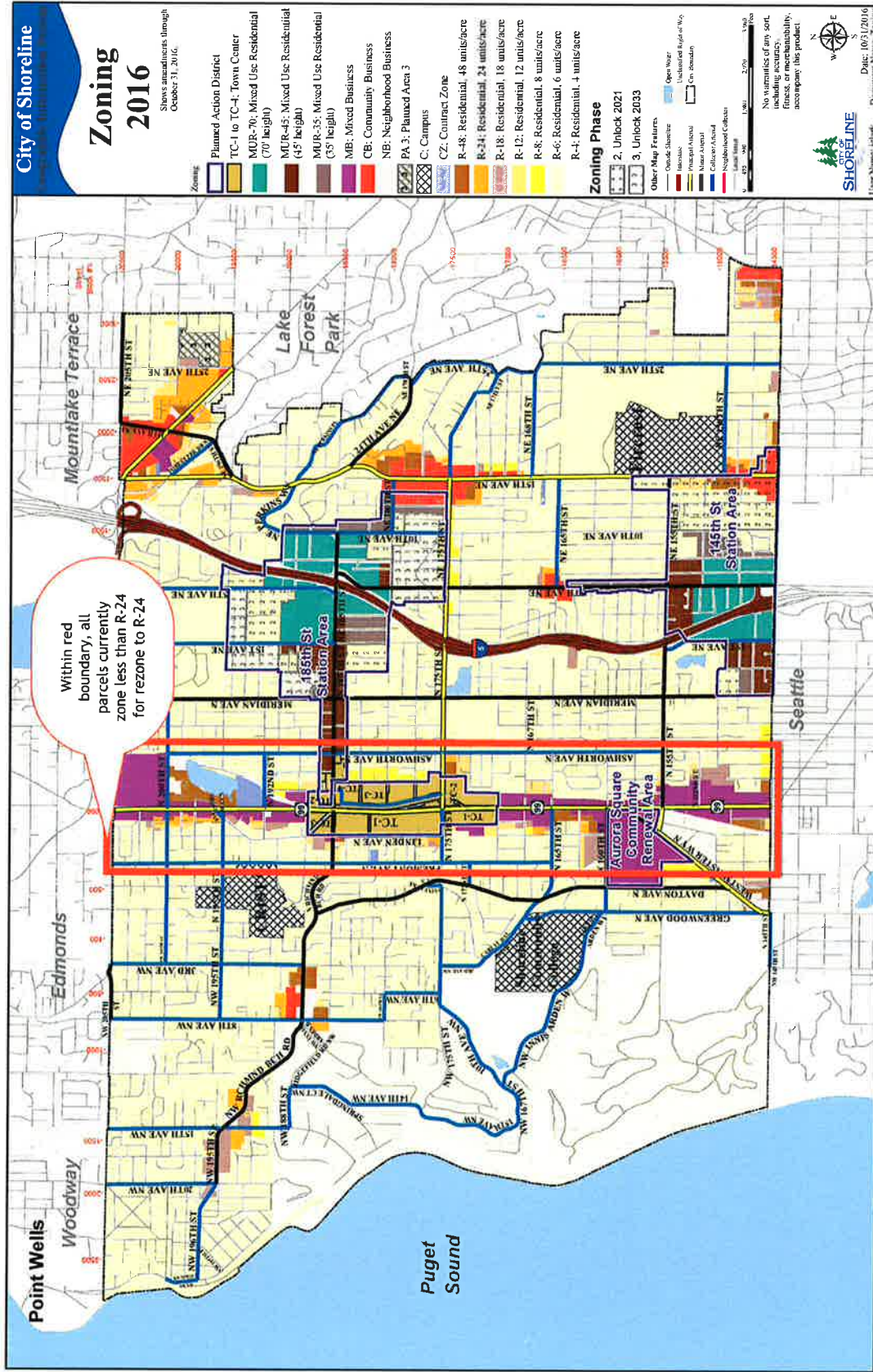
Land Use Designation in Proposed Amendment



Area for change in Land Use outlined in RED

# 2018 Comprehensive Plan Docket - Attachment B - Kellogg Application

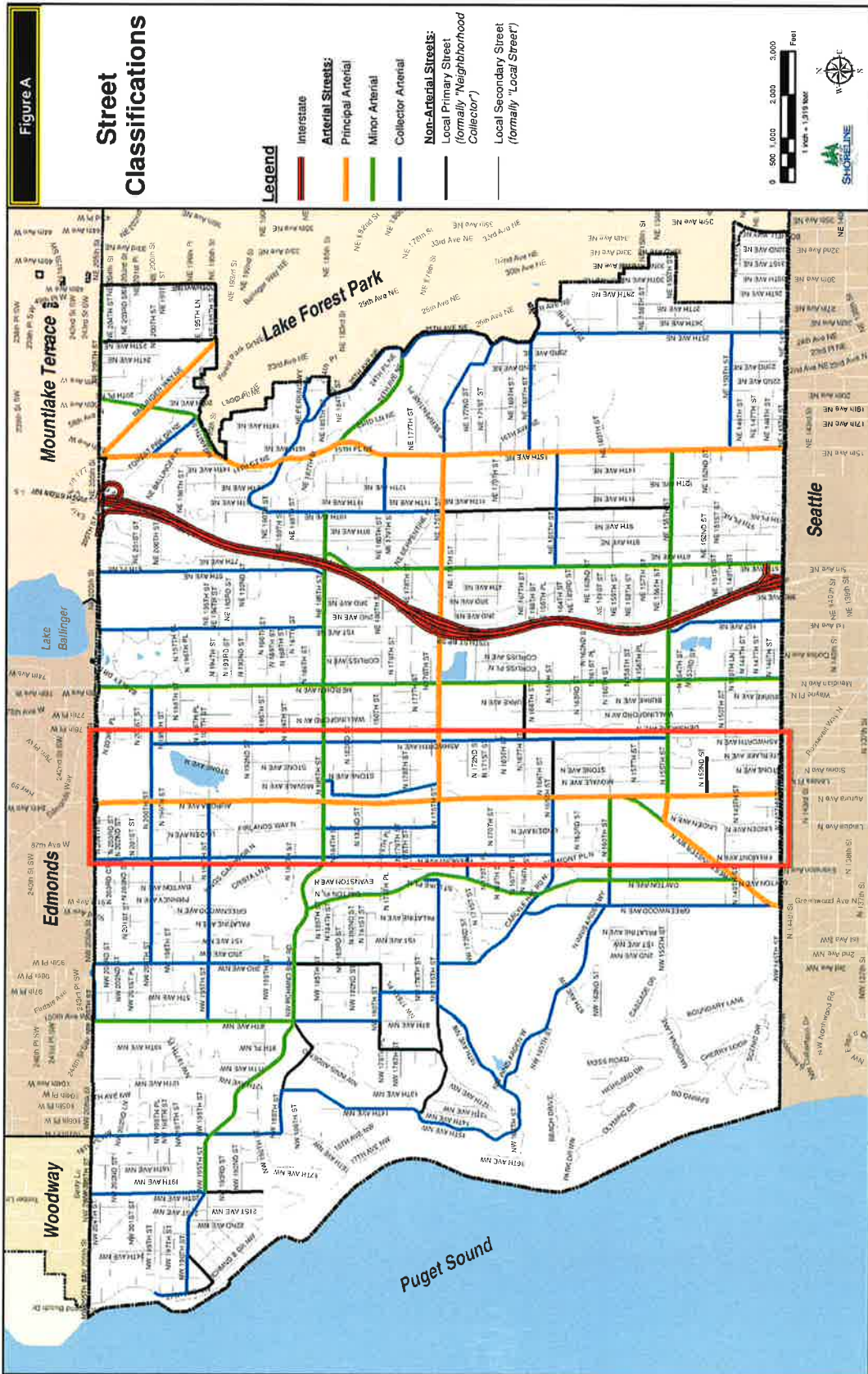
Zoning change in proposed comprehensive plan amendment



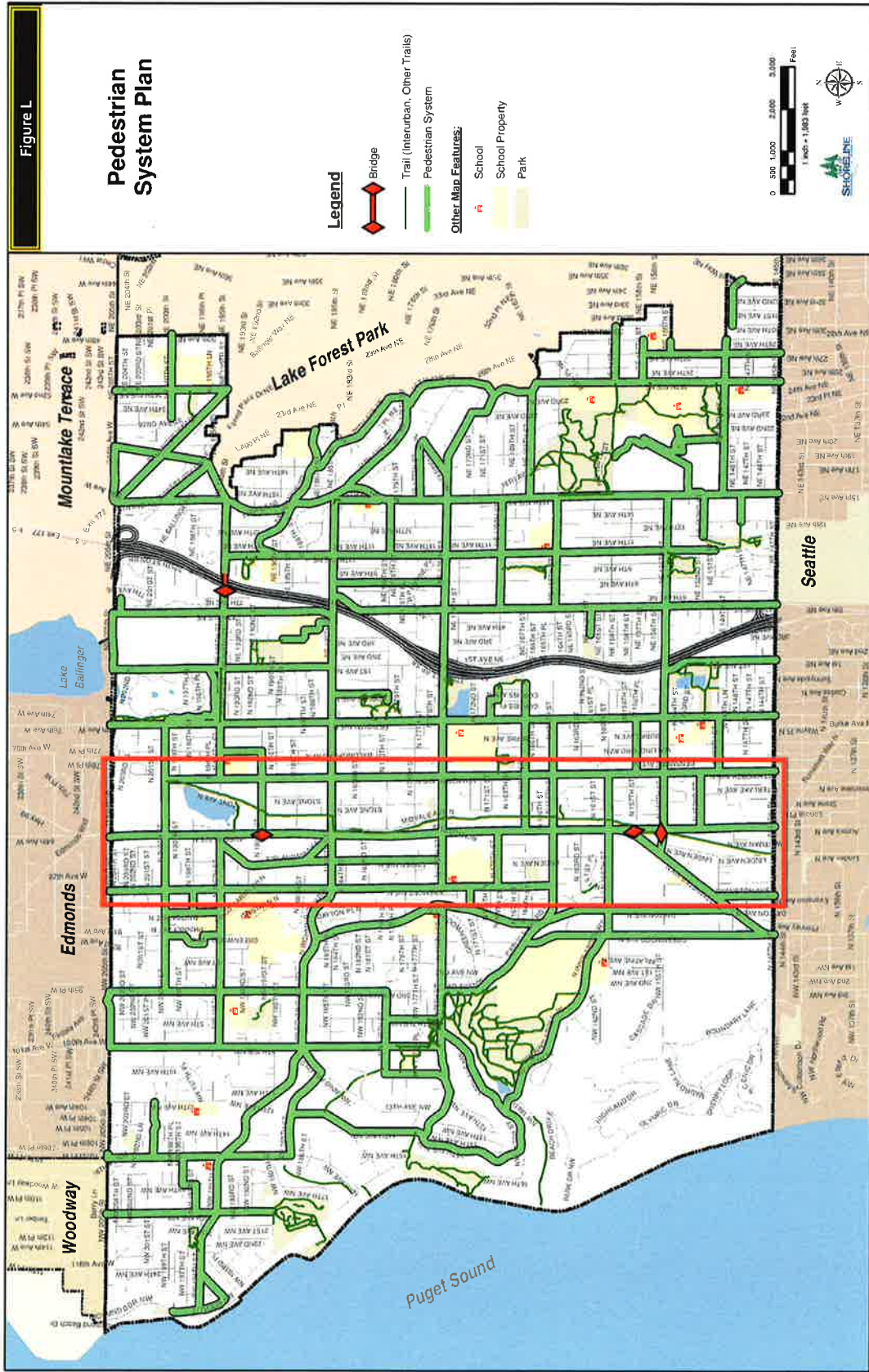
Area for change in zoning outlined in RED



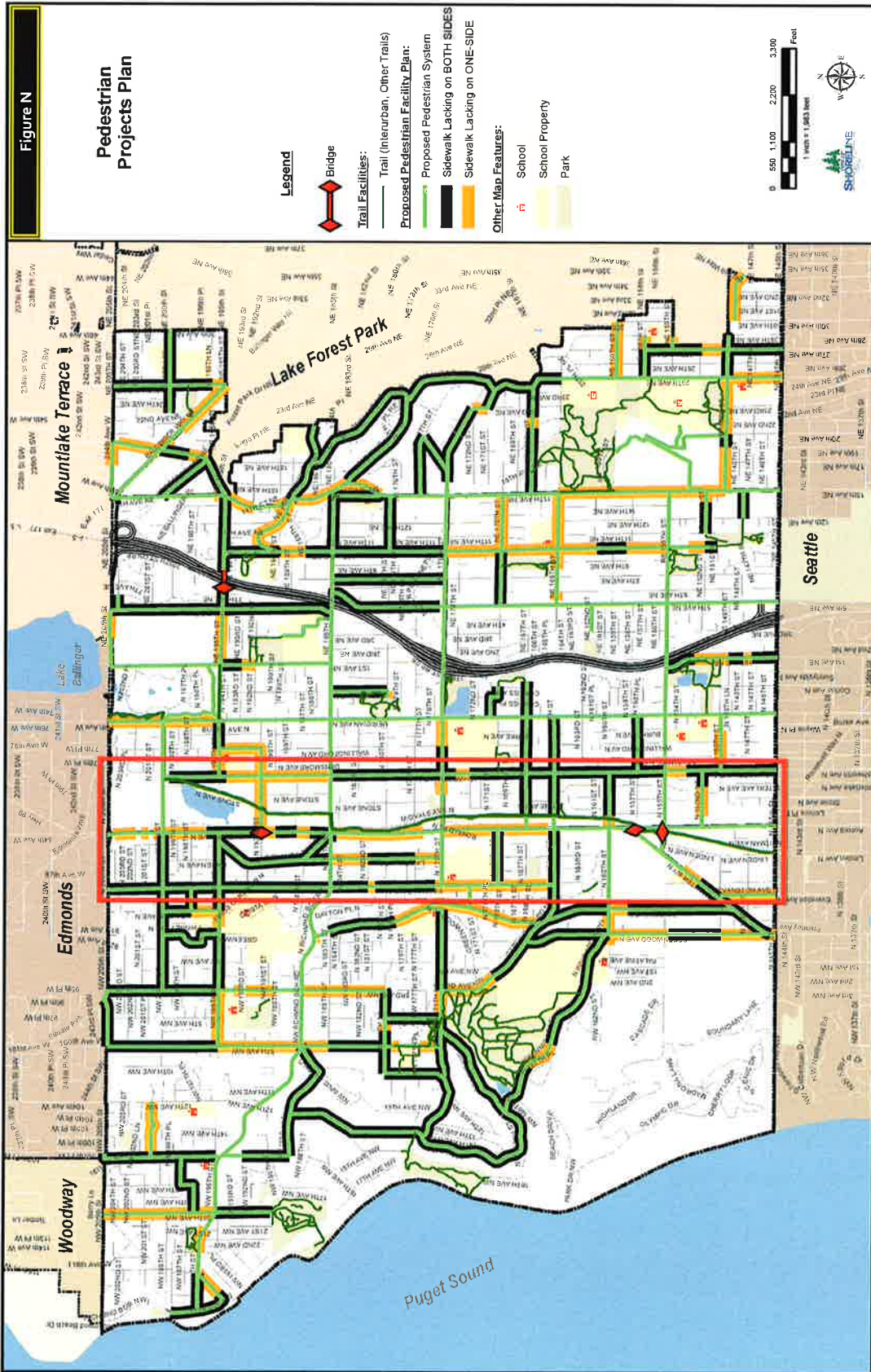
Street Classification in Proposed Amendment



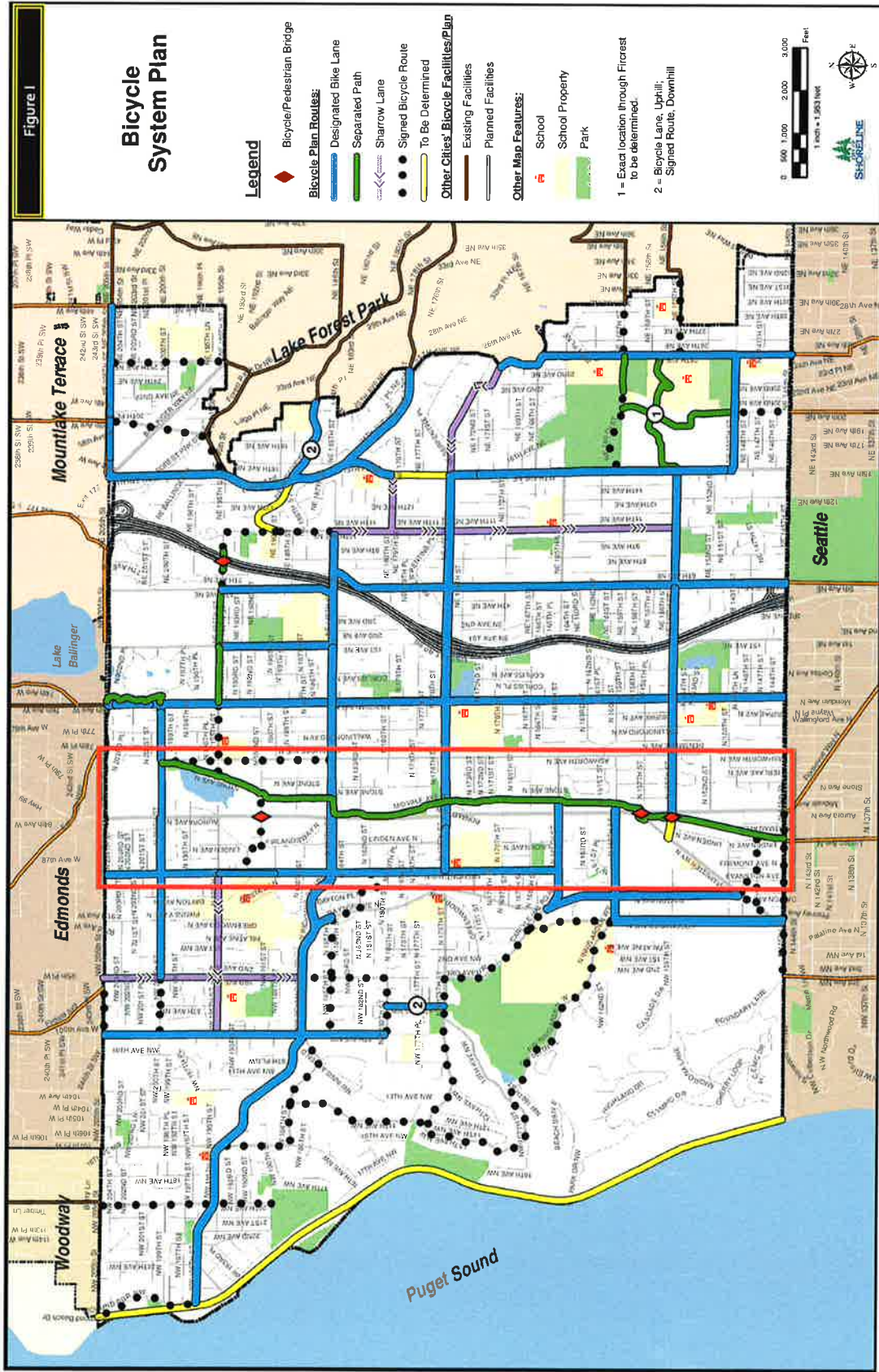
Pedestrian System in Proposed Rezone



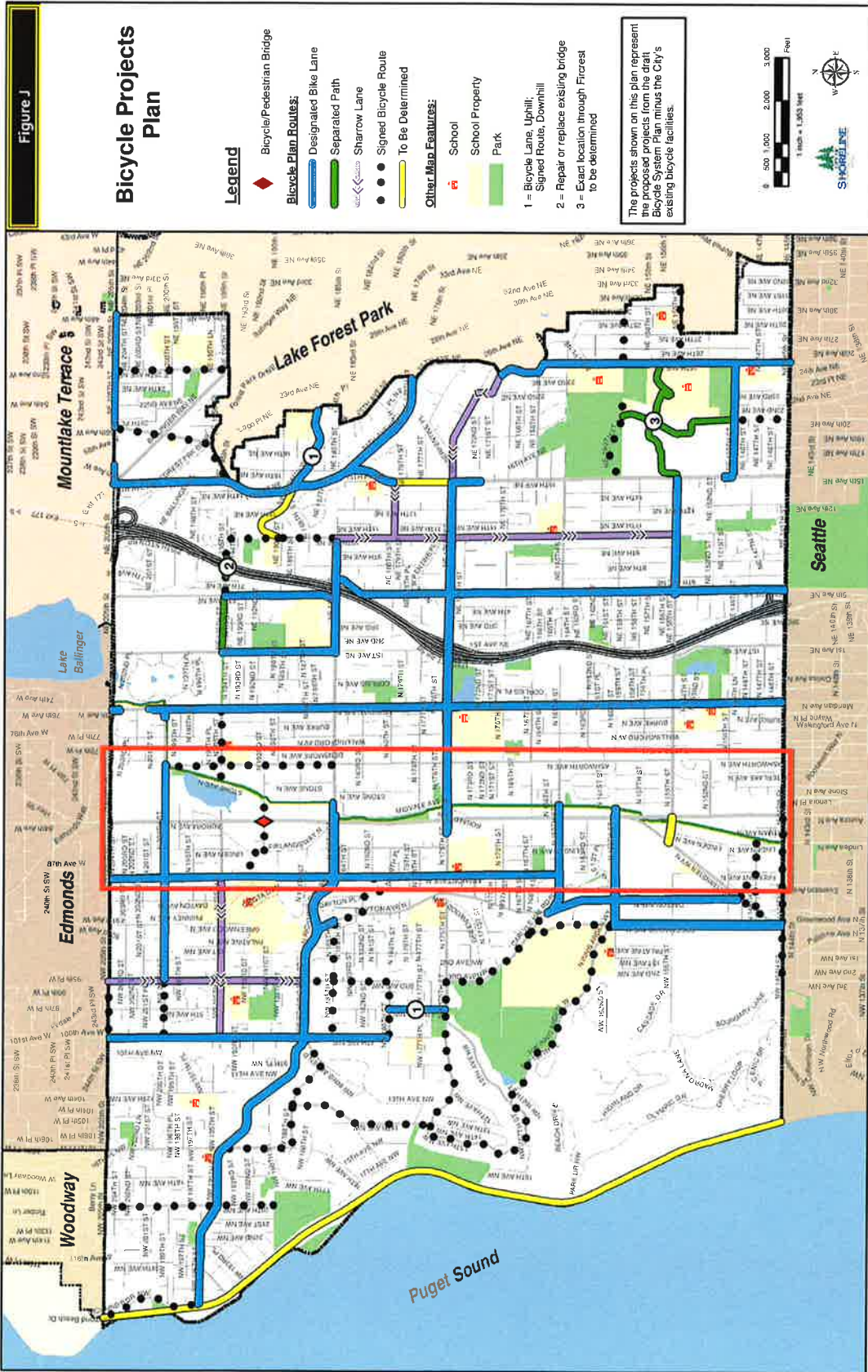
Pedestrian Projects in Proposed Rezone



Bicycle System in Proposed Rezone



Bicycle Projects in Proposed Rezone



# 2018 Comprehensive Plan Docket - Attachment C - McCormick Application



## 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](mailto:pcd@shorelinewa.gov) Web: [www.shorelinewa.gov](http://www.shorelinewa.gov)  
Permit Hours: M - F \* 8:00 a.m. to 4:00 p.m.

Print Form

## COMPREHENSIVE PLAN GENERAL AMENDMENT APPLICATION

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**Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending on December 1st, 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 \_\_\_\_\_ 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 attached text -- Attachment to Comprehensive Plan General Amendment Application submitted by Tom McCormick on December 1, 2017.

---

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

Transportation Element, Policy T44.

# 2018 Comprehensive Plan Docket - Attachment C - McCormick Application

**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).

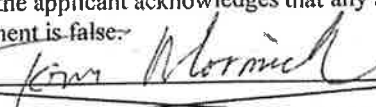
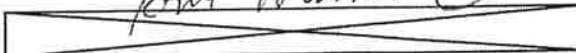
This amendment clarifies how an arterial's V/C ratio is to be calculated. Neither the peak AM nor the peak PM one-directional volume may exceed 90% of the arterial's peak AM or peak PM one-directional capacity. Further, the special rule that allows the V/C ratio on a leg of an arterial intersection to be greater than 0.90 if the intersection operates at LOS D or better is revised to clarify that the rule only applies to signalized intersections, and to clarify that a leg of a signalized intersection refers to that portion of the arterial that is between the signalized intersection and the next nearest intersecting arterial or non-arterial street. The amendment also clarifies that the LOS D standard is not to be exceeded for either the peak AM or peak PM.

The amendment also memorializes the grandfathered 1.10 V/C standard for the specified road segments on Dayton Avenue N and 15th Ave NE. These segments had a projected V/C in excess of 0.90 when the V/C standard was first approved by the City Council in 2011 for inclusion in the Comprehensive Plan, and were given grandfathered treatment by the City Council due to the reasons specified in T44. These two grandfathered instances are the only instances where a V/C in excess of 0.90 has been approved by the City Council. If the City or other party seeks to have a V/C greater than 0.90 for any other arterial segment, then the party would need to propose a Comprehensive Plan amendment and, as is normal, have the proposal fully vetted by the Planning Commission and the City Council.

---

**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 December 1, 2017

---

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

# 2018 Comprehensive Plan Docket - Attachment C - McCormick Application

## Attachment to Comprehensive Plan General Amendment Application submitted by Tom McCormick on December 1, 2017

**Amend Policy T44 of the Comprehensive Plan to read as follows (underlings show additions; strikethroughs show deletions):**

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 ~~for the peak AM or peak PM~~ 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 ~~peak AM and peak PM~~ one-directional volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a signalized Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better (a leg of a signalized arterial intersection refers to that portion of the arterial that is between the signalized intersection and the next nearest intersecting arterial or non-arterial street). These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the ~~this~~ Transportation Element for intersections or road segments, or 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~~

This Transportation Element contains an alternative LOS standard for segments of two arterials. Upon adoption of the 0.90 V/C standard in 2011, two arterial segments were given grandfathered treatment allowing a V/C ratio not to exceed 1.10, as follows:

- Dayton Avenue N from N 175th Street to N 185th Street (it was determined that widening the arterial segment was not feasible, due to significant topographic constraints), and
- 15th Ave NE from N 150th Street to N 175th Street (it was determined that rechannelization and safety improvements for the arterial segment resulted in acceptable levels of increased congestion in light of the improved operational safety of the arterial segment).

Added by ordinance 730, Adopted by Council December 14, 2015:

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.

**Note: Conforming amendments will need to be made to the TMP (Transportation Master Plan) and the Development Code.**





# 2018 Comprehensive Plan Docket - Attachment C - McCormick Application

Attachment to Comprehensive Plan General Amendment Application  
submitted by Tom McCormick on December 1, 2017

Amend Policy T44 of the Comprehensive Plan to read as follows (underlings show additions; strikethroughs show deletions):

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## **2018 Comprehensive Plan Docket - Attachment C - McCormick Application**

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**Note: Conforming amendments will need to be made to the TMP (Transportation Master Plan) and the Development Code.**



City of Shoreline  
2018 Comprehensive Plan Docket - Attachment D - Mailhot Application

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 Tom Mailhot Tom Mailhot  
Address 2432 NW 201<sup>st</sup> Place city Shoreline State WA Zip 98177  
Phone 206 321 5612 Fax \_\_\_\_\_ Email tmailhot5@gmail.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.

Revise the Point wells subarea Plan to account for changes since it was originally passed. Example: Pt wells Upper Bluff has been annexed by Woodway



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

Point wells Subarea Plan

**Support for the Amendment** - Explain the need for the amendment. Why is it being proposed? How does the amendment address the issues Shoreline describes in the amendment in consistency 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).

**2018 Comprehensive Plan Docket Attachment D - Mailhot Application**

*Emailed revisions and explanations to Steve Szafraan + to pcd@shorelinewa.gov*

**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 12/1/2017

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

# Subarea Plan 2 – Point Wells

## Geographic and Historical Context

Point Wells is an unincorporated island of approximately ~~100~~ 61<sup>1</sup> acres in the southwesternmost corner of Snohomish County. It is bordered on the west by Puget Sound, on the east by the Town of Woodway, and on the south by the town of Woodway and the City of Shoreline (see Fig. 1). It is an “island” of unincorporated Snohomish County because this land is not contiguous with any other portion of unincorporated Snohomish County. ~~The island is bisected roughly north-south by the Burlington Northern Railroad (B.N.R.R.) right-of-way.~~<sup>2</sup>



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Figure 1 – Point Wells unincorporated island

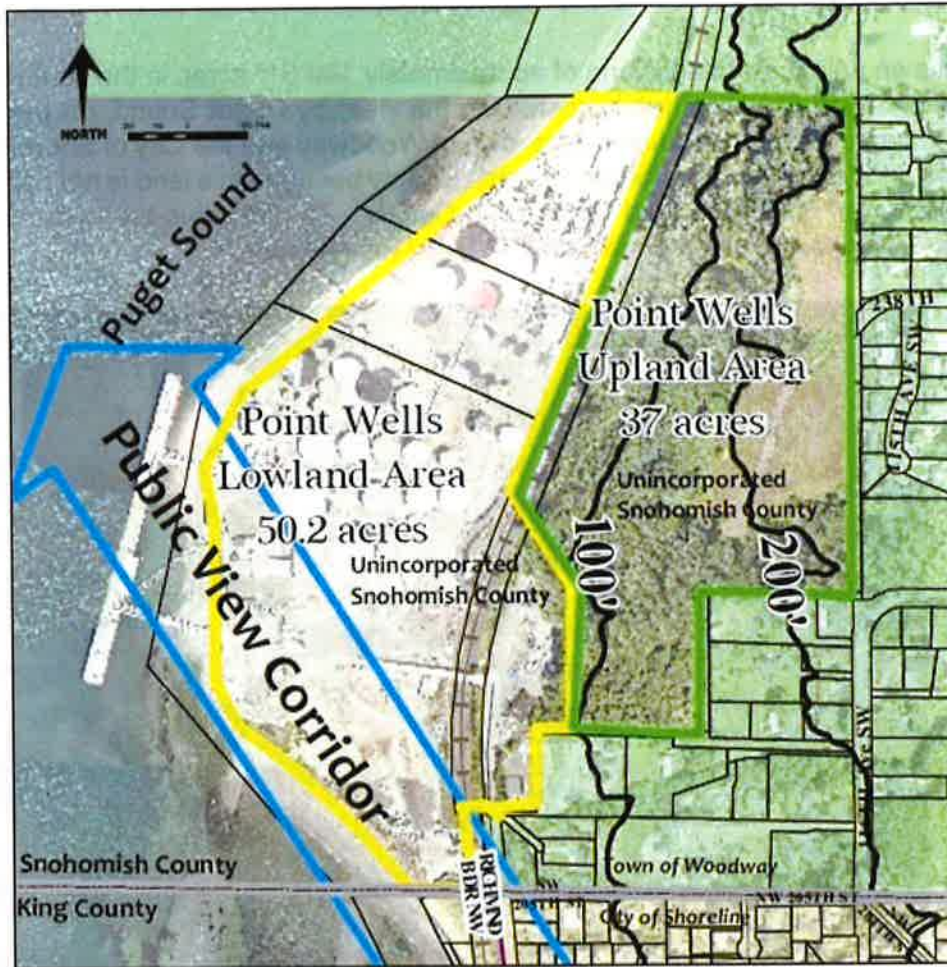
[Note: Revise Figure 1 to delete the depicted Upland Area and to show it instead as being part of the Town of Woodway (this revision reflects Woodway’s recent annexation of land east of the BNRR).]

<sup>1</sup> All the DEIS documents submitted by the developer list the lowland property as 61 acres. Since Woodway has annexed the upper bluff area, the unincorporated area is now 61 acres, not 100 acres.

<sup>2</sup> With Woodway’s annexation of the upper bluff, the BNRR no longer bisects the unincorporated portion.

## 2018 Comprehensive Plan Docket - Attachment D - Mailhot Application

The lowland area of this unincorporated island (see Fig. 2) is approximately 50 acres in size.<sup>3</sup> The only vehicular access to the lowland portion is to Point Wells via<sup>4</sup> Richmond Beach Road and the regional road network via the City of Shoreline. However, there is potential easterly access through the Town of Woodway connecting to 116<sup>th</sup> Avenue West.<sup>5</sup>



**Figure 2— Upland and Lowland Areas at Point Wells**

[Note: Delete Figure 2 as there is no longer a need to identify the upland area vs. the lowland area. The View Corridor arrow should be moved to Figure 1 or the old Figure 3].

The upland area of the Point Wells Island (see Fig. 2) is approximately 37 acres in size. The upland does not have access to Richmond Beach Drive due to very steep environmentally sensitive slopes that separate the upland portion from the lowland portion. However, the upland portion does have potential easterly access through the Town of Woodway via 238<sup>th</sup> St. SW.<sup>6</sup>

All of the Point Wells Island was previously designated by the City of Shoreline as a "Potential Annexation Area" (PAA). The Town of Woodway, and Snohomish County, have previously identified all of the Point Wells unincorporated island as within the Woodway "Municipal Urban

<sup>3</sup> With Woodway's annexation of the upper bluff, there is no reason to distinguish between the upland and lowland area of the unincorporated island as the entire island is not the old lowland area.

<sup>4</sup> Again, no need to reference this as the lowland portion.

<sup>5</sup> The plan should recognize the second access road likely to be required by Snohomish County.

<sup>6</sup> With Woodway's annexation of the upper bluff, this paragraph is no longer needed.

~~Growth Area” (MUGA). The Washington State Court of Appeals, in a 2004 decision, determined that the overlap of Shoreline’s PAA and Woodway’s MUGA does not violate the provisions of the Growth Management Act.<sup>7</sup>~~

## **Snohomish County’s designation of Point Wells as an “Urban Center”**

In April of 2009, the Shoreline City Council adopted Resolution 285 which opposed the pending Snohomish County designation of Point Wells as an “Urban Center.” The resolution cited the likely excessive impacts of up to 3,500 dwelling units on Shoreline streets, parks, schools, and libraries. The City submitted several comment letters to the County Council detailing the reasons for the City’s opposition, reiterating the City’s support for a mixed use development of a more reasonable scale at Point Wells, and pointed out that an “Urban Center” designation would be inconsistent with provisions of the County’s plan as well as the Growth Management Act. Despite the City’s opposition, in 2009 Snohomish County rezoned Point Wells as an Urban Center, and in 2010 adopted an Urban Center Development Code that applies to all Urban Centers in Snohomish County.<sup>8</sup>

## **Designation of a Future Service and Annexation Area (FSAA) at Point Wells**

~~After a review of the topography and access options for Point Wells, the City of Shoreline no longer wishes to include the upland portion of this unincorporated island within its designated urban growth area. Because of the upland portion’s geographic proximity and potential for direct vehicular access to the Town of Woodway, the City of Shoreline concludes that the upland portion should be exclusively within the Town of Woodway’s future urban growth area. Any people living in future developments in the upland portion of the Point Wells Island would feel a part of the Woodway community because they would share parks, schools, and other associations facilitated by a shared street grid.<sup>9</sup>~~

~~Applying the same rationale to the lowland portion of the Point Wells Island, the City of Shoreline wishes to reiterate and clarify its policies. These lands all Although there is potential easterly access to Point Wells through the Town of Woodway connecting to 116<sup>th</sup> Avenue West, presently connect Point Wells is connected to the regional road network only via Richmond Beach Drive and Richmond Beach Road in the City of Shoreline. Therefore future re-development of the lowland area Point Wells<sup>10</sup> would be most efficiently, effectively, and equitably provided by the City of Shoreline and its public safety partners, the Shoreline Fire Department and Shoreline Police Department.~~

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<sup>7</sup> Deleted from this section and moved to the section titled Designation of a Future Service and Annexation Area (FSAA) at Point Wells.

<sup>8</sup> Confirms that the area was in fact designated as an Urban Center.

<sup>9</sup> This paragraph is no longer needed since Woodway has annexed the upland portion.

<sup>10</sup> The changes to this paragraph recognize that there is no longer a need to refer to a “lowland portion” as the upland portion is no longer part of the unincorporated island.

(Ord. 649; 596; 571)

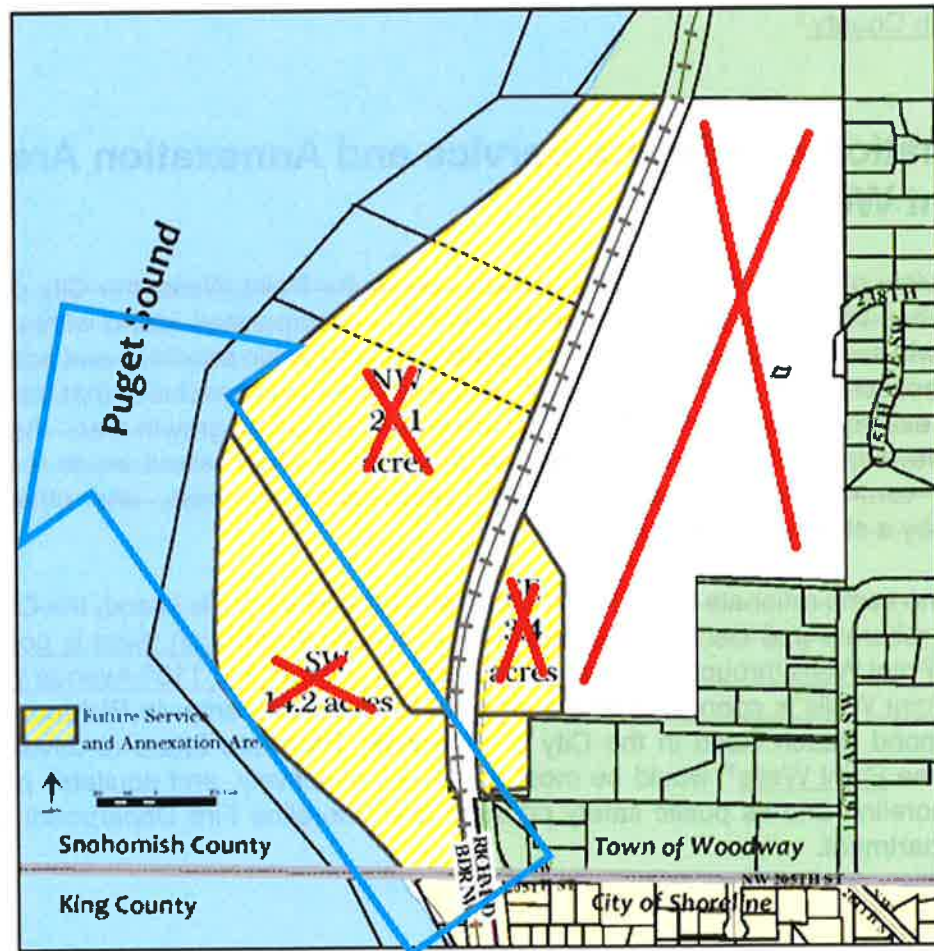


## 2018 Comprehensive Plan Docket - Attachment D - Mailhot Application

~~At such future time that the lowland portion of the Should Point Wells Island annexes annex~~<sup>11</sup> to the City of Shoreline, the urban services and facilities necessary to support mixed use urban development would be provided in an efficient and equitable manner. These would include police from the Shoreline police department and emergency medical services and fire protection from the Shoreline Fire Department. In addition, the City would be responsible for development permit processing, code enforcement, parks, recreation and cultural services, and public works roads maintenance.

Future residents of ~~the lowland portion~~<sup>12</sup> of Point Wells would become a part of the Richmond Beach community by virtue of the shared parks, schools, libraries, shopping districts and road grid. As citizens of the City of Shoreline, they would be able to participate in the civic life of this "community of shared interests," including the City's Parks Board, Library Board, Planning Commission, or other advisory committees, and City Council.

*Policy PW-1 ~~The Lowland Portion of the Point Wells Island~~<sup>13</sup>, as shown on ~~Figure-3 Figure 2~~, is designated as the City of Shoreline's proposed future service and annexation area (FSAA)*



**Fig. 3 Fig. 2 – City of Shoreline Future Service and Annexation Area**

<sup>11</sup> No need to refer to the lowland portion.

<sup>12</sup> No need to refer to the lowland portion.

<sup>13</sup> No need to refer to the lowland portion.

[Revise Figure 2 to delete the indicated acreage figures. These figures are incorrect. The application submitted by the developer BSRE to Snohomish County and pages from the preliminary draft DEIS show that the Point Wells acreage is 61 acres. Also, in Figure 2, delete the depicted white-color Upland Area and show it as being part of the Town of Woodway (this revision reflects Woodway's recent annexation of land east of the BNRR). Finally, insert into this new Figure 2 the Public View Corridor graphic from previously numbered and to-be-deleted Figure 2 and its 100-foot and 200-foot elevation contours.]

## **A Future Vision for Point Wells**

The Subarea Plan, intended to be a 20-year plan document, envisions a Point Wells development that could take longer than 20 years to become fully realized once a permit is approved to develop the site.<sup>14</sup> Because of the time horizon of the plan and future development, the City, in its decision-making, should consider the long-term costs of near-term actions and make choices that reflect a long-term perspective.

The City's vision for Point Wells is a world class environmentally sustainable community, both in site development and architecture. The redevelopment of the site should be predicated on remediation of the contaminated soil, and the restoration of streams and native plant regimes appropriate to the shoreline setting. New site design and improvements should incorporate low impact and climate friendly practices such as alternative energy sources, vegetated roofs, rainwater harvesting, rain gardens, bioswales, solar and wind technologies. Development at Point Wells should exhibit the highest quality of sustainable architecture, striving for gold or platinum LEED (Leadership in Energy and Environmental Design) certification.

*Policy PW-2 The Vision for Point Wells is an environmentally sustainable mixed-use community that is a model of environmental restoration, low-impact and climate friendly sustainable development practices, and which provides extensive public access to the Puget Sound with a variety of trails, parks, public and semi-public spaces.*

Point Wells also represents a major opportunity to create a new subarea consistent with City objectives for economic development, housing choice, and waterfront public access and recreation. With almost 3,000 linear feet of waterfront, and sweeping 180 degree public views from Admiralty Inlet off Whidbey Island to Rolling Bay on Bainbridge Island, this site has unparalleled opportunity for public access, environmental restoration, education, and recreation oriented to Puget Sound.

The City's vision for Point Wells includes a mix of land uses, including residential, commercial, and recreational. The City recognizes that the site may be suited to a wide range of residential uses (e.g., market rate housing, senior housing, special needs housing, hotels, extended stay, etc.) as well as a range of commercial uses (e.g., office, retail, restaurant). Rather than proscribe the number or type of residential units, or the floor area of various types of commercial uses, the City prefers that flexibility be left to the developer to respond to market realities. However, whatever use mix is proposed must demonstrate that it conforms to adopted parking requirements, site design and building form policies cited below, and that generated traffic after mitigation does not exceed adopted city-wide level of service standards, and does not exceed the traffic limit for Richmond Beach Drive that is specified in this Subarea Plan.<sup>15</sup>

<sup>14</sup> Given the current timeline of several years before the hearing examiner makes a decision, and the likelihood of court appeals following the decision, the start of actual development is at least 5 years away.

<sup>15</sup> This confirms that the City's vision includes limiting traffic to maintain the City's LOS standards.

(Ord. 649; 596; 571)

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There are at least three distinct sub-areas within the FSAA, identified on Fig. 3 2 with the notations NW, SW, and SE. Because of their proximity to the single family neighborhoods to the east and south, maximum building heights in the SW and SE areas should be lower than in the NW subarea. Because of the large difference in elevation between the NW subarea and lands east of the railroad tracks, ~~much~~ taller buildings could be placed in this area without significantly impairing public views. Building placement in this area should avoid obstruction of the public view corridor shown on Fig. 2. The appropriate number, placement and size of taller buildings in NW subarea should be determined through the development permit and environmental review process.

The portion of the Puget Sound shoreline in the SW subarea is the most environmentally sensitive area and a candidate for habitat restoration. This area has sandy substrate, supports some beach grass and other herbaceous vegetation, and contains a fair amount of driftwood. This area should be a priority for open space and restoration including elimination of invasive plants, re-establishing native riparian and backshore vegetation.

*Policy PW-3 Use and development of and near the Puget Sound shoreline and aquatic lands at Point Wells should be carefully designed and implemented to minimize impacts and achieve long-term sustainable systems. New bulkheads or over-water structures should not be permitted and the detrimental effects of existing bulkheads should be reduced through removal of bulkheads or alternative, more natural stabilization techniques.*

Any improvements in the westernmost 200 feet (within the jurisdiction of the Shoreline Management Act) of the NW and SW subareas should be limited to walkways and public use or park areas. Outside that shoreline area, buildings should be located and configured to maintain as much openness and public views across the site as possible, with taller structures limited to the central and easterly portions.

*Policy PW-4 A public access trail should be provided and appropriate signage installed along the entire Puget Sound shoreline of the NW and SW subareas and secured with an appropriate public access easement document.*

The relatively lowland area west of the tracks (between 10 and 20 feet above sea level) is abutted east of the tracks by a heavily forested slope. See Fig. 1. The slope rises steeply (15% to 25% grades) from the railroad tracks to the top of the slope, which is at approximately elevation 200. See Figure 2. ~~The tree line at the top of the slope consists of mature trees from 50 to 100 feet in height, which further obscures public views of Point Wells from the portions of Woodway above elevation 200.~~<sup>16</sup>

*Policy PW-5 New structures in the NW subarea should rise no higher than elevation ~~200~~ 150 or be no taller than 90 feet, whichever is less.<sup>17</sup>*

New buildings east of the railroad tracks would be much closer to existing single family homes in Woodway and Richmond Beach. To reflect this proximity, buildings of a smaller scale are appropriate.

<sup>16</sup> Many of the trees at the top of the slope are likely to be cut down as part of the Upper Bluff development.

<sup>17</sup> Building to the full 200 foot elevation would make the buildings visible to the residents of the Upper Bluff development, and the City should recognize the 90 foot building height limit contained in the County's Urban Village zoning regulations.

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Policy PW-6 *New structures in the SE Subarea should rise no higher than six stories.*

In order to promote maximum openness on the site and prevent bulky buildings, the City should consider innovative regulations such as design standards and guidelines, building floor plate maxima, requiring a minimum separation between taller structures and the protection of public view corridors. Public views from city rights-of-way in the Richmond Beach neighborhood are a major part of the area's character, and provide a sense of place, openness, beauty and orientation. A prominent public view corridor across the lowland area, shown in Fig. 2, affords a public view from Richmond Beach Drive northwest to Admiralty Inlet and Whidbey Island. Placement and size of structures at Point Wells should be located and configured so as not obstruct this important public view corridor.

Policy PW-7 *The public view from Richmond Beach Drive in Shoreline to Admiralty Inlet should be protected by a public view corridor across the southwest portion of the NW and SW subareas. New structures in the and SW subarea and the southwest portion of the NW subarea should rise no higher than six stories.*<sup>18</sup>

Policy PW-8 *New structures in the NW subarea should be developed in a series of slender towers separated by public view corridors.*

## Transportation Corridor Study and Mitigation

A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an "Urban Center" under Snohomish County zoning, as well as development scenarios assuming lesser orders of magnitude. This background information provided a basis for the City to conclude that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.

### Corridor Study

The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. If a potential alternative access scenario is identified, it should be added to the corridor study. The Study should also evaluate and identify expanded bicycle and pedestrian safety and mobility investments, and identify "context sensitive design" treatments as appropriate for intersections, road segments, block faces, crosswalks and walkways in the study area with emphasis on Richmond Beach Road and Richmond Beach Drive and other routes such as 20<sup>th</sup> Ave. NW, 23<sup>rd</sup> Place NW, NW 204<sup>th</sup> Street and other streets that may be impacted if a secondary road is opened through Woodway.

### Implementation Plan

The corridor study would be a step in the development of such a plan. The scope of the implementation plan should include a multimodal approach to mobility and accessibility to and from Point Wells, as well as detailed planning for investments and services to improve multimodal travel for adjacent communities between Point Wells and I-5. This could well include an integrated approach to accessing Point Wells, the Richmond Beach neighborhood, and Richmond Highlands with the Bus Rapid Transit system along Aurora Avenue, the I-5 corridor

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<sup>18</sup> The height limitation in the view corridor helps preserve the views from existing neighborhoods. (Ord. 649; 596; 571)

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itself - focusing on the interchanges at N. 205<sup>th</sup> and N. 175<sup>th</sup> , as well as the Sound Transit light rail stations serving Shoreline.

While the analysis of vehicle flows is appropriate as part of the study, the solutions should provide alternatives to vehicle travel to and from Point Wells - as well as more transportation choices than those that currently exist today for the Richmond Beach neighborhood and adjacent communities.

*Policy PW-9 To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175<sup>th</sup> Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20<sup>th</sup> Avenue NW, 23<sup>rd</sup> Place NW and NW 204<sup>th</sup> Street. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.*

*Policy PW-10 The needed mitigation improvements identified in the Transportation Corridor Study and Implementation Plan should be built and operational concurrent with the occupancy of the phases of development at Point Wells.*

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells at this time. Therefore, it is critical that identified impacts be effectively mitigated as a condition of development approval. It is also vital that the traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor. In the event that secondary vehicular access is obtained through Woodway to the Point Wells site, the mitigation and improvements of the impacts to those additional road segments must also occur concurrent with the phased development.

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, assuming a 4-lane Richmond Beach Road,<sup>19</sup> 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. The City's Transportation Improvement Plan has scheduled Richmond Beach Road from 24<sup>th</sup> Ave NW to Dayton Ave. N to be rechanneled from

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<sup>19</sup> It is important to note that previous traffic studies did not consider the amount of traffic that a 3-lane configuration of Richmond Beach Road could handle.

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4 lanes to 3 lanes in 2018. The rechannelization will reduce the capacity of this road segment so that current excess capacity is about 4,000 vehicle trips per day. If more than this number of vehicles enter Richmond Beach Road from Point Wells, it will result in a volume-to-capacity (v/c) ratio of over .90 on several City road segments and a level of service "F" or worse as a number of City intersections.<sup>20</sup> This would be an unacceptable impact incapable of being mitigated with Richmond Beach Road remaining at three lanes.

*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.*

*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.~~*<sup>21</sup>

*Policy PW-13 With a 3-lane Richmond Beach Road, there is little excess traffic capacity under the City's 0.90 V/C standard for arterials. While the City generally supports a mixed-use development at Point Wells, the City does not support a development at Point Wells that would result in traffic measured at any point along Richmond Beach Road exceeding the City's 0.90 V/C standard. While certain mitigations may lessen the likelihood of the City's 0.90 V/C standard being exceeded, the City rejects increasing the City's 0.90 V/C standard for Richmond Beach Road (e.g., increasing it to 0.95 or higher) as a possible mitigation measure, and the City rejects acquiring private property in order to widen Richmond Beach Road to five lanes as a mitigation measure, and the City rejects as a mitigation measure reverting Richmond Beach Road to four lanes which would jeopardize the public's health and safety especially with increased traffic from Point Wells.*<sup>22</sup>

## Interjurisdictional Coordination

The City should work with the Town of Woodway and Edmonds to identify ways in which potential future development ~~in the lowland portion~~ of Point Wells could be configured or mitigated to reduce potential impacts on Woodway. ~~There is no practical primary vehicular access to the lowland part of Point Wells other than via Richmond Beach Road. However, the City should work with property owners and Woodway to provide a bicycle and pedestrian route between Woodway and Point Wells.~~<sup>23</sup>

<sup>20</sup> The Subarea Plan should recognize that RB Road is scheduled to be rechanneled to 3 lanes in 2018.

<sup>21</sup> The plan should not make promises to the future developer about changing the classification of RB Drive. Removing this sentence does not prevent the City from reclassifying the road if that makes sense in the future.

<sup>22</sup> Adding a new policy restates the City's LOS standards and position on acceptable mitigation for increased traffic on RB Road.

<sup>23</sup> With the likelihood of a second access road through Woodway, this sentence is no longer accurate. (Ord. 649; 596; 571)

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The Growth Management Act states that cities, rather than county governments, are the preferred providers of urban governmental services. Because urban governmental services and facilities in Shoreline are much closer to Point Wells than are similar services and facilities located in Snohomish County, it is most efficient for the City to provide those services.

Working with its public safety partners, Shoreline Fire Department and Shoreline Police Department, the City should invite Snohomish County to discuss an interlocal agreement to address the timing and methods to transition local governmental responsibilities for Point Wells from the County to the City. Included in these discussions should be responsibilities for permitting and inspection of future development at Point Wells, and possible sharing of permitting or other local government revenues to provide an orderly transition.

*~~Policy PW-13 14 The City should work with the Town of Woodway, City of Edmonds and Snohomish County toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells. A joint SEPA lead-agency or other interlocal agreement with the County could assign to the City the responsibility for determining the scope, parameters, and technical review for the transportation component of the County's Environmental Impact Statement prepared for a future project at Point Wells. Under such agreement, this environmental analysis, funded by the permit applicant, could satisfy the policy objectives of the Transportation Corridor Study and Implementation Plan referenced at PW-10.~~*<sup>24</sup>

*Policy PW-14 15 In the event that development permit applications are processed by Snohomish County, the City should use the policies in this Subarea Plan as guidance for identifying required mitigations through the SEPA process and for recommending changes or additional permit conditions to achieve greater consistency with the City's adopted policies.*

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<sup>24</sup> This section is no longer needed as the County has continued forward with the Transportation component of the EIS without the City's Transportation Corridor Study.