

PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: 2018 Comprehensive Plan Amendment Public Hearing
DEPARTMENT: Planning & Community Development
PRESENTED BY: Steven Szafran, AICP, Senior Planner
Paul Cohen, Planning Manager

Public Hearing
 Discussion

Study Session
 Update

Recommendation Or
 Other

INTRODUCTION

The State Growth Management Act, chapter 36.70A RCW, limits review of proposed Comprehensive Plan Amendments (CPAs) to once a year with limited exceptions. 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 CPAs to be considered in this “once a year” review process.

The Planning Commission has held multiple study sessions throughout 2018 to discuss the CPAs listed in the 2018 Comprehensive Plan Docket (2018 Docket, see **Attachment 1**). The study sessions are listed below and include a link to each of the staff reports.


- July 5, 2018 –Surface Water Master Plan. The staff report for this item can be found here: <http://www.shorelinewa.gov/home/showdocument?id=39203>
- July 5, 2018 –Master Street Plan and Pedestrian Plan. The staff report for this item can be found here:
<http://www.shorelinewa.gov/home/showdocument?id=39205>
- July 19, 2018 –Point Wells Subarea Plan update. The staff report for this item can be found here: <http://www.shorelinewa.gov/home/showdocument?id=39242>
- July 19, 2018 –Transportation Policy T-44 amendment. The staff report for this item can be found here:
<http://www.shorelinewa.gov/home/showdocument?id=39244>

BACKGROUND

On April 16, 2018, the City Council established the 2018 Docket:

1. Amend the Comprehensive Plan for 145th Street annexation and all applicable maps. (2017 Docket)

Approved By:

Project Manager 

Planning Director 

5a. Staff Report - 2018 Comprehensive Plan 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 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 Docket)
3. Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan. (2017 Docket)
4. Consider deleting Appendix D – Master Street Plan from the Transportation Master Plan (TMP) and replace with reference to the Engineering Design Manual pursuant to SMC 12.10.015.
5. Consider amendments to Transportation Policy T44 which clarifies how an Arterial Street's Volume over Capacity (V/C) ratio is calculated.
6. Consider amendments to the Point Wells Subarea Plan.
7. Consider amending Land use Designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element in order to provide clarification.
8. Consider updates to the Pedestrian System Plan from the Transportation Master Plan.

The 2018 Docket contains three (3) amendments from the 2017 Docket that the City Council directed to be carried over. These amendments are now on the 2018 Docket shown as proposed Amendments 1, 2, and 3.

2018 Comprehensive Plan Amendments

Comprehensive Plan Amendments can take two forms - privately-initiated amendments and City-initiated amendments.

Pursuant to SMC 20.30.340, all Comprehensive Plan Amendments, except those proposed by City Council, must be submitted by December 1 without fee for general text amendments. In 2018, there were two (2) privately-initiated amendments and six (6) city-initiated amendments.

2018 CPA DOCKET ANALYSIS

Amendment #1

This amendment is carried over from the 2017 Docket.

Amend Policy LU47 which states, "Consider annexation of 145th Street adjacent to the existing southern border of the City".

5a. Staff Report - 2018 Comprehensive Plan Amendment

Staff Analysis:

The Shoreline city limits currently terminate at the northern edge of the 145th Street right-of-way; Seattle city limits are to the center line south and King County's jurisdiction is from the centerline north. The City is currently engaged in the design and environmental review of the 145th corridor from Interstate 5 to Aurora (State Route 99) and is evaluating annexation of the entire 145th corridor from 3rd Ave NW to State Route 522. There are maps contained in the Comprehensive Plan that do not include 145th Street. If annexed, all of the maps in the Comprehensive Plan and Transportation Master Plan must be amended to include 145th Street as a street within the City of Shoreline.

Due to the legal complexity, the timeline has extended for the annexation of 145th Street. The City completed the 145th Street Corridor Study in April 2016. The design of a portion of the roadway (Interstate-5 to Aurora) is underway. This was done in response to the 145th Street Station Subarea Plan and Sound Transit's upcoming 145th Street Light Rail Station. The environmental analysis on the roadway is scheduled for completion in 2018. In addition to design and environmental analysis, coordination between the City of Seattle, King County, and the Washington State Department of Transportation has taken longer than expected and this, along with legal solutions, must occur before the City can proceed with annexation of 145th Street.

Staff Recommendation:

Staff recommends that this amendment be carried-over and placed on the 2019 Comprehensive Plan Docket with the intent that the item will continue to be studied in 2019/2020.

Amendment #2

This amendment is carried over from the 2017 Final Docket.

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.

Staff Analysis:

The City anticipated that the Richmond Beach Transportation Corridor Study (TCS), as described in Policy PW-12, on mitigating adverse impacts from BSRE's proposed urban center development of Point Wells would be completed in 2018. The TCS was intended to inform mitigation that would be included in the Environmental Impact Statement for the development. However, the TCS has not been finalized as the City reached an impasse with BRSE's technical staff in determining an appropriate mitigation strategy to meet the City's Level of Service standards. In addition, the future of BSRE's urban center development applications is in question as the applications were terminated by the Snohomish County Hearing Examiner without further environmental review. BSRE

5a. Staff Report - 2018 Comprehensive Plan Amendment

has appealed this ruling to the Snohomish County Council as well as to the Snohomish County Superior County. Until this uncertainty is resolved, the TCS will not be finalized.

Staff Recommendation:

Staff recommends that this amendment be carried-over and placed on the 2019 Comprehensive Plan Docket with the intent that the item will continue to be studied in the future.

Amendment #3

This amendment is carried over from the 2017 Final Docket.

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

Staff Analysis:

Over the past few years, Staff has been working with consultants, Brown and Caldwell and FCS Group (BC Team), to update the City's 2011 Surface Water Master Plan (2011 Master Plan) which is a supporting component of the City's Comprehensive Plan.

The primary purpose of the 2018 Master Plan is to address drainage and water quality challenges associated with growth, increasing regulations, and aging infrastructure. The 2018 Master Plan will guide the City's Surface Water Utility (Utility) for the next five (5) to 10 years, including recommendations for capital improvements, programs, long-term asset management, and a financial plan that sustainably supports the Utility.

The 2018 Master Plan was developed using Asset Management principles based on Level of Service (LOS) and LOS targets to provide a transparent way to inform the City Council on management strategy decisions and associated rates. The 2018 Master Plan provides for a proactive management strategy which includes implementing 25 high-priority projects and 24 new/enhanced programs that address high priority long-term needs, as well as anticipated new regulatory requirements.

As part of the 2018 Master Plan, Staff developed performance measures for each of the programs the Utility will be implementing based on the proactive management strategy. These measures will be used to monitor the success of the programs and ensure they are effectively meeting the level of service targets and expectations for the next five (5) years and beyond.

There are two proposed changes to the Comprehensive Plan. The first change will adopt a new Surface Water Master Plan (**Attachment 3**). The second change will update the goals and policies in the Parks Element by replacing references to the 2011 Surface Water Master Plan with the 2018 Surface Water Master Plan (**Attachment 2**).

5a. Staff Report - 2018 Comprehensive Plan Amendment

Staff Recommendation:

Staff recommends approval of this amendment by adopting changes shown in **Attachment 2 and 3**.

Amendment #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.

Staff Analysis:

At the March 16-17, 2018 City Council Strategic Planning Workshop, Council set 2018-2020 Goals and Work Plan that includes the following relevant goal and action step:

- **Goal 2:** Improve Shoreline’s infrastructure to continue the delivery of highly-valued public services.
 - **Action Step 8:** Update the Transportation Master Plan Pedestrian System Plan and sidewalk prioritization process and move the Master Street Plan from the TMP to Title 12 of the Shoreline Municipal Code.

The Transportation Master Plan (TMP) serves as the Transportation Element of the City’s Comprehensive Plan. The TMP speaks to a Master Street Plan (Chapter 7), Recommended Transportation Improvements (Chapter 9), and Appendix D: Master Street Plan all include elements that are detailed and specific, similar to a development regulation as opposed to a goal/policy that a comprehensive plan is to contain. Therefore, this CPA is designed to revise the text within Chapters 7 and 9 of the TMP and remove Appendix D: Master Street Plan from the TMP as these elements are too specific for a policy document.

The proposed changes to the Transportation Master Plan are included in **Attachment 4**.

Furthermore, the text updates and removal of Appendix D from the Comprehensive Plan’s TMP will allow for modifications outside of the GMA’s comprehensive plan annual limitation, so as to allow the City to better respond to a changing development environment. It must be noted, that placing these elements outside of the TMP does not remove them from public scrutiny given that the Council’s biannual approval of the Transportation Improvements Plan/Capital Improvements Plan (TIP/CIP) and major changes to the Master Street Plan (that will reside in the Engineering Development Manual [EDM]) are both subject to public review and comment.

5a. Staff Report - 2018 Comprehensive Plan Amendment

The Comprehensive Plan's Transportation Element references the Transportation Master Plan as a supporting analysis document. Chapter 7 and Appendix D of the TMP, are about the "Master Street Plan."

The TMP's Chapter 7: Master Street Plan is structured as a Comprehensive Plan document, in that it includes policies and implementation strategies. In contrast, Appendix D of the TMP is more similar to development regulations, serving to implement the policies and strategies contained in Chapter 7 and other sections of the TMP. While Appendix D reiterates a bit of the language from Chapter 7, it consists primarily of a table that identifies specific street segments and their functional classifications. It also lists specific roadway cross-sections for arterial streets and local primary streets, general cross-sections for local secondary streets, existing right-of-way width, existing curb-to-curb width, required right-of-way width, and planned curb-to-curb width.

The City's current EDM, last amended in 2016, contains Appendix F – Street Matrix. The biggest distinction between Appendix D of the TMP and Appendix F of the EDM is in their tables. The EDM's Street Matrix includes additional columns. These columns denote required widths, on both sides of the road, for sidewalks, the amenity zone, curb, parking, travel lane, bicycle lane, etc. for each roadway or defer the establishment of these widths to later planning or development activities. In other words, the EDM's Street Matrix, which via SMC Chapter 20.70 is used to regulate development activities, operates appropriately as a development regulation.

Appendix D: Master Street Plan will be incorporated into the City's EDM, which sets forth minimum engineering requirements for site and right-of-way (ROW) work related to development within the city. Shoreline Municipal Code (SMC) Chapter 20.70 Engineering and Utilities Development Standards is the regulatory mechanism by which the EDM is imposed.

Staff Recommendation:

Staff recommends approval of this amendment by adopting changes shown in **Attachment 4**.

Amendment #5

Consider amendments to Transportation Policy T44 which clarifies how an Arterial Street's Volume over Capacity (V/C) ratio is calculated.

Staff Analysis:

This is a private, citizen-initiated amendment by Tom McCormick.

5a. Staff Report - 2018 Comprehensive Plan Amendment

This privately-initiated amendment seeks a number of changes to Transportation Policy T-44 which will be explained and analyzed below. The applicant's application and amendment request is included in **Attachment 5**.

McCormick Privately-Initiated Proposed Amendment Language:

Concurrency and Level of Service

Policy 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 (See staff analysis #1 below) 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 (See staff analysis #1 below) 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) (See staff analysis #2 below). These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, 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 (See staff analysis #3 below). 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:

5a. Staff Report - 2018 Comprehensive Plan Amendment

- 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 Avenue 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).

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.

Staff Analysis:

1. The first proposed change adds AM or PM peak when describing the LOS at intersections. Staff recommends denial off this change. The existing more generalized LOS D standard applies to any time of day where a peak may occur. For example, there may be a place of business or school institution where the trips generated may be highest during the midday period. The current standard allows the City to evaluate any peak period; restricting to just AM or PM periods would be more limiting.
2. This methodology appears to be inconsistent with existing forecasting/growth analysis methodology, which looked at both unsignalized and signalized intersections and associated segments. According to existing TMP methodology, a “leg” is any street segment between two intersections. For example, the segment of Dayton Avenue slated to exceed the 0.90 V/C ratio in 2030 was not constrained by any signalized intersections. Staff recommends denial of the proposed amendment to Policy T-44 as the current standard provides greater flexibility of application to a particular roadway segment.
3. The proposed amendment appears to be inconsistent with existing methodology. When the traffic modeling was completed for the Transportation Master Plan in 2011, the two arterial streets described in this section were not exceeding the 0.90 V/C ratio, and therefore were not grandfathered as described. The two locations described in this section were forecasted to exceed the 0.90 V/C ration by 2030 (not at the time of analysis).

Staff Recommendation:

Staff is recommending denial of these privately-initiated proposed amendments.

Amendment #6

Consider amendments to the Point Wells Subarea Plan.

5a. Staff Report - 2018 Comprehensive Plan Amendment

Staff Analysis:

This is both a private, citizen-initiated amendment by Tom Mailhot and a city-initiated amendment.

The applicant's request and proposed amendments are included as **Attachment 6**. In reviewing the request, Staff identified other necessary amendments to the Point Wells Subarea Plan. Proposed Amendment #6 incorporates both the private amendment as well as the city amendment.

These proposed amendments to the Point Wells Subarea Plan will be discussed and analyzed below. The existing Subarea Plan language is presented in **blue text** with staff analysis and discussion shown in *italic black text*.

Proposed Amendment (city-initiated):

Subarea Plan 2 – Point Wells Subarea Plan

Staff Analysis: *The plan will be renamed from Subarea Plan 2 – Point Wells to Point Wells Subarea Plan. When the Plan was adopted in 2010, the City had three planned areas. Since that time, those planning areas have been changed or deleted. The reason for the change is that at the time of adoption the City was attaching numbers to subarea plans and for the Point Wells Subarea Plan, the number was included in the Title. With the exception of the Aldercrest Subarea Plan, no other subarea plan includes a number in its title. The City desires to move away from this titling feature and, therefore, recommends approval.*

Proposed Amendment (privately-initiated):

Geographic and Historical Context

Point Wells is an unincorporated island of approximately ~~400~~ 50 acres in the southwestern most 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.~~

Staff Analysis: *All the DEIS documents submitted by the developer list the lowland property as 61 acres but the City's maps show 50.2 acres as depicted in Figure 2. Since Woodway has annexed the upper bluff area, the unincorporated area should now be 50 acres, not 100 acres.*

With Woodway's annexation of the upper bluff, the BNRR no longer bisects the unincorporated portion.

Staff recommends approval of the above changes.

5a. Staff Report - 2018 Comprehensive Plan Amendment

Proposed Amendment (privately-initiated):



Figure 1 – Point Wells unincorporated island

Staff Analysis: *The above figure should be revised to delete the depicted upper bluff 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).*

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

The lowland area of this unincorporated island (see Fig. 2) is approximately 50 acres in size. The only vehicular access to the lowland portion is to Point Wells is via 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 116th Avenue West.

5a. Staff Report - 2018 Comprehensive Plan Amendment

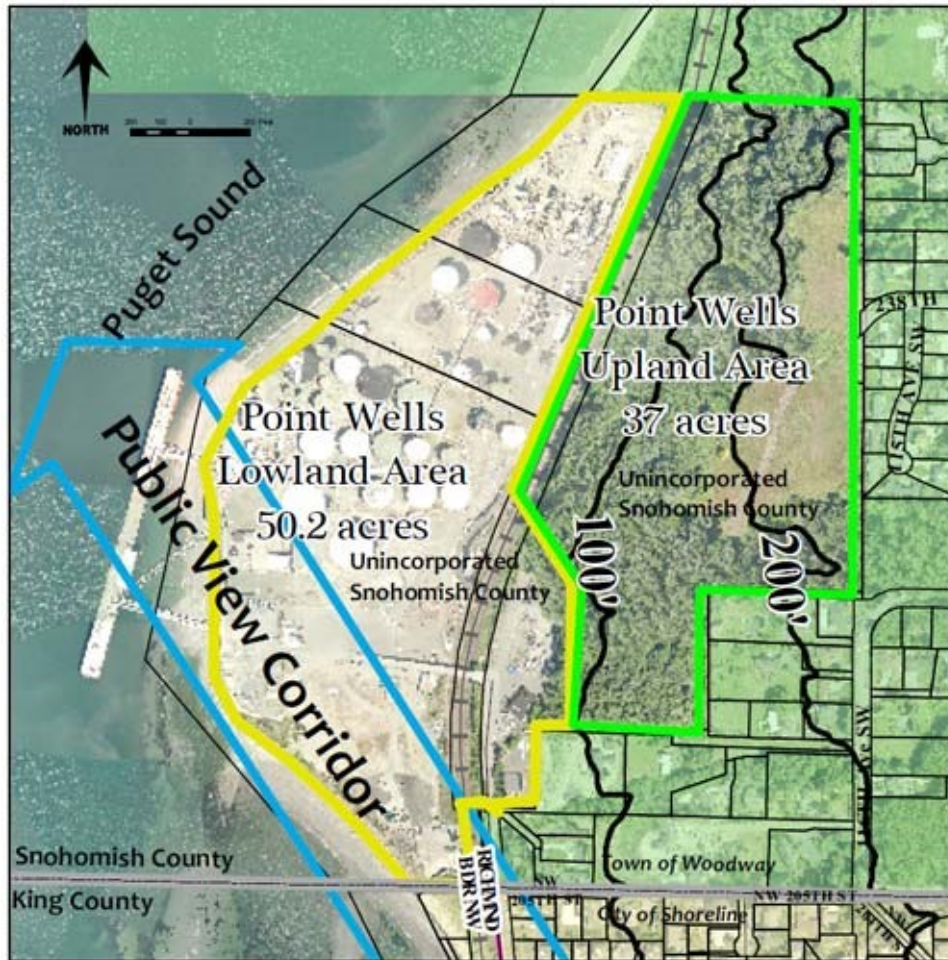


Figure 2 – Upland and Lowland Areas at Point Wells

Staff Analysis: *Figure 2 should be deleted as there is no longer a need to identify the upland area vs. the lowland area. Also, plan should recognize that a second access road is likely to be required by Snohomish County.*

The View Corridor arrow should be moved to Figure 1 or the old Figure 3 shown on the following page.

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

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 238th St. SW.

5a. Staff Report - 2018 Comprehensive Plan Amendment

Staff Analysis: *Since Woodway has annexed the upper bluff, this paragraph is no longer needed.*

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

~~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 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.~~

Staff Analysis: *The above language should be moved from this section to the section titled Designation of a Future Service and Annexation Area (FSAA) at Point Wells, which is shown below.*

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

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.

Staff Analysis: *The applicant's added language confirms that fact that the area was in fact designated as an Urban Center in the Snohomish County Comprehensive Plan.*

In light of the Hearing Examiner's June 29th, 2018 decision to deny BSRE's urban center development applications, the Point Wells site is zoned Planned Community Business and the future land use is Urban Village in Snohomish County's Future Land Use Map.

Staff recommends not amending this section with the applicant's proposed language and leaving the section as-is.

Proposed Amendment (privately-initiated):

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

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's "Municipal Urban 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.

~~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.~~

Staff Analysis: *The first paragraph was moved from the "Geographic and Historical Context" section of the Subarea Plan.*

The second paragraph is no longer needed since Woodway has annexed the upland portion.

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

~~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 116th 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 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.~~

Staff Analysis: *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.*

Staff recommends approval of the above changes.

5a. Staff Report - 2018 Comprehensive Plan Amendment

Proposed Amendment (privately-initiated):

At such future time that the lowland portion of the Point Wells Island annexes 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 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~~, as shown on ~~Figure 3~~ Figure 2, is designated as the City of Shoreline’s proposed future service and annexation area (FSAA)

Staff Analysis: *The “lowland portion” phrase has been deleted from the above sections since the lowland portion of the site no longer applies.*

Staff recommends approval of the above changes.

5a. Staff Report - 2018 Comprehensive Plan Amendment

Proposed Amendment (privately-initiated):

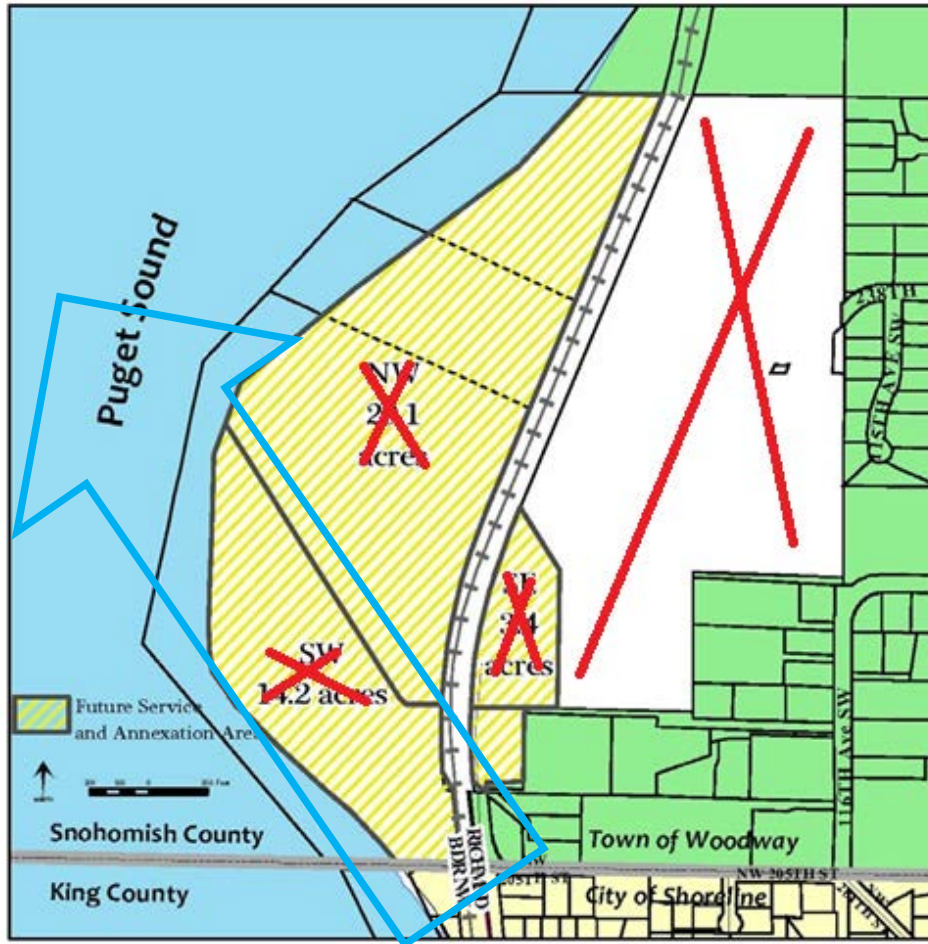


Fig. 3 Fig. 2 – City of Shoreline Future Service and Annexation Area

Staff Analysis: Figure 2 should be revised to delete the indicated acreage figures. These figures are now incorrect. Also, in Figure 2, the depicted white-color Upland Area should be deleted and shown as being part of the Town of Woodway (this revision reflects Woodway’s recent annexation of land east of the BNRR). Finally, the Public View Corridor graphic from the previous Figure #2 and its 100-foot and 200-foot elevation contours should be added to the new Figure 2. The SW, NW, and SE directional notations will remain.

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

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 permits are approved to develop the site. Because of the time horizon of the plan and future

5a. Staff Report - 2018 Comprehensive Plan Amendment

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.

Staff Analysis: *Since the Hearing Examiner denied BSRE's development applications and upheld Snohomish County's Planning and Development Services request to deny the development applications because of substantial conflicts with the Snohomish County Code, the actual development of Point Wells would be years after development applications are approved.*

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

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 citywide Level of Service standards, and does not exceed the traffic limit for Richmond Beach Drive that is specified in this Subarea Plan.

Staff Analysis: *Staff believes the proposed (underlined) language is an overreach. The proposed language is trying to limit traffic on RB Drive to what the subarea set (4000*

5a. Staff Report - 2018 Comprehensive Plan Amendment

Average daily trips) which is not necessarily what the City anticipated indefinitely, and restricts traffic on this roadway more heavily than other comparable to roadways within the city.

THEREFORE, Staff recommends replacing the proposed underlined portion entirely with the following sentence:

“and that any transportation Level of Service failures, in accordance with Shoreline Municipal Code, are mitigated to maintain the adopted standard”.

The added language to the above paragraph confirms that the City’s vision includes maintaining the City’s LOS standards.

Proposed Amendment (privately-initiated):

There are at least three (3) distinct subareas 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.

5a. Staff Report - 2018 Comprehensive Plan Amendment

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.~~

Staff Analysis: *The last sentence of the above paragraph should be deleted since some of the trees at the top of the slope are likely to be cut down as part of a recently approved single-family development on the Upper Bluff.*

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

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.

Staff Analysis: *Building to the full 200 foot elevation would make the buildings visible to the residents of Woodway and Richmond Beach, and the City should recognize the 90 foot building height limit contained in the County's Planned Community Business zoning regulations.*

Proposed Amendment (privately-initiated):

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.

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 SE and SW subarea and the southwest portion of the NW subarea should rise no higher than six stories.

5a. Staff Report - 2018 Comprehensive Plan Amendment

Staff Analysis: *The height limitation in the view corridor helps preserve the views from existing neighborhoods.*

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

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 20th Ave. NW, 23rd Place NW, NW 204th 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 itself - focusing on the interchanges at N. 205th and N. 175th, 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

5a. Staff Report - 2018 Comprehensive Plan Amendment

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 175th 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 20th Avenue NW, 23rd Place NW and NW 204th 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, 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 24th Avenue NW to Dayton Avenue N to be rechanneled from four (4) lanes to three (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 at a number of City intersections. This would be an unacceptable impact-incapable of being mitigated with Richmond Beach Road remaining at three lanes.

Staff Analysis: *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.*

The Subarea Plan should be amended to recognize that Richmond Beach Road was rechanneled to three (3) lanes in 2018.

5a. Staff Report - 2018 Comprehensive Plan Amendment

It is not recommended that the specific number of daily vehicle trips be included in the amended language, as background volumes will change over time, and the daily trips are not what the City uses for concurrency.

Therefore, Staff recommends that the proposed amendatory language read:

In 2018, the City rechannelized the Richmond Beach Road corridor from 24th Avenue NW to Dayton Avenue N from four (4) lanes to three (3) lanes. This rechannelization further reduced existing capacity along the corridor. Any changes proposed to land use within the subarea should be carefully studied to ensure that the trips generated do not exceed the adopted volume-to-capacity (v/c) ratio standard of over .90.

Staff also recommends denial of the last sentence that states, “This would be an unacceptable impact; incapable of being mitigated with Richmond Beach Road remaining at three lanes”. The City cannot assume traffic on Richmond Beach Road can’t be mitigated. There may be conditions on a future project at Point Wells that can limit the number of cars entering and existing the site. Staff believes the proposed statement is premature and recommends evaluating traffic when the property owner submits a building permit for Point Wells.

Proposed Amendment (privately-initiated):

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 citywide 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.~~

Staff Analysis: *The City does not have a LOS standard based on daily trips, and it is not consistent with citywide standards. The City should evaluate deleting the entire policy since the 4,000 vehicle trips per day is not consistent with citywide standards.*

Staff supports amending policy PW-12 to reflect the changes shown above.

Proposed Amendment (privately-initiated):

5a. Staff Report - 2018 Comprehensive Plan Amendment

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 (4) lanes, which would jeopardize the public’s health and safety, especially with increased traffic from Point Wells.

Staff Analysis: *Staff believes the new Policy PW-13 is an overreach. Staff does not support limiting this corridor beyond what the rest of the City is limited to from a concurrency perspective. The language proposed is further limiting than the City’s adopted LOS standard (in that it says no segment can exceed 0.90 V/C, and City code says that one segment may exceed the 0.90 V/C as long as the intersection meets LOS). Staff also believes the new Policy PW-13 will limit Council when they decide in the future whatever land use changes are proposed at Point Wells and what mitigation might warrant exceeding the 0.90 V/C, which was done on 15th Avenue NE for example. Staff does not recommend adding Policy PW-13 as shown above.*

Proposed Amendment (privately-initiated):

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 and Edmonds. 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.~~

Staff Analysis: *With the likelihood of a second access road through Woodway, this sentence is no longer accurate.*

Staff recommends approval of the above changes.

Proposed Amendment (privately-initiated):

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

5a. Staff Report - 2018 Comprehensive Plan Amendment

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.~~

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.

Staff Analysis: *These policies would be renumbered if a new Policy PW13 is adopted as stated above. The applicant has suggested deleting the last two sentences of the current Policy PW-13. Staff recommends leaving the language as-is. Since the Hearing Examiner has denied BSRE's development applications, any new application will be required to complete SEPA review which includes transportation analysis and mitigation.*

Staff recommends denial of the above changes.

Amendment #7

Consider amending Land Use Designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element in order to provide clarification.

Staff Analysis:

Amendment #7 is a minor amendment proposed by the City Council in order to provide clarification to the Mixed-Use 1 and Mixed-Use 2 Land Use Designations so that each could stand-alone, rather than having Mixed-Use 2 (MU2) reference Mixed-Use 1 (MU1). Currently, the designations are defined in Land Use Policies 9 and 10, as

5a. Staff Report - 2018 Comprehensive Plan Amendment

follows:

LU9: The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

LU10: The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.

Staff is proposing to leave Policy LU9 as-is and amending Policy LU10 by deleting it in its entirety and replacing it with the following:

LU10: The Mixed-Use 2 (MU2) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses. It does not allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.

Staff Recommendation:

Staff recommends approval of the new language proposed for Policy LU10 as shown in **Attachment 7**.

Amendment #8

Consider updates to the Pedestrian System Plan from the Transportation Master Plan.

Staff Analysis:

This is a Public Works initiated amendment.

5a. Staff Report - 2018 Comprehensive Plan Amendment

After a year-long process, on June 4, 2018, City Council approved the 2018 Sidewalk Prioritization Plan (2018 SPP). The 2018 SPP is to be the basis for developing a list of projects for a potential ballot measure funding package. The major components of the 2018 SPP are the creation of a data-driven process for updating and reprioritizing projects in the 2011 TMP Pedestrian System Plan (**Attachment 8**) and researching and recommending ways to fund them. The process included input from a citizen Sidewalk Advisory Committee (SAC) and multiple opportunities for providing public input through two open houses and online surveys.

With the help of the SAC, the sidewalk prioritization criteria provided for in the 2011 TMP has been updated to identify needs and prioritize sidewalk improvements based on safety, equity, proximity, and connectivity. Over a year-long process, the SAC developed measurable metrics to support each criteria based on readily available data from the 2005 U.S. Census, the City's collision history, street classifications, transit route plans, and Shoreline's geographic/amenity features (e.g. parks, streets, and schools).

Similar to the TMP's Appendix H: Pedestrian Facility Improvements Prioritization Matrix, the 2018 Sidewalk Prioritization Scorecard (**Attachment 9**) assembles the updated criteria and metrics with an assigned point system for the purpose of reprioritizing the list of sidewalk projects in the TMP's Pedestrian System Plan. Using Geographic Information Systems (GIS), the project team applied the 2018 Sidewalk Prioritization Scorecard to the 2011 Pedestrian System Plan to create the 2018 Sidewalk Prioritization Plan (**Attachment 10**) and the 2018 Pedestrian Improvements Prioritization Matrix (**Attachment 11**).

Over a year-long process, Staff reviewed multiple iterations of the Sidewalk Prioritization Plan. In this process, Staff identified adjustments needed to balance the geographic distribution of high priority projects across the city; accounted for anticipated redevelopment; capitalized on small, but impactful projects; and provided access to key community destinations. In addition, Staff, in collaboration with the SAC, reviewed open house and survey input on possible additions to the 2011 Pedestrian System Plan for prioritization using the 2018 Sidewalk Prioritization Scorecard criteria as well as considering the frequency of requested additions at a location.

Proposed Amendment No. 8 is to update the Comprehensive Plan's 2011 TMP Pedestrian System Plan with changes (notably, Chapter 5: Pedestrian Plan; Figure L - Pedestrian System Plan and Figure N - Pedestrian Projects Plan, Chapter 9: Recommended Transportation Improvements; Pedestrian Project Improvements' criteria text and Table 9.3 – Priority Pedestrian Projects Recommended for Funding) based on the 2018 Sidewalk Prioritization Plan process. The TMP sets policies to direct the prioritization of the Pedestrian System Plan, but the TMP itself does not need to direct the details of the Pedestrian System Plan's implementation. Therefore, the proposed amendment will remove Table 9.3 - Priority Pedestrian Projects and Appendix H - Pedestrian Projects Prioritization Matrix because their level of detail is too specific for the TMP and their content is outdated based on the Sidewalk Prioritization process. Instead, the TMP will reference the Sidewalk Prioritization Plan that will live as a planning document outside of the TMP.

5a. Staff Report - 2018 Comprehensive Plan Amendment

The proposed changes to TMP Policy T-49, TMP Chapter 5 - Pedestrian Plan, TMP Chapter 9 – Recommended Transportation Improvements, and TMP Appendix H – Pedestrian Projects Prioritization Matrix are shown in **Attachment 12**.

Staff Recommendation:

Staff recommends approval of this amendment by removing Table 9.3 - Priority Pedestrian Projects and Appendix H - Pedestrian Projects Prioritization Matrix.

TIMING AND SCHEDULE

- Council Study Session on Proposed Docketed Comprehensive Plan Amendments – October 29, 2018
- Council adoption of the Proposed Docketed Comprehensive Plan Amendments – November 26, 2018

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Carry-over amendments #1 and #2 to the 2019 docket.
2. Approve amendments #3, #4, #6 (with staff amendments), #7, and #8.
3. Deny amendment #5.

ATTACHMENT

Attachment 1 – 2018 Comprehensive Plan Docket
Attachment 2 – Capital Facilities Element Legislative Changes
Attachment 3 – Surface Water Master Plan
Attachment 4 – Legislative Changes to TMP for Amendment #4
Attachment 5 – Tom McCormick Application
Attachment 6 – Tom Mailhot Application
Attachment 7 – Land Use Policies LU9 and LU10 Legislative Changes
Attachment 8 – Pedestrian System Plan
Attachment 9 – Sidewalk Prioritization Scorecard
Attachment 10 – Sidewalk Prioritization Plan
Attachment 11 – Pedestrian Improvements Prioritization Matrix
Attachment 12 – Amendment 8 Legislative Changes