

Archived: Monday, October 29, 2018 11:59:06 AM

From: Tom McCormick

Sent: Monday, October 29, 2018 11:34:28 AM

To: Will Hall; Keith Scully; Doris McConnell; Chris Roberts; Jesse Salomon; Susan Chang; Keith McGlashan

Cc: Debbie Tarry; Steve Szafran; Tom Mailhot

Subject: [EXTERNAL] A few corrections to the Point Wells subarea plan

Sensitivity: Normal

Attachments: revisionsPWsubarea.pdf ;

Debbie,

For Council's consideration at tonight's meeting, the attached document contains a few corrections (marked in red) to the Point Wells subarea plan, as it is proposed to be revised by Annual Docket Amendment #6 to the Shoreline Comprehensive Plan. For reasons stated in the attached document, I ask that Council incorporate the corrections.

Thank you.

Tom McCormick

Amendment #5

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

This amendment was withdrawn by the applicant.

Amendment #6

Consider amendments to the Point Wells Subarea Plan.

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 C, Exhibit 4**. 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 Burlington Norther Railroad (BNRR) no longer bisects the unincorporated portion.

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).

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.

Richmond Beach Drive and

NOTE: this change is consistent with the text in the final paragraph on Page 11.

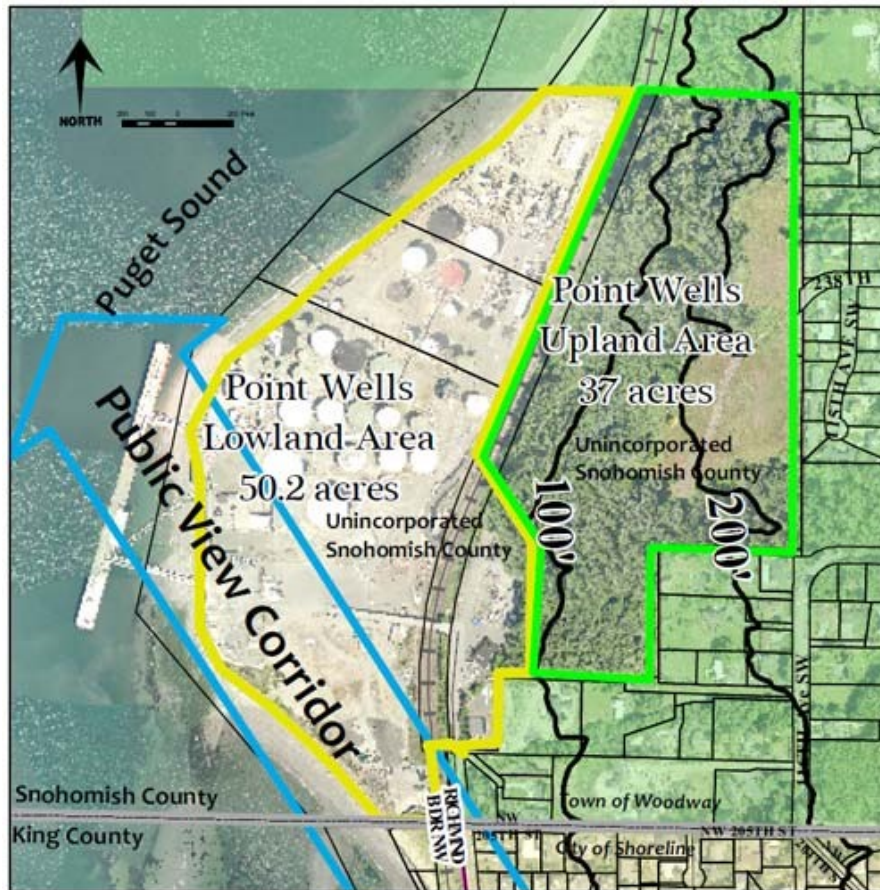


Figure 2 – Upland and Lowland Areas at Point Wells

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

The View Corridor arrow should be moved to the old Figure 3 (renumbered Figure 2) shown on the following page.

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.

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

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.*

Proposed Amendment (privately-initiated):

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

Point Wells is not currently located within the municipal boundaries of the city. Therefore, Snohomish County is responsible for assigning a land use designation and implementing zoning for the area. In 2010, Snohomish County designated and zoned the area “Urban Center”. In 2012, Snohomish County amended that designation to “Urban Village” and assigned predominantly Planned Community Business zoning to implement that designation. Thus, Snohomish County present vision for Point Wells is a neighborhood scale node with a mix of retail and office uses, public and community facilities, and high density residential dwelling units.

~~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.~~

Staff Analysis: *In light of the Hearing Examiner’s June 29th, 2018 decision to deny BSRE’s urban center development applications, which was affirmed on October 3, 2018 by the Snohomish County Council, 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.*

Proposed Amendment (privately-initiated):

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

In 1998, the City identified Point Wells as a Potential Annexation Area, signifying its desire to annex Point Wells to the City. In 2012, the City amended this identifier to Future Service Annexation Area. The intent of the FSAA identification is not only to recognize Shoreline's intent that this area of unincorporated Snohomish County is appropriate for annexation to Shoreline at some point in the future but, that even if annexation did not occur, Shoreline would be the jurisdictional predominately provided public services to the area.

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 paragraph should be deleted and replaced with text that describes the future vision for Point Wells as a Future Service and Annexation Area. The second paragraph is no longer needed since Woodway has annexed the upland portion.*

Proposed Amendment (privately-initiated):

, services and infrastructure for

~~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.~~

NOTE: *the City would not provide future re-development, but it would provide services and infrastructure for future re-development.*

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.*

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.*

Proposed Amendment (privately-initiated):

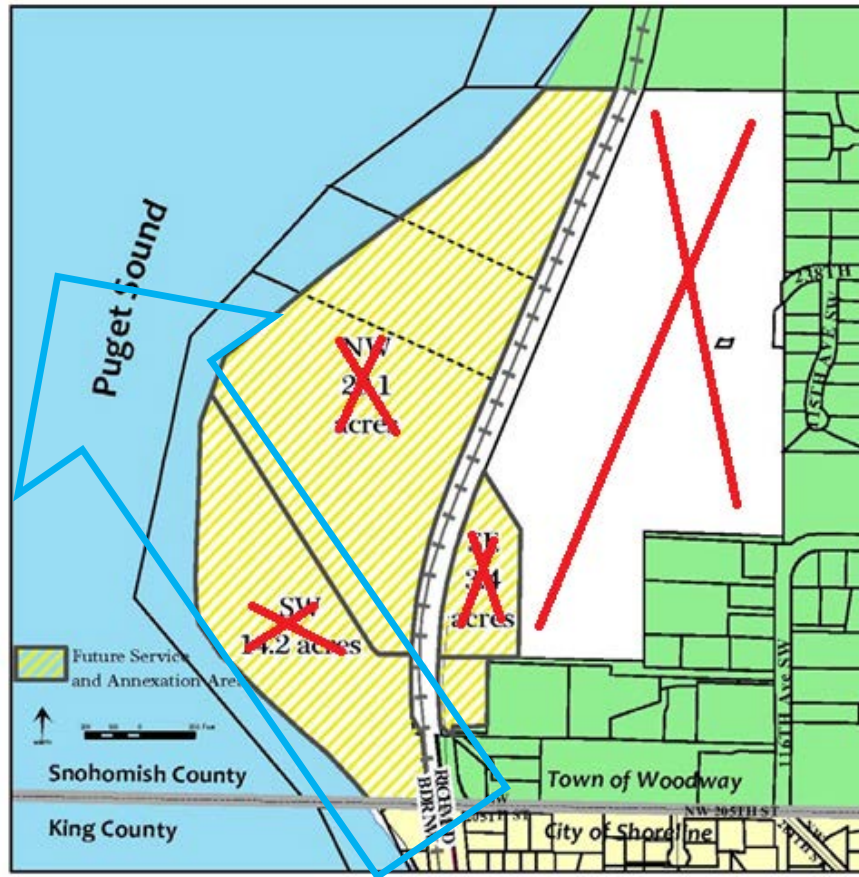


Fig-3 Fig. 2 – City of Shoreline Future Service and Annexation Area

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.

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

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.*

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.

by the developer

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

NOTE: the developer is responsible for mitigating impacts caused by its development.

Staff Analysis: *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.

NW subarea.

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.~~

NOTE: this change is consistent with the first paragraph above.

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.~~

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.*

Proposed Amendment (privately-initiated): *75 feet.*

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.* **NOTE: Snohomish County Code section 30.31A.115(2) provides that, "The maximum building height shall be 75 feet." The director may recommend an additional 50 feet in limited circumstances.**

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.

SW subarea and the

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. **NOTE: to make consistent with the underlined addition.**

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

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 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. 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. This would be an unacceptable impact.

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 rechannelized to three (3) lanes in 2018.*

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: *Staff supports amending policy PW-12 to reflect the changes 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.*

Planning Commission Recommendation:

The Planning Commission recommends approval of this amendment by updating the Point Wells Subarea Plan as shown in **Attachment C, Exhibit 4.**

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 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