

2022 Comprehensive Plan Amendments

Council Discussion
November 14, 2022



Annual Docket Process

- Growth Management Act
- Docket
- List of Proposed Amendments
- Planning Commission Discussion and Recommendation
- Council establishes final docket

The 2022 Comprehensive Plan Amendment Docket

- Is a list of proposed amendments collected during 2021.
- Commission discussed the proposed amendments on September 1 and made a recommendation on October 6.
- One amendment, Amendment #3, is site-specific which was reviewed by the Hearing Examiner on September 27.
- Tonight, the Council will discuss the proposed amendments and potential action is scheduled for November 21.

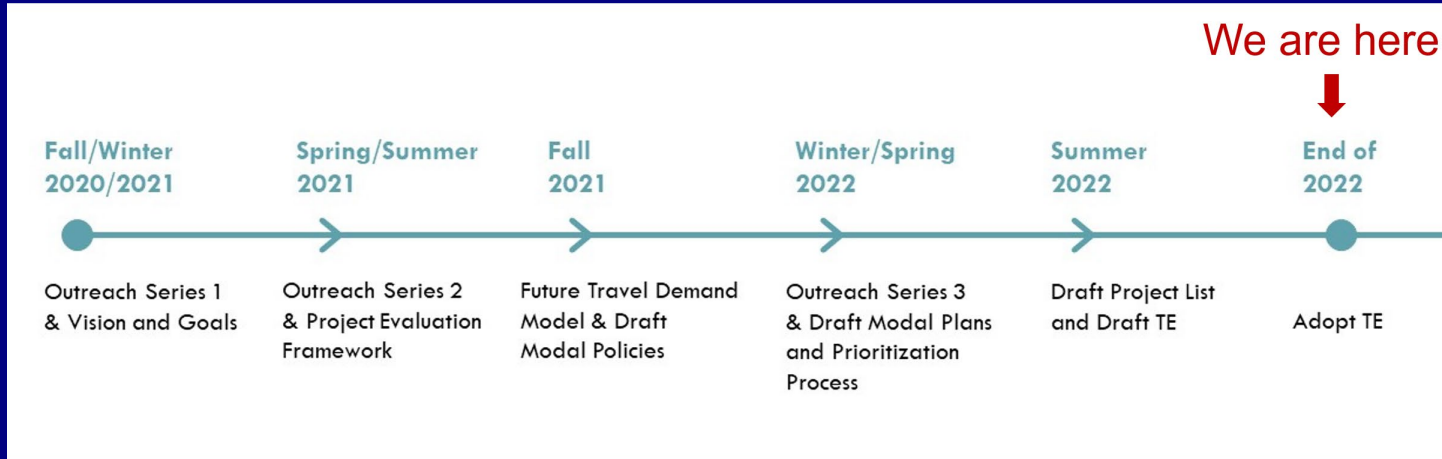


Amendment #1

Amend the Transportation Element and
Transportation Master Plan.



Project Timeline



Planned for 2023:

- Outreach series 4
- Development of the TMP
- Adoption of other implementing items: Impact fees & concurrency, porosity study, street typologies, shared use mobility hubs study

Layered Modal Improvement Plan

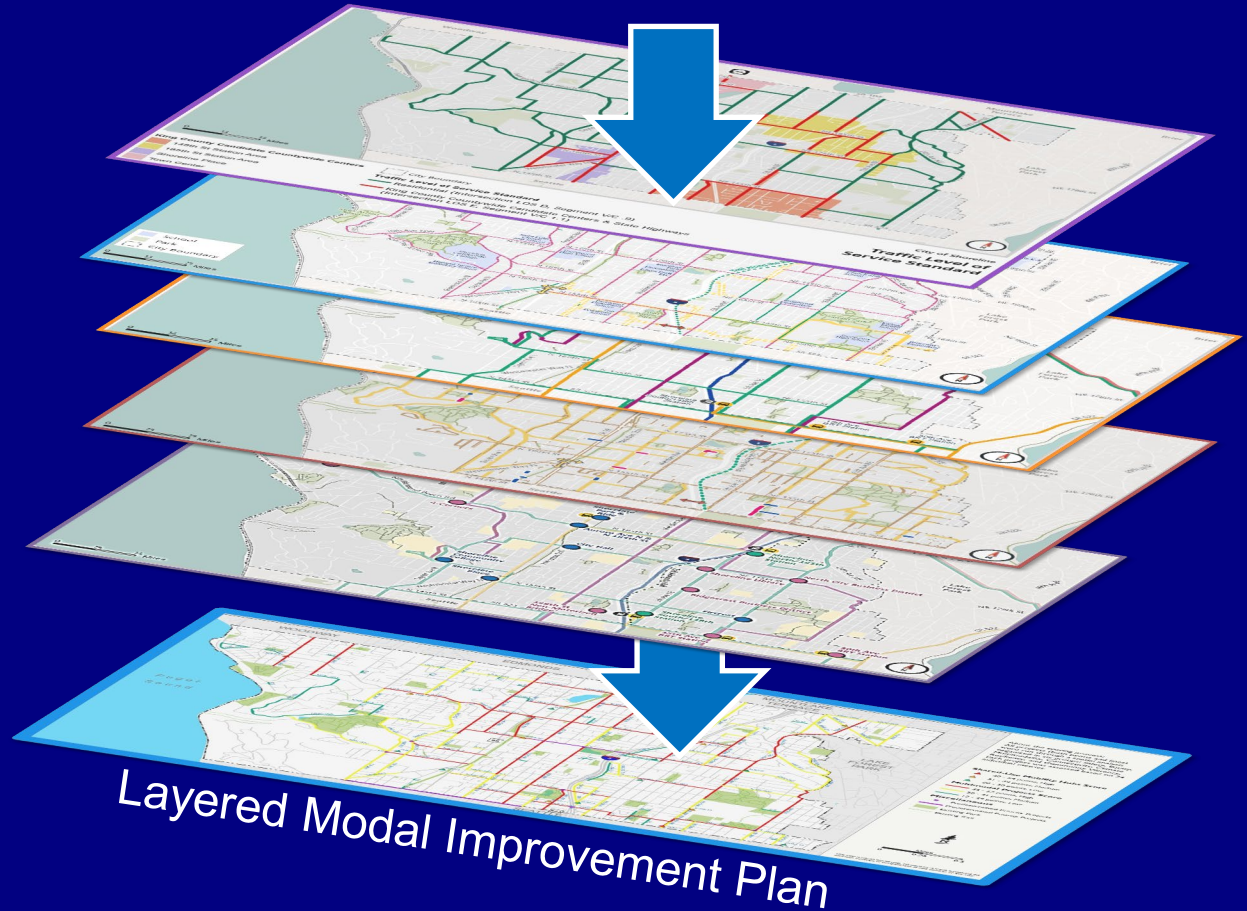
Traffic LOS Plan

Bike Plan



Transit Plan





Pedestrian Plan

Shared Use Mobility Map



TMP Goals and Evaluation Metrics

Goal	Project Prioritization Metrics	Max Points
 Safety	Safety Metrics 20 Points	20 Points
	Location of improvement has a collision history (auto and/or pedestrian/bike):	
	At least one minor injury collision within the past five years	3 Points
	At least one serious or fatal injury collision within the past five years	6 Points
	At least one pedestrian or bike/auto collision within the past five years	2 Points
	Two or more pedestrian or bike/auto collisions within the past five years	4 Points
	Location of improvement is along a street with speed limit :	
	≤ 25 mph	1 Point
	≤ 30 mph	2 Points
	≤ 35 mph	3 Points
	≤ 40 mph	4 Points
	Location of improvement has a street classification of:	
Collector Arterial	1 Point	
Minor Arterial	2 Points	
Principal Arterial	3 Points	
 Equity	Equity Metrics Equity Priority Areas based on the aggregated score of following metrics: 18 Points	18 Points
	Improvement is within an area of concentrated need based on Age : 18 years or younger	For each sub metric: >80% = 3 Points
	Improvement is within an area of concentrated need based on Age : 60 years or older ¹	60-80% = 2 Points
	Improvement is within an area of concentrated need based on income : ≤ 80% of median income for a family of four ² .	40-60% = 0 Points
	Improvement serves a concentrated community of color : Top 20% of population density of households of people of color.	20-40% = 0 Points
	Improvement serves a concentrated community of color : Top 20% of population density of households of people of color.	< 20% = 0 Point
	Improvement serves a concentrated community with disabilities : Top 20% of population density of households of people with a disability.	Except, "Income" sub metric: ≤ 50% of median income = 3 Points
Improvement serves a concentrated community of limited English speakers : Top 20% of population density of households with a limited English speaker.	51-80% of median income = 2 Point >80% of median income = 0 Point	

	Climate Resiliency Multi-modality	12 Points
 Multimodality	Improvement is located along an existing or proposed transit route .	3 Points
	Improvement is located within a ¼ mile radius of a bus stop .	3 Points
	Improvement is located within a ¼ mile radius of an existing or planned BRT stop or light rail station .	3 Points
	Improvement connects to an existing or proposed location of a shared-use mobility hub or park and ride .	3 Points
 Connectivity	Climate Resiliency - Connectivity 12 Points	12 Points
	Improvement is located within a ¼ mile radius of a school .	4 Points
	Improvement is located within a ¼ mile radius of a park .	4 Points
	Closes gap or extends an existing pedestrian or bicycle facility .	4 Points
 Climate Resiliency	Climate Resiliency – Built Environment 4 Points	4 Points
	Improvement is within a ¼ mile radius of a school and will include measures to reduce surface water runoff.	2 Points
	Improvement is within an Urban Heat Island area per the City's Climate Impacts Tool and will include measures to mitigate urban heat island effect.	2 Points
	Refer to Multimodality and Connectivity for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.	N/A
 Community Vibrancy	Community Vibrancy Metrics 6 Points	6 Points
	Improvement enhances multimodal access to an activity center (within a ¼ mile radius of a retail/business area or civic/community building).	2 Points
	Improvement provides an alternative to walking or bicycling along a motorized facility e.g., ped/bike bridge, trail/path through park or unopened right of way, etc.	2 Points
	Improvement provides places for public art, culture, and/or community gathering e.g., locations of shared-use mobility hubs and park frontages.	2 Points
	Total Max Project Score	72

¹ Eligibility for the Older Americans Act starts at age 60.

² Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as "Low Income".

Recommendations for \$201M of Revenue

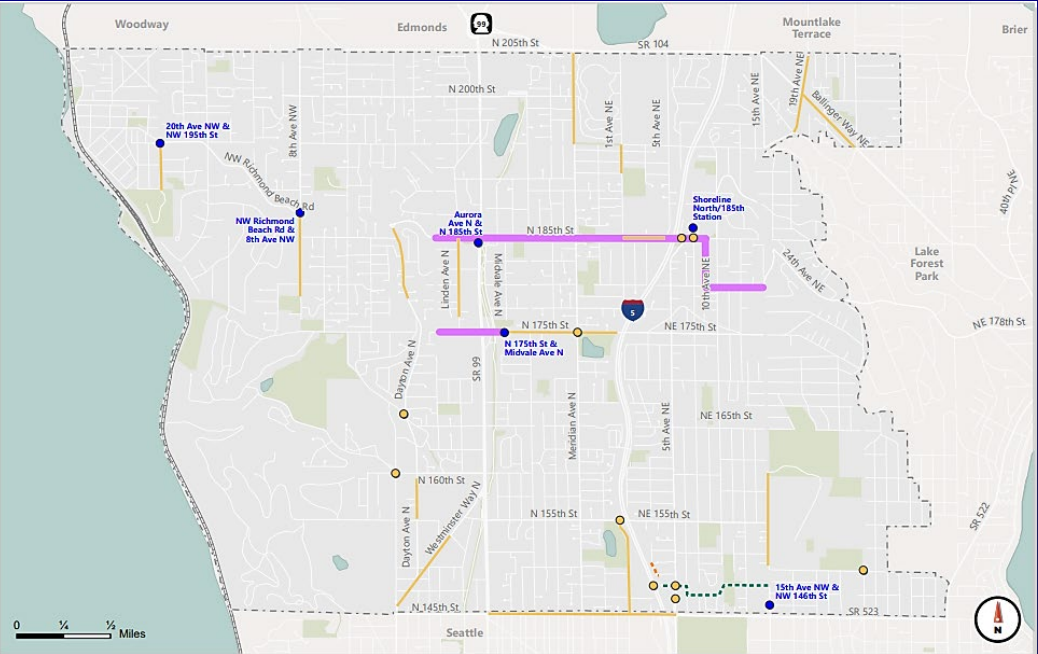
\$160 M Committed Projects
 \$ 41 M Other Priority Projects

Committed Projects (\$160M)

- New sidewalks program & sidewalk maintenance
- 148th Street Non-motorized Bridge
- 1st Ave NE Sidewalks (N 145th to N 155th)
- 145th Corridor: Aurora to I-5
- 145th and I-5 Interchange
- 175th Corridor: Stone Avenue N to I-5
- N 160th St & Greenwood Ave N & N Inns Arden Way
- N 185th St from 1st Ave NE to 5th Ave NE (west of I-5)

Other Priority Projects (\$41M)

- 175th, Fremont to Stone Ave N
- 185th Corridor Strategy
- Eastside Off Corridor Bike Network
- 6 Shared Use Mobility Hubs
- 3rd Ave Connectors



- 8th Ave NE and NE 185th Street
- 5th Ave NE and NE 185th Street
- 5th Ave NE and NE 148th Street
- 5th Ave NE and I-5 NB on ramp
- Meridian Ave N & N 175th St
- Dayton Ave N & Carlyle Hall Rd
- 1st Ave NE & N 155th St
- 25th Ave NE & NE 150th St

Amendment #2

Amendment #2 – 2024 Comprehensive Plan Major Update.

Fall 2022	Winter-Spring 2023	Summer 2023	Spring-Summer 2024	Fall 2024
<ul style="list-style-type: none">• Scoping & work plan• Assess new requirements• Develop engagement strategy	<ul style="list-style-type: none">• Engagement kick-off• Community visioning• Stakeholder engagement	<ul style="list-style-type: none">• Update vision statement• Review & revise plan elements• Engagement (ongoing)	<ul style="list-style-type: none">• Prepare draft plan• Public hearings• Engagement (ongoing)	<ul style="list-style-type: none">• Council Adoption

Amendment #3

Amendment #3 – Amend the Comprehensive Plan Land Use Map Designation from Public Facility to Mixed-Use 1 and change the Zoning from Residential, 18 units/acre (R-18) and Mixed-Business (MB) to Mixed-Business (MB) at the King County Metro Park & Ride Facility at 19000 Aurora Avenue N.



N 192ND ST

Public Facility

283900532

4

854

Public Facility

Mixed Use 1

Density
Residential

18828

AURORA AVENUE

M
U

188

Mixed Use 1



WHITE

N 192ND ST

R18

4

854

R18
MB

R6

18828

MB

AURORA AVE N

18

912

916



Amendment #4

Amendment #4 – Amend the Land Use Element to add a new policy “Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline’s urban tree canopy”.



Amendment #4

Applicant Proposal –

“Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline’s urban tree canopy”.

PC Recommendation –

“Develop regulations to maintain and increase Shoreline’s urban tree canopy with the goal of encouraging tree retention and protection while also increasing housing opportunities and choice”.



Amendment #5

Amendment #5 - Amend the Land Use Element to explicitly allow duplexes and triplexes and allow with conditions other dwelling types that are similar in scale with single family detached homes, in low density residential zones.



Amendment #6

Amendment #6 - Amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for parcels within the Richmond Beach Saltwater Park.



Amendment #6



Amendment #6



Recommendation

Commission has recommended approval of Amendment Nos. 1, 4, and 6.

Commission recommends Amendment No. 5 be carried-over to the 2023-2024 Docket and considered as part of the 2024 Major Update.

Hearing Examiner recommends approval of Amendment No. 3.