

# **AGENDA**

## **CITY OF SHORELINE PLANNING COMMISSION**

### **DINNER & REGULAR MEETING**



Thursday, November 5, 2009

Shoreline Conference Center  
Mt. Rainier Room  
18560 1<sup>st</sup> Avenue NE

	<u>Estimated Time</u>
<b>6:00 P.M.</b>	
<b>1. DINNER MEETING</b>	6:00 p.m.
Town Center Open House Update / Planning Commission Protocols	
<b>7:00 P.M.</b>	
<b>1. CALL TO ORDER</b>	7:00 p.m.
<b>2. ROLL CALL</b>	7:01 p.m.
<b>3. APPROVAL OF AGENDA</b>	7:02 p.m.
<b>4. DIRECTOR'S COMMENTS</b>	7:03 p.m.
<b>5. APPROVAL OF MINUTES</b>	7:08 p.m.
a. October 1, 2009	
<b>6. GENERAL PUBLIC COMMENT</b>	7:10 p.m.
<i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence.</i>	
<b>7. STAFF REPORTS</b>	7:25 p.m.
a. Study Session: Point Wells Subarea Plan and Zoning	
<b>8. DIRECTOR'S REPORT</b>	9:25 p.m.
<b>9. UNFINISHED BUSINESS</b>	9:35 p.m.
<b>10. NEW BUSINESS</b>	9:40 p.m.
<b>11. REPORTS OF COMMITTEES &amp; COMMISSONERS/ANNOUNCEMENTS</b>	9:45 p.m.
<b>12. AGENDA FOR November 19</b>	9:55 p.m.
<b>13. ADJOURNMENT</b>	10:00 p.m.

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

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# DRAFT

These Minutes Subject to  
October 15<sup>th</sup> Approval

## CITY OF SHORELINE

### SHORELINE PLANNING COMMISSION SUMMARY MINUTES OF REGULAR MEETING

October 1, 2009  
7:00 P.M.

Shoreline Conference Center  
Mt. Rainier Room

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#### **Commissioners Present**

Chair Hall  
Vice Chair Wagner  
Commissioner Behrens  
Commissioner Kaje  
Commissioner Perkowski  
Commissioner Piro  
Commissioner Pyle

#### **Staff Present**

Joe Tovar, Director, Planning & Development Services  
Steve Cohn, Senior Planner, Planning & Development Services  
Steve Szafran, Planner, Planning & Development Services  
Jessica Simulcik Smith, Planning Commission Clerk

#### **Commissioners Absent**

Commissioner Broili  
Commissioner Kuboi

#### **CALL TO ORDER**

Chair Hall called the regular meeting of the Shoreline Planning Commission to order at 7:03 p.m.

#### **ROLL CALL**

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Hall, Vice Chair Wagner and Commissioners Behrens, Kaje, Perkowski, Piro and Pyle. Commissioners Broili and Kuboi were absent.

#### **APPROVAL OF AGENDA**

The agenda was approved as presented.

#### **DIRECTOR'S COMMENTS**

#### **National Community Planning Month**

Mr. Tovar announced that the Mayor would present the City Council with a proclamation on October 5<sup>th</sup>, recognizing October as National Community Planning Month. The proclamation would talk about how important planning is to building great communities and acknowledge the accomplishments and

contributions of Planning Commissioners, Planning and Development Services staff, and citizens who take part in the public planning process. Chair Hall would accept the proclamation on behalf of the Planning Commission.

### **Planning Short Course**

Mr. Tovar reminded the Commissioners that the City of Shoreline would host a Short Course in Local Planning in the Council Chambers of the new City Hall on October 14<sup>th</sup>. The course is cosponsored by the Washington Cities Insurance Authority (WCIA), the Washington State Department of Commerce and the Planning Association of Washington. He advised that the WCIA encourages jurisdictions to have their planning commissioners and city council members trained on issues such as appearance of fairness, conflict of interest, quasi-judicial versus legislative, etc. He encouraged Commissioners to attend.

Chair Hall added his support and said he has had the privilege of hearing all of the presenters speak at previous events and conferences, and he has learned new things every time. He said he plans to attend even though he has attended the course numerous times, and he encouraged other Commissioners to attend, as well. Because five Commissioners indicated they would attend the course, Chair Hall suggested staff notice the event as a special meeting of the Commission. Mr. Tovar said that as staff meets with neighborhood associations and community business groups over the next few weeks, they would extend an invitation for the public to attend the course, as well.

### **Town Center Subarea Plan**

Mr. Tovar reminded the Commission that a public open house regarding the Town Center Subarea Plan has been scheduled for October 29<sup>th</sup> from 6:30 to 9:30 p.m. in the Council Chambers of the new City Hall. He advised that staff has spent a lot of time putting the information described to the Commission in graphic form. In addition to presenting information to the public, staff would solicit feedback using a pulse pad electronic voting system. He invited the Commissioners to share their suggestions for questions to ask those in attendance. Mr. Tovar said staff is also meeting with neighborhood associations and community business groups to invite them to attend the public meeting.

Chair Hall suggested the Commission Clerk send the Commissioners an email reminder to forward their questions to staff via email. Mr. Tovar agreed to forward the Commissioners a copy of the questions staff has already identified, and he invited the Commissioners to provide their feedback as to which questions would be the most meaningful and helpful.

Mr. Tovar announced that staff would create a Facebook page for the Town Center Subarea Plan process. Citizens would be invited to be friends of Town Center. However, it will be important for the public to understand that staff would not respond to every entry made onto the page. They would monitor the page, but the comments provided would not be made part of the record. The intent is to use the page as an opportunity for citizens to not only talk to the Commission and staff, but to each other.

## **Point Wells**

Mr. Tovar reported that he attended a hearing before the Snohomish County Council on September 30<sup>th</sup> regarding their proposed zoning for Point Wells to implement their Comprehensive Plan that was amended in August. The letter the City submitted to the Snohomish County Council has been posted on the City's website. Letters from the Town of Woodway and the property owner, Paramount, would also be posted on the City's website, along with a full description of how the process would move forward.

## **Commission Agenda Planner**

Mr. Tovar pointed out that the Commission has a number of items on their agenda over the next few months. He encouraged them to conclude their hearing and deliberations on the Regional Business permanent regulations tonight and make a recommendation to the City Council. He reminded the Commission that the City Council must take final action by November 12<sup>th</sup>.

## **APPROVAL OF MINUTES**

The minutes of August 20, 2009 were approved as amended.

## **GENERAL PUBLIC COMMENT**

**Laethan Wene, Shoreline**, was present to speak on behalf of Northwest Center, and he expressed his belief that they should be allowed to have a facility in Shoreline.

## **LEGISLATIVE PUBLIC HEARING ON PERMANENT REGULATIONS FOR REGIONAL BUSINESS (RB) ZONE**

Chair Hall noted that he was not present at the previous hearing on September 17<sup>th</sup>. However, he listened to the meeting on tape and is prepared to participate in the continued hearing. He briefly reviewed the rules and procedure for the hearing.

## **Staff Overview and Presentation of Preliminary Staff Recommendation**

Mr. Cohn reviewed the main points that came up at the last meeting, as well as staff's response to each one as follows:

- **The number of zoning districts and their names.** Mr. Cohn recalled that as of the last meeting, there was general Commission consensus to maintain two zone districts, but they didn't like the names recommended by staff. Staff agreed that Aurora Mixed Use (AMU) was probably not the best name, but they wanted to make a distinction between the two zoning districts. Staff is now proposing that the higher intensity district be named General Mixed Use (GMU) and the lesser intensity district be named Neighborhood Mixed Use (NMU).

Mr. Cohn recalled there was also discussion at the last meeting that the term “mixed use” is not an appropriate term because it suggests the City is only encouraging vertical mixed use buildings. Consistent with Commissioner Piro’s observation, staff believes that “mixed use” is not a limiting term and applies to horizontal mixed use as well (commercial and residential buildings located adjacent to each other). The purpose of the term “mixed use” is to identify the district, which would be neither all residential nor all commercial. He encouraged the Commission to consider “mixed use” as part of the name for the new districts.

- **The type of public amenities provided as a tradeoff for increased height or density.** Mr. Cohn recalled that at their last meeting, the Commission had a discussion about the requirement of additional public amenities as a tradeoff for additional height or density. He encouraged the Commission to remember that the current RB zone permits 65-foot heights and has no bulk or FAR requirements. Staff’s proposal is an attempt to provide both a carrot and a stick—a carrot in that additional housing density would be permitted, but only if certain standards are met, including provisions of public open space, green building and the encouragement of commercial uses in residential buildings. Staff believes its proposal is a good place to start, and he reminded the Commission that they would have other opportunities to consider additional regulations, particularly as part of the Town Center Subarea Plan and zoning process.

Mr. Cohn advised that staff discussed the question of whether there should be a requirement for “green” open space and gathering spaces in the more intense commercial areas. They concluded that they did not want to make a distinction. Using the term “open space in the public realm” would let the market decide what form the open space should take.

- **Proportionality for the amount of space in the public realm that is provided.** Mr. Cohn said staff agrees that there should be some proportionality for the amount of public space required. For example, a larger building should have more public space than a smaller building. Similar to the Ridgecrest Neighborhood, staff is recommending an open space requirement at a rate of 1,000 square feet per 1.0 floor area ratio (FAR) of building. That would mean that an office building of 20,000 square feet on 1 acre (.5 FAR) would be required to provide 500 feet of open space. A 100,000 square foot building (2.5 FAR) would be required to provide 2,500 square feet of open space.

In addition, Mr. Cohn said staff is recommending a requirement that 80% of the public space must be contiguous, with a maximum requirement of 1,600 square feet of contiguous open space. The balance of the open space would still be required, but not as part of the contiguous piece.

- **Provision for ground floor retail space.** Mr. Cohn explained that it is virtually impossible to require a developer to provide a set amount of occupied retail space on the ground floor. Staff is suggesting that if a developer wants to build residential to a density of greater than 48 units per acre, the portion of the ground floor that faces an arterial would have to be designed to accommodate commercial uses.

- **Requirements for underground/underbuilding parking.** Mr. Cohn said staff discussed this issue with the City's Economic Development Manager, who suggested the Commission should focus on what they want to accomplish, such as parking that is screened from public view. Rather than establishing a requirement for how much of the parking must be underground, staff is recommending a standard that would require screening of parking areas from public view. Mr. Szafran advised that staff is also recommending an additional provision that would require screening for storage and equipment areas. Mr. Cohn added that the suggested screening is a 4-foot masonry wall.
- **Base height limit.** Mr. Cohn recalled there was some discussion about the height limit at the Commission's last meeting. To simplify the language, staff is suggesting a base height limit of 35 feet for purely residential buildings and 45 feet if the first floor is built for commercial uses. If a developer meets additional standards, the height limit would increase to 55 feet and 65 feet.

### **Questions by Commission to Staff**

Vice Chair Wagner asked how the City would apply the two proposed new zones to the properties that are already zoned RB. Mr. Cohn explained that through an administrative rezone process, staff would prepare a map showing how the two zones would be applied. He suggested that most of the distinctions would be clear. The more intense zone would be for properties along Aurora Avenue North and Ballinger Way. However, a few sites would fall in between the two zones, and staff would have to spend time thinking about which zoning designation would be appropriate. He reminded the Commission that legislative rezones are presented to the Commission for review.

Chair Hall questioned what the zoning would be for the time period between when the City Council adopts the permanent regulations and when they approve the administrative rezones. He further questioned how a property owner would know if his/her property is going to be rezoned to GMU or NMU. Staff agreed to provide an answer at a later time.

Vice Chair Wagner referred to staff's recommended provision for retail ground floor space for buildings facing arterial streets. She noted that, as proposed, a development of greater than 48 units per acre that is not located on an arterial street would not be required to accommodate commercial use on the ground floor. Mr. Cohn suggested the language be changed to require that development on all sites that have access to an arterial would be required to accommodate commercial space on the ground floor in order to achieve a density greater than 48 units per acre.

Commissioner Kaje pointed out that staff's recommendation related to "open space in the public realm" was not consistently carried throughout the proposed language. Mr. Cohn referred to Item 6 of the Appendix on Page 27 of the Staff Report, which talks about common open space, and he agreed the term "within the public realm" was not incorporated. Further, he referred to Section 20.50.020(2)3b, which incorporates staff's recommended language related to contiguous public spaces. He explained that the intent is that all development in the NMU and GMU zones would be required to provide public open space. If a development includes residential space, then private recreation space would also be required.

Commissioner Behrens commended staff for working through the language and attempting to address the Commission's issues. He reminded the Commission that one goal of the proposed new language is to encourage mixed-use development. However, he observed that when properties are zoned both residential and commercial, tax problems can arise. Developers of commercial properties are taxed at a higher rate if residential uses are included. He asked if language could be incorporated into the code to address this issue. Mr. Cohn shared information he received from tax assessors and summarized that the City cannot do anything to affect the tax assessor's determination. Instead, the assessment would be market driven. Commissioner Behrens expressed concern that if the City wants to encourage commercial application, a developer would be at a distinct disadvantage because the entire building would be assessed for residential purposes. This would make the tax rate higher, and it would be more difficult for a developer to include commercial space. Mr. Cohn said he does not believe that would be true. He expressed his belief that the assessor would make different assessments on the value of the residential space versus the commercial space. Commissioner Behrens asked staff to obtain a definitive answer to address his concern. Mr. Cohn said he would ask the question, but his experience has been that the tax assessor would not provide a definitive answer.

### **Public Testimony**

**Wendy DiPeso, Shoreline**, said she supports the staff's suggestion that instead of requiring underground parking, they should tell developers what they want. This would provide for flexibility and would avoid situations of unintended consequences. She questioned if requiring screening for parking and storage and contiguous open space would result in a need for underground parking in order to develop to the desired density. Mr. Cohn said staff's thought was that once the City decides what they want for open space, screening, etc. the developer would have to figure out how to respond to the code requirements. Ms. DiPeso said she is in favor of allowing flexibility, which is usually positive for everyone, as long as they don't end up with a situation where parking spills out into the neighborhoods.

Ms. DiPeso referred to staff's proposal that buildings facing an arterial street be required to have some commercial space. She asked how this concept would be applied to an "urban village" type of development. Would a large project of this type require a master plan? Mr. Cohn said it is staff's expectation that a large development proposal would go through a planned area process, but a master plan would require a Comprehensive Plan amendment, which would not be likely. As part of a planned area process, more specific regulations would be identified.

### **Final Questions by the Commission**

None of the Commissioners had questions to ask staff during this portion of the hearing.

### **Deliberations**

**COMMISSIONER PIRO MOVED TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF STAFF'S REVISED PROPOSAL (INCLUDING ADDITIONAL REVISIONS TO PAGE 36 OF THE STAFF REPORT) FOR MODIFYING THE DEVELOPMENT CODE WITH NEW**



**MIXED-USE REGULATIONS FOR THE ZONE FORMERLY KNOWN AS REGIONAL BUSINESS (RB). COMMISSIONER PYLE SECONDED THE MOTION.**

Commissioner Piro said he put the motion on the floor anticipating the Commissioners would propose amendments prior to final approval. He commended staff for preparing modifications to address the issues and concerns raised by the Commission at their last meeting. He said he is delighted to see the amendment move away from the concept of single-use zones with lower densities and more general parking requirements, which contribute to a more auto-oriented development pattern that requires expansive and costly infrastructure and is less energy efficient. He expressed his belief that the modifications and revisions laid before the Commission provide a healthy evolution to a mixed-use land use concept where trips can be internalized much better, vehicle miles traveled can be reduced, and the quality of life can be improved by creating more vibrant areas and by saving travel time.

Commissioner Pyle observed that approval of the proposed amendment would not prohibit the Commissioners from providing new ideas to staff in the future. He suggested the Commission focus on the concepts and whether or not they provide the protections that are needed for the adjacent single-family districts and allow for the appropriate density and development. In order to reach a consensus, they all must be willing to give up something while not compromising too much.

Commissioner Kaje referred to staff's recommendation to address the issue of proportionality. He said he supports the concept of basing the open space requirement on FAR. However, as currently proposed, the language could result in a 10-acre parcel having the same open space requirement as a 1-acre parcel because it would be based on FAR regardless of parcel size. He suggested the issue could be addressed by establishing an open space requirement of 1,000 square feet per FAR per acre. Mr. Cohn agreed that was his intent.

Chair Hall recalled the Commission's earlier discussion about the need to be cautious not to create an incentive for all of the properties to be developed as residential. As currently written, the amendment does not make a preference clear. He referred to the third bullet in Section 20.50.020(2)3cii, which requires that there be 800 square feet of common recreational space provided for developments of 5-20 units and 40 square feet of recreational space per unit for developments over 20 units. He observed that requiring an open space that is based on the number of residential units would address the issue of open space proportionality. He inquired if this requirement would be in addition the requirement of 1,000 square feet per 1.0 FAR. He suggested they strike Section 20.50.020(2)3b entirely and require open space on a per unit basis for residential development and give an incentive for people to develop more intense commercial uses by eliminating the open space requirement. They would lose the potential for public plazas, etc., but they would gain the ability to use the land more efficiently for commercial development by requiring the residential development to provide the open space and amenities. He summarized that he is not as concerned about "green" open space because the Interurban Trail runs right through most of the RB zones.

Commissioner Behrens agreed there is more need for open space and recreational space for residential development, but it would also be an attractive element for a company to offer some open space for their workforce to enjoy. He expressed concern that there seems to be confusion amongst the various terms

(recreational space, open space, green space), and he would like the language to be better defined. He is not opposed to removing the open space requirement for strictly commercial developments, but he would like to see the open space concept consistently defined throughout the amendment.

Commissioner Kaje referred to Section 20.50.020(2)3cii and emphasized that the term “common recreational space” means for the residents of the building. This has nothing to do with the open space incentive that was discussed earlier by the Commission. This is an important distinction when talking about requiring different levels of public amenities for different types of uses.

**CHAIR HALL MOVED TO AMEND THE MAIN MOTION TO STRIKE SECTION 20.50.020(2)3b, WHICH READS “ALL DEVELOPMENTS IN GMU AND NMU ZONES ARE SUBJECT TO PROVIDING PUBLIC GATHERING SPACES. PUBLIC GATHERING SPACES SHALL BE PROVIDED AT A RATE OF 1,000 SQUARE FEET PER 1.0 FAR OF BUILDING. 80% OF THE PUBLIC SPACE SHALL BE CONTIGUOUS, WITH A MAXIMUM CONTIGUOUS REQUIREMENT OF 1,600 SQUARE FEET.” COMMISSIONER PIRO SECONDED THE MOTION.**

Chair Hall explained that nearly all of the RB zones in the City are located right on the Interurban Trail, which is a tremendous community asset and open space. While it is wonderful for office buildings and commercial buildings to provide open space, most architects would incorporate open space because it provides amenities to their future tenants. Chair Hall said he is also concerned about the efficient use of land, and they have heard testimony about underutilized land. They have a 150-foot wide Interurban Trail and utility easement running through the RB zone that would not be developed in the foreseeable future as commercial or residential space because of the above ground power lines. He concluded that while requiring a common recreational space for the residents would be an appropriate amenity that adds to their health and quality of life, requiring this same amount of space for a business zone could sometimes be counterproductive. When thinking about a main street approach that is very pedestrian friendly, each of the individual developments would go lot line to lot line. He referred to downtown Edmonds and noted that the character and sense of downtown would be lost if 1,000 square feet of open space was required for each of the commercial developments. He expressed concern that Section 20.50.020(2)3b could work against the Commission’s intent. The buildings would be spaced further apart, and the district would be auto rather than pedestrian oriented.

Commissioner Piro asked how the proposed requirement for public gathering places matches up with the adopted language for the Ridgecrest proposal. Mr. Cohn said the Ridgecrest proposal included a requirement of 2,500 square feet of gathering space per 2.5 FAR of building. Commissioner Piro questioned how the Commission could address the open space issue with more flexibility than provided by the formulaic concept recommended by staff.

Commissioner Kaje spoke against the amendment. He felt it is important to have public open space as an incentive in the RB zones, which is something that is currently lacking. While Aurora Avenue North is a major example of RB zoning, there are other RB zones in the City. He suggested that in a future step (Town Center Subarea Plan), the Commission could implement flexibility in creative ways. Commissioner Pyle agreed with Commissioner Kaje. However, he suggested they could include

flexibility in the proposed language by providing an alternative that would allow the developer to pay a fee in lieu of providing the space, which could be used to improve existing space and connectivity.

Commissioner Behrens agreed this is a good conversation. Hopefully, when the Commission's recommendation is forwarded to the City Council, they will be able to read the minutes and pick up on the Commission's ideas. He summarized that while open space would not be as important for commercial development in RB zones along the Aurora Avenue North corridor, it is important to keep in mind there are other RB zones in the City that do not have access to open walkways or open space.

Chair Hall expressed his view that the way the open space language has been drafted, it is difficult for him to think of it as an incentive. Today there is no requirement for open space in the RB zone, and the proposed requirement would not be affiliated with a height or density bonus. It would be a brand new requirement that would affect all development in the RB zone. He agreed there are other pockets of RB zoning, but it is not all over the City. He recalled his previous comment that the RB zoning be flexible enough for application in other areas of the City.

Commissioner Pyle referred to Item 6 in the Appendix of the Staff Report, which refers to the term "common open space," and Section 20.50.020(2)3b, which refers to "public gathering spaces." He asked if this space would be open or closed to the general public. Mr. Cohn said the intent is that the spaces would not be open to the public.

Commissioner Perkowski questioned how removing Section 20.50.020(2)3b would impact the base height limit of 35 feet for residential development. He noted that the recreational space requirement would only be applicable for developments at the maximum building height of 55 feet. There would be no open space requirement for residential development that is 35 feet or less in height. Mr. Cohn pointed out that, as proposed, 400 square feet of common open space would be required for residential development of 35 feet or less in height. The requirement would be more than double in order to obtain the maximum height.

**COMMISSIONER PIRO OFFERED A SUBSTITUTE TO THE MOTION TO AMEND THE MAIN MOTION TO RETAIN SECTION 20.50.020(2)3b, BUT INSERT A NEW SENTENCE THAT WOULD READ, "WHERE EXISTING PUBLIC SPACE IS LOCATED ADJACENT TO A DEVELOPMENT, A FEE-IN-LIEU PAYMENT COULD BE MADE FOR IMPROVEMENTS TO SUCH PUBLIC SPACES. OTHERWISE, PUBLIC GATHERING SPACES SHALL BE PROVIDED AT A RATE OF ..." COMMISSIONER PYLE SECONDED THE MOTION.**

Commissioner Piro suggested his motion would accommodate the issues raised by Chair Hall and would introduce some flexibility, particularly for properties that are adjacent to existing public gathering spaces. Mr. Tovar pointed out that the City does not currently have a fund that would allow them to receive in-lieu-of payments. He noted the draft amendment also includes an administrative design review process, including design departures, which would be the best place to address the alternatives suggested by the Commission.

**COMMISSIONERS PIRO AND PYLE WITHDREW THEIR SUBSTITUTE MOTION.**

Commissioner Wagner spoke in support of Chair Hall's motion to amend. As an example, she said it would not be appropriate and/or practical to put a 4,000 square foot children's play area on the Costco site. While the idea of open space is good, she agrees with Chair Hall's thought process for why it would not be appropriate for commercial development.

Commissioner Behrens once again voiced his discomfort and confusion about the use of terms such as common open space, public access, etc. He summarized staff's intent that the common open space referenced in Item 6 of the Appendix would be open to everyone in the City. Chair Hall pointed out that the Appendix is part of the staff's memorandum to the Commission. He encouraged the Commission to focus on the draft regulatory language that is found on Pages 32 through 36 of the staff report. The draft language uses the term "public gathering spaces."

Commissioner Behrens referred to the Ballinger Commons Complex, which provides a tennis court, swimming pool, basketball courts, etc. All of these amenities are held for the residents that live there and are not common open spaces for City residents to use. He said he would like the language to be written in a clear enough fashion to delineate the difference between common open space for everyone in the City to have access to and the common space or recreational space that is reserved only for those people in the development. Chair Hall pointed out that if the motion to amend is approved, the requirement for public gathering space would be eliminated for commercial development. They would be left with a requirement for common recreational space, which staff has clarified would not be open to the public.

Commissioner Pyle observed that if mixed-use projects are done right through an administrative design review process, the open space would be integrated into the project and building to provide courtyards and amenities for people who are using the space. Because staff does have some administrative review authority, they can encourage architects to push the open space into the development. Open space is important to create a quality development that is attractive to the community and ultimately enhances the useable retail space in the City.

Commissioner Kaje agreed that the "fee-in-lieu-of" concept is good, but they do not currently have a vehicle for implementation. He suggested the Commission forward their recommendation to the City Council, along with the record outlining the ideas they discussed for addressing odd situations. However, he would be opposed to eliminating Section 20.50.020(2)3b because he felt it was one of the more important additions to the draft language. There will be future opportunities to address Chair Hall's concern in the future.

Chair Hall referred to Shoreline Bank, Watermark Credit Union, and other developments that have been talked about as good examples of redevelopment, yet they do not provide any public open space. He cautioned that they are too focused on imagining they would get a lot of 5-story mixed-use buildings. He said he would be opposed to requiring public open space for all commercial development.

**THE MOTION TO AMEND THE MAIN MOTION FAILED 3-4, WITH CHAIR HALL, VICE CHAIR WAGNER AND COMMISSIONER PIRO VOTING IN FAVOR AND COMMISSIONERS BEHRENS, KAJE, PERKOWSKI AND PYLE VOTING IN OPPOSITION.**

Commissioner Kaje referred to Section 20.50.020(2)3b and pointed out that the issue of proportionality can go both ways. It is important to not just extract more out of larger developments but to limit the obligation of smaller developments.

**COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO REPHRASE THE TEXT IN SECTION 20.50.020(2)3b TO READ “ALL DEVELOPMENTS IN GMU AND NMU ZONES ARE SUBJECT TO PROVIDING PUBLIC GATHERING SPACES. PUBLIC GATHERING SPACES SHALL BE PROVIDED AT A RATE OF 1,000 SQUARE FEET PER 1.0 FAR OF BUILDING PER ACRE OF THE SITE. 80% OF THE PUBLIC SPACE SHALL BE CONTIGUOUS, WITH A MAXIMUM CONTIGUOUS REQUIREMENT OF 1,600 SQUARE FEET.” COMMISSIONER PIRO SECONDED THE MOTION.**

Mr. Cohn pointed out that the Ridgcrest code requires 2,000 square feet of open space on a 2.5 acre site. If the current proposal were applied to the Ridgcrest area, it would require 6,250 square feet of open space for the site. He suggested they consider cutting the requirement to 500 square feet per FAR acre.

Commissioner Kaje said the main point is to require proportionality, but he agreed a different number might be appropriate. The concept of basing the open space requirement on FAR per acre is important. He noted that 6,250 square feet is only 7% of a 2 acre site, which he is okay with at this point. Mr. Tovar reminded the Commission that the administrative design review process is also part of the proposed amendment. If a developer feels the FAR requirement is too much, they could ask for a departure from the standard, but they would need to show how they could meet the intent of the requirement in a superior way. He summarized that flexibility has been built into the language because every development proposal in the RB zone would be required to go through the administrative design review process.

Commissioner Kaje recalled the Commission’s earlier question about whether setbacks and other required space could be used to satisfy the open space requirement, and the answer was yes. He recalled that Commissioner Broili suggested a developer should be allowed to capture more than one function in a space and end up with a true amenity. He emphasized that the 1,000 square foot open space requirement would not be completely separate from other site requirements such as pervious surface, setbacks, etc. He rejected staff’s suggestion to change the number from 1,000 to 500.

Chair Hall said he would not support the proposed amendment, but he agreed with Commissioner Kaje’s concern that basing open space on FAR doesn’t work well with very large and very small sites. If the motion fails, he would recommend a follow up motion that would change the language to read “at a rate of 1,000 square feet pre acre of the site.” This would scale the open space requirement based on the size of the site rather than the size of the building. In order to encourage more efficient use of the land, multi-story buildings should be encouraged and not penalized. As proposed in the amendment, it would be a disincentive to use the site more efficiently since there would be a penalty for increasing the FAR.

**THE MOTION TO AMEND THE MAIN MOTION FAILED 3-4, WITH COMMISSIONERS BEHRENS, KAJE AND PYLE VOTING IN FAVOR AND CHAIR HALL, VICE CHAIR WAGNER AND COMMISSIONERS PERKOWSKI AND PIRO VOTING IN OPPOSITION.**

**CHAIR HALL MOVED TO AMEND THE MAIN MOTION TO ADD TEXT TO 20.50.020(2)3b TO READ, “ALL DEVELOPMENTS IN THE GMU AND NMU ZONES ARE SUBJECT TO PROVIDING PUBLIC GATHERING SPACES. PUBLIC GATHERING SPACES SHALL BE PROVIDED AT A RATE OF 1,000 SQUARE FEET PER ~~1.0 FAR-OF-BUILDING~~ ACRE OF THE SITE. 80% OF THE PUBLIC SPACE SHALL BE CONTIGUOUS, WITH A MAXIMUM CONTIGUOUS REQUIREMENT OF 1,600 SQUARE FEET. COMMISSIONER PIRO SECONDED THE MOTION.**

Chair Hall once again expressed concern about requiring open space for commercial development. However, if it is a requirement, he would prefer it be done on a proportional basis with the site. A larger site or development would have more open space, but additional public open space should not be required for taller buildings. He noted that residential development would require a sliding scale of common recreational space.

Commissioner Pyle said he likes the idea of not being too burdensome since the idea is to attract more mixed-use development. However, he expressed his belief that the larger a building gets, the more potential burden it could have on the neighborhood and community. He suggested it would be appropriate to integrate the public open space into the building. As proposed by the amendment, only 1,000 square feet of open space would be required for a 1-acre parcel that is developed with 150 residential units. He felt this requirement would be too little.

Vice Chair Wagner said it is important to put the proposed language into a practical use. She expressed concern about requiring a developer to provide a courtyard in the middle of the development that would allow general public access. While she can understand the need for distance and space between the buildings, she would be opposed to allowing public access to private property.

**THE MOTION TO AMEND THE MAIN MOTION PASSED 4-3, WITH CHAIR HALL, VICE CHAIR WAGNER AND COMMISSIONERS PERKOWSKI AND PIRO VOTING IN FAVOR AND COMMISSIONERS BEHRENS, KAJE AND PYLE VOTING IN OPPOSITION.**

Commissioner Pyle referred to Section 20.50.410, which outlines the parking design standards. He observed that one of the biggest problems with mixed-use developments throughout the community is that their overflow parking spills over into the adjacent single-family residential communities. This occurs because developers construct buildings to meet the parking requirements, but they rent the parking for an additional rate.

**COMMISSIONER PYLE MOVED THE COMMISSION AMEND THE MAIN MOTION TO ADD TEXT TO SECTION 20.50.410(B) TO READ, “ALL VEHICLE PARKING AND STORAGE FOR MULTIFAMILY AND COMMERCIAL USES MUST BE ON A PAVED SURFACE, PERVIOUS CONCRETE OR PAVERS. ALL VEHICLE PARKING IN THE GMU**

**AND NMU ZONES SHALL BE LOCATED ON THE SAME PARCEL OR SAME DEVELOPMENT AREA THAT THE PARKING IS REQUIRED TO SERVE AND SHALL BE ASSIGNED TO A UNIT. COMMISSIONER BEHRENS SECONDED THE MOTION.**

Commissioner Pyle expressed his belief that the proposed change should apply to both residential and commercial spaces and should be prorated based on the floor area for the commercial space. He noted that in single-family development, developers are required to provide two on-site parking spaces. The intent of this is to keep the streets clear of parking. If they are going to require a developer to build parking, they should also require that the parking be used for the development. Commissioner Behrens said he would not be opposed to requiring a business to provide parking spaces for the people who work in the building. This should be the employer's obligation.

Commissioner Piro recalled the Commission previously discussed that 1/3 of the parking should be required to be underground or underbuilding, but the current draft language would leave the location of parking to the discretion of the market. He expressed his belief that this proposed amendment is taking the wrong approach in order to implement the type of vibrant, transit-oriented, mixed-use development the Commission is advocating. The City needs an overall parking strategy that takes on issues of shared parking, district parking, and parking management to keep the parking out of the neighborhoods. Perhaps this program could include incentives such as transit passes, car sharing, etc. He said he would not support the amendment.

Commissioner Kaje suggested the amendment be changed to limit the additional language to residential uses only. He said the biggest issue is that people park their cars in single-family areas overnight. He also noted that it would be difficult to enforce the requirement for commercial space. He summarized that if the amendment includes commercial, he would vote against it, but he would not be opposed to requiring that residential parking be assigned to units.

**COMMISSIONER PYLE MOVED TO AMEND HIS MOTION TO LIMIT THE REQUIREMENT TO RESIDENTIAL DEVELOPMENT AND TO ADD THE FOLLOWING, "UNTIL SUCH A TIME AS THE CITY COMPLETES A PARKING MANAGEMENT PROGRAM FOR THE AREA AFFECTED BY THE PROPOSED DEVELOPMENT."**

Vice Chair Wagner questioned what process would be required to remove the restrictions once a parking management plan has been adopted. She said she would support the amendment that would require the parking to be made available on a per residential unit basis, but she would not support it being contingent upon some external factor in the Development Code.

Chair Hall agreed it is very important to avoid spill over into single-family neighborhoods. He noted the Commission has received a lot of feedback from the public regarding this issue. They know the City needs to do more to address the concern, perhaps via a parking management plan. He noted the City does require a certain number of parking spaces per unit and per square foot for other uses. However he does not support a requirement that they be assigned to a particular unit. He reviewed that the idea in a mixed-use building is to share the parking. When residents are gone from the building during the day parking would be available for the commercial uses and visa versa. He expressed his belief that the

proposed amendment would limit a developer's ability to utilize parking in a creative fashion. He reminded the Commission of the bus rapid transit program that will be in place in the near future on Aurora Avenue North with a bus every 10 minutes. Finally, there will be a place in the City where people can more effectively use transit, and the new program would provide an incentive for people to get out of their cars.

Commissioner Kaje noted that the current amendment is especially relevant in the NMU zone where there will not be any bus rapid transit service. These areas are where parking spill over into single-family neighborhoods can really be a problem. There would be a significant hurdle for residents along Aurora to park in the neighborhoods that are a few blocks away. There would not be a lot of on-street parking available, and in order to make the residential units attractive, the developer would likely provide on-site parking space. He felt the amendment would be appropriate for the NMU zone.

Commissioner Piro referred to the transit-oriented project that was recently developed in the Overlake area. It is a mixed-use project that is served by high-capacity transit. Instead of the typical 2.5 parking stalls per unit that is common for multi-family development, the requirement at that project is only 1 parking stall per unit. However, the actual use is .6 stalls per unit. While he appreciates the concern, he felt it would be a wrong solution to assign parking spaces per unit. He said he trusts these issues could be further addressed in the future.

**COMMISSIONER PYLE MOVED THE COMMISSION AMEND THE MOTION TO CHANGE THE TEXT IN SECTION 20.50.410(B) TO READ, "ALL VEHICLE PARKING AND STORAGE FOR MULTIFAMILY AND COMMERCIAL USES MUST BE ON A PAVED SURFACE, PERVIOUS CONCRETE OR PAVERS. ALL VEHICLE PARKING IN THE GMU AND NMU ZONES SHALL BE LOCATED ON THE SAME PARCEL OR SAME DEVELOPMENT AREA THAT THE PARKING IS REQUIRED TO SERVE. PARKING STALLS SHALL BE ASSIGNED TO RESIDENTIAL UNITS IN NMU ZONE UNLESS THE SITE IS MANAGED BY A PARKING PLAN ACCEPTED BY THE DIRECTOR." COMMISSIONER BEHRENS ACCEPTED THE CHANGE. THE MOTION CARRIED 6-1, WITH VICE CHAIR WAGNER AND COMMISSIONERS BEHRENS, KAJE, PERKOWSKI, PIRO AND PYLE VOTING IN FAVOR AND CHAIR HALL VOTING IN OPPOSITION.**

**COMMISSIONER PIRO MOVED THAT THE MAIN MOTION BE AMENDED TO ADD A NEW ITEM E TO SECTION 20.50.410 TO REQUIRE THAT ONE BICYCLE RACK BE REQUIRED FOR EVERY 15 PARKING SPACES. VICE CHAIR HALL SECONDED THE MOTION.**

Mr. Szafran inquired if the intent is to lessen the current code requirements. At this time, the code requires one bicycle rack for every 12 parking spaces.

**COMMISSIONER PIRO WITHDREW THE MOTION.**

Commissioner Kaje expressed his belief that one of the more valuable incentives identified in the proposed language was related to affordable housing.



**COMMISSIONER KAJE MOVED THE COMMISSION AMEND THE MAIN MOTION TO ADD THE FOLLOWING TEXT TO 20.50.020(2)3cii (2<sup>ND</sup> BULLET) “AVERAGE NUMBER OF BEDROOMS IN AFFORDABLE UNITS MUST BE SIMILAR TO THE AVERAGE NUMBER OF BEDROOMS IN MARKET RATE UNITS AT THE DIRECTOR’S DISCRETION. COMMISSIONER PIRO SECONDED THE MOTION.**

Commissioner Kaje said he does not think the portion of the community that needs affordable units would be well served by only one-bedroom units. As proposed by the motion, 15% of the affordable units in a complex that includes 2, 3 and 4 bedroom units would have to be a similar average. He said it is reasonable to say that the affordable units do not have to be as large in square footage, but the average number of bedrooms should be similar. Commissioner Piro agreed with Commissioner Kaje’s logic and the word “similar” allows for appropriate flexibility.

Commissioner Pyle said he would support the amendment, but he recommended it be changed to include that the affordable units must be equally distributed throughout the development. Commissioner Kaje indicated he would support the proposed change.

Mr. Cohn requested clarification of the term “at the Director’s discretion.” Mr. Kaje clarified that the similarity of the average bedroom number would be at the Director’s discretion. Mr. Cohn suggested that the term “similar” would be clear enough, and the words “at the Director’s discretion” would not be needed. The issue would be addressed through design review. Commissioner Kaje concurred.

Commissioner Behrens said the City of Seattle has similar language, but 15% of the units must be rentable at a reduced rate, and they must be 2 and 3 bedroom units. An important part of creating a good community is providing stability that allows families to stay in an apartment long enough to put their children through school.

**CHAIR HALL REVIEWED THAT THE MOTION ON THE TABLE IS TO AMEND THE MAIN MOTION TO ADD THE FOLLOWING TEXT TO SECTION 20.50.020(2)3cii (2<sup>ND</sup> BULLET) “AVERAGE NUMBER OF BEDROOMS IN AFFORDABLE UNITS MUST BE SIMILAR TO THE AVERAGE NUMBER OF BEDROOMS IN MARKET RATE UNITS AND DISTRIBUTED THROUGHOUT THE DEVELOPMENT. THE MOTION CARRIED UNANIMOUSLY.**

Vice Chair Wagner referred to the 1<sup>st</sup> bullet in Section 20.50.020(2)3cii, and suggested the language should be more specific about how many electric vehicle stations would be required. Mr. Tovar said a lot of research is going into this issue right now, and legislative changes are currently being considered. At this time, staff doesn’t have a number to suggest. He recommended the Commission direct staff to develop a standard through an administrative order process.

**VICE CHAIR WAGNER MOVED THE COMMISSION AMEND THE MAIN MOTION TO ADD TEXT TO SECTION 20.50.020(2)3cii (FIRST BULLET) THAT READS: “THE DEVELOPMENT INCLUDES INFRASTRUCTURE FOR ELECTRICAL VEHICLE**

**RECHARGING. THE DIRECTOR IS AUTHORIZED TO ADOPT GUIDELINES FOR THIS REQUIREMENT.” COMMISSIONER PIRO SECONDED THE MOTION.**

Vice Chair Wagner expressed her belief that it is important for the City to incorporate guidelines for electric vehicle recharging as soon as countywide standards have been adopted. Commissioner Piro agreed there is legislation already on the books, and the issue would soon be articulated with a lot more guidance and specificity.

Commissioner Pyle suggested that unless the term “infrastructure” is clearly defined in the code, it could be open to interpretation. He said that, in this case, he would define “infrastructure” as putting conduit in concrete so that a charging station could be added at a later date with minimal retrofit. He noted that every type of electric car on the market has different requirements for charging. The City would not actually require that a developer build the charging unit, but that the wiring be put in place so they could connect a type of unit at a later date. Chair Hall suggested that the motion allows the Director to create guidelines, leaving it up to the professional staff to define “infrastructure.”

**THE MOTION CARRIED UNANIMOUSLY.**

**COMMISSIONER KAJE MOVED TO AMEND THE MAIN MOTION TO SHIFT THE REGULATION ON VEHICLE RECHARGING FROM SECTION 20.50.020(2)3cii TO SECTION 20.50.020(2)3ci. COMMISSIONER PYLE SECONDED THE MOTION.**

Commissioner Kaje agreed that the City would receive a lot of guidance regarding this topic in the future, and it would be a reasonable and low-cost incentive. Commissioner Piro concurred and suggested that the City would be ahead of the game by following through with the amendment. Commissioner Pyle agreed the incentive would not be unusually burdensome. Typically, people who own electric cars purchase a specific charger they install themselves. All a developer would be required to provide would be conduit and wiring.

**THE MOTION CARRIED UNANIMOUSLY.**

Commissioner Pyle referred to the first bullet in Section 20.50.020(2)3ci and questioned why the requirement would be limited to ground floor retail. He observed that the current architectural trend is moving towards modular space that could be converted from residential to commercial and visa versa. People are looking at opportunities to adapt space based on the market. For example, he questioned why a restaurant on the top floor of a structure would not satisfy the retail space requirement.

**COMMISSIONER PYLE MOVED TO STRIKE “GROUND FLOOR” FROM SECTION 20.50.020(2)3ci (FIRST BULLET). COMMISSIONER BEHRENS SECONDED THE MOTION.**

Commissioner Pyle said he understands that it is more difficult to access retail space that is not on the ground floor; but in some cases, it may be desirable to locate retail spaces such as a restaurant on the top floor to take advantage of a view.

Commissioner Behrens agreed with Commissioner Pyle that the retail space should not be limited to the ground floor. There are a number of reasons why the upper floor space might be attractive for commercial uses.

Commissioner Piro said his interpretation of this section would not limit retail uses to the ground floor, and it would not preclude retail uses on the upper floors. He expressed concern that removing the words “ground floor” could lose the basic concept of wanting the street/sidewalk level to have active pedestrian-oriented uses. He recalled the Commission’s earlier discussions indicated a desire to create a presence and vibrancy at the street level.

Commissioner Pyle noted there are several successful mixed-use developments that have ground floor residential with a courtyard on the front against the sidewalk and a restaurant on the top. These developments are very welcoming and inviting. He expressed concern that, as currently written, retail space would have to be provided on the ground floor in order to reach the maximum height limit. He suggested it should not matter if the retail space is on the ground floor or an upper floor. He observed that, oftentimes, retail space can work within the building without being hidden.

Vice Chair Wagner emphasized that the current proposed language would not require retail uses on the ground floor, but that the development be designed in such a way to accommodate retail space (height, infrastructure, etc.) She agreed with Commissioner Piro that the language currently proposed would not preclude a restaurant or other retail use on the upper floor of a mixed-use development.

Commissioner Kaje questioned the need for the proposed amendment based on Vice Chair Wagner’s observation that the proposed language would not require retail uses on the ground floor. He reminded the Commission that the recently adopted Vision Statement speaks to the notion of interactive walking spaces and sidewalks. His understanding is that a developer would have the ability to ask for relief from this specific requirement. Mr. Tovar agreed that would conceivably be possible. Commissioner Kaje said he is comfortable with the current proposed language.

Commissioner Piro recalled that the word “accommodate” was borrowed from the Ridgcrest language, recognizing that they might not have a retail market right away and that residential would be a very appropriate use for the ground floor. The proposed language would not preclude residential on the ground floor.

**THE MOTION FAILED 2-5, WITH COMMISSIONER BEHRENS AND PYLE VOTING IN FAVOR AND CHAIR HALL, VICE CHAIR WAGNER AND COMMISSIONERS KAJE, PERKOWSKI AND PIRO VOTING IN OPPOSITION.**

Commissioner Perkowski suggested that the language in Section 20.50.020(2)3c is not as clear as the language provided in the Appendix of the Staff Report.

**COMMISSIONER PERKOWSKI MOVED TO AMEND THE MAIN MOTION TO CHANGE SECTION 20.50.020(2)3c TO READ: “A MAXIMUM 35-FOOT BUILDING HEIGHT AND 48 DWELLINGS PER ACRE FOR RESIDENTIAL ONLY BUILDINGS AND A 45-FOOT**

**BUILDING HEIGHT FOR MIXED-USE BUILDINGS IF THE FIRST FLOOR IS BUILT TO GROUND FLOOR COMMERCIAL USE STANDARDS, MAXIMUM DENSITY OF 70 DWELLINGS PER ACRE, AND A FAR (FLOOR AREA RATIO) OF 2.0.” COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

**CHAIR HALL MOVED TO AMEND THE MAIN MOTION TO ELIMINATE ALL REFERENCES TO HAVING A SECOND ZONE. VICE CHAIR WAGNER SECONDED THE MOTION.**

Chair Hall provided a zoning map and noted that Regional Business occurs in the following places:

- Along the Aurora Corridor in a nearly contiguous block, almost all of which is either directly on Aurora Avenue North and/or the Interurban Trail.
- The Sears and Costco sites.
- A block of four contiguous parcels on Ballinger Way Northeast that are roughly 800' x 1,000'.
- One small parcel just to the east of 19<sup>th</sup> on Ballinger Way Northeast on a parcel that is approximately 200' x 250'.
- A tiny parcel on 15<sup>th</sup> Avenue which appears to be about 80' x 300'.

Chair Hall noted that the height incentives would only allow a height greater than 45 feet if the property is more than 100 feet from a residential zone. In order to obtain the maximum height, the property must be located at least 200 feet from a residential zone. The smaller sites are not adjacent to residential zones; they are adjacent to Neighborhood and Community Business zones. Therefore, he can see no reason to deny them the incentives for additional height, which can bring into play a lot of good features such as 4 and 5 star construction under Built Green Standards, pre-application meetings to consider the public's concerns, electric vehicle charging infrastructure, etc. He expressed concern about splitting the areas into two zones without a properly noticed legislative rezoning hearing.

Commissioner Pyle referred to the Comprehensive Plan Map which identifies additional parcels that could potentially be rezoned to the new zoning designation. Many of these properties are embedded within the residential neighborhoods. Vice Chair Wagner noted that these properties could also be rezoned to Community Business. She said she would support the proposed amendment because it makes sense to address the matter at hand. The proposed language builds in a stepping stone of transition. If needed at some point in the future, it would be appropriate to create a new zone that fits better, but it should not be part of this process of “fixing” the RB zone language.

Commissioner Piro observed that one benefit associated with Chair Hall's amendment would be to keep the language clean and more streamlined and predictable for readers and users of the Comprehensive Plan. The benefit of having two zones would be reassurance to the community that the smaller, mixed-use areas would reflect the values and character of the surrounding neighborhoods. However, he said he does not believe it is necessary to have two zones to accomplish this goal.

Mr. Tovar explained that legislative notice is a published and posted notice. Whether the proposal is an area wide rezoning or a code amendment, the notice would be the same; no mailed notice would be

required. However, he agreed that amending the zoning map to inform property owners of whether their property would be NMU or GMU could be problematic. One option would be to identify just one zone, and then accept that there might be practical limitations due to the size and location of the smaller parcels. He referred to the areas identified on the Comprehensive Plan Map as appropriate for Regional Business (RB), and noted that once the proposed amendments are adopted, there would be no RB zone. This could potentially preclude future problems. He said another option would be to create one zone with two standards. One standard would apply to properties that are located with 1,500 feet of a high-capacity transit line, and a different standard would apply to those that are not. If the Commission decided to go this route, they would need to notice a legislative rezone for a future hearing. This would involve a new SEPA process, CTED notice, and Planning Commission hearing.

Mr. Tovar said staff agrees with Chair Hall's description about how having a single zone would not be problematic in the outlying areas. However, the language in the Comprehensive Plan would have to be cleaned up at some point because there would no longer be an RB zoning designation. Therefore, they would not have to worry about the expansion of the more intense mixed-use zone in the outlying places where the Comprehensive Plan identifies RB zoning as appropriate.

Vice Chair Wagner suggested that not only would this option require a Comprehensive Plan amendment to eliminate all the references to RB, it would also require a critical review and update of the Comprehensive Plan Map to consider whether or not the places that are identified as potential RB zoning would also be appropriate for the mixed-use zoning. Mr. Tovar advised that because the Comprehensive Plan still talks about the RB zone, the land use chapter of the Plan would have to be amended at some point in the future to remove the references.

Commissioner Kaje recalled that there were more distinct differences between the two proposed zones the last time the Commission reviewed the language. Apart from the amendment the Commission approved earlier regarding residential parking, there would be no distinction between the two zones. Chair Hall said he assumes this is a typographical error that would have to be corrected unless the current motion on the floor is approved. He recalled that in the previous version, the height incentives were only available in the more intense zone. However, proposed Section 20.50.020(2)3c would allow the height incentives to be available in either the GMU or the NMU zones. Mr. Cohn agreed this was an inadvertent error; the intent is that the greater height only be allowed in the GMU zone.

Chair Hall expressed his belief that simplicity of the zoning code is a key concern. He referred to his email to the Commission which talks about using the new zone in other places of the City. He reminded the Commission that the rezone process would give everyone in the neighborhood an opportunity to voice their concerns, and the Commission has recommended both approval and denial of rezone applications in the past. He said he does not believe a single zone would result in a problem on small sites, and the environmental incentives should be offered to everyone.

Commissioner Piro regretted that legal counsel was not present to advise the Commission, and perhaps direction should be provided before the item is forwarded to the City Council. He questioned if the distinction between the mixed use zones that are more adjacent to high capacity transit versus those that

are not is within the same spirit the Commission has been discussing for the past several months or if the distinction goes beyond some of the modifications and adjustments and is truly in the arena of rezoning.

Chair Hall reminded the Commission that prior to the emergency interim ordinance, the RB zone allowed a 65-foot building, straight up at the lot line, with unlimited density. If the City Council does not take action within the next month, the interim ordinance would expire and the existing RB language would once again be applicable. Regardless of location, the proposed ordinance is much more transition oriented and compatible with surrounding neighborhoods. The proposed language would require an upper floor step back of 100 feet for every 10 feet of additional height. A person would have to be 400 feet away from the site to even see the portion of the building over 45 feet. He summarized his belief that the proposed language is much better than what they had and addresses the issue of compatibility. He urged the Commission to not make it too complicated by creating two zones.

Commissioner Kaje clarified that eliminating all reference to having a second zone would require the Commission to revisit the previously approved amendment to the NMU language related to residential parking. The remainder of the Commission concurred.

Commissioner Behrens recalled the Commission initially agreed there was no such thing as a common RB zone. They wanted to come up with a system that allowed the City to address the properties based on their location and size. He voiced his concern about eliminating all reference to having a second zone. He agreed some properties have a lot of open space, are dead center in the middle of town, and have all of the elements that make them amenable to high-density development. However, there are other properties that do not meet these goals and do not have the needed infrastructure support. Having two zones would allow the City to delineate between the two, and it is important to identify which pieces of property are most appropriate for high density such as the Aurora Corridor and the Ballinger Neighborhood. He noted this concept is identified in the recently adopted Vision Statement and Framework Goals. If they do not specify where the high-density is and is not appropriate they will be missing an opportunity to solve the problem they were asked to fix.

Vice Chair Wagner reminded Commissioner Behrens that his concerns would be addressed as part of the Commission's work on the Town Center Subarea Plan. She said she does not believe the Vision Statement implies that Aurora Avenue is the only place for high-intensity development. She disagreed with Commissioner Behrens' characterization that high-intensity uses would be inappropriate for other properties already identified as RB.

Mr. Tovar suggested the Commission could recommend two alternatives to the City Council, and they could make the final decision. The majority of the Commission agreed they would prefer to forward a single recommendation, recognizing the City Council would have an opportunity to review the record and note the Commission's concerns and discussion.

**THE MOTION TO AMEND THE MAIN MOTION TO ELIMINATE ALL REFERENCES TO HAVING A SECOND ZONE WAS APPROVED 5-1-1, WITH CHAIR HALL, VICE CHAIR WAGNER, AND COMMISSIONERS KAJE, PERKOWSKI, AND PYLE VOTING IN FAVOR.**

**COMMISSIONER BEHRENS VOTED IN OPPOSITION, AND COMMISSIONER PIRO ABSTAINED.**

Commissioner Piro said he decided to abstain from the vote because he was disappointed the Commission did not obtain a legal position prior to making a decision. Legal guidance would have helped the Commission work through the proposal without so much uncertainty.

**COMMISSIONER PIRO MOVED TO RENAME THE ZONE FORMERLY KNOWN AS REGIONAL BUSINESS (RB) TO MIXED-USE ZONE (MUZ). VICE CHAIR WAGNER SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

The Commission referred back to the parking design standards and reconsidered their previous motion to amend Section 20.50.410(B) in light of their decision to eliminate all reference to a second zone. Commissioner Piro suggested that if this change is eliminated, the Commission should also review every other place where “GMU” and “NMU” are cited. Commissioner Pyle suggested the Commission cannot make a motion to unwind a motion. Chair Hall disagreed and explained that when the Commission voted to eliminate the reference to the NMU zone, it was unclear as to whether it meant the parking management plan was then required everywhere or nowhere. He asked that someone make a motion to either pull the language out or modify the language so that it applies everywhere in the MUZ zone.

**COMMISSIONER PIRO MOVED TO AMEND THE MAIN MOTION TO REMOVE LANGUAGE PREVIOUSLY PASSED BY THE PLANNING COMMISSION TO ADD THE FOLLOWING LANGUAGE TO SECTION 20.50.410(B) – “PARKING STALLS SHALL BE ASSIGNED TO RESIDENTIAL UNITS IN NMU (NOW REPLACED BY MUZ) UNLESS THE SITE IS MANAGED BY A PARKING PLAN ACCEPTED BY THE DIRECTOR.” CHAIR HALL SECONDED THE MOTION.**

Commissioner Piro said his preference would have been to invite Commissioner Pyle to propose new language in light of the decision to create just one zone. He summarized that he was only willing to support the previously approved revision to Section 20.50.410(B) if it applied to the more limited NMU zone. He expressed his belief that insisting that there be assigned residential units in the area that had previously been proposed as the GMU zone would undermine the Commission’s goal of being conservative and minimizing the amount of parking that is provided. He observed that the current method of maximizing the parking requirements leaves the City with negative impacts such as an overabundance of impervious surface. The only reason he was willing to support the more limited parking standard was knowing that those particular sites were directly integrated into neighborhood type settings.

Commissioner Pyle said he does not believe it is appropriate to propose an amendment that reverses an amendment that was previously passed by the Commission. He observed that the previously approved amendment to rename the zone known as RB to MUZ did not include a proposal to modify any other text in the main motion at hand. The motion was to replace all references to NMU and GMU with MUZ. The approved amendment relating to the parking standard would still be effective with the term

MUZ. He said he would like a legal interpretation as to whether the Commission could move to undo a previously approved motion.

Commissioner Kaje agreed with Commissioner Pyle. He said the proposed amendment appears to be a very back door approach to changing the Commission's previously approved motion, which makes him uncomfortable. He suggested the Commission review Roberts Rules of Order to determine the correct approach.

Chair Hall emphasized that he is not forcing the issue one way or the other, but it is important for the Commission to have a clear interpretation of the language before it is forwarded to the City Council.

Commissioner Piro agreed that the first two sentences in Section 20.50.410(B) could be applied to the new MUZ zone. However, the last sentence added by the Commission was intended to apply only to the NMU zoned properties, which is no longer a zoning option.

Chair Hall recalled that Commissioner Piro voted in favor of the motion to amend Section 20.50.410(B). Therefore, his current motion could be viewed as a move to reconsider. Since he voted on the prevailing side, he would have that right. Commissioner Kaje pointed out the Commission could also move to reconsider the motion they just passed to rename the NMU and GMU zones to MUZ.

Vice Chair Wagner said that when the Commission voted to change the name of the zone to MUZ, she thought the amendment related to the parking standards would be applicable to the new zone. Given the concern amongst the public and the Commission, she expressed her belief that a parking management plan requirement would be appropriate. She reminded the Commission that there is already a problem with cars parking on the streets in single-family residential zones. The parking amendment would be perfectly appropriate in the MUZ zone, and would not be too burdensome. She observed that the Director would have the ability to make a distinction in the parking requirements for developments that are located close to rapid transit service.

Commissioner Behrens agreed that parking is a significant concern. If the City doesn't require adequate parking for large mixed-use developments people will park on the streets. In these particular areas there is no space for on-street parking. As a common sense approach, he said the City should require developers to provide parking so their developments do not further impact neighborhoods.

Commissioner Piro agreed with the need to be sensitive to neighborhood impacts, and he is not advocating the City ignore the issue. However, for decades the country has had a pattern of overbuilding parking, and he appreciated Vice Chair Wagner's point that the Director would have the discretion to modify the parking requirement. He summarized that he believes the City's current parking requirements are bloated and create a detriment. Chair Hall agreed and expressed his belief that parking requirements should be addressed more comprehensively through a parking management approach. Although he seconded the motion, he said he would vote against the motion in order to further protect the neighborhoods.



**THE MOTION FAILED 2-5, WITH COMMISSIONERS PERKOWSKI AND PIRO VOTING IN FAVOR AND CHAIR HALL, VICE CHAIR WAGNER, AND COMMISSIONERS BEHRENS, KAJE AND PYLE VOTING IN OPPOSITION.**

It was noted that voting down this motion kept the language but alters the last sentence of Section 20.50.410(B) by replacing NMU with MUZ.

Chair Hall thanked the Commissioners for working hard over two long meetings to come up with a proposal to recommend to the City Council that is far better than what previously existed.

**Vote by Commission to Recommend Approval or Denial or Modification**

**THE MAIN MOTION PASSED UNANIMOUSLY TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF STAFF'S REVISED PROPOSAL, AS AMENDED, (INCLUDING ADDITIONAL REVISIONS TO PAGE 36 OF THE STAFF REPORT) FOR MODIFYING THE DEVELOPMENT CODE WITH NEW MIXED-USE ZONE (MUZ) REGULATIONS FOR THE ZONE FORMERLY KNOWN AS REGIONAL BUSINESS (RB). COMMISSIONER PYLE SECONDED THE MOTION.**

**DIRECTOR'S REPORT**

Mr. Tovar did not have any additional items to report during this portion of the meeting.

**UNFINISHED BUSINESS**

There was no unfinished business scheduled on the agenda.

**NEW BUSINESS**

**Review of Planning Commission Bylaws**

Mr. Cohn reviewed that the Commission's current Bylaws require a 7-day notice for special meetings. He advised that staff is proposing the Commission change the Bylaws to revise Article IV – Meetings, Section 1 and 2 to bring the special meeting provision in accordance with that of the City Council. The City Council's rules default to the 24-hour noticing requirements prescribed by State Law. Another addition would prohibit the Commission from calling a special meeting between December 15<sup>th</sup> and the end of the year.

Commissioner Kaje said he does not see a strong need for the Commission to be consistent with the City Council on this matter. He expressed his belief that the Commission, in particular, is charged with representing the community. In some ways, they have a greater obligation to make sure the public knows what they are doing. They also don't make emergency decisions that might require a special meeting. He summarized that he doesn't oppose the provision that would prohibit a special meeting

between December 15<sup>th</sup> and the end of the year, but he does not see the current 7-day notice requirement as a burden.

Ms. Simulcik Smith explained that the notice requirement could be problematic in a situation where the Commission feels it is necessary to meet one more time in between two regular meetings. There would not be enough time for staff to notice the special meeting. She noted this has been an issue in the past.

Commissioner Behrens asked if it would be possible for the Commission to not close a meeting and continue it to a special meeting the next week. Ms. Simulcik Smith answered that any meetings that are not on the 1<sup>st</sup> or 3<sup>rd</sup> Thursday of the month would be considered special Commission Meetings.

Chair Hall emphasized the special meeting notice provision would only be used occasionally by the Commission. However, when they decide to continue a discussion to the following Thursday, there is not sufficient time to meet the current notice requirements. He reminded the Commission that they have recently received comments from citizens who are looking very carefully at the public notice requirements. The proposed amendment would offer a safety cushion to ensure the Commission is meeting the legal notice requirements, as well as their obligation to get the maximum notice out.

Commissioner Pyle noted that this provision would not apply to a public hearing notice. Ms. Simulcik Smith agreed that the proposed amendment would only apply to special meetings.

**COMMISSIONER PYLE MOVED THE COMMISSION AMEND THE BYLAWS AS PROPOSED BY STAFF TO MODIFY THE NOTICING PERIOD FOR SPECIAL MEETINGS TO 24 HOURS. COMMISSIONER PIRO SECONDED THE MOTION.**

Commissioner Piro said he appreciates the issues raised by Commissioner Kaje. However, the explanations provided by staff and other Commissioners have adequately expressed why the change is needed.

Commissioner Pyle said the downfall of the amendment is that it eliminates the predictability of his involvement in the Commission. It can create an environment where, because he doesn't have advance notice of the meeting, he cannot accommodate the time in his schedule. He would change the proposal to say that it must be approved by the Chair and three Commissioners. He would like to have a way to inform the Commission about whether or not he could attend a special meeting before it is actually called. He stressed the importance of having the entire Commission to discuss and debate important issues. If used, some Commissioners might not be able to attend a special meeting because of insufficient notice. Chair Hall agreed that is a risk and something the Commission should manage. He commended staff for doing a great job of contacting Commissioners as soon as possible when there is a need for a special meeting.

**THE MOTION CARRIED 5-1-1, WITH CHAIR HALL, VICE CHAIR WAGNER, AND COMMISSIONERS PERKOWSKI, PIRO AND PYLE VOTING IN FAVOR. COMMISSIONER KAJE VOTING IN OPPOSITION, AND COMMISSIONER BEHRENS ABSTAINED.**

## **REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

Commissioner Piro announced that on October 2<sup>nd</sup>, he would testify at the House Legislative Committee in Olympia regarding transit-oriented development. He said he would report back to the Commission at their next meeting. The focus of the meeting would be on how to ensure that affordable housing is located around transit-oriented development.

Chair Hall reminded the Commission that the Puget Sound Regional Council is working on the Transportation 2040 Plan, which will have a significant impact on the funding and planning for transportation throughout the whole region, including Shoreline. Starting in November, Community Transit would begin their Swift Bus Rapid Transit Service from the Aurora Village Shopping Center northbound to Everett, with buses running every 10 minutes. He summarized that this is an excited new service and the first of its kind in the region. He said he remains committed to continue to work regionally to get Community Transit and Metro to eventually turn their programs into a continuous ride system as called for in the City's adopted Comprehensive Plan policies.

## **AGENDA FOR NEXT MEETING**

Mr. Tovar advised that there are no agenda items for the October 15<sup>th</sup> meeting, and the Commission agreed to cancel it. Chair Hall reminded the Commission of the Short Course on Local Planning that is scheduled for October 14<sup>th</sup> at 7:00 p.m. and the Town Center Subarea Plan Open House is scheduled for October 29<sup>th</sup> at 6:30 p.m.

## **ADJOURNMENT**

The meeting was adjourned at 10:13 P.M.

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Will Hall  
Chair, Planning Commission

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Jessica Simulcik Smith  
Clerk, Planning Commission

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## **Memorandum**

**DATE:** October 29, 2009

**TO:** Shoreline Planning Commission

**FROM:** Joseph W. Tovar, FAICP, Director Planning and Development Services

**RE:** November 5 Study Session on Point Wells Subarea Plan and Pre-Annexation Zoning

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The focus of the November 5, 2009 Planning Commission meeting will be a study session on the City-initiated proposed Subarea Plan and Pre-Annexation Zoning for Point Wells. The primary purpose of the November 5 meeting is for the staff to explain the format, substance and rationale for these proposals for the benefit of the Planning Commission and any public in attendance. It will also be an opportunity for the Planning Commission members to ask the staff questions of clarification. The objective of the November 5 study meeting is to make sure you understand the details of the proposed Subarea Plan and Pre-Annexation zoning, not to weigh their merits. Therefore, it is not yet appropriate for Commissioners to express conclusions or opinions about the proposals.

The time for you to render opinions and reach conclusions is after you have received and reviewed all of the information, including: (1) the final staff report that will be sent to you prior to the December 3 public hearing; (2) all the written public comment that you receive before then; and (3) the oral testimony that will begin on December 3. To reiterate, because the public hearing for the Subarea Plan and Pre-Annexation Zoning is set to begin on December 3, 2009, no oral public testimony on this subject is appropriate on November 5. Staff would like to suggest that you also set aside December 10 as a special meeting date to either continue the public hearing or to deliberate on the matter.

The staff was directed to prepare these materials by City Council Resolution 285, adopted in April of this year. See Attachment A. The Planning Commission reviewed an early draft of the proposed Subarea Plan last April; however, it has been significantly revised since then. The current proposed Subarea Plan is Attachment B, and shows in the footer of each page the date October 29, 2009. The current proposed Pre-Annexation Zoning is Attachment C, and similarly shows today's date in the footer of each page. Any subsequent versions will be shown in revision format and the date of the revision in the footer.

A number of factors guided the staff in the development of the proposed Subarea Plan and Pre-Annexation Zoning. As noted, initial City Council direction was articulated in Resolution 285. Over the past eight months, the City staff has heard a wide range of concerns and suggestions during our participation in four meetings of the Richmond Beach Community Association, one meeting of the Save Richmond Beach organization, and two meetings of the Woodway Town Council. In addition, we have had many informal discussions with representatives of all those groups, as well as staff members of the Shoreline Fire Department, King County Sheriff's Office, Snohomish County, the Town of Woodway, and representatives of Paramount NW., Inc., the owner of the Point Wells site. In addition, we co-sponsored the Point Wells Design Charrette with the Richmond Beach Community Association in August. See Attachment D.

While our primary duty is to the interests and concerns of the City of Shoreline and the Richmond Beach neighborhood, staff recognizes that there are many complex issues, interests, and perspectives regarding Point Wells. We have attempted to craft proposed policy and regulation that is respectful of and responsive to the legitimate interests of all stakeholders. After considering all the information that will be presented, the Planning Commission will then be tasked with weighing and balancing all those interests in crafting your own recommendations to the City Council.

Attachment E to this memorandum is the City of Shoreline Draft Supplemental Environmental Impact Statement (COS DSEIS). As explained therein, we have adopted the Snohomish County Supplemental Environmental Impact Statement (SnoCo SEIS) that was prepared by Snohomish County analyzing the impacts of their designation of Point Wells as an Urban Center. The impacts evaluated in the SnoCo SEIS assumed development of up to 3,500 dwelling units and 80,000 square feet of commercial floor area, well beyond the range of development that is contemplated in the City's proposed Subarea Plan and Pre-Annexation Zoning.

Rather than reproduce the voluminous SnoCo SEIS, we instead are making it available to the Planning Commission digitally. All three volumes of the SnoCo SEIS are on our webpage at <http://www.shorelinewa.gov/index.aspx?page=176>. Scroll down to "Snohomish County Environmental Impact Statements." If you would prefer to have the SnoCo SEIS on disc, please contact Jessica, and we will burn copies for you.

Because the City did not agree with the methods, assumptions and conclusions of the County's traffic analysis in the SnoCo SEIS, we prepared our own Traffic and Safety Analysis. That Traffic and Safety Analysis, and a Viewshed Analysis, which illustrates the potential visual impacts of buildings of various heights and bulks, constitute important additional environmental information contained in Attachment E. After public comment on Shoreline's Draft SEIS is received, staff will issue a Final SEIS.

### Attachments

- A – City Council Resolution 285
- B - Proposed Point Wells Subarea Plan
- C - Proposed Point Wells Pre-Annexation Zoning
- D - Point Wells Design Charrette Summary Report – August 22, 2009
- E - City of Shoreline Draft Supplemental Environmental Impact Statement

**RESOLUTION NO. 285****A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON  
CONCERNING POINT WELLS**

WHEREAS Snohomish County's docket for potential comprehensive plan amendments includes a proposed designation of "Urban Center" for the portion of the Point Wells unincorporated island owned by Paramount Northwest, Inc.; and

WHEREAS the City staff has reviewed and commented on the Draft Supplemental Environmental Impact Statement that the County prepared to disclose the likely environmental impacts of the proposed action; and

WHEREAS the scope of the DSEIS would enable the "Urban Center's" designation and implementing development regulations to allow up to 3,500 dwelling units; and

WHEREAS the City has identified deficiencies in the DSEIS, particularly with regard to the analysis of likely traffic impacts and the lack of police, fire, and emergency medical services available to Point Wells; and

WHEREAS the Shoreline Fire Department, Shoreline Police Department and King County Sheriff's Office have submitted letters to Snohomish County stating that they will not provide urban level of services to a project in unincorporated Snohomish County ; and

WHEREAS the City believes that the proposed designation of Point Wells as an "Urban Center" would be inconsistent with the Growth Management Act, including, but not limited to RCW 36.70A.020(1) because adequate public facilities do not now exist and cannot be provided in view of the stated positions of the Shoreline Fire Department and Shoreline Police Department; and

WHEREAS upon the annexation of land at Point Wells into the City of Shoreline, all city services and the services of both the Shoreline Fire Department and Shoreline Police Departments would automatically become effective; and

WHEREAS; the City's comprehensive plan has identified the Point Wells area as a "Potential Annexation Area" at least since 1998; and

WHEREAS, on February 23, 2009, the City Council passed a motion directing that the City's Planning Work Program be adopted, including preparation of appropriate amendments to the Point Wells portion of the City's Comprehensive Plan, updating and clarifying the City's interests and intents regarding this matter.

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:**

**Section 1.** The City of Shoreline opposes the designation by the Snohomish County Council of an "Urban Center" at Point Wells because such amendment would contemplate development of up to 3,500 dwelling units and 6,000 people that could only access through the City of Shoreline and thereby create excessive traffic safety and other impacts on Shoreline streets, parks, schools and libraries.

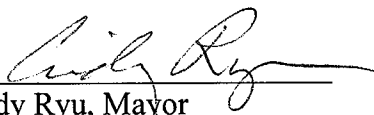
**Section 2.** The City Council opposes intensive development at Point Wells under Snohomish County policies and development permissions, but supports the development of appropriately scaled mixed use development pursuant at Point Wells after annexation to the City of Shoreline, subject to the City's policies and pre-annexation development regulations.

**Section 3.** The City Council also directs City staff and Planning Commission to proceed with preparation of an amendment to the City of Shoreline Comprehensive Plan to reiterate and clarify the City's concerns and interests with respect to land use, service delivery, governance, traffic safety, and other impacts associated with potential future development at Point Wells.


**Section 4.** The City Council directs the staff to continue with an open and continuous process of public participation in the development of the Comprehensive Plan Amendment mentioned in Section 2 above, with particular attention paid to the most potentially impacted neighborhood of Richmond Beach.

**Section 5.** The City of Shoreline declares its intent and desire to work with both Snohomish County and the Town of Woodway as the City develops its own Comprehensive Plan Amendment and pre-annexation development regulations for Point Wells.

**ADOPTED BY THE CITY COUNCIL ON APRIL 13, 2009.**

  
Cindy Ryu, Mayor

ATTEST:

  
Scott Passey, City Clerk





## Point Wells Subarea Plan

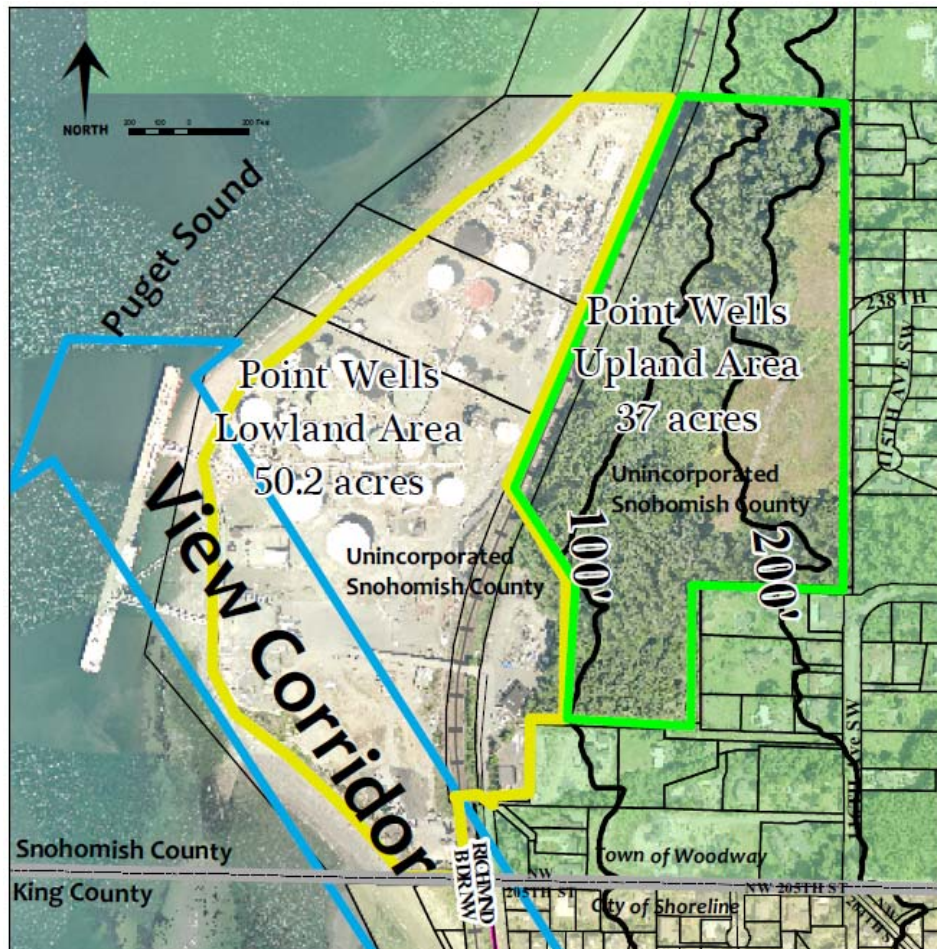
### Geographic and Historical Context

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



Figure 1 – Point Wells unincorporated island

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 Richmond Beach Road and the regional road network via the City of Shoreline.



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

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

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.

### **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.

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

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

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 presently connect 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 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.

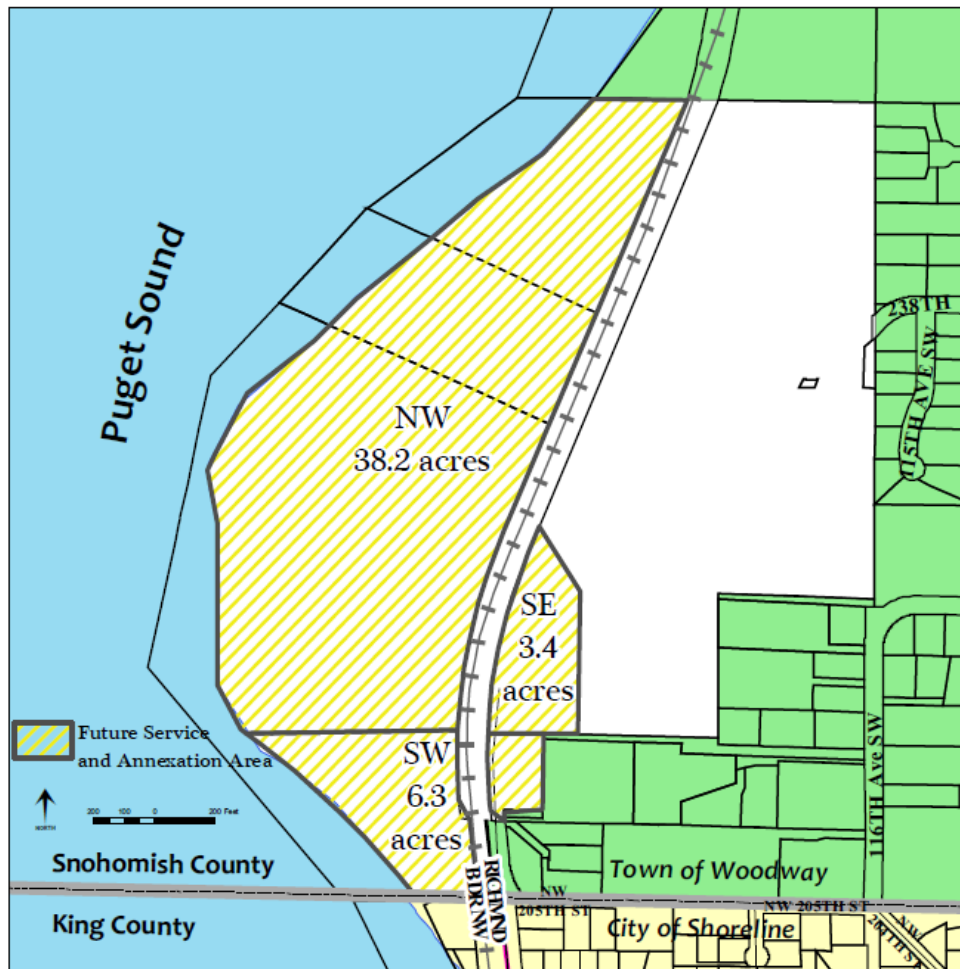
At such future time that the lowland portion of the Point Wells Island annexes to the City of Shoreline, the urban services and facilities necessary to support mixed use urban development would be provided in an efficient and equitable manner. These would include police from the Shoreline police department 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, is designated as the City of Shoreline's proposed future service and annexation area (FSAA).*



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

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

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.

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 views from Admiralty Inlet and 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.

There are at least three distinct sub-areas within the FSAA, identified on Fig. 3 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 views. Building placement in this area should avoid obstruction of the 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 large, woody debris. This area should be a priority for open space and restoration including elimination of invasive plants, re-establishing native riparian and backshore vegetation.

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 views across the site as possible, with taller structures limited to the central and easterly portions.

*Policy PW-2 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 obscure views of Point Wells from the portions of Woodway above elevation 200.

*Policy PW-3 New structures in the NW subarea should rise no higher than elevation 200.*

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-4 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 view corridor across the lowland area, shown in Fig. 2, affords a 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 view corridor.

*Policy PW-5 New structures in the NW subarea should be developed in a series of slender towers separated by view corridors.*

*Policy PW-6 The public view from Richmond Beach Drive in Shoreline to Admiralty Inlet should be protected by a view corridor across the southwest portion of the NW and SW subareas.*

## **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. The City concluded 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.

The Transportation Corridor Study should encompass all of Richmond Beach Drive and Richmond Beach Road, and all their intersections with public roads, from NW 205<sup>th</sup> Street to State Route 99, and include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. The Study should also evaluate bicycle and pedestrian safety as impacted by the projected annual daily and peak hour traffic, and identify appropriate “context sensitive design” treatments for every intersection, road segment, block face, crosswalk and walkway in the study area. In addition to conventional engineering design, the Study should evaluate the value and feasibility of innovative strategies and improvements such as road diets, complete streets, one way couplets, roundabouts, and traffic calming devices.

*Policy PW-7 To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study, under the direction of the City. The Study should identify, engineer, and provide costs for intersection, roadway, walkway and other public improvements needed to maintain or improve vehicular, bicycle and pedestrian safety and flow on Richmond Beach Drive and Richmond Beach Road.*

*Policy PW-8 The needed mitigation improvements identified in the Transportation Corridor Study 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. Therefore, it is critical that identified impacts be effectively mitigated as a condition of development approval. It is also vital that the scale of traffic generated from Point Wells be limited.

The City's traffic study completed in 2009 shows that if more than 8,250 vehicle trips a day enter the City's road network from Point Wells, it would result in a level of service “F” or worse at a number of City intersections. This would be an unacceptable impact. Therefore, the City should establish a maximum daily traffic threshold emanating from Point Wells and require preparation of a Transportation Corridor Study to identify necessary mitigations.

*Policy PW-9 The maximum daily traffic that the City should permit on Richmond Beach Drive from Point Wells should not exceed 8,250 vehicle trips per day, or a maximum peak hour of 825 trips (trips are counted both entering and leaving).*

### **Interjurisdictional Coordination**

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

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

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

*Policy PW-10 The City should work with both the Town of Woodway 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.*



## Chapter 20.92

### Planned Area 1 Zone

#### Sections:

- 20.92.010 Purpose and Scope
- 20.92.020 Planned Area 1 Official Zoning Map Designation
- 20.92.030 Permitted and Prohibited Uses
- 20.92.040 Required Permit Review Processes
- 20.92.050 Coordination and Compliance with Shoreline Management Act
- 20.92.060 Site and Building Sustainability Standards
- 20.92.070 Site and Building Development Standards
- 20.92.080 Site and Building Design Guidelines
- 20.92.090 Shoreline public access and on-site recreation
- 20.92.100 Mitigation of impacts

#### 20.92.010 Purpose and Scope

- A. The purpose of this chapter is to implement the City's vision set forth in the Point Wells Subarea Plan. This vision includes a mix of residential, commercial, and recreational uses, public access to Puget Sound, restoration and protection of nearshore and upland waterfront environments, and a high standard for sustainable building and site design, construction and operations. The scope of this Chapter includes processes and standards regarding the scale, character, configuration and location of development on site as well as provisions to ensure compatibility and transition to adjacent single family neighborhoods, and the mitigation of off-site impacts to the City's transportation and parks systems.
- B. All development in the Planned Area 1 zone is:
  - 1. Subject to the regulations of:
    - a. This chapter;
    - b. SMC 20.10 – General Provisions
    - c. SMC 20.20 – Definitions
    - d. SMC 20.30 – Procedures and Administration as noted below
    - e. SMC 20.40 – Zoning and Use Provisions
    - f. SMC 20.50 Subchapter 5 - Tree Conservation, Land Clearing and Site Grading Standards
    - g. SMC 20.50 Subchapter 6 – Parking, Access and Circulation
    - h. SMC 20.50 Subchapter 7 – Landscaping Standards
    - i. SMC 20.60 – Adequacy of Public Facilities
    - j. SMC 20.70 – Engineering and Utilities Development Standards
    - k. SMC 20.80 – Critical Areas regulations

2. Exempt from the development standards of subchapters 2, 3, and 4 of SMC 20.50.
3. If provisions of this chapter conflict with provisions elsewhere in the Shoreline Municipal Code, the provisions of this chapter shall apply. When it is unclear which regulations apply, then the presumption shall be that the regulations of this chapter take precedence with the ultimate determination to be made by the Director.

#### **20.92.020 Planned Area 1 Official Zoning Map Designation**

In order to implement the vision described in the Point Wells Subarea Plan of the Comprehensive Plan, the Planned Area 1 zone is created and applied as shown on the City's official zoning map with the designation "PLA 1". The map notations "PLA 1A," "PLA 1B," and "PLA 1C" indicate where different building height, land uses, and development standards apply. Unless otherwise specifically noted, all the requirements of this Chapter apply to all three PLA 1 designations.

#### **20.92.030 Permitted and Prohibited Uses**

All uses provided for under SMC 20.40.120-.140, including unlisted uses under SMC 20.40.570, are permitted outright in Planned Area 1 except the following, which are prohibited:

- A. Adult use facilities;
- B. Gambling uses;
- C. Vehicle repair, service and/or sales unless entirely within an enclosed building;
- D. Outdoor material storage, including vehicles. Material storage shall be allowed only within a fully-enclosed structure;
- E. Other uses the Director determines to not comport with the intent of the district as expressed in SMC 20.92.010, Purpose and Scope.

#### **20.92.040 Required Permit Review Processes**

- A. **Applicability** – No building, grading or other development permission shall be given by the City until an application for Administrative Design Review (ADR) permit is first processed and approved by the Director. Any application for permit within the jurisdiction of the Shoreline Management Act shall also make application for a Shoreline Substantial Development Permit (SDP). The ADR permit and the SDP permit are both "Type B" Administrative decisions that may be processed concurrently. Both the ADR permit and the SDP permit are subject to the procedural requirements of SMC 20.30.050 and SMC 20.30.080 through SMC 20.30.290.

- B. Submittal Requirements for ADR permit** – The applicant shall submit the following:
1. A site plan at a scale to be determined by the City, identifying all proposed grading, cuts, and fills, the location and dimension of proposed structures, vehicular surfaces and the network of pedestrian circulation improvements, open spaces and public areas.
  2. A landscape and open space plan locating and listing all proposed plant species and other landscape construction features.
  3. Building elevations drawn to scale illustrating the materials, colors and textures to be used as well as an indication of where and how building entrances and openings orient to the pedestrian circulation network on site.
  4. Details of any exterior architectural lighting scheme and the specific lighting fixtures and performance standards of any exterior lighting of parking areas, driving surfaces, pedestrian pathways and public areas.
  5. A digital model of the entire proposed site illustrating the pre-existing and proposed finished contours of the site and the location, dimension, and orientation of every structure on the site with a footprint larger than 1,000 square feet. The submitted file of said digital model shall be in a format acceptable to the City.
  6. An environmental checklist.
  7. A preliminary LEED checklist or comparable means of demonstrating the proposals compliance with the sustainability standards of this Chapter.
  8. A Transportation Demand Management Plan.
- C. Standards for Approval** – The applicant for any design review permit shall demonstrate that the plans satisfy the development standards set forth in 20.92.050 and the design guidelines adopted pursuant to 20.92.060, unless approved as a design departure by the Department Director.
- D. Design Departures** – A permit applicant wishing to modify any of the development standards of section 20.92.050 or the design guidelines of section 20.92.060 may apply for a design departure if the Director concludes that the proposed modification meets or exceeds the design objectives of the stated standard or guideline.
- E. Review and Approval** – The Director may approve, deny, or approve with design departure modifications and/or conditions, an application for Administrative Design Review. A decision of the Director may be appealed to the Hearing Examiner. On review, the Hearing Examiner shall accord substantial weight to the Director's decision.

**20.92.050 Coordination and Compliance with Shoreline Management Act requirements**

- A. All lands within 200 feet of the Puget Sound shoreline are subject to the requirements of Chapter 90.58 RCW, the Shoreline Management Act. Consequently, a permit submitted pursuant to SMC 20. 92.040 that lies within the jurisdictional limits of the Shoreline Management Act shall also be required to submit for a Shoreline Substantial Development Permit (SDP).
- B. All submittals for ADR and SDP permits shall include a shoreline restoration plan that includes the following features:
  - 1. Removal of bulkheads to reestablish sediment delivery.
  - 2. Replacement of bulkheads with soft shore stabilization.
  - 3. Replanting of nearshore vegetation.
  - 4. Planting of eelgrass, kelp and other aquatic macrophytes.
  - 5. Replacement or enlargement of undersized culverts to be fish-friendly.
  - 6. Removal of fill from wetlands, intertidal habitats and floodplains.
  - 7. Removal of invasive plant species.
  - 8. Retrofitting of existing impervious surfaces to include stormwater treatment and flow control.
  - 9. Regrading of the site and reconnection of local freshwater sources to re-create a tidal lagoon system with an opening at the north end of the point.
  - 10. Explanation of how active or passive public access within 200 feet of the shoreline will serve and balance recreation, education and conservation objectives.

**20.92.060 Site and Building Sustainability Standards**

- A. All structures above 65 feet in height shall meet at least Leadership in Energy Efficiency and Design (LEED) Silver Certification or equivalent standard.
- B. All structures above 35 feet in height shall meet at least LEED Bronze or Built Green Three Star or equivalent standard.
- C. Low impact development techniques shall be incorporated in site design including, but not limited to, rain gardens, permeable pavement, rainwater harvesting, vegetated roof(s), bike racks, and the use of non-invasive species in landscaping.

## 20.92.070 Site and Building Development Standards

### A. Maximum building height

1. Maximum building height of structures in PLA 1A is as follows:
  - a. Within 100 feet of the Ordinary High Tide (OHT) of Puget Sound: 10 feet.
  - b. Between 100 and 200 feet of the OHT of Puget Sound: 25 feet.
  - c. Between 200 and 300 feet of the OHT of Puget Sound: 65 feet.
  - d. Between 300 and 400 feet of the OHT of Puget Sound: 90 feet.
  - e. More than 400 feet from the OHT of Puget Sound: 180 feet, provided that no portion of a structure within the public view corridor shall exceed 35 feet. See Fig. 1.
2. Maximum building height of any structure in PLA 1B: 35 feet.
3. Maximum building height of any structure in PLA 1C: 65 feet.

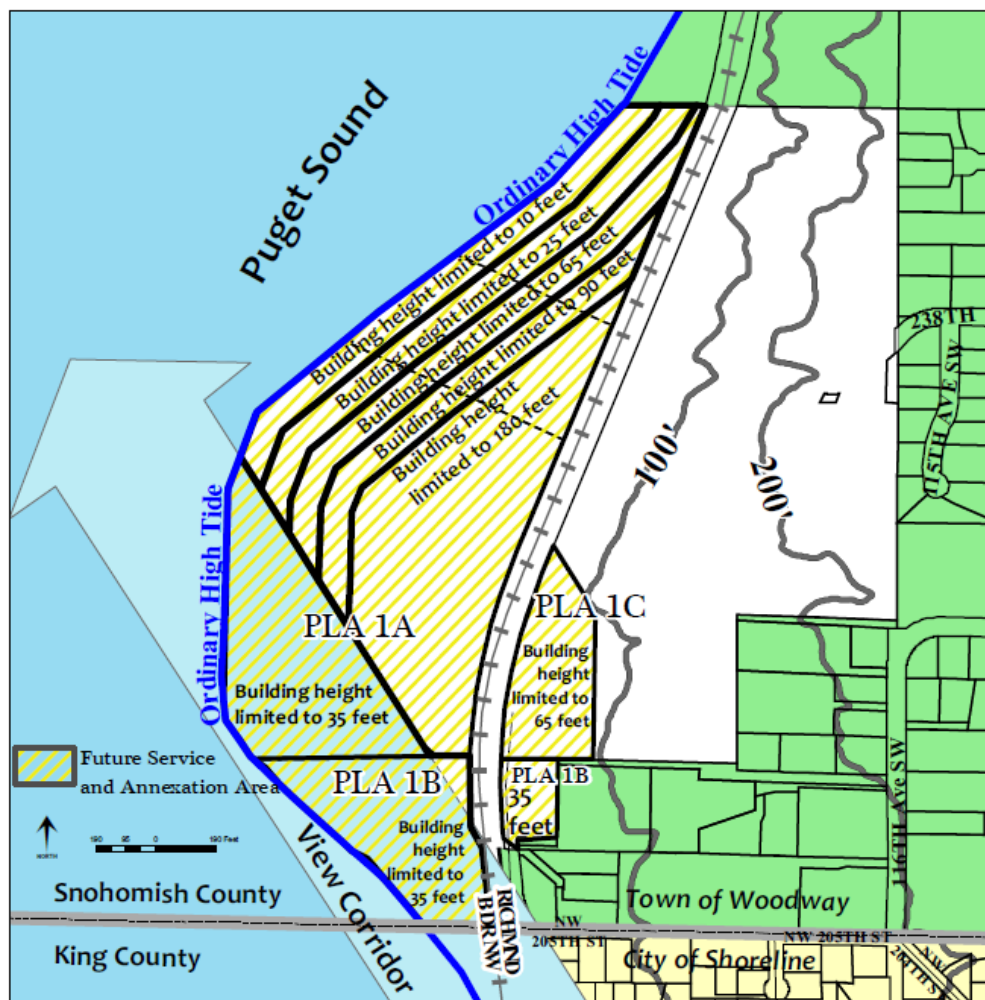


Fig. 1 – Height Limits in Planned Area 1

**B. Maximum floor plate**

1. The maximum floor plate for any portion of a building taller than 35 feet is 10,000 square feet.
2. The maximum floor plate for any portion of a building between 35 feet and 65 feet in height is 30,000 square feet.
3. There is no maximum floor plate for any building less than 35 feet in height.

**C. Minimum separation of tall buildings**

No portion of any building that is taller than 65 feet may be closer than 100 feet to any portion of any other building that is taller than 65 feet.

**D. Parking**

1. At least 90% of all parking on site shall be in structures.
2. Any parking not in structures shall be screened consistent with SMC 20.50.470.
3. The parking ratios for uses set forth in SMC 20.50 Subchapter 6 shall apply, unless modified by the Director for good cause.

**E. Signs**

1. A master sign plan shall be submitted and approved with any application for ADR.
2. Building name signs shall have a maximum sign area of 100 square feet.
3. Window signs may occupy a maximum of 50% of the window area.
4. Sandwich board signs are prohibited.
5. Blade signs shall have a minimum clearance of 7 feet.

**F. Dark skies lighting**

1. All building entrances shall be well lit to provide inviting access and safety. Building-mounted lights and display window lights shall contribute to lighting of pedestrian walkways and gathering areas.
2. Parking light post height shall not exceed 25 feet
3. Outside lighting shall be minimum wattage metal halide or color corrected sodium light sources which emit "natural" light. Non-color corrected low pressure sodium and mercury vapor light sources are prohibited.

4. All exterior lights shall be fitted with appropriate hoods and shielded to confine emitted light to within the site.

#### **20.92.080 Site and Building Design Guidelines**

Adoption and Modification of Design Guidelines - The Director is authorized and directed to adopt and amend Design Guidelines by Administrative Order.

#### **20.92.090 Shoreline Public Access and on-site public use area(s)**

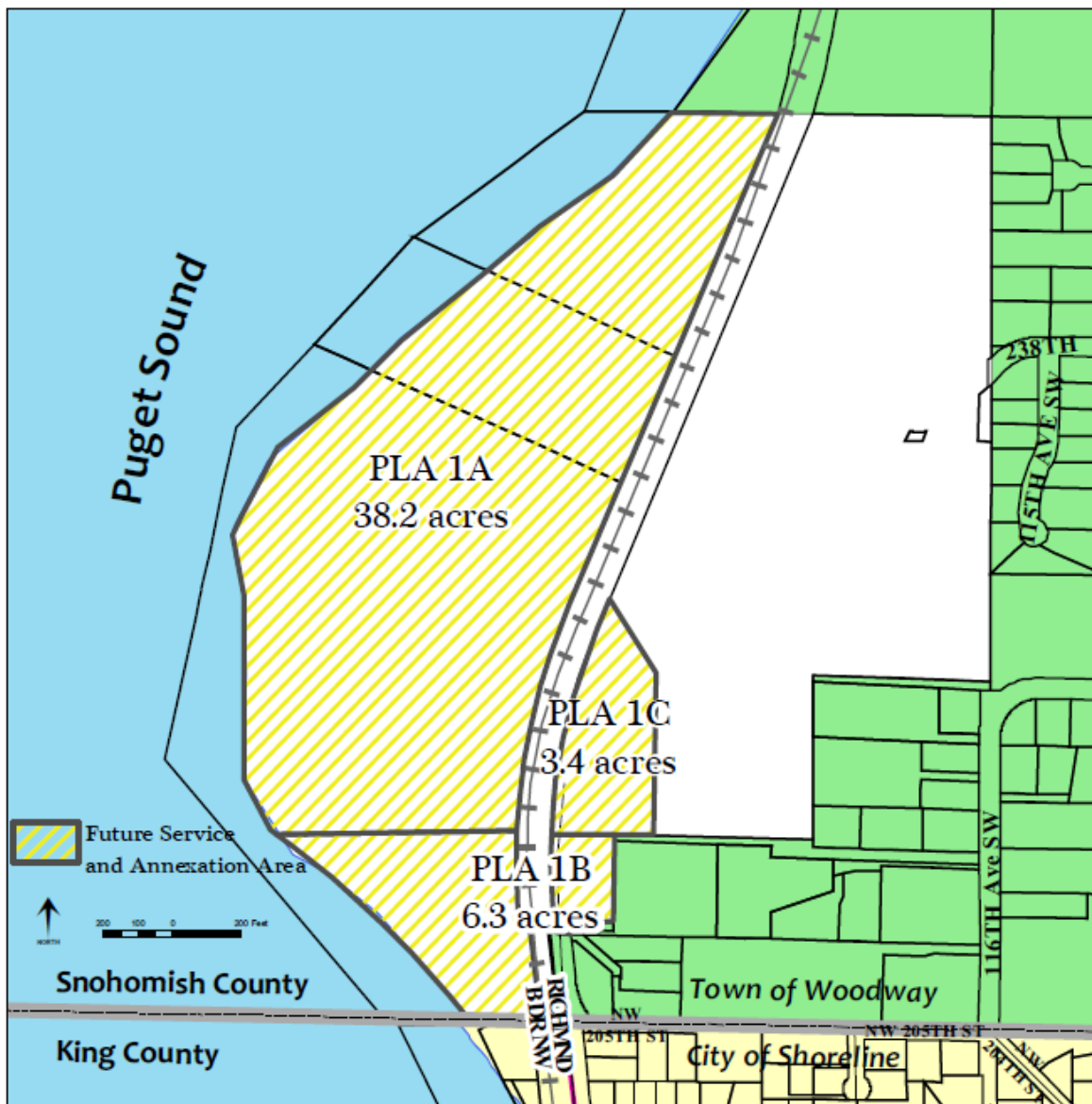
- A. Development shall construct a public pedestrian access trail along the entire waterfront of the subject property located generally within 50 feet of the highwater line of Puget Sound. The trail may meander, but shall meet grade and accessibility standards of the Americans with Disabilities Act, and have a minimum width of at least eight feet. The trail shall connect with the on-site pedestrian circulation system and connect to the public right-of-way of Richmond Beach Drive.
- B. The City shall require that an easement document in a form acceptable to the City Attorney be recorded to secure public access between the hours of sunrise and sunset. The design of signs designating the public pedestrian access and the methods of posting the signs shall be submitted for review and approval by the Director.
- C. Any development in PLA 1A that includes 500 or more dwelling units shall be served by an on-site public use area or park at least five (5) acres in size to be located primarily in PLA 1B. Said public use area or park shall be developed and open for public use in a location and design to be specifically approved by the City. A public access and use easement document in a form acceptable to the City shall be recorded. Alternatively, once improvements have been constructed by the developer and approved by the City, the area may be dedicated to the City for ownership, maintenance and operation as a park.

#### **20.92.100 Mitigation of impacts**

- A. The environmental review for development permits pursuant to RCW 43.21C shall address both on site and off-site impacts, including but not limited to impacts on the City's road network, parks, and other municipal services and facilities.
- B. Remediation of contaminated soils shall be required pursuant to state and federal standards.
- C. As part of the environmental review the applicant shall fund the preparation of a Transportation Corridor Study, to be conducted under the direction of the City. The scope of the Transportation Corridor Study will include an analysis of impacts and the necessary intersection, roadway, walkway and other public

improvements needed to maintain or improve vehicular, bicycle and pedestrian safety and flow on Richmond Beach Drive, Richmond Beach Road, and NW 185<sup>th</sup> Street between SR 99 and NW 205<sup>th</sup> St.

- D. The applicant shall fund improvements to the City's road network according to the schedule set forth in the final approved Transportation Corridor Study.
- E. The applicant shall also submit for City review and approval a transportation demand management plan.
- F. The combined maximum average daily traffic that shall be permitted to enter or exit from PLA 1A, PLA 1B, and PLA 1C is 8,500 vehicle trips.



**Fig. 2 - Pre-Annexation Zoning Map for Point Wells**



# POINT WELLS

Design Charrette: A Community Visioning Event

August 22, 2009

Sponsored by:  
Richmond Beach  
Community Association  
& City of Shoreline

## SUMMARY REPORT

By : Scott Becker, RBCA Board with Kevin and Nicole Reeves





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## 01

## Introduction

### Why a Charrette?

The Point Wells Charrette, sponsored jointly by the Richmond Beach Community Association and the City of Shoreline, took place over five hours on August 22<sup>nd</sup> 2009. The event involved bringing approximately 30 to 40 local residents, officials, and persons of interest together with 10 volunteer design professionals, who led a unique opportunity for non-designers to explore planning alternatives for the lowland portion of the Point Wells property.

Point Wells, an approximately 100 acre peninsula of land jutting into Puget Sound in southwest Snohomish County just north of the King County border, has remained relatively inconspicuous since World War I as an industrial storage and asphalt processing center. It should be no surprise that the status of this relatively quiet and underutilized parcel adjacent to the suburban communities of Woodway in Snohomish County and Richmond Beach in the City of Shoreline, King County, would eventually change given its desirable location and precious adjacency to deep water moorage on the Sound.

The historic challenges to potential redevelopment of the site stem from its isolation, sequestered from regional transportation corridors to the east by affluent, single family neighborhoods. In addition, a significant planning conundrum exists in the fact that the site located in unincorporated Snohomish County, is only accessible by vehicle through Richmond Beach in King County. The stage was therefore set long ago for an inter-jurisdictional challenge given the technical right of Snohomish County to administer redevelopment, while the significant measure of potential impacts will be largely felt in communities outside that jurisdiction. Add to this intrigue that the adjacent communities are well organized and capable of expressing their own interests relative to Point Wells, and one could imagine a spirited dialog about the future of this important site. That is to say, if local effort can enable such dialog.

A property sale in 2005-6 resulted in the lowland portion (approx. 61 acres) of the Point Wells property entering the portfolio of Alon USA. Soon thereafter, the new owner's subsidiary, Paramount of Washington, began exploring the potential to redevelop the property as a mixed use community

## **Introduction**

of residential and commercial uses. In February 2008, Paramount submitted an application to Snohomish County for a concurrent comprehensive plan and zoning change for the property from Urban Industrial to Urban Center.<sup>1</sup> In early August 2008, days before the scheduled charrette, the Snohomish County Council voted unanimously to approve the Urban Center designation.

Amid the public expression of concern by Richmond Beach and Shoreline residents at hearings held as part of the Urban Center review process, as well as local meetings conducted by the Richmond Beach Community Association and other citizen led groups to disseminate information about the property, the RBCA Board of Directors considered the merits of sponsoring a public forum where residents could participate in constructive dialog about Point Wells redevelopment. The RBCA Board appointed Point Wells Subcommittee proposed the idea of a public charrette in June, 2009. In discussions with the City of Shoreline that followed, it was made known that the City wished to co-sponsor the charrette to coincide with its efforts to obtain public input as part of the development of a Subarea plan for the site.<sup>2</sup>

In this context, the need for the charrette was determined to be urgent, and the earliest appropriate date for the event sought. The selected date of August 22, left little time for the charrette planners to prepare, let alone notify the public. The charrette team therefore thanks all public and volunteer professional participants in this project for their willingness to donate valuable time, and on relatively short notice. In addition, we especially appreciate the moral support and efforts by members of the RBCA Board to help with publicity.

What follows is a summary of the output from the event, for which we are proud to provide for the public record.

## Introduction

### What is a Charrette?

The French word “charrette”, meaning “cart”, refers to a vehicle used in the 19th century to collect student projects for critical review. Over time, the word became associated with the final, intense work effort expended by art and architecture students to meet a project deadline.

Today, we use the term charrette to define an intensive process for creating and evaluating planning alternatives involving all stakeholders. With this method, which usually involves a large group breaking into smaller groups to allow for focus on specific issues, non-designers work with volunteer design professionals who help them describe and test their ideas. The value of this opportunity is that residents come to better understand the implications of planning alternatives, and are enabled to contribute to the thinking and decision-making that will give shape to their community.

#### A. Materials and Methods

The work of a charrette involves a focused process of individual thought, communication among team members, and presentation of ideas to the larger group. The Point Wells Charrette brought local residents into a room equipped with resources and personnel to enable them to envision alternatives for the site. All were encouraged to familiarize themselves with the tools of the designer’s trade, and embrace this opportunity to work along side professionals, who in turn have much to learn from members of the community.

1. Whiteboards, flip charts, trace paper, and markers: expression through a language of drawings
2. The Challenge of Scale: maps & sketches tell the story.
3. Pin-ups: share your ideas and get feedback.
4. Test it in 3D: the physical model station. A foam-core model portraying the site and hypothetical built objects (see Specific Recommendations Graphics).

## Introduction

5. Facilitators:

Joe Tovar – Planning Director, City of Shoreline

Mary Lynne Evans - Planning Consultant

Eitan Alon, Architect/Developer, Ariel Development

Chakorn Phisuthikul – Architect, Habitat West, Inc.

Jerry Fleet – Architect, Lance Mueller & Associates

Kevin Reeves - Intern Architect, Eggleston Farkas Architects

Nicole Reeves - Intern Architect, The Miller|Hull Partnership

Heidi Oien – Architect, The Miller|Hull Partnership

Andy Rasmussen – Landscape Architect, Weisman Design Group

Nicole Mecum – Civil Engineer, J3 Mecum Engineering, Inc.

Jennifer Ting – Transportation Engineer, TENW, LLC

B. Goals for the Charrette

1. Discovery: learning from residents how they see Point Wells relative to their own communities, as a physical and social context.
2. Proposal: creating planning concepts from which recommendations for future work can be made.
3. Resolution: constructive criticism to synthesize ideas – what are the ‘gems’ that can become our priorities in communication with decision-makers?

## **Introduction**

### **Point Wells: A Short History<sup>3</sup>**

- Archeological evidence indicates the area was a frequent stop for members of the Duamish Native American tribe.
- The boon for a series of extraction industries including whaling, timbering, and gravel mining, led to the early settlement of Richmond Beach just south of Point Wells in the mid-1800's. The Burlington Northern rail line & Mosquito Fleet ferries later opened up the coast to development.
- By World War I, the Point Wells peninsula was owned and operated as a petroleum depot by Shell Oil.
- The Inter-war period brought the first residences built in the Town of Woodway, immediately east of Point Wells.
- The site has been in continuous use as an industrial processing and storage site, under the ownership of numerous petroleum product and logistics enterprises. As a result, the soils on site are known to be contaminated, and will require environmental remediation for any use other than industrial.
- The subject property of approx. 61 acres was sold to Paramount of Washington by Chevron in 2005. Paramount is owned as a subsidiary of Alon USA, an international petroleum product and real estate concern.



## Introduction

### The Planning Context

- Multiple times since the early 1970's, the Point Wells site has been considered for mixed-use redevelopment, or as a suitable site for a waste treatment facility to meet the needs of the growing North King County / South Snohomish County Area. The Brightwater treatment facility, ultimately sited in Bothell, is currently being completed with an outfall near Point Wells.
- The site is currently in unincorporated Snohomish County, and has been designated for use as 'urban industrial' according to the county comprehensive plan. The site is bounded by the Town of Woodway to the north & east, the City of Shoreline to the south, Puget Sound to the west, and the City of Edmonds has expressed an interest in the existing commercial pier serving the property.
- The Point Wells site has the unique distinction of a location wholly within Snohomish County, yet is only accessed from an arterial running through the Richmond Beach neighborhood of Shoreline in King County. Though a B&N rail line bisects the property and supports Sounder traffic, Sound Transit has not anticipated a station in or near this site in its 20-year plan.
- Earlier in the decade a perceived conflict between the comprehensive plans of the Town of Woodway in Snohomish County and the City of Shoreline in King County, both of which designated Point Wells as a potential annexation area, was settled in the courts – it was determined there was no conflict with the GMA.
- The owners of Point Wells, Paramount of Washington, have proposed to Snohomish County a change to the comp plan designation for the site from 'urban industrial' to 'urban center', accommodating mixed-use development at urban densities. The proposal with amendments was approved by the County Council earlier this month. No project specifics have yet been proposed.

## 02

**Discovery****Site Inventory by Large Group**

After the presentation providing background for the event, the charrette participants began the work with a review of the site through an “inventory” of existing conditions. The group was asked to consider site character as delineated by attributes such as geography, natural resources, adjacencies and access, and infrastructure to understand the property as it sits today (see Figure 1). The product of this discussion was summarized according to the methods of “SWOT” analysis, an acronym for “Strengths, Weaknesses, Opportunities, and Threats”; derived from a management theory for evaluation of alternatives toward achieving an objective.<sup>4</sup>

**A. SWOT Analysis Findings.****1. Strengths**

- a. Unique and compelling site for a variety of public and private uses.
- b. Potential to renew important natural riparian (wetland) and shoreline habitats.
- c. Opportunity for public access to undeveloped beachfront on the Sound.
- d. Existing Burlington Northern rail line through the site.

**2. Weaknesses**

- a. Only existing auto traffic access is Richmond Beach Rd., with limited potential for other routes of travel.
- b. Evidence of contaminated soils.
- c. Lack of gravity for waste disposal – waste would have to be pumped to reach existing utilities up hill.
- d. No stormwater infiltration potential with high water table.
- e. No existing public transit access or other public services.

**3. Opportunities**

- a. Limited vehicle access may encourage pedestrian, bike, and public transportation.
- b. It is believed two historic stream drainages from the uplands have been directed by culvert across the site. These streams could be “day-lighted” providing additional amenities/resources.
- c. System integration: soil remediation, waste, and storm water treatment taking advantage of the latest “low impact” techniques.
- d. Unique built form scale relative to bluff.
- e. Removal of industrial use at the site.

**4. Threats**

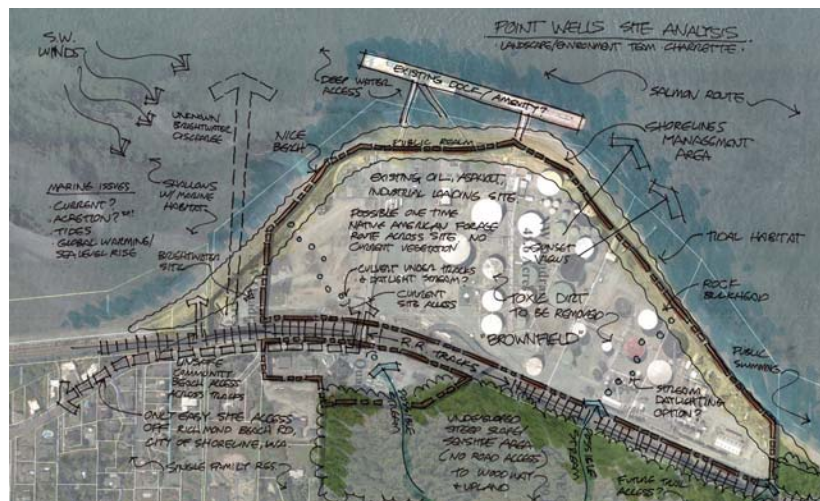
- a. From cul-de-sac to thoroughfare: dramatic change envisioned to sense of place in Richmond Beach.
- b. Significant potential traffic impacts to the Richmond Beach Road corridor.
- c. Existing soil contamination and release into the

## Discovery

- d. environment.
- d. Loss of beach areas currently used by a small group of local residents.
- e. Impact on views through Point Wells site.

### B. Synthesis of Inventory Lessons: Working toward 'common threads'

A short discussion at the close of the Discovery segment recapped what was learned from the SWOT Analysis. The comments underscored that any redevelopment at Point Wells should be held to the highest standards for environmental quality. Cited as important were sensitivity to the unique waterfront context, mitigation of any impacts to neighboring communities, and establishment of a benchmark in sustainable design.



**Figure 1.** This site inventory graphic created after the Discovery segment by the Environment Group captures the significant findings of the large group site inventory.



**Figure 2.** The large group having separated into small teams, listens to a design orientation before the Proposal segment.

## 03

**Proposal****Design Alternative by Small Group**

Based on the investigation of the site existing conditions, the charrette agenda moved into initial exploration of design alternatives for the site. Members of the overall group were asked to select from one of four teams (Fig. 2), each charged with a redevelopment focus area based loosely on design discipline: Environment (natural resource and open space planning); Infrastructure (drainage, water and waste treatment, utilities); Transportation (site access, mitigation of impacts on existing roads, and transit alternatives); Built Form (land use, building location, and building massing, i.e.: height and breadth). The work of each team of public participants was facilitated by at least two volunteer design professionals; one generalist and one specialist with expertise in the focus area, and was followed by a brief presentation of ideas (Fig. 3).

**A. Large Concepts**

1. Overall: define the characteristics of a sustainably developed “coastal village”.
2. Environment: Restoring native habitats to inspire, and guide the master plan (Fig. 4).
3. Infrastructure: Integrate on-site waste treatment and power generation to limit the “footprint” of development and minimize impacts to neighboring communities, with day-lit drainage for stormwater management (Fig. 5).
4. Transportation: Turn a single site access location into an opportunity to discourage personal automobiles, and encourage public transit, including potential water-born transit options to Edmonds (Fig. 6).
5. Built Form: Increased density in specific site locations to maximize public open space and access to the beachfront (Fig. 7)

**B. Specific Recommendations**

1. Environment: Master planning & landscape design special features (Fig. 8).
  - a. Daylight native streams to create a dynamic system for stormwater control, layout of the streetscape, and park amenities.
  - b. Allow a proposal for site access, parking and landscaping to “lid over” a portion of the existing rail line to take advantage of this space and mitigate the “scar” of the rail line.
2. Infrastructure: Sustainable, low impact development strategies (Fig. 9).
  - a. The south end of the site is best suited to become an integrated public open space, including a state-of-the-art treatment facility for gray & storm water management using natural drainage features, wetland ecology, and permaculture technologies.

## Proposal

- b. Power demonstration projects, including for example, wind turbines & tidal engines, should be planned for appropriate open space, the existing pier, and any future marina development.
  3. Transportation: Improvements to limit private access impacts, provide public transit options, and improve public safety on existing roadways (Fig. 10).
    - a. On-site parking should be carefully planned and contained in discrete areas, with incentives provided for ride-sharing & human-powered transit (pedestrian/bike routes).
    - b. Water-taxi service, mimicking the “mosquito fleet” of ferries serving the area in the past, should be developed to connect the site with the Port of Edmonds, the existing Sounder station & services.
    - c. A detailed study of each distinct segment of the Richmond Beach Rd. traffic corridor beginning with the subject property and leading to access at Aurora & I-5 should be developed. Every intersection should be carefully examined for efficiency & pedestrian safety to protect the “walking neighborhood” of Richmond Beach.
  4. Built Form: Building use and form at significant locations (Fig.11).
    - a. The greatest density should be located near the rail line & adjacent bluff to maximize density with the smallest site area possible. The topography suggests this can be done in taller buildings without significant impacts on views – more study is needed.
    - b. The group proposes a plan to absorb taller multifamily & office uses toward the middle latitude of the site, with low-rise buildings of housing and street level retail radiating outward toward the beachfront.
    - c. The north end of the site provides a close adjacency between the rail line and the Sound, suggesting a special location for water-related uses; such as scientific research, or the like.



**Figure 3.** Jerry Fleet, a facilitator for the Built Form group, presents large concepts during the Proposal segment.



## Proposal

### Large Concepts Graphics

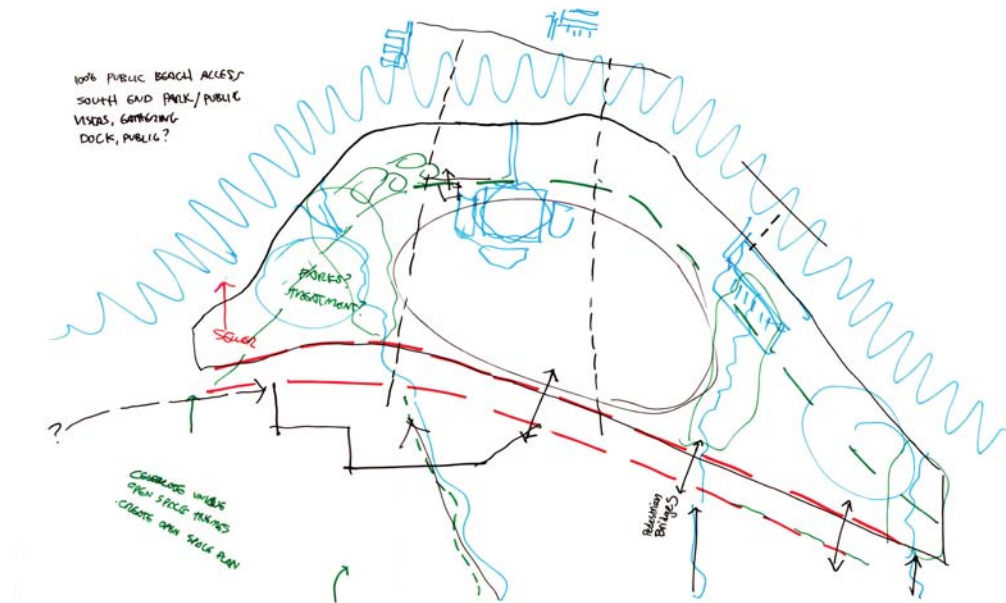


Figure 4. Environment Group

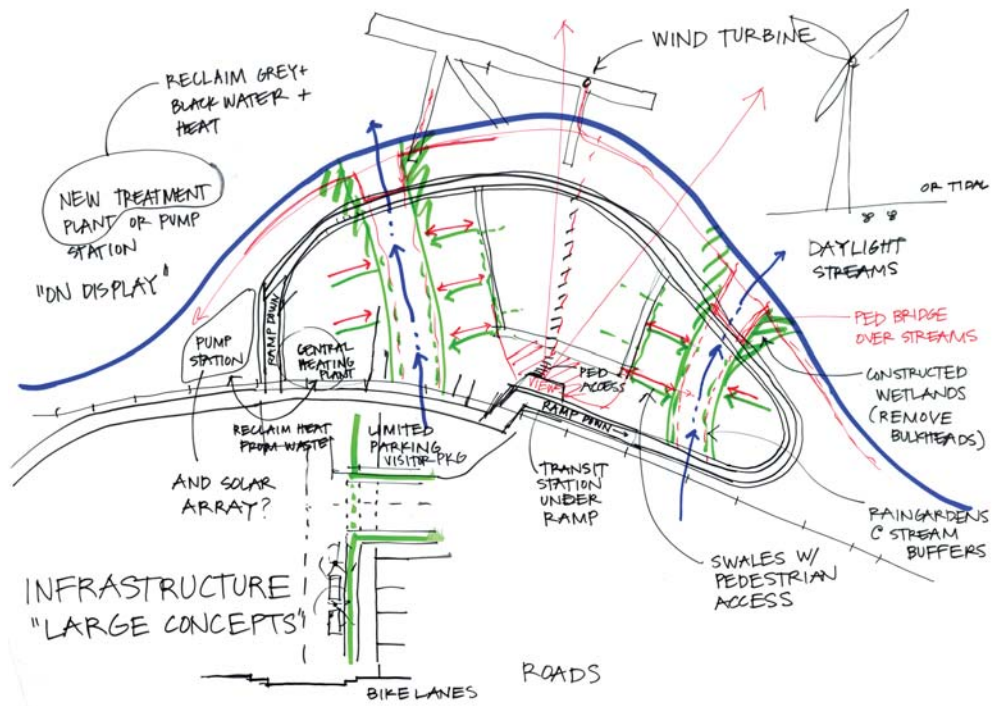


Figure 5. Infrastructure Group

Proposal

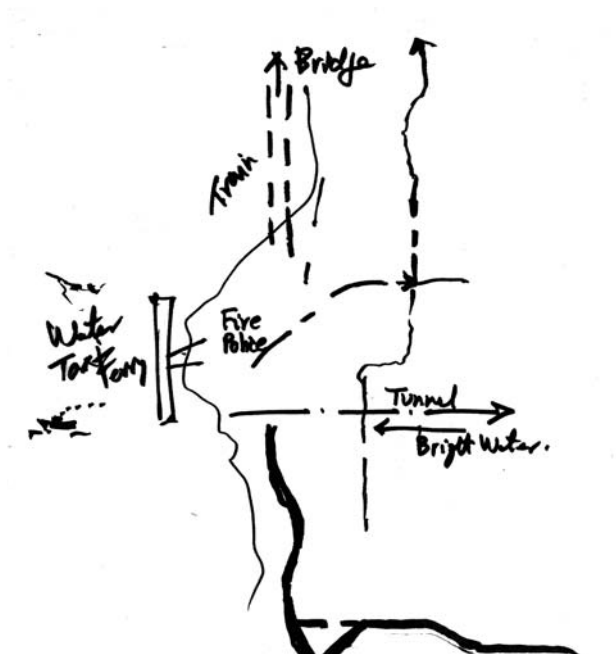


Figure 6. Transportation Group

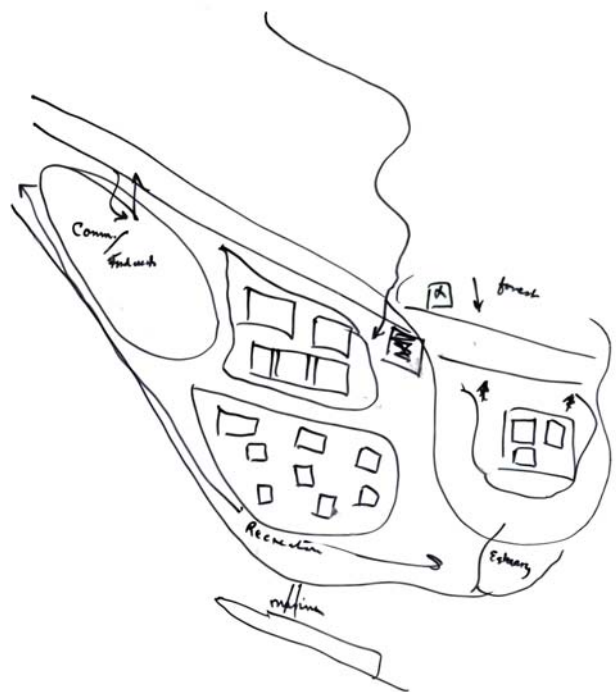


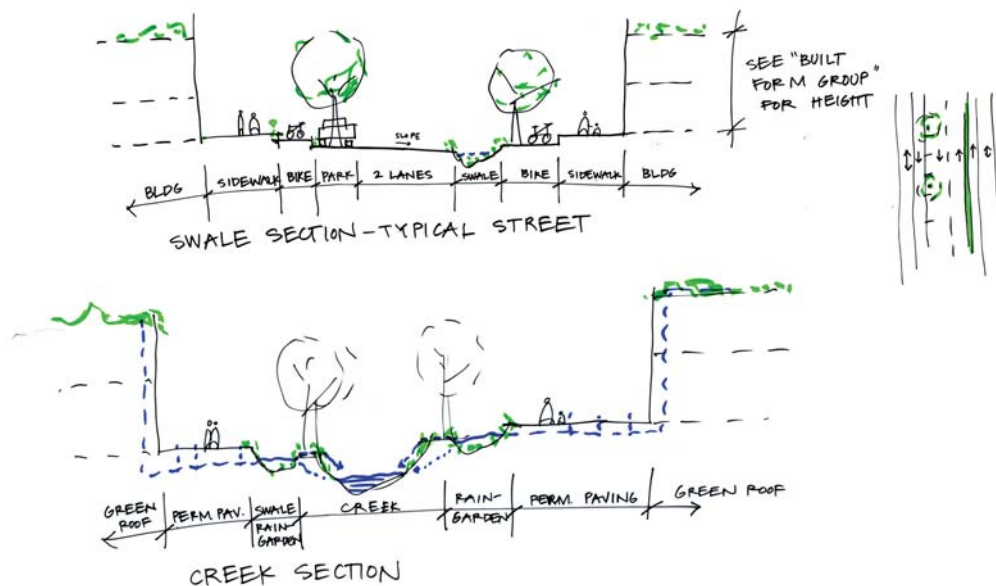
Figure 7. Built Form Group

# Proposal

## Specific Recommendations Graphics

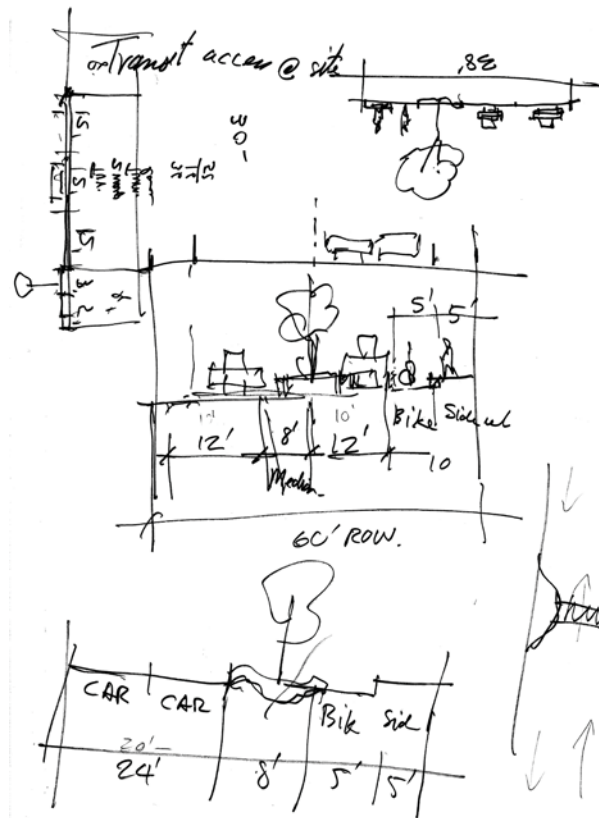


### Figure 8. Environment Group



### Figure 9. Infrastructure Group





Proposal

Figure 10. Transportation Group



Figure 11. Built Form Group

## 04

**Resolution****Final Discussion by Large Group**

Given the excitement and concentrated effort experienced within the small groups, it may have been assumed that the direction of design alternatives would diverge greatly from one group to the next. Instead, it was evidenced that multiple “common threads” or shared principles wended between the groups and gave the work on distinct development issues an overall cohesion. Nevertheless, when the small group work was presented, key areas of concern remained and should be considered the points of departure for further study and public input on planning for the site.

**A. Comments and Critique**

1. Any redevelopment of the site must put a priority on mitigation of significant impacts to Richmond Beach & Shoreline, as well as Woodway.
  - a. Before any redevelopment is allowed, the extent of contaminated soils from years of petroleum-related industry on the site must be thoroughly assessed and state/federal requirements for removal made public record.
  - b. Given the projected vehicle trips associated with Point Wells redevelopment on Richmond Beach Drive and Road will undoubtedly effect quality of life in the community, any planning effort must thoroughly study the traffic impacts and put a priority on mitigation provisions for Richmond Beach.
  - c. Impacts to Shoreline public services, such as public schools, libraries, medical facilities have not been adequately studied in the existing documentation, or richly considered in this event.
2. No amount of public process can guarantee that the Point Wells property owners will observe Shoreline resident's interests without disincentives or legal consequences. Chief among such measures of control would require our elected officials achieve some jurisdiction or authority over the site, most likely through annexation or local agreements for services.

**B. Common Threads**

1. Two significant historic stream drainages should be day-lit for use in stormwater control and as amenities guiding a “radial” master plan.
2. The south end of the property should be devoted to public open space and access to restored beach ecology, playfields & active areas, and a sustainably designed water/waste treatment facility/visitor center, accommodating all effluent generated by uses on the site.
3. The existing rail line ROW takes up significant site area that could be captured to reconnect the historic drainages mentioned above, the uplands and lowlands landscape for pedestrian access, and for use in planning public transit station(s). This could be done with a structural lid over the rail line.
4. Any park areas proposed for the site, particularly ballfields intended for night time use, should be required to follow “Dark Skies Lighting” standards to avoid glare impacts to neighboring homes.
5. The beachfront and any day-lit streams should incorporate a

**Resolution**

no-build zone or buffer requirements consistent with current planning practice, to maintain watercourse protection & public recreation access.

6. Massing of buildings on the site should take advantage of the approx. 220 ft bluffs to maximize density near the rail line & step buildings down in height and bulk toward the sound. This strategy will conserve views and open space.
7. Discussion of what is a “reasonable” level of development at Point Wells focused on the number of new dwelling units proposed. A total not to exceed 1,500 new dwellings was largely based on data from a City of Shoreline traffic study of Richmond Beach Rd., which associates 1500 dwellings with a threshold of significant degradation to the level of service of intersections on the arterial.

**Notes** (Endnotes)

1 According to a Snohomish County Planning Commission Briefing document, issued February 24, 2009, the County Planning and Development Services staff accepted the Paramount of Washington proposal in early February, as part of a review process for planned amendments to the Urban Center designation in the Land Use chapter of the General Policy Plan, and the accompanying Future Land Use Map. The effort would also serve to replace the Urban Centers Demonstration Program due to expire on November 29, 2009, according to the document. Specific language further defines the specific intent behind the Paramount application:

*“The Paramount (SW 41) docket application proposes a new Urban Center to be located at Point Wells near the Snohomish/King County border. Should this proposal be supported, it would need to be added to the introductory text of the Urban Centers section.”*

*“The existing policy provides direction for considering a future re-designation from Urban Industrial to Urban Center/Mixed Use.”*

2 At this writing, the City of Shoreline is finishing a draft Subarea Plan in which a “Vision” for the development of Point Wells will be presented, according to the City website. Joe Tovar, Shoreline Planning Director, has stated publicly that the information produced at the Point Wells Charrette will be considered in the development of the Subarea Plan document. The draft Subarea Plan is to be accompanied by a draft Zoning regulation that will specify the density, heights, standards and processes that the City would require if Point Wells were to annex to Shoreline and propose development under the City’s jurisdiction.

3 Historical references and photographs utilized in the Point Wells Charrette provided by the Shoreline Historical Museum.

4 Per Wikipedia, SWOT Analysis is a strategic planning method used to evaluate the Strengths, Weaknesses, Opportunities, and Threats involved in a project or business venture. It involves specifying the objective of the business venture and identifying the internal and external factors that are favorable and unfavorable to achieving that objective. The technique is generally credited to Albert Humphrey, who originally led an eponymous convention at Stanford University in the 1960’s using data from Fortune 500 companies. Employed in planning charrettes, SWOT analysis is an effective way of assessing the socio-physical, political, cultural, and economic status quo of a community, and postulating what the collective aspirations for growth may be. In this scenario, the “objective” may be defined as development sympathetic to the physical and cultural context of a community as understood by its residents; what some master planners have termed, however idealized, the “pride of place.”

## 05

**Appendices****Glossary of Terms**

A brief list of technical terms in alphabetical order from the planning, design, and/or construction disciplines, not defined elsewhere within the document.

**Building Density**

Building density is an example of what may be called a unit density calculation, the measure of two dimensional units – people, dwellings, trees, square feet – positioned on a base area. Building density, as opposed to the more commonly known “residential density” calculation for dwelling units per acre, deals with building area (regardless of use) per the same unit measure of land area. This calculation is used for planning standards in urban settings and is commonly converted into FAR, or Floor Area Ratio, which is the total floor area of a building divided by the total area of the legal lot on which it is built. A higher FAR indicates a greater building density on a given land area.

**Charrette Facilitator**

A charrette facilitator is a volunteer design professional, often with special expertise in a subject area of the charrette. It is assumed that these individuals approach the work without bias, and have no vested interest in any specific outcome regarding the charrette.

**Environmental Impact Mitigation**

Environmental impact assessment, or the assessment of potential environmental risks attributable to a proposed action, is a precursor to mitigation, which is the determination of the requirements for the elimination or reduction of frequency, magnitude, or severity of exposure to specific environmental risks and potential hazards. Mitigation is a component of Washington state environmental law by way of SEPA, the State Environmental Policy Act, which requires mitigation as a remedy for adverse impacts, if determined by review to be “significant.”

**Environmental Remediation**

Environmental remediation deals with the removal of pollution or contaminants in physical media, including soil, groundwater, sediment, or surface water for the general protection of human health and the environment, from a location such as a “brownfield” site (containing contaminated soils) intended for redevelopment.

**Intersection Level of Service**

The level-of-service of an intersection is an evaluation based on “load factors”, a measure of the percentage of trips delayed through a traffic light cycle, for each approach to an intersection occurring during morning and afternoon peak hours. The highest load factors are used to calculate the level-of-service, in a scale from A to F, corresponding to peak load factors 0 to 100%.

### Appendices

#### **Low Impact Development (LID)**

LID is an alternative comprehensive approach to stormwater management based on natural drainage phenomena, using distributed micro-scale physical controls. The goal is to mimic a site's predevelopment hydrology using design techniques that infiltrate, filter, store, evaporate, transpire, and detain runoff close to its source.

#### **Master Planning**

A physical development plan, also known as a master plan, is a framework by which future planning decisions are made. Master planning seeks to provide overall site plans and descriptive guidelines for framing future development, but typically stops short of specific physical design proposals for individual structures.

#### **Site Inventory**

A site inventory for planning and design purposes, pertains to an investigation of property existing conditions. A typical assessment consists of all subject property physical characteristics, including soil geology, hydrology, habitat biology, topography, solar and wind orientation, views, and access, as well as documentation of all existing structures. In addition, local cultural history is usually researched for this type of effort.

#### **Stormwater Management**

Stormwater or surface water is a term derived from civil engineering principles to define a value for the estimated precipitation incident on an area within a site boundary over a period of time. According to standard engineering practice, stormwater falling on non-porous or "impervious" surfaces constructed as part of development must both be treated for pollutants and controlled for rate of release, before entry into any natural drainage system.

#### **Structural Lid**

A structural lid is a bridge-like structure, often required to carry significant loads associated with the structure itself and a depth of earth supporting trees and other large vegetation, designed to span and cover another use with a public amenity such as a park. An example of a structural lid is the Seattle Art Museum Sculpture Park, which spans an arterial and the Burlington Northern Right of Way.

#### **Waste Treatment**

Waste treatment refers to the activities required by law, to ensure that residential and commercial waste products have the least practicable impact on the environment. Sewage treatment is the disposal of human waste. Gray water is a term used to define waste water used in residential applications, such as showering and clothes washing, that does not contain human feces and may be reused with minimal treatment.

## Appendices

### Point Wells Charrette Agenda

Actual event varied per the document above

- ▶ Introductory Presentation 10:00am
- ▶ Discovery: Gathering Context Information 10:30am
  - What Defines the Subject Property? - Large Group
    - ▶ Geography, resources, adjacencies, & access.
    - ▶ SWOT Analysis: what are the strengths & weaknesses, and opportunities & threats for your community?
  - Assessing Critical Attributes – Small Group
    - ▶ Quadrants for Assessment:
      - Team 1: Environment – natural resources, public space, and waste remediation
      - Team 2: Infrastructure – water, sewer, power, and communications
      - Team 3: Transportation – transit efficacy, access, safety, & inter-modal options
      - Team 4: Built Form – land use, housing, commercial, and live/work potential
- ▶ Lunch: pizza, salad, & soft drinks provided by the City of Shoreline 11:30am
- ▶ Proposal: What Was Learned & What Can Be Done With It? 12:00pm
  - Creating & Evaluating Alternatives – Small Group
    - ▶ Large-scale Concepts:
      - Team 1: Celebrating unique natural patterns – an open space plan
      - Team 3: Appropriate infrastructure and public services
      - Team 4: Connecting Point Wells to itself and the region
      - Team 2: Land use based on what exists (locally) and does not
    - ▶ Small-scale Specifics:
      - Team 1: Park and landscape special features
      - Team 2: Sustainable, low impact development strategies
      - Team 3: Walk & bike-friendly amenities
      - Team 4: Building use and form at significant nodes
  - Team Presentations: Proposal
- ▶ Resolution: A Constructive Feedback Loop 2:00pm
  - Design Synthesis: critical analysis to integrate the parts
    - ▶ Critique: team facilitators & guests identify potential challenges
    - ▶ Response: team members propose revisions to alternatives
  - Towards Implementation: how do we make our case to decision-makers?

## Appendices

- ▶ Discussion of final principals and recommendations
  - Do some features have priority over others?
  - Are any interdependent, i.e.: to have one requires another?
  - Other conclusions
- ▶ Public Participation Adjourns 3:00p





**DRAFT Supplemental  
Environmental Impact Statement  
for Point Wells**

**Conducted by the City of Shoreline**



**October 29, 2009**

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# Fact Sheet:

<b>Proposed Action:</b>	Adoption of Subarea Plan and Pre-Annexation Zoning for Point Wells  The City of Shoreline intends to adopt the Snohomish County SEIS for Final Docket XIII Comprehensive Plan Amendment –Paramount of Washington, supplemented by this SEIS, which includes additional analysis on Traffic and Visual impacts.
<b>Action Sponsor:</b>	City of Shoreline
<b>Lead Agency Responsible Official:</b>	Joseph W. Tovar, Director City of Shoreline Planning & Development Services 17500 Midvale Ave. NE Shoreline, WA 98133
<b>Contact Person:</b>	Miranda Redinger City of Shoreline Planning & Development Services 17500 Midvale Ave. NE Shoreline, WA 98133
<b>Approvals Required:</b>	City of Shoreline Planning Commission- Recommendation City of Shoreline Council- Adoption The pre-annexation zoning will only become effective if the Point Wells area annexes to the City of Shoreline.
<b>Date of Draft SEIS Issuance:</b>	October 29, 2009
<b>Date Draft SEIS Comments are Due:</b>	November 30, 2009 Affected agencies, tribes, and members of the public are invited to comment on this Draft SEIS. Written comments must be postmarked or e-mailed by 5:00 p.m. November 30. Comments should be addressed to the Responsible Official at the Lead Agency address written above c/o Miranda Redinger, project manager.
<b>Public Hearing on Draft SEIS:</b>	December 3, 2009
<b>Projected Date of Issue of Final SEIS:</b>	December 7, 2009
<b>Timing of Subsequent SEPA Review:</b>	Project-level State Environmental Policy Act (SEPA) review will be conducted as appropriate project-level applications are submitted.

<b>Location of Background and Supporting Documents:</b>	City of Shoreline Planning & Development Services 17500 Midvale Ave. NE Shoreline, WA 98133
<b>Document Availability:</b>	<p>This Draft SEIS is available online at <a href="http://shorelinewa.gov/index.aspx?page=176">http://shorelinewa.gov/index.aspx?page=176</a>.</p> <p>Hard copies of the Draft SEIS are available by contacting Planning &amp; Development Services at 206-801-2500. A charge to cover costs of reproduction may be required.</p> <p>Copies of the Snohomish County Draft and Final SEIS are available at <a href="http://cosweb.ci.shoreline.wa.us/uploads/attachments/pds/pointwells/DraftSEIS.pdf">http://cosweb.ci.shoreline.wa.us/uploads/attachments/pds/pointwells/DraftSEIS.pdf</a> or Planning &amp; Development Services Snohomish County 3000 Rockefeller Avenue Everett, WA 98201-4201</p>
<b>Authors and Principal Contributors:</b>	This Draft SEIS was prepared by the City of Shoreline Planning & Development Services Department. Additional research, analysis and document preparation were performed by the City of Shoreline Public Works Department with the assistance of HW Lochner and Associates and DKS and Associates. The Sketchup models were created by Fourfold Architecture, PLLC.

## **Proposal**

The proposed action is to adopt a Subarea Plan and Pre-Annexation Zoning for the Point Wells area (Attachment B)

Point Wells is an unincorporated island of approximately 100 acres in the southwesternmost corner of Snohomish County. It is bordered on the west by Puget Sound, on the east by the Town of Woodway, and on the south by the town of Woodway and the City of Shoreline. It is an “island” of unincorporated Snohomish County because it 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.

## **Environmental Analysis**

In February 2009, Snohomish County published a draft SEIS describing the proposal for “Final Docket XIII Comprehensive Plan Amendment –Paramount of Washington”. The SEIS identified the impacts of potential redevelopment of the Point Wells site, should the County amend their Comprehensive Plan to designate it as an “Urban Center” and implement associated rezones. The Final SEIS was issued on June 12, 2009. In reviewing the impacts of the proposed action, Shoreline adopts the findings of the Snohomish County SEIS, but will supplement the analysis in Section 3.11 Transportation and Section 3.9 Aesthetics. The City’s SEIS analyzes these sections below.

## **Traffic Analysis**

Included in the aforementioned comments was a basic assumption that the background traffic growth estimates in the County SIES were too high. This is based on the fact that Shoreline is close to being “built out” and traffic counts indicate that the City’s northwest sector has been experiencing negative traffic growth for the past four years. The County’s assumption of a 2% growth rate is inconsistent with the City’s analysis, which assumed an annual growth rate of 0.25%, a rate city staff concluded was a more realistic expectation. This is an important assumption because an overestimation of background traffic growth may equate to a lowered level of impact from the proposed development, and therefore a potentially lower estimated mitigation cost and responsibility.

Attachment C is a table summarizing the Level of Service (LOS) analysis for the build out scenario using the lower annual growth rate of 0.25%. It indicates that four intersections would reach LOS F (failure) by 2025 with completion of the Point Wells project. In addition, two intersections would reach LOS E.

Attachment D displays collision data because collision rates are fairly high on this corridor, with the intersection of 3<sup>rd</sup> NW and Richmond Beach Road ranked as the intersection with the highest collision rate in Shoreline. In this location, the City believes the high collision rates can be mitigated by the addition of left turn pockets on the east and west legs of the intersection.

Attachment E is a summary of mitigation efforts to address intersections with LOS problems, intersections with safety issues, and street segments needing sidewalks to ensure pedestrian safety and to encourage transit usage. The conclusion of the City's analysis indicates the build out scenario will require mitigation on nine intersections or street segments. The total estimated cost of mitigation is approximately \$32 million. There are four sidewalk projects and four signal/intersection improvements to address safety, efficiency, and encouragement of multi-modality.

The City recommends that the future developer of a project at Point Wells fund a Corridor study of the Richmond Beach Road/Drive corridor spanning from the 205<sup>th</sup> entrance of Point Wells to Aurora at N 185<sup>th</sup>. The justification of this requirement is due to the preliminary nature of the development data (i.e., prior to a specific development proposal), the complexity of intersection and segment behavior over a corridor of this length and the unique character of this mixed use area. This study should examine and identify safety enhancements, roadway efficiencies and accommodation, plus the promotion of alternative modes.

The study should include input from the neighborhood residents, as well as transit providers and developer representatives. Shoreline Public Works staff should manage the study. It would result in a corridor plan that would be approved by the City Council and would identify specific projects, with scope and costs necessary to mitigate a future proposal for development at Point Wells. These specific projects could be a somewhat different mix of intersection and segment improvements than the mitigations proposed in the SEIS, with the expectation that the outcome would be the same or greater level of mitigation and that the projects would result in a more efficient, or balanced list of projects. The City estimates that this study would cost approximately \$200,000.

### **Modeling Assumptions and Analysis**

City of Shoreline staff and consultants initially reviewed Snohomish County's draft SEIS and expressed a number of concerns with the traffic analysis. In particular, Shoreline did not agree with some of the conclusions in the draft SEIS traffic analysis (such as growth rate, trip distribution, and overall mitigation). Therefore, utilizing many of the assumptions from the draft SEIS, Shoreline developed its own models that take a more detailed look at the impacts of potential redevelopment at Point Wells within the City of Shoreline.

In order to develop the more detailed City model, several assumptions were made. The first assumption is that the PM peak hour resulted in the most significant impacts in the draft SEIS, and therefore the Shoreline model focused on the PM peak hour impacts in the updated model.

The next assumption is that Shoreline's Aurora Phase II project will break ground during the fourth quarter of 2009. The Aurora Phase III project, currently in design, will most likely be completed by 2025, the future target year in the draft SEIS. The Shoreline models were configured to incorporate the changes planned through these projects.

The volumes used in the future 2025 base model were taken from the draft SEIS when available. Since the Shoreline analysis modeled additional intersections, the future 2025 background volumes were developed using a 0.25% annual growth rate over existing conditions. The IFC Jones and Stokes model assumed a sustained annual growth rate of approximately 1.5% with some areas even higher. This higher growth rate assumption dilutes the impact of new trips being generated by the proposed development, therefore underestimating mitigation for the development.

Once the model was developed for the year 2025, eight different residential growth scenarios were created to explore the effects of various levels of residential development and the associated vehicle trips.

Residential vehicle trip generation was determined by using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th edition. Vehicle trip generation was estimated for the proposed project using ITE Land Use Code 230, Residential/Townhouse.

All scenarios assumed the same trip generation corresponding to the full build-out of the proposed office and retail for the development, which equated to a 528-employee general office building and a 136-employee retail space.

The eight different residential scenarios evaluated were chosen based on increasing numbers residential units in increments of 500 units as follows (with office and retail assumption remaining constant through the scenarios:

Total Residential Trips			Total with Proposed Office/Retail Trips		
Units	Entering	Exiting	Entering	Exiting	Combined Trips
500	131	64	225	325	550
1000	231	114	325	375	700
1500	322	159	410	415	825
2000	408	200	495	455	950
2500	489	241	590	510	1100
3000	568	280	675	550	1225
3500	602	297	710	576	1286
4000	645	318	760	590	1350

The results of the eight different Point Wells development scenarios, in addition to the existing and future 2025 base conditions are summarized in Attachment C, and the mitigation is discussed below.

## **Evaluation and Mitigation**

Any redevelopment at the Point Wells site will have impacts along the Richmond Beach Road corridor. These impacts include the increased risk to pedestrians where sidewalks do not exist, and improvement to intersections to maintain an adequate level of service and to maintain safe travel through the intersection. Shoreline's analysis and

recommendation below are divided into two categories: Mitigation Projects for All Scenarios and Mitigation Projects Required for 825 Trips and above. Estimated mitigation costs (in 2009 dollars) are summarized in Attachment E.

### **Mitigation Projects Proposed for All Scenarios**

#### 1. Multimodal Safety and Corridor Study:

The City of Shoreline Transportation Master Plan, in anticipation of a future development of Point Wells, has identified the need for a corridor study from the Point Wells site, down Richmond Beach Drive NW, then up the corridor to Aurora. This analysis should be funded by the developer and undertaken in cooperation with the City of Shoreline, and the residents and business community on the Richmond Beach Road corridor. The study needs to address multimodal usage (buses, bikes and pedestrians), capacity and traffic flow, as well as safety improvements and impacts. This analysis should ultimately be approved by the Shoreline City Council and would form the basis for developer mitigation.

The following are initial recommendations based on analysis of the eight scenarios defined above. These recommendations should be viewed as preliminary and are subject to modification in accord with the findings and recommendations of the multimodal safety and corridor study noted above.

#### 2. NW 196th Street between Richmond Beach Drive NW and 24<sup>th</sup> Avenue NW – Sidewalk and Safety:

NW 196<sup>th</sup> Street is a collector arterial with a speed limit of 25 MPH. It consists of two 12-foot wide lanes, one in each direction. The terrain between Richmond Beach Road NW and 24<sup>th</sup> Avenue NW is made up of a generally uniform grade sloping down towards Richmond Beach Drive NW. There are no sidewalks.

Improvements shown include, at a minimum, sidewalks on both sides of the street. Should more than 825 trips (fourth scenario) be approved, a continuous two-way center turn lane should also be required to help maintain traffic flow and improve pedestrian access across NW 196<sup>th</sup> Street. This is a more effective and less expensive mitigation than the four-lane option in the draft SEIS.

#### 3. NW 196th Street between 24<sup>th</sup> Avenue NW and 20<sup>th</sup> Avenue NW – Sidewalk and Safety:

NW 196<sup>th</sup> Street is a collector arterial with a speed limit of 25 MPH. It consists of two 12-foot wide lanes in each direction. The terrain between Richmond Beach Road NW and 24<sup>th</sup> Avenue NW is made up of a generally uniform grade sloping down towards 24<sup>th</sup> Ave NW. There is a sidewalk on the north side of the roadway, and part of the south side. A complete continuous sidewalk will be needed for any development at the Point Wells site.



4. NW 195th Street & 20<sup>th</sup> Avenue NW – Intersection Improvement:

This intersection is currently controlled by stop signs on all approaches. The model assumes this intersection will be signalized as per recommendations in the SEIS.

5. NW Richmond Beach Road & 15<sup>th</sup> Avenue NW – Intersection Improvement:

This intersection has offset north and south approaches. The south approach is currently controlled by stop signs on all approaches. The model assumes this intersection will be signalized as per recommendations in the SEIS. However, an option in lieu of a traffic signal may be twin roundabouts.

6. NW Richmond Beach Road & 3<sup>rd</sup> Avenue NW – Intersection Improvement:

NW Richmond Beach Road has four lanes without room for separate left turn lanes. This is a contributing factor to a number of reported collisions. Widening of NW Richmond Beach Road will be required to accommodate any increase in trips from the Point Wells development.

7. Richmond Beach Drive NW between NW 196<sup>th</sup> Street and NW 205<sup>th</sup> Street – Sidewalks and Safety:

Richmond Beach Drive NW is a collector arterial with a speed limit of 25 MPH. It is the only road to serve the Point Wells site, and would carry all trips entering and exiting the development. It consists of two 12-foot wide lanes, one in each direction. The terrain between NW 196<sup>th</sup> Street and NW 205<sup>th</sup> Street is made up of a number of horizontal and vertical curves. There are no sidewalks, and only the east side has some areas wide enough to park. The current 50 afternoon peak-hour trips (averaging one car every 72 seconds) allow for numerous gaps in traffic to allow easy pedestrian access along and across Richmond Beach Drive NW. Under existing conditions, even with the lack of sidewalks and pedestrian amenities, the low volume of vehicles can make the area seem friendlier to walkers and bicyclists.

Staff reviewed the impacts of the eight different scenarios, and the increase in PM peak hour volumes in all the scenarios will require roadway safety improvements to mitigate the impacts of the development.

Improvements should include, at a minimum, a sidewalk on one side of the street. Additional traffic may result in a need for additional widening or other mitigation measures to maintain traffic safety and flow and improve pedestrian access across Richmond Beach Drive NW.

8. NW Richmond Beach Road & 8<sup>th</sup> Avenue NW – Intersection Improvement:

This intersection is controlled by a traffic signal. It has five approaches, which adds to overall intersection delay. Should 550 trips or more be approved, this intersection will operate at a LOS (Level of Service) “E” or worse. Additional mitigations will be required, such as an intersection reconfiguration to eliminate the Southwest approach, or possibly a roundabout.

## **Mitigation Projects Proposed for Development that Generates More than 825 Daily Trips**

### 9. Richmond Beach Drive NW & NW 196th Street – Intersection Improvement:

The model assumes this intersection will utilize additional stop signs to reduce overall driver delay. However, should more than 825 trips (fourth scenario) be approved, additional mitigations may be required, such as a channelized westbound to northbound right turn, an intersection reconfiguration, or even a roundabout. The draft SEIS recommends widening NW 196<sup>th</sup> Street to four lanes. However, given the movements to and from the Point Wells site, the extra lanes may not be of much benefit at this intersection.

### 10. NW 196<sup>th</sup> Street & 24<sup>th</sup> Avenue NW – Intersection Improvement:

The model assumes this intersection will utilize additional stop signs to reduce overall driver delay. However, should more than 825 trips (fourth scenario) be approved, additional mitigations may be required, such as an intersection reconfiguration, or even a roundabout.

## **Safety Analysis**

Residents in the Richmond Beach community have raised concerns about the number of vehicle collisions on NW Richmond Beach Road, especially between 12<sup>th</sup> Avenue NW and 15<sup>th</sup> Avenue NW. A review of the City of Shoreline collision records for a three-year period (2006, 2007, and 2008) revealed 13 reported collisions, five reported injuries, and one fatality. *This equates to a rate of 2.99 collisions per million vehicle miles (MVM), making this roadway segment rank 39<sup>th</sup> in Shoreline for this time period.* In comparison, WSDOT's 2007 "Annual Collision Data Summary" report shows that the collision rate for minor arterial routes in urban areas within the Northwest region is 3.79 collisions per MVM.

An analysis of the collision record for the intersection of 3<sup>rd</sup> Avenue NW and NW Richmond Beach Road for the three-year period (2006, 2007 and 2008) revealed a collision rate of 0.81 per million entering vehicles. This location ranks #1 in the City of Shoreline among intersections for reported frequency of collisions and by collision rate. The operation and safety of the intersection of 3<sup>rd</sup> Avenue NW & NW Richmond Beach Road can be improved by building separate left-turn pockets. Of the 19 reported collisions, 13 are the type correctable by the addition of signalized left turn lanes.

Attachment D is the City of Shoreline reported collision report from 1/1/2006 to 12/31/2008, sorted by rate.

Shoreline's collision data are based on collision data provided by Washington Department of Transportation (WSDOT); however, there is a difference between the two databases as to how the collision data are assigned to the databases. The City of Shoreline, as do most municipalities, records intersection collisions as those that actually occur within the intersection area; in comparison, WSDOT's includes all collisions

occurring within 20 feet of all approaches and within the entire length of any of the turn pockets for all approaches.

When comparing results of the collision records from WSDOT's and Shoreline's data bases, it is important to understand these differences between how collisions are recorded in the two systems. For example, a collision history request for Richmond Beach Road NW would generate a higher number from WSDOT's database than from Shoreline's for the reasons stated above.

Collision patterns and types are influenced by factors other than traffic volumes, such as roadway geometry, speed, number of lanes and compliance with regulatory signs and rules of the road. While increased traffic generated by the Point Wells development would likely result in a proportionate increase in the number of traffic collisions, those increases would not necessarily mean an increase in severity. As congestion and the proportionate number of collision increase, there would tend to be more of a change in collision *types*, such as an increase in rear-end collisions.

## Aesthetics and Viewshed Analysis

The analysis below addresses a specific portion of the aesthetics section –the viewshed analysis – with regard to the impacts of the proposed Subarea Plan and Pre-annexation zoning.

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 openness, beauty and orientation. A prominent view corridor across the lowland area, shown in Fig. 1, affords a view from Richmond Beach Drive northwest to Admiralty Inlet and Whidbey Island. This public view would be significantly impaired by taller buildings located in this area.

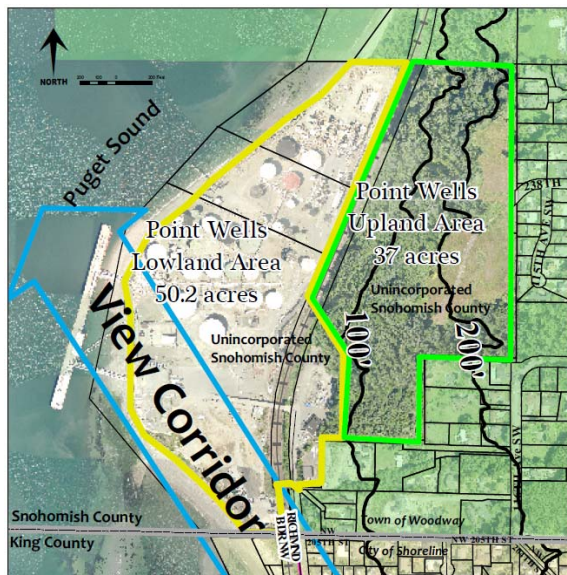


Figure 1

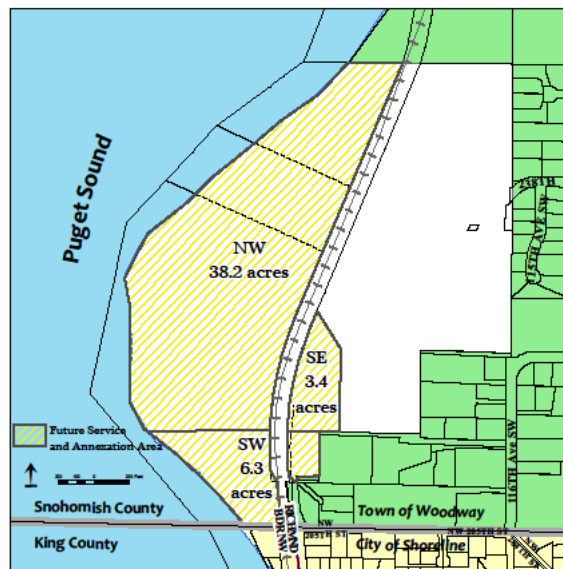


Figure 2

There are three distinct sub-areas within the Point Wells site, not including the upland area. These are identified in Fig. 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 views. Building placement in this area should avoid obstruction of the view corridor shown on Fig. 1. The appropriate number, placement and size of taller buildings in NW subarea should be determined through the development permit and environmental review process.

To determine the visual impact of such structures, as well as other height restrictions meant to maintain viewsheds, the City created a SketchUp model (Attachment A) to demonstrate what the project could look like at build-out. The model assumed 12 buildings, arranged in 4 rows, all in the NW section of the property depicted in Figure 2. Towers are depicted in two scenarios from each vantage point, one with all towers at a height of 180 feet, and one with towers in the view corridor at 65 or 90 feet in height.

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 large, woody debris. This area should be a priority for provision of open space and restoration, including elimination of invasive plants, and re-establishing native riparian and backshore vegetation.

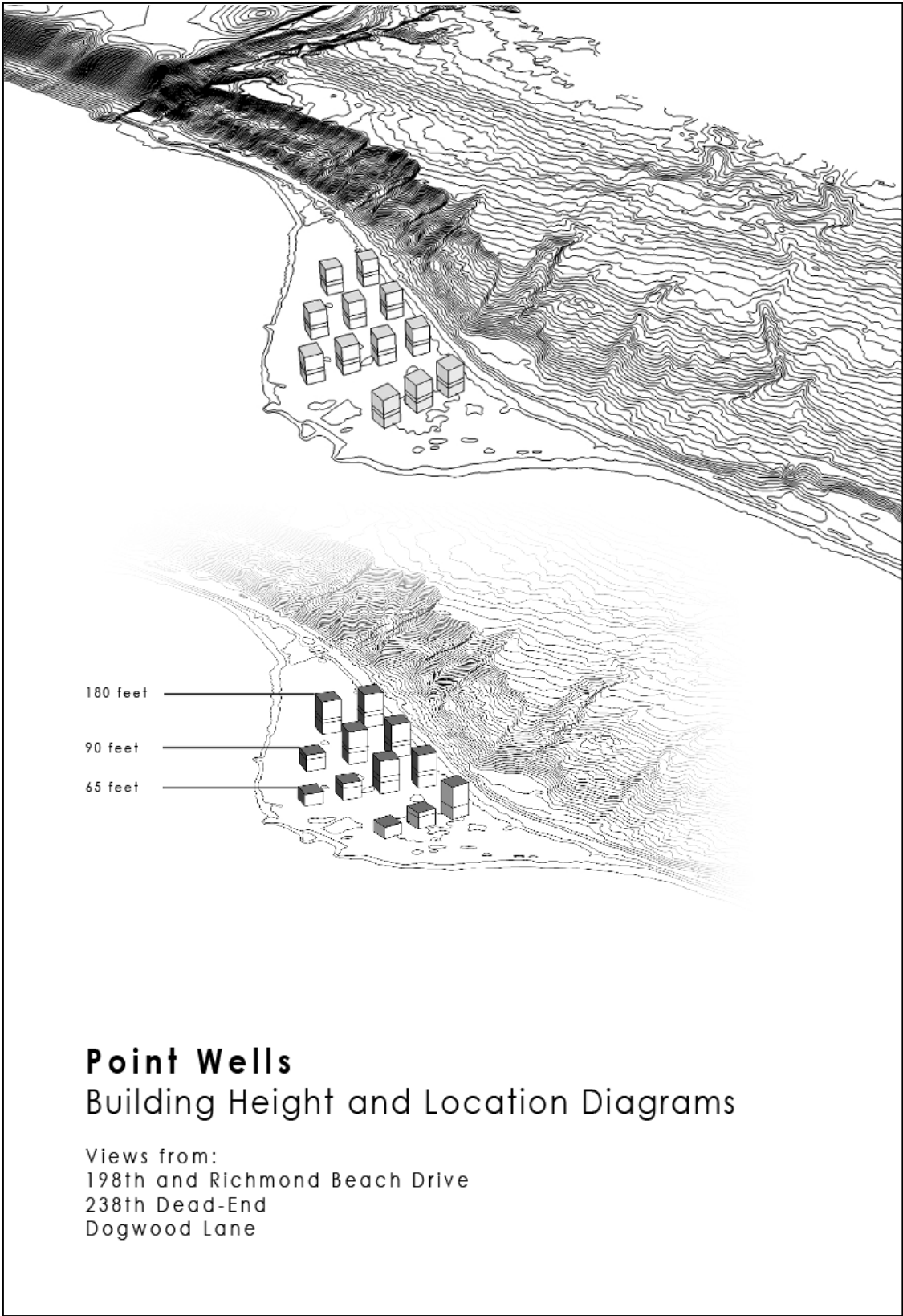
## **Mitigation**

1. The public view across the southwest portion of the NW and SW subareas should be protected by appropriate height controls.
2. 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 the shoreline area, buildings should be located and configured to maintain as much openness and views across the site as possible, with taller structures limited to the central and easterly portions.
3. The relatively lowland area west of the tracks (between 10 and 20 feet above sea level) abuts a heavily forested slope east of the track. The slope rises steeply (15% to 25% grades) from the railroad tracks to the top of the slope, which is at approximately elevation 200. The treeline at the top of the slope consists of mature trees from 50 to 100 feet in height, which further obscure views of Point Wells from the portions of Woodway above elevation 200. Therefore, new structures in the NW subarea should rise no higher than elevation 200.
4. 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, and new structures in the SE Subarea should rise no higher than six stories.

5. 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, floor area ratio maxima, building floorplate maxima, designated view corridors, and minimum separation between taller structures. New structures in the NW subarea should be developed in a series of slender towers separated by view corridors.

Attachment A: SketchUp Model for Visual Analysis



**Point Wells**  
Building Height and Location Diagrams  
View from:  
198th and Richmond Beach Drive

All Rows: Buildings at Full Height



All Rows: Buildings at Revised Heights





**Point Wells**

**Building Height and Location Diagrams**

View from:  
238th Dead End

All Rows: Buildings at Full Height



All Rows: Buildings at Revised Heights





**Point Wells**

**Building Height and Location Diagrams**

View from:  
Dogwood Lane

All Rows: Buildings at Full Height



All Rows: Buildings at Revised Heights



**Attachment B:  
Draft Subarea Plan and Pre-Annexation Zoning**

**Point Wells Subarea Plan**

**Geographic and Historical Context**

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



**Figure 1 – Point Wells unincorporated island**

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 Richmond Beach Road and the regional road network via the City of Shoreline.



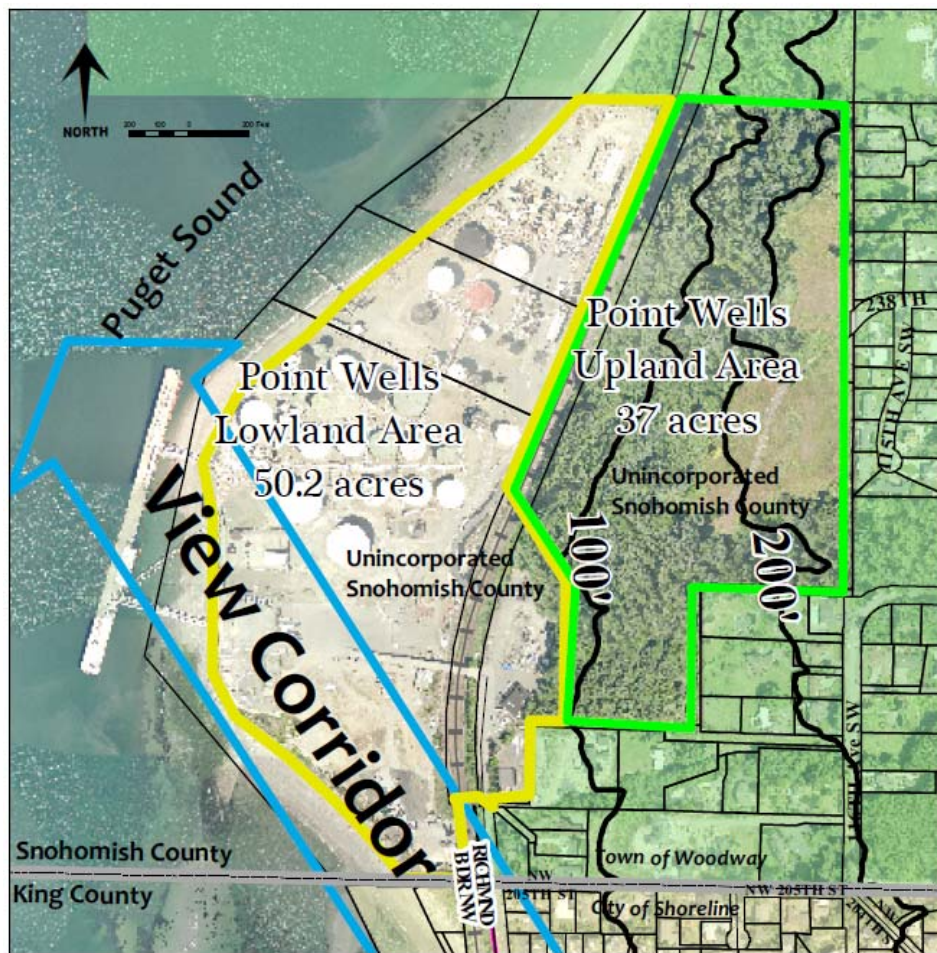


Figure 2 – Upland and Lowland Areas at Point Wells

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

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.

**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.

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

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

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 presently connect to the regional road network only via Richmond Beach Drive and Richmond Beach Road in the City of Shoreline. Therefore future redevelopment of the lowland area 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.

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, is designated as the City of Shoreline's proposed future service and annexation area (FSAA)*

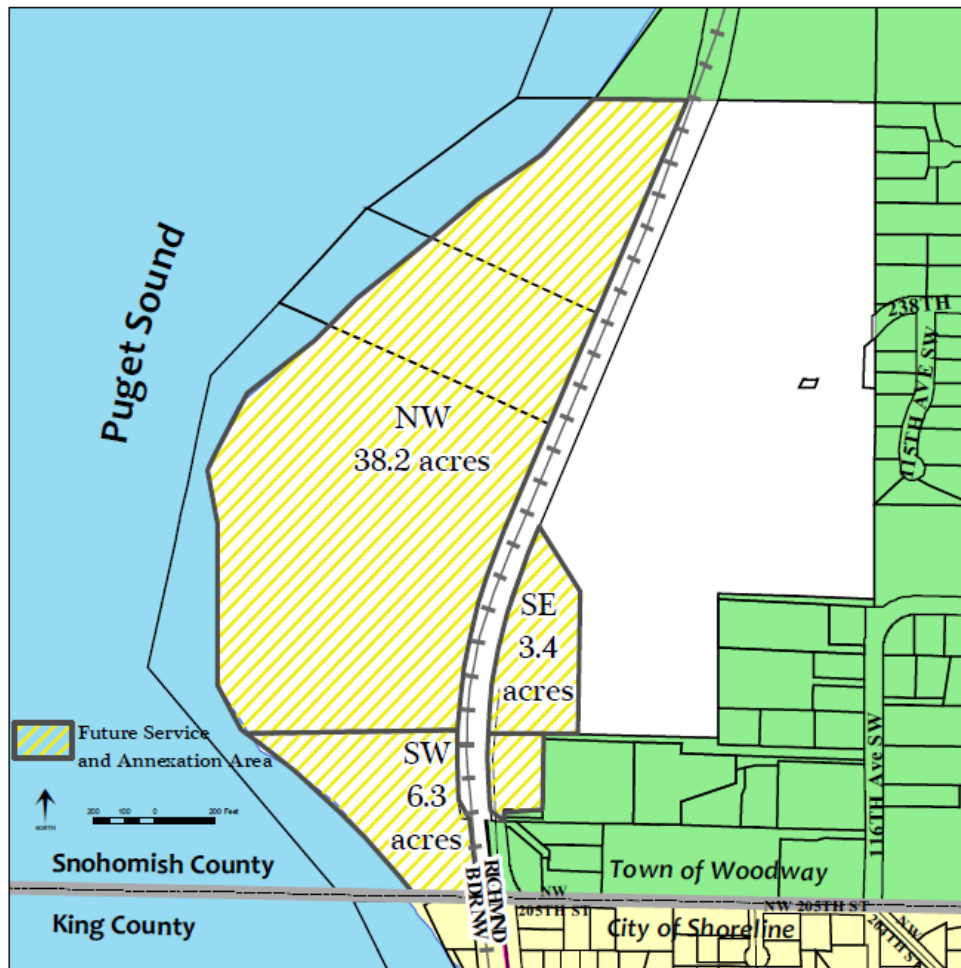


Fig. 3 – City of Shoreline Future Service and Annexation Area

## A Future Vision for Point Wells

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.

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 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.

There are at least three distinct sub-areas within the FSAA, identified on Fig. 3 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 views. Building placement in this area should avoid obstruction of the 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 large, woody debris. This area should be a priority for open space and restoration including elimination of invasive plants, re-establishing native riparian and backshore vegetation.

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 views across the site as possible, with taller structures limited to the central and easterly portions.

*Policy PW-2 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 obscure views of Point Wells from the portions of Woodway above elevation 200.

*Policy PW-3 New structures in the NW subarea should rise no higher than elevation 200.*

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-4 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 view corridor across the lowland area, shown in Fig. 2, affords a 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 view corridor.

*Policy PW-5 New structures in the NW subarea should be developed in a series of slender towers separated by view corridors.*

*Policy PW-6 The public view from Richmond Beach Drive in Shoreline to Admiralty Inlet should be protected by a view corridor across the southwest portion of the NW and SW subareas.*

### **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. The City concluded 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.

The Transportation Corridor Study should encompass all of Richmond Beach Drive and Richmond Beach Road, and all their intersections with public roads, from NW 205<sup>th</sup> Street to State Route 99, and include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. The Study should also evaluate bicycle and pedestrian safety as impacted by the projected annual daily and peak hour traffic, and identify appropriate “context sensitive design” treatments for every intersection, road segment, block face, crosswalk and walkway in the study area. In addition to conventional engineering design, the Study should evaluate the value and feasibility of innovative strategies and improvements such as road diets, complete streets, one way couplets, roundabouts, and traffic calming devices.

*Policy PW-7 To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study, under the direction of the City. The Study should identify, engineer, and provide costs for intersection, roadway, walkway and other public improvements needed to maintain or improve vehicular, bicycle and pedestrian safety and flow on Richmond Beach Drive and Richmond Beach Road.*

*Policy PW-8 The needed mitigation improvements identified in the Transportation Corridor Study 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. Therefore, it is critical that identified impacts be effectively mitigated as a condition of development approval. It is also vital that the scale of traffic generated from Point Wells be limited.

The City’s traffic study completed in 2009 shows that if more than 8,250 vehicle trips a day enter the City’s road network from Point Wells, it would result in a level of service “F” or worse at a number of City intersections. This would be an unacceptable impact. Therefore, the City should establish a maximum daily traffic threshold emanating from Point Wells and require preparation of a Transportation Corridor Study to identify necessary mitigations.

*Policy PW-9 The maximum daily traffic that the City should permit on Richmond Beach Drive from Point Wells should not exceed 8,250 vehicle trips per day, or a maximum peak hour of 825 trips (trips are counted both entering and leaving).*



### **Interjurisdictional Coordination**

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

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

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

*Policy PW-10 The City should work with both the Town of Woodway 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.*

## **Point Wells Pre-Annexation Zoning:**

### **Sections:**

- 20.92.010 Purpose and Scope
- 20.92.020 Planned Area 1 Official Zoning Map Designation
- 20.92.030 Permitted and Prohibited Uses
- 20.92.040 Required Permit Review Processes
- 20.92.050 Coordination and Compliance with Shoreline Management Act
- 20.92.060 Site and Building Sustainability Standards
- 20.92.070 Site and Building Development Standards
- 20.92.080 Site and Building Design Guidelines
- 20.92.090 Shoreline public access and on-site recreation
- 20.92.100 Mitigation of impacts

### **20.92.010 Purpose and Scope**

- A. The purpose of this chapter is to implement the City's vision set forth in the Point Wells Subarea Plan. This vision includes a mix of residential, commercial, and recreational uses, public access to Puget Sound, restoration and protection of nearshore and upland waterfront environments, and a high standard for sustainable building and site design, construction and operations. The scope of this Chapter includes processes and standards regarding the scale, character, configuration and location of development on site as well as provisions to ensure compatability and transition to adjacent single family neighborhoods, and the mitigation of off-site impacts to the City's transportation and parks systems.
- B. All development in the Planned Area 1 zone is:
  - 1. Subject to the regulations of:
    - a. This chapter;
    - b. SMC 20.10 – General Provisions
    - c. SMC 20.20 – Definitions
    - d. SMC 20.30 – Procedures and Administration as noted below
    - e. SMC 20.40 – Zoning and Use Provisions
    - f. SMC 20.50 Subchapter 5 - Tree Conservation, Land Clearing and Site Grading Standards
    - g. SMC 20.50 Subchapter 6 – Parking, Access and Circulation
    - h. SMC 20.50 Subchapter 7 – Landscaping Standards
    - i. SMC 20.60 – Adequacy of Public Facilities
    - j. SMC 20.70 – Engineering and Utilities Development Standards
    - k. SMC 20.80 – Critical Areas regulations

2. Exempt from the development standards of subchapters 2, 3, and 4 of SMC 20.50.
3. If provisions of this chapter conflict with provisions elsewhere in the Shoreline Municipal Code, the provisions of this chapter shall apply. When it is unclear which regulations apply, then the presumption shall be that the regulations of this chapter take precedence with the ultimate determination to be made by the Director.

#### **20.92.020 Planned Area 1 Official Zoning Map Designation**

In order to implement the vision described in the Point Wells Subarea Plan of the Comprehensive Plan, the Planned Area 1 zone is created and applied as shown on the City's official zoning map with the designation "PLA 1". The map notations "PLA 1A," "PLA 1B," and "PLA 1C" indicate where different building height, land uses, and development standards apply. Unless otherwise specifically noted, all the requirements of this Chapter apply to all three PLA 1 designations.

#### **20.92.030 Permitted and Prohibited Uses**

All uses provided for under SMC 20.40.120-.140, including unlisted uses under SMC 20.40.570, are permitted outright in Planned Area 1 except the following, which are prohibited:

- A. Adult use facilities;
- B. Gambling uses;
- C. Vehicle repair, service and/or sales unless entirely within an enclosed building;
- D. Outdoor material storage, including vehicles. Material storage shall be allowed only within a fully-enclosed structure;
- E. Other uses the Director determines to not comport with the intent of the district as expressed in SMC 20.92.010, Purpose and Scope.

#### **20.92.040 Required Permit Review Processes**

- A. **Applicability** – No building, grading or other development permission shall be given by the City until an application for Administrative Design Review (ADR) permit is first processed and approved by the Director. Any application for permit within the jurisdiction of the Shoreline Management Act shall also make application for a Shoreline Substantial Development Permit (SDP). The ADR permit and the SDP permit are both "Type B" Administrative decisions that may be processed concurrently. Both the ADR permit and the SDP permit are subject to the procedural requirements of SMC 20.30.050 and SMC 20.30.080 through SMC 20.30.290.

- B. Submittal Requirements for ADR permit** – The applicant shall submit the following:
1. A site plan at a scale to be determined by the City, identifying all proposed grading, cuts, and fills, the location and dimension of proposed structures, vehicular surfaces and the network of pedestrian circulation improvements, open spaces and public areas.
  2. A landscape and open space plan locating and listing all proposed plant species and other landscape construction features.
  3. Building elevations drawn to scale illustrating the materials, colors and textures to be used as well as an indication of where and how building entrances and openings orient to the pedestrian circulation network on site.
  4. Details of any exterior architectural lighting scheme and the specific lighting fixtures and performance standards of any exterior lighting of parking areas, driving surfaces, pedestrian pathways and public areas.
  5. A digital model of the entire proposed site illustrating the pre-existing and proposed finished contours of the site and the location, dimension, and orientation of every structure on the site with a footprint larger than 1,000 square feet. The submitted file of said digital model shall be in a format acceptable to the City.
  6. An environmental checklist.
  7. A preliminary LEED checklist or comparable means of demonstrating the proposals compliance with the sustainability standards of this Chapter.
  8. A Transportation Demand Management Plan.
- C. Standards for Approval** – The applicant for any design review permit shall demonstrate that the plans satisfy the development standards set forth in 20.92.050 and the design guidelines adopted pursuant to 20.92.060, unless approved as a design departure by the Department Director.
- D. Design Departures** – A permit applicant wishing to modify any of the development standards of section 20.92.050 or the design guidelines of section 20.92.060 may apply for a design departure if the Director concludes that the proposed modification meets or exceeds the design objectives of the stated standard or guideline.
- E. Review and Approval** – The Director may approve, deny, or approve with design departure modifications and/or conditions, an application for Administrative Design Review. A decision of the Director may be appealed to the Hearing Examiner. On review, the Hearing Examiner shall accord substantial weight to the Director's decision.

**20.92.050 Coordination and Compliance with Shoreline Management Act requirements**

- A. All lands within 200 feet of the Puget Sound shoreline are subject to the requirements of Chapter 90.58 RCW, the Shoreline Management Act. Consequently, a permit submitted pursuant to SMC 20. 92.040 that lies within the jurisdictional limits of the Shoreline Management Act shall also be required to submit for a Shoreline Substantial Development Permit (SDP).
- B. All submittals for ADR and SDP permits shall include a shoreline restoration plan that includes the following features:
  - 1. Removal of bulkheads to reestablish sediment delivery.
  - 2. Replacement of bulkheads with soft shore stabilization.
  - 3. Replanting of nearshore vegetation.
  - 4. Planting of eelgrass, kelp and other aquatic macrophytes.
  - 5. Replacement or enlargement of undersized culverts to be fish-friendly.
  - 6. Removal of fill from wetlands, intertidal habitats and floodplains.
  - 7. Removal of invasive plant species.
  - 8. Retrofitting of existing impervious surfaces to include stormwater treatment and flow control.
  - 9. Regrading of the site and reconnection of local freshwater sources to re-create a tidal lagoon system with an opening at the north end of the point.
  - 10. Explanation of how active or passive public access within 200 feet of the shoreline will serve and balance recreation, education and conservation objectives.

**20.92.060 Site and Building Sustainability Standards**

- A. All structures above 65 feet in height shall meet at least Leadership in Energy Efficiency and Design (LEED) Silver Certification or equivalent standard.
- B. All structures above 35 feet in height shall meet at least LEED Bronze or Built Green Three Star or equivalent standard.
- C. Low impact development techniques shall be incorporated in site design including, but not limited to, rain gardens, permeable pavement, rainwater harvesting, vegetated roof(s), bike racks, and the use of non-invasive species in landscaping.

## 20.92.070 Site and Building Development Standards

### A. Maximum building height

1. Maximum building height of structures in PLA 1A is as follows:
  - a. Within 100 feet of the Ordinary High Tide (OHT) of Puget Sound: 10 feet.
  - b. Between 100 and 200 feet of the OHT of Puget Sound: 25 feet.
  - c. Between 200 and 300 feet of the OHT of Puget Sound: 65 feet.
  - d. Between 300 and 400 feet of the OHT of Puget Sound: 90 feet.
  - e. More than 400 feet from the OHT of Puget Sound: 180 feet, provided that no portion of a structure within the public view corridor shall exceed 35 feet. See Fig. 1.
2. Maximum building height of any structure in PLA 1B: 35 feet.
3. Maximum building height of any structure in PLA 1C: 65 feet.

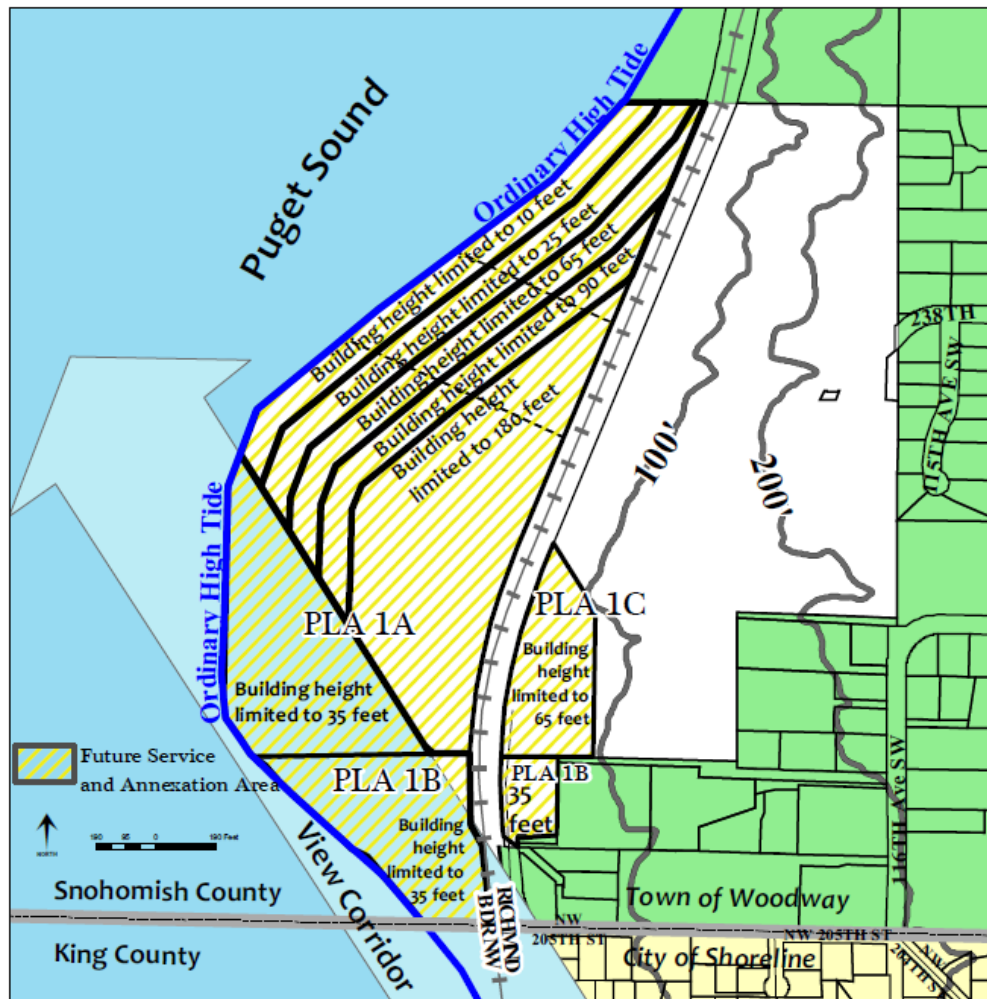


Fig. 1 – Height Limits in Planned Area 1

**B. Maximum floor plate**

1. The maximum floor plate for any portion of a building taller than 35 feet is 10,000 square feet.
2. The maximum floor plate for any portion of a building between 35 feet and 65 feet in height is 30,000 square feet.
3. There is no maximum floor plate for any building less than 35 feet in height.

**C. Minimum separation of tall buildings**

No portion of any building that is taller than 65 feet may be closer than 100 feet to any portion of any other building that is taller than 65 feet.

**D. Parking**

1. At least 90% of all parking on site shall be in structures.
2. Any parking not in structures shall be screened consistent with SMC 20.50.470.
3. The parking ratios for uses set forth in SMC 20.50 Subchapter 6 shall apply, unless modified by the Director for good cause.

**E. Signs**

1. A master sign plan shall be submitted and approved with any application for ADR.
2. Building name signs shall have a maximum sign area of 100 square feet.
3. Window signs may occupy a maximum of 50% of the window area.
4. Sandwich board signs are prohibited.
5. Blade signs shall have a minimum clearance of 7 feet.

**F. Dark skies lighting**

1. All building entrances shall be well lit to provide inviting access and safety. Building-mounted lights and display window lights shall contribute to lighting of pedestrian walkways and gathering areas.
2. Parking light post height shall not exceed 25 feet
3. Outside lighting shall be minimum wattage metal halide or color corrected sodium light sources which emit "natural" light. Non-color corrected low pressure sodium and mercury vapor light sources are prohibited.

4. All exterior lights shall be fitted with appropriate hoods and shielded to confine emitted light to within the site.

**20.92.080 Site and Building Design Guidelines**

Adoption and Modification of Design Guidelines - The Director is authorized and directed to adopt and amend Design Guidelines by Administrative Order.

**20.92.090 Shoreline Public Access and on-site public use area(s)**

- A. Development shall construct a public pedestrian access trail along the entire waterfront of the subject property located generally within 50 feet of the highwater line of Puget Sound. The trail may meander, but shall meet grade and accessibility standards of the Americans with Disabilities Act, and have a minimum width of at least eight feet. The trail shall connect with the on-site pedestrian circulation system and connect to the public right-of-way of Richmond Beach Drive.
- B. The City shall require that an easement document in a form acceptable to the City Attorney be recorded to secure public access between the hours of sunrise and sunset. The design of signs designating the public pedestrian access and the methods of posting the signs shall be submitted for review and approval by the Director.
- C. Any development in PLA 1A that includes 500 or more dwelling units shall be served by an on-site public use area or park at least five (5) acres in size to be located primarily in PLA 1B. Said public use area or park shall be developed and open for public use in a location and design to be specifically approved by the City. A public access and use easement document in a form acceptable to the City shall be recorded. Alternatively, once improvements have been constructed by the developer and approved by the City, the area may be dedicated to the City for ownership, maintenance and operation as a park.

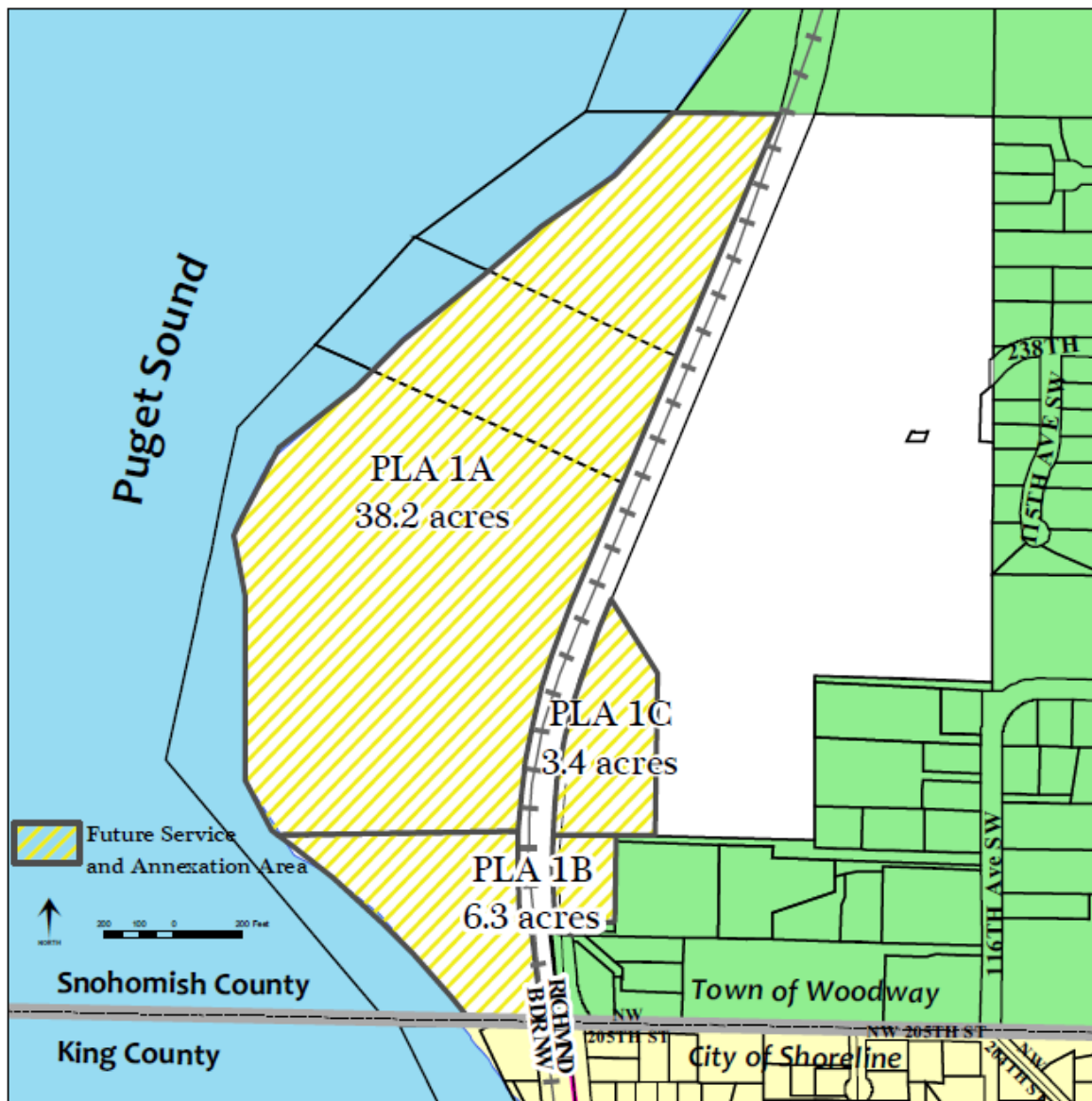
**20.92.100 Mitigation of impacts**

- A. The environmental review for development permits pursuant to RCW 43.21C shall address both on site and off-site impacts, including but not limited to impacts on the City's road network, parks, and other municipal services and facilities.
- B. Remediation of contaminated soils shall be required pursuant to state and federal standards.
- C. As part of the environmental review the applicant shall fund the preparation of a Transportation Corridor Study, to be conducted under the direction of the City. The scope of the Transportation Corridor Study will include an analysis of impacts and the necessary intersection, roadway, walkway and other public improvements needed to maintain or improve vehicular, bicycle and



pedestrian safety and flow on Richmond Beach Drive, Richmond Beach Road, and NW 185<sup>th</sup> Street between SR 99 and NW 205<sup>th</sup> St.

- D. The applicant shall fund improvements to the City's road network according to the schedule set forth in the final approved Transportation Corridor Study.
- E. The applicant shall also submit for City review and approval a transportation demand management plan.
- F. The combined maximum average daily traffic that shall be permitted to enter or exit from PLA 1A, PLA 1B, and PLA 1C is 8,500 vehicle trips.



**Fig. 2 - Pre-Annexation Zoning Map for Point Wells**

## Attachment C- Summarized results of Models

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2007 Base - Shoreline					2025 Base - Shoreline				
	Approach LOS			Ave Intersect Delay	Intersect Capacity Utilization	Approach LOS			Ave Intersect Delay	Intersect Capacity Utilization
	Overall LOS	EB	WB	NB	SB	EB	WB	NB	SB	
Richmond Beach Dr NW/NW 196th St	A	A	A	A	A	A	A	A	A	21.1
NW 196th St/24th Ave NW	A	A	A	A	A	A	A	A	A	26.3
NW 196th St/20th Ave NW	A	A	A	A	A	A	A	A	A	47.2
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A	A	A	A	A	A	A	32.2
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	A	A	A	A	A	A	45.5
NW Richmond Bch Rd/8th Ave NW	A	A	A	A	A	A	A	A	A	86
NW Richmond Bch Rd/3rd Ave NW	C	C	C	D	D	D	D	E	D	66.5
N Richmond Bch Rd/Dayton Ave N	A	A	A	A	A	A	A	A	C	50
N 185th St/Fremont Ave N	B	B	A	C	D	B	A	A	C	12.5
N 185th St/Linden Ave N	C	C	C	D	D	C	B	D	D	33.3
N 185th St/Midvale Ave N	C	C	B	D	D	A	B	D	D	16.8
N 185th St/205th Ave N	A	A	A	A	A	B	B	C	C	18.9
Aurora Ave N/N 205th St	D	E	E	B	D	F	F	E	E	74.7
Aurora Ave N/N 200th St	C	E	E	A	A	F	F	C	B	95.6
Aurora Ave N/N 192nd St	A	E	E	A	A	F	F	A	B	14
Aurora Ave N/N 185th St	C	E	E	C	B	F	F	D	C	94.7
Aurora Ave N/N 175th St	C	E	D	C	C	E	E	D	D	98.1
Midvale Ave N/N 175th St	B	A	A	E	E	B	A	C	C	63.8
Fremont Ave N/N 175th St	A	B	B	A	A	B	B	A	A	63.4
Arterial Route Analysis										
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)
EB N 185th St btwn Dayton Ave N/Midvale Ave N	217.2	1.4	22.9	C	252.3	1.4	20.3	C	252.3	1.4
WB N 185th St btwn Midvale Ave N/Fremont Ave N	193.5	0.6	11.3	E	193.5	0.6	11.3	E	193.5	0.6
WB N 185th St btwn Midvale Ave N/Fremont Ave N	178.1	0.4	8.9	E	202.8	0.4	7.8	E	202.8	0.4
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	170.4	1.1	22.5	C	280.2	1.7	21.7	C	280.2	1.7
NB Aurora Ave N btwn N 205th St/N 175th St	257.1	1.7	24	C	363.1	1.7	17	D	363.1	1.7
SB Aurora Ave N btwn N 205th St/N 175th St	240.6	1.7	24.8	C	276.9	1.7	21.6	D	276.9	1.7

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 0550 trips						2025 Point Wells - 0700 trips					
	Approach LOS			Intersect Capacity Utilization			Approach LOS			Intersect Capacity Utilization		
	Overall LOS	EB	WB	NB	SB	Ave Intersect Delay	Overall LOS	EB	WB	NB	SB	Ave Intersect Delay
Richmond Beach Dr NW/NW 196th St	B	C	B	A	B	12.8	C	C	B	A	C	16.6
NW 196th St/24th Ave NW	B	A	B	A	A	13.2	C	A	A	A	A	17.6
NW 196th St/20th Ave NW	A	A	A	A	E	8.2	A	A	A	A	B	8.7
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A	A	E	5.8	A	A	A	A	C	3.2
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	A	E	4	A	A	A	A	C	3
NW Richmond Bch Rd/8th Ave NW	E	E	D	F	D	66	E	E	E	F	E	78
NW Richmond Bch Rd/3rd Ave NW	A	A	A	C	C	9.9	B	A	A	C	C	11.3
N Richmond Bch Rd/Dayton Ave N	B	B	A	C	C	13.3	B	B	A	C	C	13.4
N 185th St/Fremont Ave N	D	C	D	D	D	37.8	D	C	B	E	E	37.2
N 185th St/Linden Ave N	A	A	A	C	C	9.7	B	A	A	D	D	12.4
N 185th St/Midvale Ave N	C	B	B	D	D	21.5	E	B	B	C	C	19.1
Aurora Ave N/N 205th St	E	F	F	E	E	79.2	E	F	F	E	E	79.3
Aurora Ave N/N 200th St	C	F	F	C	B	34.9	D	F	E	D	B	38.3
Aurora Ave N/N 192nd St	B	F	E	A	B	14.6	B	F	E	A	B	13.9
Aurora Ave N/N 185th St	D	F	F	D	C	53.8	D	F	F	D	D	54.5
Aurora Ave N/N 175th St	D	F	F	D	C	50.8	D	F	F	D	C	50.7
Midvale Ave N/N 175th St	B	A	A	F	F	14.5	B	A	A	F	F	14.4
Fremont Ave N/N 175th St	A	B	B	A	A	8.1	A	B	B	A	A	9.5
Arterial Route Analysis												
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	251.4	1.4	20.3	C	276.2	1.4	18.5	C				
EB N 185th St btwn Dayton Ave N/Midvale Ave N	207.6	0.6	10.5	E	193.6	0.6	11.3	E				
WB N 185th St btwn Midvale Ave N/Fremont Ave N	234.5	0.4	6.7	F	210.6	0.4	7.5	E				
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	274.1	1.7	22.2	C	301.5	1.7	20.2	C				
NB Aurora Ave N btwn N 205th St/N 175th St	366.9	1.7	16.8	E	380.5	1.7	16.2	E				
SB Aurora Ave N btwn N 205th St/N 175th St	272.5	1.7	21.9	D	281.5	1.7	21.2	D				

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 0825 trips					2025 Point Wells - 0950 trips							
	Overall LOS	Approach LOS				Ave Intersect Delay	Intersect Capacity Utilization	Approach LOS				Ave Intersect Delay	Intersect Capacity Utilization
		EB	WB	NB	SB			EB	WB	NB	SB		
Richmond Beach Dr NW/NW 196th St NW 196th St/24th Ave NW NW 196th St/20th Ave NW NW Richmond Bch Rd/15th Ave NW (w) NW Richmond Bch Rd/15th Ave NW (e) NW Richmond Bch Rd/8th Ave NW NW Richmond Bch Rd/3rd Ave NW N Richmond Bch Rd/Dayton Ave N N 185th St/Fremont Ave N N 185th St/Linden Ave N N 185th St/Midvale Ave N Aurora Ave N/N 205th St Aurora Ave N/N 200th St Aurora Ave N/N 192nd St Aurora Ave N/N 185th St Aurora Ave N/N 175th St Midvale Ave N/N 175th St Fremont Ave N/N 175th St	C	C	A	D	22.9	68.5	E	D	A	36.6	76		
	D	D	B	B	25.3	45.9	E	E	B	43.2	49		
	A	A	A	B	9.2	70.2	A	A	B	9.6	73.8		
	A	A	A	C	3.4	43.1	A	A	A	3.1	44.2		
	A	A	A	C	3	67.5	A	A	A	3.1	70.8		
	E	E	E	E	76.6	95.5	F	E	F	83.6	97.4		
	B	A	A	C	12.3	76.8	B	A	A	13.7	78.7		
	B	B	A	C	13.5	60.5	B	B	A	13.6	61.7		
	D	C	C	E	38.8	82.3	D	C	C	40.8	84.1		
	B	A	A	D	11.8	56.6	B	A	A	11.9	57.4		
	B	B	B	C	18.6	64	B	B	B	18.7	64.5		
	F	F	F	E	80.5	113	F	F	F	82.4	113.3		
	D	F	F	C	35.7	98.3	D	F	F	36	98.6		
	B	F	E	A	14.8	77.7	B	F	E	14.8	77.9		
	E	F	F	D	59.5	100.1	E	F	F	62.2	101.7		
	D	F	F	D	51.3	102.9	D	F	F	54	103.8		
	B	A	A	F	14.3	65.2	A	A	A	9.6	65.4		
	A	B	B	A	8.1	64.9	A	B	A	8.1	65.2		
	Arterial Route Analysis												
	EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N EB N 185th St btwn Dayton Ave N/Midvale Ave N	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS				
255.3 194.8		1.4 0.6	20 11.2	C E	259.5 195.8	1.4 0.6	19.7 11.1	C E					
WB N 185th St btwn Midvale Ave N/Fremont Ave N WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS					
	229.8 312.2	0.4 1.7	6.9 19.5	F C	239.9 322.7	0.4 1.7	6.6 18.9	F C					
NB Aurora Ave N btwn N 205th St/N 175th St SB Aurora Ave N btwn N 205th St/N 175th St	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS					
	376.6 291.4	1.7 1.7	16.4 20.5	E D	384.4 292.3	1.7 1.7	16.1 20.4	E D					

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 1100 trips						2025 Point Wells - 1225 trips					
	Approach LOS			Intersect Capacity Utilization			Approach LOS			Intersect Capacity Utilization		
	Overall LOS	EB	WB	NB	SB	Ave Intersect Delay	Overall LOS	EB	WB	NB	SB	Ave Intersect Delay
Richmond Beach Dr NW/NW 196th St	F	F	F	A	F	71.6	F	F	F	A	F	101.6
NW 196th St/24th Ave NW	F	F	F	B	B	77.8	F	F	F	B	B	113.2
NW 196th St/20th Ave NW	B	A	B	B	C	10.1	B	A	B	B	C	10.4
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A	C	C	3.2	A	A	A	C	C	3
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	C	C	3.8	A	A	A	C	C	3.4
NW Richmond Bch Rd/8th Ave NW	F	E	F	F	E	88.1	F	E	F	F	E	94.5
NW Richmond Bch Rd/3rd Ave NW	B	A	A	C	D	14.5	B	A	A	C	D	15.8
N Richmond Bch Rd/Dayton Ave N	B	B	A	C	C	14.1	B	B	A	C	C	14.5
N 185th St/Fremont Ave N	D	C	C	E	E	43.8	D	C	C	E	E	47.7
N 185th St/Linden Ave N	B	A	A	D	D	11.6	B	A	A	D	D	11.3
N 185th St/Midvale Ave N	B	B	B	C	C	19.2	B	B	B	C	C	19.4
Aurora Ave N/N 205th St	F	F	F	F	E	81.5	F	F	F	F	E	82.2
Aurora Ave N/N 200th St	D	F	F	D	B	40.8	D	F	F	D	B	41.9
Aurora Ave N/N 192nd St	B	F	F	E	A	15.7	B	F	F	E	A	15.5
Aurora Ave N/N 185th St	E	F	F	D	E	65.4	E	F	F	D	E	69.2
Aurora Ave N/N 175th St	D	F	F	D	C	54	D	F	F	D	C	55.5
Midvale Ave N/N 175th St	B	A	A	D	D	10.5	B	A	A	D	D	9.6
Fremont Ave N/N 175th St	A	B	B	A	A	8.1	A	B	B	A	A	8.2
Arterial Route Analysis												
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	Travel Time	261.6	Distance (mi)	1.4	Ave Speed	19.6	Travel Time	260	Distance (mi)	1.4	Ave Speed	19.7
EB N 185th St btwn Dayton Ave N/Midvale Ave N	Travel Time	196.6	Distance (mi)	0.6	Ave Speed	11.1	Travel Time	198.1	Distance (mi)	0.6	Ave Speed	11
WB N 185th St btwn Midvale Ave N/Fremont Ave N	Travel Time	249.7	Distance (mi)	0.4	Ave Speed	6.3	Travel Time	264.9	Distance (mi)	0.4	Ave Speed	6
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	Travel Time	328.3	Distance (mi)	1.7	Ave Speed	18.6	Travel Time	342.4	Distance (mi)	1.7	Ave Speed	17.8
NB Aurora Ave N btwn N 205th St/N 175th St	Travel Time	403	Distance (mi)	1.7	Ave Speed	15.3	Travel Time	407.5	Distance (mi)	1.7	Ave Speed	15.2
SB Aurora Ave N btwn N 205th St/N 175th St	Travel Time	301.2	Distance (mi)	1.7	Ave Speed	19.8	Travel Time	311.3	Distance (mi)	1.7	Ave Speed	19.2
							Arterial LOS				Arterial LOS	
							C				C	
							E				E	
							F				F	
							C				C	
							D				D	
							E				E	
							D				D	

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 1286 trips						2025 Point Wells - 1350 trips					
	Approach LOS			Intersect Capacity Utilization			Approach LOS			Intersect Capacity Utilization		
	Overall LOS	EB	WB	NB	SB	Ave Intersect Delay	Overall LOS	EB	WB	NB	SB	Ave Intersect Delay
Richmond Beach Dr NW/NW 196th St	F	F	F	A	F	120.7	F	F	F	A	F	142
NW 196th St/24th Ave NW	F	F	F	B	B	130.8	F	F	F	B	B	154.5
NW 196th St/20th Ave NW	B	A	B	B	C	10.6	B	A	B	B	C	11
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A	A	C	3	A	A	A	A	C	4.3
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	A	C	3.5	A	A	A	A	C	4.6
NW Richmond Bch Rd/8th Ave NW	F	E	F	F	E	97.6	F	E	F	F	F	97.3
NW Richmond Bch Rd/3rd Ave NW	B	B	A	C	D	16.6	B	B	B	C	D	15.8
N Richmond Bch Rd/Dayton Ave N	B	B	B	C	C	14.8	B	B	B	C	C	15
N 185th St/Fremont Ave N	D	C	D	E	E	49.3	D	C	C	E	F	49.8
N 185th St/Linden Ave N	B	A	A	D	D	10.8	B	A	A	D	D	11.1
N 185th St/Midvale Ave N	B	B	B	C	C	19.4	B	B	B	C	C	19.4
Aurora Ave N/N 205th St	F	F	F	F	E	82.6	F	F	F	F	E	82.9
Aurora Ave N/N 200th St	D	F	F	D	B	42.3	D	F	F	D	B	43
Aurora Ave N/N 192nd St	B	F	F	E	A	16.1	B	F	F	E	A	16
Aurora Ave N/N 185th St	E	F	F	D	E	71.6	E	F	F	D	E	71
Aurora Ave N/N 175th St	E	F	F	D	C	56.1	E	F	F	D	C	56.5
Midvale Ave N/N 175th St	A	A	A	D	D	9.6	A	A	A	D	D	9.6
Fremont Ave N/N 175th St	A	B	B	A	A	8.2	A	B	B	A	A	8.2
Arterial Route Analysis												
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS
EB N 185th St btwn Dayton Ave N/Midvale Ave N	261.5	1.4	19.6	C	259.4	1.4	19.7	C	199.5	0.6	10.9	E
WB N 185th St btwn Midvale Ave N/Fremont Ave N	270.9	0.4	5.8	F	267.9	0.4	5.9	F	347.9	1.7	17.5	D
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	350.8	1.7	17.4	D	347.9	1.7	17.5	D	410.1	1.7	15.1	E
NB Aurora Ave N btwn N 205th St/N 175th St	410.7	1.7	15.1	E	410.1	1.7	15.1	E	311.6	1.7	19.2	D
SB Aurora Ave N btwn N 205th St/N 175th St	316.2	1.7	18.9	D	311.6	1.7	19.2	D				

## Attachment D- Collision Data

## City of Shoreline - Mid-Block Collision Report

Reported Collisions from 1/1/2006 to 12/31/2008 sorted by Rate

Crash Rate per million vehicle-miles per year

	Location	# of Crashes	# of Injuries	# of Fatal	Crash Rate	Injury Rate	Fatal Rate
1	N 175th St from Linden Ave N to Aurora Ave N	14	7	0	35.06	17.53	0.00
2	Aurora Ave N from Westminster Way N to N 160th St	19	4	0	28.10	5.92	0.00
3	Meridian Ave N from N 175th St to N 176th St	9	9	0	22.49	22.49	0.00
4	N 167th St from Aurora Ave N to Stone Ave N	5	2	0	18.62	7.45	0.00
5	N 185th St from Aurora Ave N to Midvale Ave N	17	6	0	18.22	6.43	0.00
6	N 155th St from Aurora Ave N to Midvale Ave N	14	4	0	17.33	4.95	0.00
7	N 185th St from Meridian Ave N to Meridian Ct N	5	4	0	17.32	13.86	0.00
8	Aurora Ave N from N 184th St to N 185th St	18	8	1	12.45	5.53	0.69
9	3rd Ave NW from NW Richmond Beach Rd to NW 189th St	6	1	0	11.79	1.96	0.00
10	19th Ave NE from NE 199th St to Ballinger Way NE	7	3	0	10.63	4.56	0.00
11	Aurora Ave N from N 199th St to N 200th St	22	9	1	9.87	4.04	0.45
12	Meridian Ave N from N 203rd St to N 205th St	10	1	0	9.11	0.91	0.00
13	N 160th St from Linden Ave N to Aurora Ave N	10	3	0	8.81	2.64	0.00
14	15th Ave NE from NE 154th St to NE 155th St	7	4	0	7.73	4.42	0.00
15	5th Ave NE from NE 145th St to 145th St I-5 rp	5	1	0	7.29	1.46	0.00
16	15th Ave NE from NE 172nd St to NE 175th St	16	8	0	7.20	3.60	0.00
17	Aurora Ave N from N 175th St to Ronald PI N	54	21	0	6.98	2.71	0.00
18	Aurora Ave N from N 185th St to N 192nd St	33	20	0	6.98	4.23	0.00
19	15th Ave NE from NE 146th St to NE 147th St	7	2	0	6.78	1.94	0.00
20	N 175th St from Aurora Ave N to Ronald PI N	6	1	0	6.00	1.00	0.00
21	N 200th St from Aurora Ave N to Aurora Vill Mall N	8	7	0	5.94	5.20	0.00
22	Aurora Ave N from N 152nd St to N 155th St	37	16	0	5.80	2.51	0.00
23	Aurora Ave N from Ronald PI N to N 175th St	19	10	0	5.52	2.90	0.00
24	15th Ave NE from NE 175th St to NE 177th St	10	7	0	4.82	3.38	0.00

**City of Shoreline - Mid-Block Collision Report**

Reported Collisions from 1/1/2006 to 12/31/2008 sorted by Rate

Crash Rate per million vehicle-miles per year

	Location	# of Crashes	# of Injuries	# of Fatal	Crash Rate	Injury Rate	Fatal Rate
25	NE 175th St from 12th Ave NE to 15th Ave NE	9	7	0	4.42	3.44	0.00
26	Aurora Ave N from N 167th St to N 170th St	22	8	0	4.21	1.53	0.00
27	NW Richmond Beach Rd from 1st Ave NW to 2nd Ave NW	5	2	0	4.14	1.66	0.00
28	Aurora Ave N from N 198th St to N 199th St	8	6	0	3.66	2.74	0.00
29	Aurora Ave N from N 149th St to N 152nd St	20	14	0	3.61	2.53	0.00
30	Aurora Ave N from N 160th St to N 163rd St	18	6	0	3.47	1.16	0.00
31	19th Ave NE from Ballinger Way NE to NE 205th St	6	1	0	3.19	0.53	0.00
32	N 185th St from Linden Ave N to Aurora Ave N	6	2	0	3.19	1.06	0.00
33	N 175th St from Corliss Ave N to 175th St RAMP SB	6			3.17	0.00	0.00
34	Aurora Ave N from N 182nd St to N 184th St	14	10	0	3.15	2.25	0.00
35	N 175th St from Midvale Ave N to Ashworth Ave N	14	7	0	3.10	1.55	0.00
36	15th Ave NE from Forest Park Dr NE to NE 205th St	7	4	0	3.07	1.76	0.00
37	Aurora Ave N from Ronald PI N to N 182nd St	9	5	0	3.03	1.68	0.00
38	Aurora Ave N from N 145th St to N 149th St	21	4	0	3.01	0.57	0.00
39	NW Richmond Beach Rd from 12th Ave NW to 15th Ave NW	13	5	1	2.99	1.15	0.23
40	Ballinger Way NE from 19th Ave NE to NE 205th St	23	11	0	2.96	1.41	0.00
41	N 175th St from Wallingford Ave N to Meridian Ave N	9	3	0	2.94	0.98	0.00
42	N 175th St from Meridian Ave N to Corliss Ave N	17	4	0	2.90	0.68	0.00
43	Aurora Ave N from N 165th St to N 167th St	15	11	0	2.78	2.04	0.00
44	Aurora Ave N from Firlands Way N to N 198th St	8	7	0	2.76	2.42	0.00
45	Aurora Ave N from N 170th St to Ronald PI N	18	13	0	2.71	1.96	0.00
46	NW Richmond Beach Rd from 3rd Ave NW to 8th Ave NW	13	7	0	2.61	1.41	0.00
47	Aurora Ave N from N 192nd St to N 195th St	17	9	0	2.57	1.36	0.00
48	NE 175th St from 8th Ave NE to 10th Ave NE	5	1	0	2.46	0.49	0.00



**City of Shoreline - Mid-Block Collision Report**

*Reported Collisions from 1/1/2006 to 12/31/2008 sorted by Rate*

*Crash Rate per million vehicle-miles per year*

	<u>Location</u>	<u># of Crashes</u>	<u># of Injuries</u>	<u># of Fatal</u>	<u>Crash Rate</u>	<u>Injury Rate</u>	<u>Fatal Rate</u>
49	Aurora Ave N from N 155th St to Westminster Way N	17	13	0	2.39	1.82	0.00
50	Ballinger Way NE from NE 195th St to 23rd Ave NE	11	3	0	2.11	0.58	0.00
51	NE 205th St from Ballinger Way NE to 19th Ave NE	6	4	0	1.99	1.33	0.00
52	Aurora Ave N from N 163rd St to N 165th St	10	3	0	1.93	0.58	0.00
53	Aurora Ave N from N 200th St to N 205th St	16	1	0	1.84	0.12	0.00
54	N Richmond Beach Rd from 1st Ave NW to Dayton Ave N	6	1	0	1.66	0.28	0.00

## Attachment E- Mitigation Planning Level Cost Estimates

Point Wells Mitigation  
Planning Level Cost Estimates

<u>Location</u>	<u>Description of Improvement</u>	<u>Estimate</u>
1 Richmond Beach Corridor Study	Safety, Efficiency, Multimodal Plan	\$200,000.00
2 NW 196th Street Richmond Beach Drive NW to 24th Ave NW	Sidewalk on both sides of roadway	\$2,053,773.00
3 NW 196th Street 24th Avenue NW to 20th Avenue NW	Sidewalk on the east side of roadway	\$300,000.00
4 NW 195th Street & 20th Avenue NW	Traffic Signal with additional EB-WB left turn lanes	\$1,330,973.00
5 NW Richmond Beach Road NW & 15th Avenue NW	Traffic Signal and additional EB-WB left turn lanes	\$2,208,156.00
6 NW Richmond Beach Road NW & 3rd Avenue NW	Widen & replace traffic signal for EB-WB left turns	\$2,316,775.00
7a Richmond Beach Drive NW NW 196th Street to NW 205th Street	Sidewalk on the east side of roadway	\$1,557,414.00
7b Richmond Beach Drive NW NW 196th Street to NW 205th Street	Sidewalk & Street Improvements on the west side of roadway	\$16,683,236.00
8 Richmond Beach Road NW & 8th Avenue NW	Intersection Safety and Capacity Improvements	\$2,131,458.00
9 Richmond Beach Road NW & 24th Avenue NW	Intersection Improvements	\$1,527,870.00
10 NW 196th Street & 24th Avenue NW	Intersection Improvements	\$1,882,294.00
<b>TOTAL</b>		<b>\$32,191,949.00</b>