

AGENDA
CITY OF SHORELINE PLANNING COMMISSION
REGULAR MEETING



Thursday, December 3, 2009
 7:00 p.m.

Shoreline Conference Center
 18560 1st Ave. NE | Mt. Rainier Room

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR'S COMMENTS	7:03 p.m.
5. APPROVAL OF MINUTES	7:08 p.m.
a. November 19, 2009	
6. GENERAL PUBLIC COMMENT	7:10 p.m.
<p><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. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.</i></p>	
7. PUBLIC HEARING <i>Legislative Public Hearing</i>	7:15 p.m.
a. Point Wells Subarea Plan and Pre-Annexation Zoning	
1. Staff Overview and Presentation of Preliminary Staff Recommendation	
2. Questions by the Commission	
3. Public Testimony	
4. Final Questions by the Commission	
5. Deliberations	
6. Vote by Commission to Recommend Approval or Denial or Modification	
7. Closure of Public Hearing	
8. DIRECTOR'S REPORT	9:10 p.m.
9. UNFINISHED BUSINESS	9:15 p.m.
10. NEW BUSINESS	9:20 p.m.
11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	9:25 p.m.
12. AGENDA FOR January 7	9:28 p.m.
13. ADJOURNMENT	9:30 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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CITY OF SHORELINE

SHORELINE PLANNING COMMISSION SUMMARY MINUTES OF REGULAR MEETING

November 19, 2009
7:00 P.M.

Shoreline Conference Center
Mt. Rainier Room

Commissioners Present

Chair Wagner
Vice Chair Perkowski
Commissioner Behrens
Commissioner Broili
Commissioner Hall
Commissioner Kaje
Commissioner Kuboi
Commissioner Piro (arrived at 7:14 p.m.)

Staff Present

Joe Tovar, Director, Planning & Development Services
Steve Cohn, Senior Planner, Planning & Development Services
Miranda Redinger, Associate Planner, Planning & Development Services
Kirk McKinley, Transportation Services Manager
Rich Meredith, Traffic Engineer
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Commissioner Pyle

CALL TO ORDER

Chair Hall called the regular meeting of the Shoreline Planning Commission to order at 7:09 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Hall, Vice Chair Wagner and Commissioners Behrens, Broili, Kaje, Kuboi and Perkowski. Commissioner Piro arrived at 7:14 p.m. and Commissioner Pyle was absent.

APPROVAL OF AGENDA

The Commission added “election of a new Commission chair” as an additional item on the agenda. The remainder of the agenda was accepted as presented.

ELECTION OF COMMISSION CHAIR

In light of his recent election to the City Council, Chair Hall advised that he would resign as Commission Chair effectively immediately, but he would continue to serve on the Commission for the

remainder of the year. He said it has been a tremendous honor and privilege to serve on the Planning Commission over the past six years. He has learned a lot and appreciates the support and respect that each of the Commissioners have offered, as well as the support and respect offered by the public to the Commission. He reminded the Commission that, in the past, the vice chair of the Commission has assumed the role of chair. Vice Chair Wagner indicated she would accept the chair position. She pointed out that the Commission must elect a new vice chair to serve until the Commission's annual election at their first meeting in April. At that time, both the chair and vice chair positions would be up for election. She briefly reviewed the process for nominating Commissioners for the role of vice chair and then opened the floor for nominations.

COMMISSIONER KUBOI NOMINATED COMMISSIONER PERKOWSKI FOR VICE CHAIR OF THE PLANNING COMMISSION, AND COMMISSIONER BROILI NOMINATED COMMISSIONER PIRO. COMMISSIONER BEHRENS NOMINATED COMMISSIONER KAJE. THE MAJORITY OF THE COMMISSIONERS VOTED TO ELECT COMMISSIONER PERKOWSKI AS THE NEW VICE CHAIR OF THE COMMISSION.

DIRECTOR'S COMMENTS

Mr. Tovar announced that the City Council would be meeting for the first time in the City Council Chamber of the new City Hall on December 7th. The parking facility is still under construction, and they are not sure it will be useable by that date, but it should be completed in time for the Commission's first meeting in January. The Commission's December meetings will be in the Shoreline Conference Center.

APPROVAL OF MINUTES

The minutes of November 5, 2009 were approved as amended.

Chair Wagner recognized the presence of City Councilmembers Eggen and McGlashan.

GENERAL PUBLIC COMMENT

Laethan Wene, Shoreline, said he hopes Councilmember Elect Hall will make the effort as a City Councilmember to listen to the people with disabilities and acknowledge what they have to say.

Dennis Lee, Shoreline, requested that the public comment periods for the Southeast Neighborhood Subarea Plan and the Point Wells Subarea Plan and Zoning be split so that public comments could directly follow the staff and Planning Commission's discussion of each item. The Commission concurred that would be appropriate.

STAFF REPORTS

Study Session: Southeast Neighborhoods Subarea Plan

Mr. Cohn reviewed that the Southeast Neighborhoods Subarea Citizen Advisory Committee (CAC) was formed less than two years ago, and members of the group are available to present their report and recommendation to the Commission. He announced that a public hearing on the draft proposal has been set for early 2010. In the interim, the public could direct their comments to the Planning Commission in writing.

Dick Nicholson, Chair of the Ridgecrest Neighborhood Association and Vice Chair of the Southeast Neighborhoods Subarea CAC, advised that he has been a member of the committee since its inception. It has been a great process, and he has learned a lot about his neighborhood. He stated that the Growth Management Act (GMA) mandates the City go through subarea planning processes, which are quite worthwhile for neighborhoods and the community. He recalled that when the City's first comprehensive zoning map was adopted by ordinance (292) on January 7, 2002, several segments were designated as special study areas, the Briarcrest Neighborhood and the southern part of the Ridgecrest Neighborhood (Paramount). Other areas have been included in the study area subsequent to the special designation. He explained that the purpose of the CAC is to work with staff to develop a long-term vision for the subarea that identifies infrastructure priorities, implements appropriate zoning if different than the current zoning, and informs development of code modifications.

Mr. Nicholson said that, for the most part, the two neighborhoods were developed after World War II as part of King County. Because the lots were quite large, the predominant type of development was single-family residential. There are some commercial areas along the major arterials, and each of the neighborhoods has some multi-family zoning. Over the years, the neighborhoods have developed a community spirit and have grown. He pointed out that Lake City Way, 145th, 25th, 15th, 5th and 155th are major arterials that bisect the neighborhoods, and they offer transit and other amenities to the community. He briefly reviewed the CAC's subarea plan process as follows:

- Staff toured the neighborhoods with a group of residents in early 2008 to discuss the issues and characteristics the residents considered important.
- An open house was held on March 19, 2008, and the community was invited to attend and discuss a subarea plan process and smart growth principles and to provide their input on concerns and goals for the area. A second community open house was held on May 20, 2008.
- Twenty-three citizens submitted applications for the CAC, and 16 individuals were appointed on June 16, 2008. They now have 13 active members. The members live within the study areas, with the exception of a few who are representing neighborhood associations and/or commissions. There is a considerable amount of diversity of interest and focus amongst the members.
- The CAC held their first meeting on July 15, 2008 where they decided to develop the subarea plan using the same categories of the Comprehensive Plan. They invited experts, including City employees, to several meetings to provide knowledge to benefit the process.

- The CAC began to formulate their recommendations by identifying neighborhood characteristics and the inventory of existing amenities and issues. They created goal and policy recommendations for each categorical element.
- The CAC made a presentation on April 6, 2009 to inform the City Council about the progress achieved to date, and they held an open house on June 16, 2009 to solicit feedback from the community.
- After considering responses and incorporating suggestions from the City Council and residents of the neighborhoods, the CAC came to agreement on the report document and then focused on their most challenging task of finalizing the zoning map.
- After numerous meetings, the CAC approved the plan and zoning map that is currently before the Planning Commission on November 17, 2009.

Arthur Peach, Director of the Briarcrest Neighborhood Association and Chair of the Southeast Neighborhoods Subarea CAC, said it was a privilege to work with such a diversity of developers, renters and property owners. Their expertise varied and created an array of viewpoints, which helped the CAC attain its goal of creating a document and map through a democratic process to advise the City Council on development. He expressed his belief that the project could not have had any better representation. He noted that, as with any committee, diversity will bring up a multitude of discussions including the following:

- **Third places** (such as a coffee house) should be created in order to provide opportunities for residents of the community to strike up conversations with their neighbor while conducting business.
- **What impacts would come from the density needed to sustain business and how would the impacts alter the neighborhood character and the values set by the committee?** To find an answer, the CAC followed some work done by the Planning Commission on Mixed Use Zoning (MUZ) designation, and they found this concept could create options for the future and maintain or create more jobs. The theory of job creation began with the intention to bring in a flow of commuters against the typical traffic congestion along Lake City Way and 145th. The roadway was the focal point of many discussions, and the CAC looked towards a solution to coincide with the roads and not dwell on their problems.
- **What housing choices were the best fit for the neighborhood?** The CAC sought more choices and made recommendations to increase transportation options in the future, including trail and park accessibility. Recommendations for code changes to maintain neighborhood character were also included in the document. The intent is to maintain current housing stock and help meld the technology of today with that of tomorrow.
- **How would the current infrastructure handle the growth that would occur with increased density?** The questions the CAC asked the City staff seemed to offset the fears of overcapacity. Many recommendations were approved by the CAC such as Land Use Policy 1, which states “Establish policies and zoning to provide appropriate transitions between existing and proposed development and to similar land uses to minimize conflicts relating to solar access, noise, and scale, etc.”

Mr. Peach summarized that through rigorous discussions and an ever spinning web of scenarios, the CAC voted that the Southeast Neighborhoods Subarea Plan would allow an increase in density to create

sustainable business and be capable of supporting future populations for the next 20 years. He advised that the process was long, and the group did their best they could. He thanked the City staff for helping the CAC along the way.

Ms. Redinger explained that at the beginning of the process, the CAC identified goals, purposes, quality of life values, and an inventory of the neighborhoods' physical, social and environmental characteristics (see Appendix A of the Report). The CAC also created a list of assumptions to identify common ground and where there were divergent opinions from the outset. Lastly, they created policy recommendations to implement the goals, which will eventually be condensed and adopted as part of the City's Comprehensive Plan. She reminded the Commission that the CAC used the categories already identified in the Comprehensive Plan, with the exception of capital facilities and utilities which they did not address. Based on direction from the Sustainability Strategy and other City documents, they felt it was also important to include a natural environment category, which is not currently in the City's Comprehensive Plan. She reviewed categories as follows:

- **Land Use.** *To promote smart growth, enhancement of local businesses and amenities, connectivity and transition between uses, and compatibility between potential development and the established residential character of the neighborhood.* Ms. Redinger explained that having previously identified issues currently or potentially affecting the subarea, the CAC was able to differentiate between those whose solution could be supported by additional growth and development and those that could negatively impact the residential quality of life as a consequence of such growth and development.

Ms. Redinger further explained that neighborhood goals of increasing transit service, developing sidewalks and trails, encouraging sustainable development and affordable components, and establishing retail businesses and "third places" could all be positive benefits of increased density. However, concerns over increased population included impacts to traffic, parking, natural environment, stormwater drainage and the high water table, as well as loss of privacy, peace and neighborhood identity.

Ms. Redinger advised that in order to maximize their opportunities and minimize the negative impacts, the CAC came up with goals and policy recommendations. She particularly noted the following:

- Goal 2 would encourage mixed use along transit and commercial corridors.
- Policy 1 would establish policies in zoning to provide appropriate transitions between existing and proposed development and dissimilar land uses. The CAC talked about both transition zoning such as step downs from areas of higher intensity to the single-family core of the neighborhood, and transition elements such as step backs, setbacks, buffers, etc.
- Policy 5 would require the City to consider establishing a neighborhood business zone that would be restricted to non-residential uses or some other solution to the problem of retail development being overlooked when residential development on the site yields more profit.
- Policy 8 would require that the quality of life for current residents of the subarea be considered in decision-making processes that involve new development in the community,

even though decisions must also take into account overall land use goals and the economic needs of the City as a whole.

- **Housing.** *To promote housing diversity, affordability and adaptability while respecting and maintaining the identified single-family character of the neighborhoods.* Ms. Redinger reminded the Commission that Recommendation 2 under “Housing Choice and Neighborhood Character Strategies” in the Comprehensive Housing Strategy advises to “test changes in the Comprehensive Plan and/or development regulations designed to encourage housing choice through pilot projects in select and limited sites or on a broader scale as a result of a defined neighborhood subarea planning and design process.” She explained that since adoption of the strategy, the Southeast Neighborhood Subarea CAC is the first to be able to recommend where and how new or revisited housing styles and code changes may be implemented as pilot projects. She noted the CAC spent some time talking about “megahouses” and reached the conclusion that it is better to look at this issue as part of a city-wide process.

Ms. Redinger said the CAC also talked about appropriate infill, and a visual preference survey was conducted. She referred to Pages 10 and 11 of the report, which include pictures of accessory dwelling units and cottage style housing, as well as some multi-family development design features that they liked in the survey. She referred to the housing goals and policies that are identified in the proposed plan and particularly highlighted the following:

- Goal 1 would recognize and continue the area’s history of providing affordable yet diverse housing to a variety of residents across the income spectrum.
 - Goal 4 would increase the housing stock that attracts new families by appealing to a diversity of buyers’ interests including energy efficiency, multi-family/multi-generational/single-family housing options, and the ability to adapt to a family’s changing needs.
 - Policy 1 would require the City review existing policies and City code on accessory dwelling units and home businesses to promote low-impact density.
 - Policy 1 would create incentives to remodel and retrofit the current stock of single-family homes.
 - Policy 4 encourages “green” building through incentives, fees and/or tax policies.
 - Policy 7 involves removing obstacles to adult family homes in residential zoning districts.
- **Transportation.** *To promote connectivity, safety, alternative transportation and walkability throughout the subarea’s roadways and trail systems.* Ms. Redinger said the CAC invited the City’s planners and traffic engineers to discuss the logistics of the road network inside the subarea, as well as the surrounding 145th and Lake City Way. Initially, there was a lot of enthusiasm to try and address issues related to 145th. However, because the east-bound lanes of 145th are in Seattle, the west-bound lanes are in unincorporated King County, and Shoreline’s city limits begin at the northern edge of the right-of-way, the CAC scaled back their ambitions about improvements on the roadway to facilitate better pedestrian access, etc.

Ms. Redinger said the CAC also wanted to promote increased public transit, especially with King County Metro. However, because Metro's funding comes primarily from sales tax revenue, the existing economic situation has caused a significant budget shortfall. It is hoped that in the future, budget increases would dictate the ebb and flow of transit service. The CAC chose to focus goals and recommendations on improvements to traffic safety, road treatments, and pedestrian and bicycle networks within the City's jurisdictions. She referred to the proposed transportation goals and policies and particularly highlighted the following:

- Goal 1 is to encourage "walkable" and "bikeable" neighborhoods and intra-area connections through incorporation of pedestrian and bicycle corridors.
- Policy 5 is to encourage the City to work with Seattle, King County, Sound Transit and WSDOT to undertake a corridor study on 145th that would result in a plan for the corridor to improve safety, efficiency and modality for all users. The policy states that the plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

- **Parks, Recreation and Open Space.** *To preserve, protect and promote creation of public spaces that balance needs for human recreation, animal habitat and natural vegetative growth.* Ms. Redinger said the CAC understands that the Parks Board governs initial decision-making and approves scheduled updates to the Parks Master Plan, and a Parks Plan CAC is currently being formed to create its own recommendations for the "trail" component of the plan. Therefore, the CAC's recommendations would be forwarded to those tasked with Park Plan updates. She referred to the proposed parks, recreation and open space goals and policies and highlighted the following:

- Goal 2 is to encourage development of sidewalks, footpaths, green streets, and signage on existing walkways near trail areas.
- Goal 3 is to use incentives to encourage development of more open and green space.
- Policy 1 indicates that as the population increases, the City should establish target metrics for parks space per capita and ensure that parks development and funding keep pace with residential development.
- Policy 2 states that for large-scale development, a standard should be established for a proportional area of open space created or green space preserved.

- **Economic Development.** *To promote development of businesses that serve needs of local residents, add to vibrancy and socially-oriented identity of neighborhoods and provide jobs.* Ms. Redinger advised that the City's Economic Development Manager spoke to the CAC, and they incorporated his suggestions into their proposed goals and policies. She referred to the housing goals and policies that are identified in the proposed plan and particularly highlighted the following:

- Goal 1 is to encourage the creation of community gathering places and nodes (indoor and outdoor) for gathering and social interaction.
- Goal 2 is to revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment and employment.

- Policy 1 calls for encouraging home-based business within the parameters of the residential zoning to encourage employment without adverse impact to neighborhood character.
- **Community Design.** *To encourage well-planned design of systems and appropriate transitions between different uses so that positive impacts of growth are realized and negative impacts may be minimized.* Ms. Redinger explained that over the next 20 years, the CAC envisioned hubs of retail activity where neighbors could gather, leaving their cars in their driveways in favor of walking or biking for errands. They imaged green corridors for wildlife as well-managed habitat for native species of flora and fauna. They wish to maintain their reputation of supporting a diverse population base and providing some of the City’s most affordable housing options. They believe that concentrating on elements of design and articulating standards was an effective method of achieving their goals. She referred to the proposed community design goals and policies and highlighted the following:
 - Goal 3 calls for encouraging planning of local “hubs” for provision of services and gathering places.
 - Policy 1 recommends establishing rules and incentives that ensure developments are planned in ways that are consistent with the community’s vision of three-pronged sustainability (economic, environmental, and social equity).
 - Policy 2 recommends establishing density and zoning regulations and design review processes that are flexible enough to allow for creativity in design but restrictive enough to ensure protection of the community, especially the immediately adjacent neighbors.
- **Natural Environment.** *To provide a healthy and flourishing natural environment for the benefit of both human and wildlife residents, utilizing innovative technology and conservation measures.* Ms. Redinger reviewed the following natural environment goals and policies:
 - Goal 1 is to create incentives to encourage the use of innovative methods of protecting natural resources such as solar power for lighting outside space, green stormwater conveyance systems, and new recycling options.
 - Goal 3 states that when redeveloping a site, the City should encourage the incorporation of measures that improve or complement the community’s natural assets such as its tree canopy, surface water elements, wildlife habitat, and open space.
 - Goal 5 urges the City to support the creation of contiguous ecosystems through a designation of “green corridors” as a public/private partnership.
 - Goal 9 calls for more accurate mapping of the groundwater system and the locations of covered streams in Ridgecrest and Briarcrest to allow a better understanding of the hydrology of the area and its wetland characteristics.
 - Policy 2 calls for retaining and establishing new trees, open spaces and green belts.

Ms. Redinger said that once the CAC felt comfortable with the draft goal and policy recommendations, they moved on to discussing the zoning map, which was the more contentious issue. The initial discussion focused on what percentage of the growth management target for the City would be the subarea’s share. Since the subarea comprises 3% of the City’s total land mass, 3% of the target would

be 150 households. The CAC understood the targets are fluid and would probably change and that the subarea would not necessarily be expected to absorb that percentage of growth. The numbers were used as a conceptual framework.

Ms. Redinger advised that the CAC reviewed the MUZ regulations the Planning Commission recommended to the City Council that were later adopted. Their initial concept was more of a mixture of uses rather than mixed-uses in one building. They discussed ways to encourage commercial development and considered the following zoning options:

- MU1 would have had a zoning cap of 12 units per acre and a 35-foot height limit. This would have allowed live/work opportunities, but not large scale residential development.
- MU2 caps density at 48 units per acre and a 35-foot height limit.
- MU3 is basically the same as the recently adopted MUZ zone and provides a full-scale of options based on increasing amenities, affordability, green building, open space, public art, etc.

Ms. Redinger said the CAC was very cognizant of the fact that the subarea plan was meant for the next 20 years. They recognized that many things would change in that time period. By 2029 there will likely be a light-rail stop near 145th and Interstate 5, and new automotive technology may have transformed the feeling, design and perhaps even the necessity of cars. They understand that successive generations may have different preferences for building and neighborhood design and amenities, new technologies may spur new industry, and the job base and commercial districts will likely grow and evolve. She summarized that while contemplating how to incorporate the uncertainties into the long-range vision for the subarea, the CAC also focused on the aspects of the neighborhood they want to preserve such as the single-family character, friendly atmosphere and natural amenities. The goal of the CAC was to attempt to control inevitable change and use it to gain amenities and improvements they seek but keep it from negatively affecting the quality of life they treasure and the character of the neighborhoods that they call home.

Mr. Cohn explained that while the CAC has recommended the proposed goals and policies and zoning map, the Planning Commission would be responsible for making a recommendation regarding implementing the zoning map via a legislative rezone process. He referred the Commission to the current Comprehensive Plan map and noted that the majority of the subject properties are identified as special study areas with no specific land use designation. However, there is a specific land use designation of mixed use for the property located at the corner of 145th and Lake City Way. There is also an area across from the Fircrest site that is designated in the Comprehensive Plan as mixed used. He provided a zoning map to illustrate the proposed zoning. He advised that using the new MU2 and MU3 zones, the CAC has specifically defined how the transition should occur from the more intense uses on 15th, 145th and Lake City Way to the less intense uses. He reviewed several maps to specifically illustrate how the transitions would work. He emphasized that no new commercial zones are recommended. The current commercial zones are used as the base, and the plan identifies specifically what the intensity in each of the commercial zones should be.

Commissioner Broili pointed out that this is the first neighborhood plan to be created in the City of Shoreline and is a good example of how urban planning and design should start at the neighborhood

level. It is a great document, and he hopes they plan to keep it evolutionary so it can continue to grow and improve.

Commissioner Behrens thanked the participants on the CAC for their efforts, which shows the spirit that makes Shoreline a good City. He said the proposed plan speaks volumes to the participants' character.

Commissioner Kaje pointed out that the City may also go through a similar subarea planning process for other parts of the City. He asked Mr. Peach and Mr. Nicholson to provide input about what worked well and what could be improved. Mr. Nicholson said he believes the process was good, but he suggested it could be condensed so they don't lose volunteers along the way. Mr. Peach expressed his belief that allowing community involvement in the process is very important and empowers the citizens.

Commissioner Kaje pointed out that the complex issues on 145th will play an important role in defining the potential the area can have. He asked what kind of reaction or response the CAC received from the City Council about when the City would start to deal with issues related to 145th. Mr. Peach answered that the jurisdictional issues on 145th, as well as the current economic climate, make it difficult to start conversations about potential improvements at this time. He expressed his hope that all jurisdictions would carefully consider the issues in the near future in conjunction with the proposed new light-rail station that is proposed just north of 145th. Mr. Nicholson said the CAC had an extensive discussion about 145th (setbacks, curb cuts, inadequacy of transit, safety issues, etc.). However, their ability to address the issues is limited by the fact that it is a multi-jurisdictional state route. He noted the CAC felt there is currently inadequate east/west transit and they would like to see improvement in the future, but they acknowledged the City's limitations to dictate how the route should be improved.

Commissioner Piro asked if the CAC would have a role in creating a process for implementing and monitoring the plan. Ms. Redinger said the CAC was asked to provide clear direction in the form of policy recommendations, but not to get into specific code language. Once the plan is in its final form, the Planning Commission would consider specific code language to implement the goals and policies. She referred to Appendix C of the draft proposal, which outlines the process identified in the Sustainability Strategy for implementing goals and policies, setting baselines, and tracking progress based on household proximity to parks, bus stops and commercial districts. She referred to the chart on Page 33 of the draft report, which identifies a baseline measurement for each of these areas. When the baseline measurements are considered again within the context of the sustainability strategy, the City can zero in on the neighborhood and see which direction they are headed. Otherwise, it is a matter of waiting for the economy to recover and see if the development opportunities envisioned in the plan become a reality.

Commissioner Piro said the proposed plan is an impressive piece of work. It is good to see they are looking at not only coming up with a nice plan, but how to make sure it is successful and helps form and shape the community in the future.

Chair Wagner recommended the Commission specifically reach out to the members of the CAC when they move forward with the next phase of implementing the subarea plan in 2010. Ms. Redinger agreed that the members should be invited to participate in the remainder of the process. Commissioner Hall

said it will be important for the Commission to gain an understanding of how the committee tried to balance the issues that were controversial. He said he recognizes how much effort was required by the participants to complete their task.

Commissioner Kuboi requested clarification about the term “social equity,” which was used in the report. Bill Bear said the actual term is social capital, and it was developed in part by Robert Putnam in his book, “Bowling Alone,” which talked about the general decline of connection and trust in community. What we have today are people who live next to each other, but don’t know their neighbors’ names. The consequences of this can be anything from increased crime to more problems with health, to a decrease in the economy. When there is a lack of trust in the community, people don’t invest in each other or in the public process. The CAC wants to make sure the neighborhoods in the subarea would not follow the social theory that the closer people are physically the further apart they are socially. This will take some work, and concepts such as “third places” must be part of how a community adds density without causing harm.

The Commission emphasized that this meeting is a study session and not a public hearing. Mr. Tovar said members of the CAC are present to present information related to the minority report that was prepared by some members of the group. He suggested that this feedback should be considered part of the CAC’s presentation rather than public comment. He urged the Commission to limit comments from other members of the public in light of their full agenda. He explained that while a study session is a public meeting, a public hearing is advertised and citizens are specifically invited to share their input. He noted a public hearing on the proposed subarea plan proposal is scheduled for January. The primary purpose of the study session is to explain the CAC’s recommendation and allow the Commission an opportunity to ask questions.

PUBLIC COMMENT

Dennis Lee, Southeast Neighborhoods Subarea CAC Member, referred to the minority report, which represents the viewpoint of five of the CAC members. He explained that there was consensus throughout the process of creating goals and policies for the subarea. However, some members of the group believe the zoning map was done piecemeal and is not consistent with the goals and policies outlined in the CAC’s report. He explained that the group of CAC members who did not recommend approval of the zoning map would present their viewpoint to the public and solicit feedback from their neighbors regarding possible alternatives.

Mr. Lee expressed concern that once a commercial property is developed as residential, it will not likely ever go back to a commercial use. While the current popular meaning of mixed-use development is an apartment or condominium development with retail uses on the ground floor, there is a range of businesses that do not fit into that model. Space for these businesses needs to be preserved for the next 20 years, and the intent of the proposed MU1 zone was to concentrate the increased density into a specific area and leave the rest of the area for commercial development that creates jobs. The minority group is concerned that when the City goes through their Comprehensive Plan review process they will focus their discussions on density rather than job growth, which is also important.

Bill Bear, Southeast Neighborhoods Subarea CAC Member, observed that before he was appointed to serve on the CAC, he would have characterized himself as a person who was opposed to density on general principles. However, throughout the course of his work on the CAC, he changed his mind to understand that density can work if it is planned and done right. He thinks of the City as a living organism that has to have all the components necessary for life. Every time a living organism gets out of balance, they typically call it a disease or cancer. He said he was initially impressed and enthused about the draft plan, but it seems that the plan was thrown out when the zoning map was created. He expressed his belief that the proposed zoning map shows more housing units than the neighborhood could handle. He noted that 500 additional units would be allowed at the corner of Lake City Way, 132nd and 149th. If the subarea plan is to be a model for other parts of the City, they must do better than a 7 to 5 approval. They need a higher rate of consensus.

Commissioner Behrens asked how Mr. Bear's group came up with the number of 500 additional units for the property that is located at the corner of Lake City Way, 132nd and 149th. Mr. Bear explained that the zoning map was actually approved without having final numbers. However, the assumption is that if every property developed to the maximum level possible in the MU3 zone, it would result in approximately 500 additional units. Ms. Redinger said the CAC asked for the potential number of additional households that would result under maximum build out of the proposed zoning, and staff came up with three numbers they felt were important: the number of current households on the ground, the number of households that would be on the ground if the current zoning was built, and the number of households that could be on the ground if the proposed zoning was built out. The big jump is between the number of houses on the ground now and the number of houses that could be on the ground if the current zoning was built out, and there was another jump to what it could be if it was built out under the proposed zoning. When gauging the portion of what might be developed out of the potential high end number, staff looked at North City where the plan called for 20 years of growth at the capacity for 900 additional units, but only 100 of the units have been built over the past 10 years. There is no way to tell what the actual number would be, but some members of the CAC are concerned about the potential number of additional units that would be allowed if every lot were redeveloped at its maximum density.

Commissioner Broili said he sees the process as just the beginning of an evolutionary, adaptive process, and the work has just begun. He suggested the next phase will be refinement and further work on the zoning map, itself, so it becomes a document that more members of the CAC can support.

Study Session: Point Wells Subarea Plan and Zoning

Commissioner Hall advised that the City of Shoreline has filed an appeal with the Growth Management Hearings Board against Snohomish County. He said that because he is an employee of Snohomish County, he would continue to recuse himself from the deliberations on the Point Wells Subarea Plan and Pre-Annexation Zoning proposal. He left the meeting at 8:30 p.m.

Mr. McKinley advised that he and Mr. Meredith were present to provide a brief traffic analysis associated with the Point Wells Subarea Plan and answer the Commission's questions. He advised that the Mr. Meredith did a thorough review of the work that was performed for Snohomish County's Supplemental Environmental Impact Statement (SEIS) related to Point Wells to see how the proposed

land use designation would impact the Richmond Beach corridor, as well as the entire western portion of the City. He emphasized that staff was very interested in determining at what point the traffic coming from Point Wells would cause mitigation, congestion and safety problems that would be very difficult to overcome.

Mr. McKinley said that in his traffic analysis, Mr. Meredith reviewed capacity, safety and collision data, and noted gaps in the pedestrian system along the corridor to come up with a list of mitigation projects as a starting point. In addition to this preliminary list of mitigations, staff is recommending the developer be required to do a more in-depth and detailed traffic analysis and pay for and work with staff and the public to complete a corridor study that would consider the different options and how the traffic, safety and capacity issues could be mitigated.

Mr. Meredith referred to memos he provided to the Commission that were included in the City's response to Snohomish County's SEIS. He explained that he reviewed the traffic model that was used in the County's SEIS and changed some of the assumptions about the dispersion rate of traffic leaving Point Wells and arriving at Aurora Avenue North, which is the major north/south connector. The County's SEIS indicated that most of the traffic would disperse before it got to Aurora Avenue North, but the City's goal would be to manage the traffic as much as possible to keep it on major arterials such as Aurora Avenue North, which is where most of the City's capacity improvements are being constructed. The County's SEIS also showed a higher percentage of traffic going north instead of south; but if the Point Wells development has a lot of residential units, more of the jobs are likely to occur to the south and east.

Mr. Meredith explained that a lot of assumptions and variables go into figuring out how many trips a development can generate, and a mix of residential, commercial and retail has been proposed for the subject property. Instead of trying to explicitly define development scenarios, staff analyzed the impacts of a certain number of trips generated by the development in the PM peak hours. He felt it would be more efficient to place a cap on the number of trips the site could generate, and let the developer figure out the appropriate mix of residential and commercial uses. He noted there would be quite a difference in how the traffic moves in and out of the site morning and afternoon, but the impacts seem to be greater to the system during the afternoon. Therefore, they focused their study on afternoon trips. When a corridor study and a more detailed model are done, they will also need to include the AM peak hour trips.

Mr. Meredith said the Commission asked why staff used the average daily traffic instead of the level of service. He referred to the charts and noted that staff looked at both. The peak hour volumes were used to model the different scenarios, but all of the comparisons show what the level of service would be at the intersection as a whole and on the approach at each leg of the intersection. Chair Wagner said she raised this question because it appeared the staff had made some assumptions that if you send too many cars through, some of the intersections would fail. She asked if the assumptions included mitigation efforts. Mr. Meredith responded that some of the proposed mitigation is rolled into the model. For example, the model assumes that Aurora Avenue North was built out and that new traffic signals had been installed. He explained that as he developed each scenario, he dispersed all of the traffic at the intersections and optimized all of the traffic signal timings. He cautioned that, with some work, the

operation at some of the intersections could be improved. The model was provided as a starting point for comparison purposes.

Mr. Meredith said a Commissioner questioned why the study stopped at Aurora Avenue North. He explained that the SEIS from Snohomish County stopped at Aurora Avenue North. However, with a little more work, the corridor study could be extended to Meridian Avenue, and some of the City's other studies have explored traffic diversion around Meridian and Fremont Avenues. Commissioner Piro said his understanding is the corridor would be 175th and Interstate 5 to Point Wells, and he would be interested in seeing what is happening throughout the entire area. He agreed the Commission should extend the study to the east to include Meridian Avenue.

Commissioner Behrens asked if the study reflects the traffic model that would occur due to the light rail station that has been proposed at 185th. Mr. Meredith answered that it did not. He explained that the timing was not conducive to including the station into the model. He agreed it should be included in the more detailed corridor study because it could have a dramatic impact on the traffic on 185th.

Commissioner Kaje observed that the intersection at 185th and Linden Avenue seems to improve in its level of service in nearly all of the scenarios. He asked if this is assuming full implementation of the Aurora Corridor Project plus additional mitigation. Mr. Meredith advised that this intersection was problematic in the model. The model shows that it is operating at a fairly high level of service, but sometimes models do not accurately reflect the traffic backups from adjacent signals. This intersection is closely tied into Aurora Avenue North, which made it hard to optimize and coordinate it with Aurora Avenue North and Fremont Avenue. He summarized that this issue needs to be worked out with a more detailed model. As more traffic comes through the corridor, it will become more difficult to coordinate the signals in this area.

Commissioner Behrens asked if the traffic model took into account the specific impacts associated with the summer season when visitors are coming to and from the new park that is proposed at Point Wells along the waterfront. Mr. Meredith said the model only considered the typical PM peak hour movements. Commissioner Behrens observed that if they are going to build an attractive new park in the area, it would likely draw a significant number of visitors, and the model should take this into account. Mr. Meredith agreed this could be included in the model by determining the appropriate number of cars within a given hour. He agreed there might be some congestion on nice days in the summer. This is an issue they should keep in mind as the site develops, but the model did not consider special events.

To answer to the Commission's previous question, Mr. Meredith said two projects are identified in the current Capital Improvement Plan: the corridor study and improvements at the intersection of 3rd and Richmond Beach Road. While both of the projects are unfunded at the moment, the intersection at 3rd is a high-collision rate intersection, and the City has a definite desire to make improvements there.

Mr. McKinley advised that Sound Transit's original Sound Move Program that was approved by voters in 1996 and 1997 identified three potential commuter rail station locations from Point Wells to Salt Water Park and an environmental analysis was done for each of the three locations. The City Council

was invited to weigh in on the issue, and they voted to eliminate Saltwater Park and retained the other two as potential station locations. These two stations are still included in Sound Transit's plans, but they are not funded as part of the 20-year plan. Burlington Northern Santa Fe (BNSF) has responded that their property is off limits.

Commissioner Broili asked Mr. Meredith to clarify the definition for the term "built out." He observed that each generation has a different view of what "built out" is. As populations grown, the City's definition of "built out" will change, as well. Mr. Meredith said when he used the term "built out" he was talking from a traffic standpoint about the widening of Aurora Avenue North. Construction for the second mile is starting in January and will be closely followed by the third mile. He explained that it is difficult to get funding to add lanes and capacity to roadways since most of the funding goes to multi-modal projects. As he looks to the future, he does not see the City being able to widen Aurora Avenue North more than what they have already planned.

Commissioner Broili agreed that Aurora Avenue North will probably be built out in terms of present day thoughts about traffic, but it is important to keep in mind that this will change in the future. Future plans should be as flexible as possible so the City can meet new demands as they arise. Mr. McKinley said the staff's goal in transportation planning is to provide for every type of user and to look to the future so they are not reliant on a single method of getting around. Even though the fuel types for powering single vehicles may change, he said he believes they will still have single vehicles and they will still need the space to move them. One aspect of the Aurora Corridor Project is to offer transit a competitive advantage over people in single cars. There is an exclusive lane for buses, and they can manipulate the signals to keep their speed and reliability up. The more the City can do to increase other modes of transportation, the further they can stretch their limited resources (roads).

Commissioner Piro asked staff to explain how the worst case scenario would impact the City's concurrency ordinance. He observed that there are a variety of ways to address concurrency issues. They can choose to make the necessary adjustments to live with the lower level of service, make investments to improve the level of service, or revisit their land-use assumptions. He recognized it can be challenging to deal with concurrency in an inter-jurisdictional capacity, particularly when revisiting the land use assumptions. He questioned how development of Point Wells to its full capacity would impact the City's potential for development opportunities elsewhere. Mr. Meredith reminded the Commission that the City is in the process of updating their Transportation Master Plan, and how they measure their concurrency will be one of the chief topics. Whatever they decide about how concurrency will be measured and treated will feed back into whatever the City does for Point Wells. He summarized that staff is trying to make the concurrency issue more clear not only for Point Wells, but for development elsewhere in Shoreline. Commissioner Piro said it would be helpful for staff to provide examples of other development in the City that have triggered a concurrency situation. Mr. Meredith said the concurrency issue has come up with some master plan proposals, and staff could provide some examples at a future meeting.

Commissioner Kaje asked staff to provide information regarding the incremental difference in peak PM traffic between what currently exists and what would occur as a result of the most intense development scenario for Point Wells. He said it would be helpful to have the actual 2007 base numbers. He

observed that the differences would vary depending on the intersection. For example, near the beach there could be a huge proportional impact on a specific intersection and closer to Aurora Avenue North there is already a very large area that is funneling through the intersection. Mr. Meredith said he would try to put together a chart to identify the base volumes. He said he believes there are about 50 cars during the peak PM hour on Richmond Beach Drive, so adding 550 trips would result in a significant increase. A maximum build out could result in up to 825 PM peak hour trips.

Vice Chair Perkowski asked about the assumptions related to train traffic interference. Mr. Meredith said the assumption is there would be no delays caused by trains. He said the model assumes today's conditions, with some of the mitigation they talked about and the Aurora Avenue North improvements. The roadway does not cross the train tracks at this time. Mr. McKinley pointed out that there is a bridge over the tracks at Point Wells, and the assumption is that the Point Wells developer would provide whatever access over the tracks is necessary.

Commissioner Behrens said average citizens are interested in knowing how long they could get stuck at an intersection. When the current vehicle trips are compared to what is projected, it is important to identify the expected delay. Mr. Meredith noted the analysis also identifies how the travel times within the corridor would change.

Commissioner Piro said it would be valuable to have a more descriptive analysis of the character of the corridor from 175th and Interstate 5 to Point Wells so it could be compared to other areas within the region. He asked staff to share examples to compare the proposed type of evolving high-intensity development with other places around the region that may be significantly far removed from a major transportation network. He said he would be particularly interested in the length of the other corridors and their proximity to transit service.

Commissioner Broili observed that the corridor from Point Wells to Aurora Avenue North is already a developing area. As the population and traffic continues to grow, businesses are going to continue to grow, as well. The character of the whole corridor will change rather dramatically in specific places. He said he would like staff to address this growth in their analysis. He observed there are other examples of similar causeways going down to beach areas off of main thoroughfares that could be used as examples of how they have developed over time. This may give some idea of what the future holds.

Commissioner Broili disagreed with staff's assumption that the train would not likely stop at Point Wells. He expressed his belief that as traffic and population continues to grow, there will be an opportunity for the train to serve a north/south corridor that will take some of the pressure off of Aurora Avenue North and Interstate 5. He cautioned not to eliminate a stop at Point Wells as a possibility in the future. Mr. Meredith agreed there would probably be a train station at Point Wells at some point. However, there are no plans for the train stop within the timeframe of the model. Again, Commissioner Broili said it is important to keep this stop in mind as they plan for Point Wells.

Mr. Tovar referred to written comments staff received from the Commission since their last discussion about Point Wells. He said staff is working to gather the additional information requested by the Commission, which would be included in the Commission's December 3rd meeting packet. He

cautioned that some of the questions the Commissioners have raised are longer-range and won't be answered within the next month. Instead, they will be addressed as part of the citywide Transportation Master Plan update.

Commissioner Kaje reminded staff that they indicated they would answer some of the Commission's questions at the November 19th meeting. He specifically requested staff feedback for the following questions:

- **Question 17.** Do they need flow control when discharging into receiving water? Mr. Tovar answered that they do not.
- **Question 18.** Have infrastructure issues such as sewer and water been reviewed in terms of existing capacity? Mr. Tovar said he does not have a detailed answer for this question. Intuitively, the answer is yes, capacity is there. However, he would like to be able to cite language from the County's SEIS to support this answer.
- **Question 20.** Could the contaminated soils be transported from the site by barge or would it have to be carted out by train or by trucks through the City of Shoreline. Mr. Tovar said staff could ask the State for clarification, but it is highly unlikely that transporting by barge would be permitted. He said he is not optimistic that BNSF would grant permission to remove the contaminated soil by rail, either. He said this specific issue would be addressed at the time a permit is reviewed, and staff does not currently have an answer for how much would have to be removed and how much could be treated on site. Chair Wagner observed that there are numerous regulations for dealing with contaminated soil.
- **Question 4.** Questions were raised about Site and Development Standard C regarding minimum separation of tall buildings. Staff indicated they would prepare a graphic to illustrate the concept further. Mr. Tovar advised that Chair Wagner prepared a graphic that would be included in the Commission's next packet.

PUBLIC COMMENT

Les Nelson, Shoreline, said he hasn't heard much about the issue of water supply. He noted he has worked for Seattle Public Utilities in water supply for the past 30 years. He explained that, typically, lowland areas are served by pressure reducing stations. Once a pressure reducing station has been installed, not only is the pressure reduced, but the flow is restricted. He questioned how the City would get adequate fire flow to serve the anticipated development of the Point Wells site. He recalled previous planning efforts in the City that eventually failed because there was not enough water pressure to serve the area. Mr. Nelson said the November 19th edition of the *Daily Journal of Commerce* contains an article regarding retail spaces. Mr. Tovar said that before the Commission's December 3rd meeting, staff would seek written communication from Seattle Public Utilities and the Olympic View Water District to address Mr. Nelson's concerns related to adequate water pressure to serve Point Wells.

Commissioner Behrens questioned what impacts staff foresees to the Ronald Wastewater System if the proposed project goes forward. He also questioned who would be responsible for paying for the additional wastewater service that would be required to accommodate the development. Mr. Tovar agreed to seek written communication from the Ronald Wastewater District before the December 3rd

public hearing, as well. Commissioner Behrens observed that it is difficult to know what the water and sewer supply demand will be until they know the type of development that will be constructed. Mr. Tovar agreed and said that when seeking feedback from the providers, staff would use the information in the SEIS that estimates the approximate maximum number of units to determine the anticipated demand for both water and sewer.

Chair Wagner advised that a public hearing on the Point Wells Subarea Plan and Zoning has been scheduled for December 3rd. She encouraged the Commissioners to forward their additional questions to staff as soon as possible. It was noted that the packet may be delayed because of the upcoming holiday weekend.

DIRECTOR'S REPORT

Mr. Tovar announced that the City filed a petition for review with the Growth Management Hearings Board against Snohomish County's designation of Point Wells as an Urban Center. The Town of Woodway and the Richmond Beach Community Association also filed a petition for review against the same action. All three petitions would be considered at a preliminary pre-hearing conference on December 7th at 10:00 a.m. at the Shoreline Fire Department Training Station Headquarters on Aurora Avenue North. It will be a public meeting, but not a public hearing. The only people who will be talking to the Growth Hearings Board will be the Attorneys representing the three appellants, the County and the property owner (Paramount). The topic of discussion at the pre-hearing conference will be the issues that are to be briefed, argued and decided, as well as a schedule for moving forward. Another issue that could come up at or prior to the pre-hearing will be a joint stipulation by all the parties for a settlement extension of up to six months to give the parties an opportunity to negotiate some resolution short of requiring a decision by the Hearings Board. If the extension is approved, the court could issue a stay on all the proceedings for a specific period of time.

Mr. Tovar said one of the values of the proposed subarea plan and pre-annexation zoning is to figure out what the policies and regulations should be from the perspective of the City of Shoreline. This has been done at the direction of the City Council, and it may or may not have direct application. If the property is annexed into the City of Shoreline at some point in the future, the adopted plans and regulations would apply. In the meantime, the subarea plan and pre-annexation zoning would be the basis for future discussions with all parties about what it might take to settle the litigation. The proposal will identify those things the City of Shoreline believes are important to include in future development requirements for Point Wells, even if it is developed as part of Snohomish County.

Mr. Tovar recalled that at a previous meeting, the Commission discussed how *CURRENTS* could be used to increase the profile of the Planning Commission and their work program. They expressed a desire to provide early notification to the public as to what issues the Commission will be working on. In response to the letter the Commission sent to the City Manager, Mr. Tovar announced that the first quarterly announcement from the Planning Commission would be published in the January edition of *CURRENTS*. Staff would forward a draft of the proposed article to the Commission for comments and suggestions before it is sent forward for publication.

Chair Wagner inquired if the article would include information about upcoming Commission vacancies. Mr. Tovar said announcements are not typically published until a vacancy has occurred. He noted that one vacancy would occur in January, and at least two more in March. Staff suggests it would be better to advertise all of the positions at the same time for an unspecified number of vacancies. The announcement could go out in January and the recruitment process could start shortly thereafter.

Chair Wagner inquired when the Commission would meet jointly with the Parks Board to discuss the tree regulations. Mr. Cohn said the joint meeting has not yet been scheduled. He advised that staff wanted to work more on the tree code prior to the joint meeting.

It was noted that the regular meeting of December 17th was cancelled.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Commissioner Broilli reported the he and Commissioner Pyle attended the American Planning Association Conference. He said he was encouraged that much of the conference focused on green building, sustainable design, triple bottom line, etc. He was also encouraged to see that this was the prime focus of all of the state and local municipalities. He said Michael Shadow, a Seattle-based speech coach, spoke about how to communicate with the public and each other to put forward ideas and support propositions. Because the Commission could use some improvement in that area, he suggested they invite him to speak to them about how they can reach out to their constituency in a more productive way.

AGENDA FOR NEXT MEETING

Mr. Cohn announced that a public hearing for the Point Wells Subarea Plan and Pre-Annexation Zoning has been scheduled for December 3rd.

ADJOURNMENT

The meeting was adjourned at 9:50 P.M.

Michelle Linders Wagner
Ej ckt.'Rrcppkpi 'Eqo o kulkqp

Jessica Simulcik Smith
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Planning Commission Meeting Date: December 3, 2009

**PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON**

<p>APPLICATION NUMBER: 301618 AGENDA TITLE: Public Hearing on Point Wells Subarea Plan and Pre-Annexation Zoning Regulations PRESENTED BY: Joseph W. Tovar, FAICP, Director PDS Steven M. Cohn, Senior Planner</p>

I. INTRODUCTION

Your next meeting will provide the public with an opportunity to offer testimony on the proposed Point Wells Subarea Plan and Pre-Annexation Zoning Regulations. The Plan and Regulations were the subject of Planning Commission discussion at November 5 and 19 meetings.

Proposal

Even though the Point Wells area is currently an unincorporated island in Snohomish County, Shoreline's Comprehensive Plan addresses the area's potential redevelopment because when it redevelops, Shoreline's neighborhoods will bear the impact of increased traffic.

The existing Shoreline Comprehensive Plan designation is Mixed Use, which is a general land use category that would permit a wide variety of development including residential and commercial uses at varying intensities. The proposed Subarea Plan is intended to define the vision for development of the site (Attachment 1).

If the owner of the property chooses to annex to Shoreline, the City's Subarea Plan and development regulations would guide the area's redevelopment. Therefore staff has developed a set of regulations ("pre-annexation zoning") that would be effective after annexation. The proposed regulations would be the rules that would guide the site's redevelopment. In the event that development occurs prior to annexation, it would be the City's intention to offer the zoning concepts to Snohomish County so the County decision-makers could understand Shoreline resident's concerns and, optimally, address Shoreline's concerns when creating a development code that will impact the residents of both Shoreline and Woodway.

II. RESPONSES TO COMMISSIONERS' QUESTIONS

Commissioners have asked a number of questions during study sessions. Many questions were addressed by staff at the study sessions. Other questions were more complex and took some time to research. Because of the limited time for research or analysis, the responses below reflect staff work as of this point. Staff expects to gather

additional material next week. If time permits, it will be sent to you early next week so you can review it prior to your meeting.

Question 1: What is the availability of water and sewer service on the Point Wells site?

This question was addressed in the Snohomish County SEIS. Staff contacted the providers to update the information. Olympic View Water and Sewer, located in Edmonds, provides water to this area. They have an agreement with Seattle Public Utilities to provide water, and in the past, served the Chevron manufacturing facility with a large quantity of water, so supply is not a problem. Since the facility is only served through one main, reliability could be an issue, so they would probably want to build a loop system that ties into the Seattle system that goes along the County line. The cost of this improvement would be borne by the developer.

Ronald Wastewater provides sewer service to Point Wells. Redevelopment of this area would require improvements to the “lift” system in order to pump water uphill. Funding of the improvements would come from the developer.

Question 2: Snohomish County has designated Point Wells as an Urban Center. What other areas have received an Urban Center designation?

Snohomish County has identified 6 areas as Urban Centers. They are noted on the attached map (Attachment 3). Snohomish County’s definition of Urban Center is: An area with a mix of high-density residential, office and retail uses with public and community facilities and pedestrian connections located along an existing or planned high capacity or transit route.

Attachment 3 shows that two of the areas are located along SR-99, two are adjacent to I-5, and one is along SR-527. Point Wells is not located near a major arterial that might be likely served by transit. There is a rail line that is adjacent to Point Wells; however, Sound Transit’s 20-year plan does not show a station at Point Wells.

As part of Vision 2040, the PSRC has mapped designated Regional Centers (Attachment 4). Regional Growth Centers in North King and South Snohomish Counties include Northgate, Totem Lake, Bothell Canyon Park, Lynnwood and Downtown Everett. These centers are intended to be served by fast and frequent high-capacity transit service and are areas zoned for significant additional growth.

Question 3: The Commission requested that staff modify the table summarizing the model outputs to show additional columns identifying the difference between the 2025 base output and each of the Point Wells scenarios.

These changes are shown in Attachment 5. As staff reviewed the table and the computer model, they discovered a couple of intersections in the base model that could be further optimized and re-ran the model. The tables were updated to include the revised results.

The Commission also requested that staff compare the volumes on the corridor in each of the scenarios. Staff chose 4 points along the route and developed another table

showing this data. This table shows the base volumes in 2025 (without Point Wells trips) and the volumes with the added Point Wells trips.

Staff is reviewing the November 19 minutes to identify other questions asked by the Commission that were not addressed at the study session. Staff will endeavor to provide Commissioners with responses early next week.

III. PROCESS

- Study sessions were held with the Planning Commission on November 5 and 19, 2009.
- A Notice of Application and Draft SEIS were issued on October 29, 2009. As of November 25, two comments have been received (Attachment 6)
- Comments are due by November 30, 2009. The City anticipates issuing the Final SEIS early in the week of December 7, 2009.
- A Public Hearing will be held on December 3, 2009. At the hearing, all the SEIS comments will be available for Commission review, together with the staff's draft responses. If the Commission chooses to not make a recommendation that evening, it may choose to continue the hearing to December 10, 2009 for deliberation or, if necessary, additional testimony and deliberation.
- The Commission's recommendation will be forwarded to the City Council for action. The Council is scheduled to discuss the Subarea Plan recommendation on January 25. The adoption date has not been set.
- State law requires two public hearings by Council to adopt pre-annexation zoning. The Hearings on the pre-annexation are scheduled for January 25 and March 1 with action scheduled to occur on March 1.

V. STAFF RECOMMENDATION

Staff concludes that the proposals merit approval. Since the Plan and Regulations are rather complex, it may not be possible for the Commission to develop a recommendation at the December 3 meeting. In that case, the "deliberations" portion of the Hearing would likely be continued to the following week.

If you have additional questions prior to the meeting, please contact Steve Cohn at 206-801-2511, or email him at scohn@shorelinewa.gov.

VI. ATTACHMENTS

1. Proposed Subarea Plan
2. Proposed Pre-annexation zoning
3. Snohomish County's Urban Centers Map
4. PSRC's Regional Centers Map
5. Traffic Model results
6. Comment letters on City of Shoreline's Draft SEIS
7. Illustration of 20.92.070 C, Minimum separation of tall building

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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.

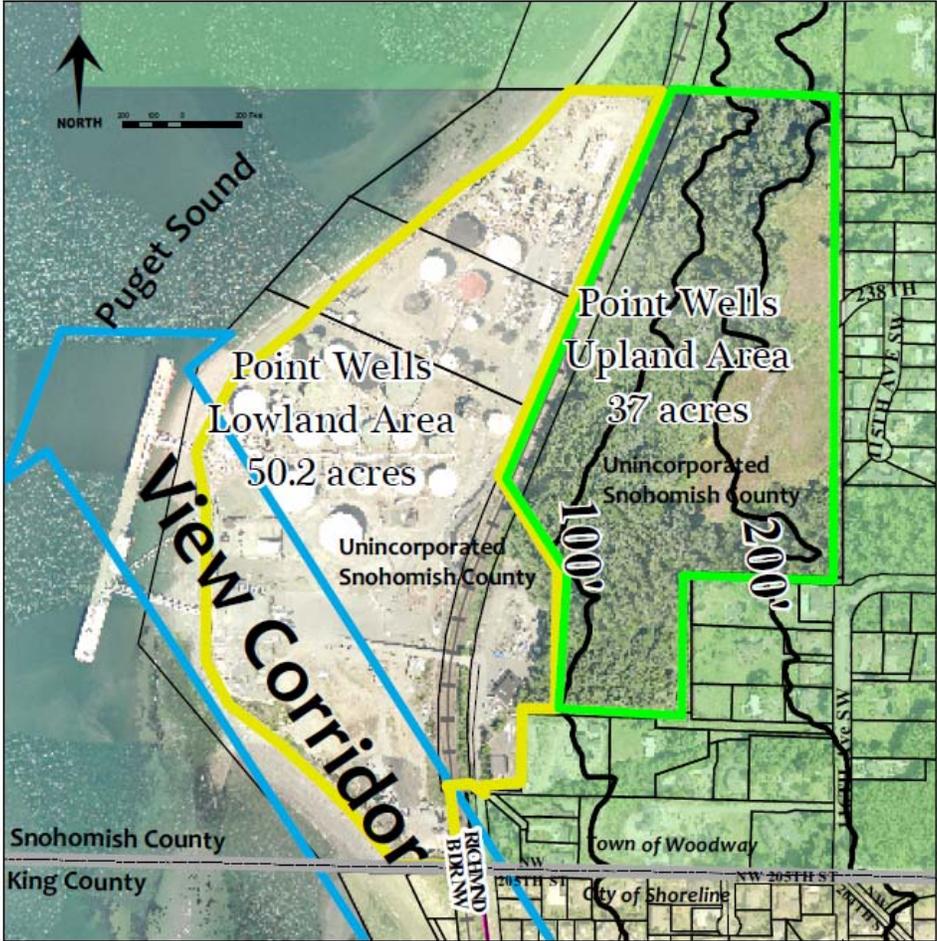


Figure 2 – Upland and Lowland Areas at Point Wells

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 238th 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)

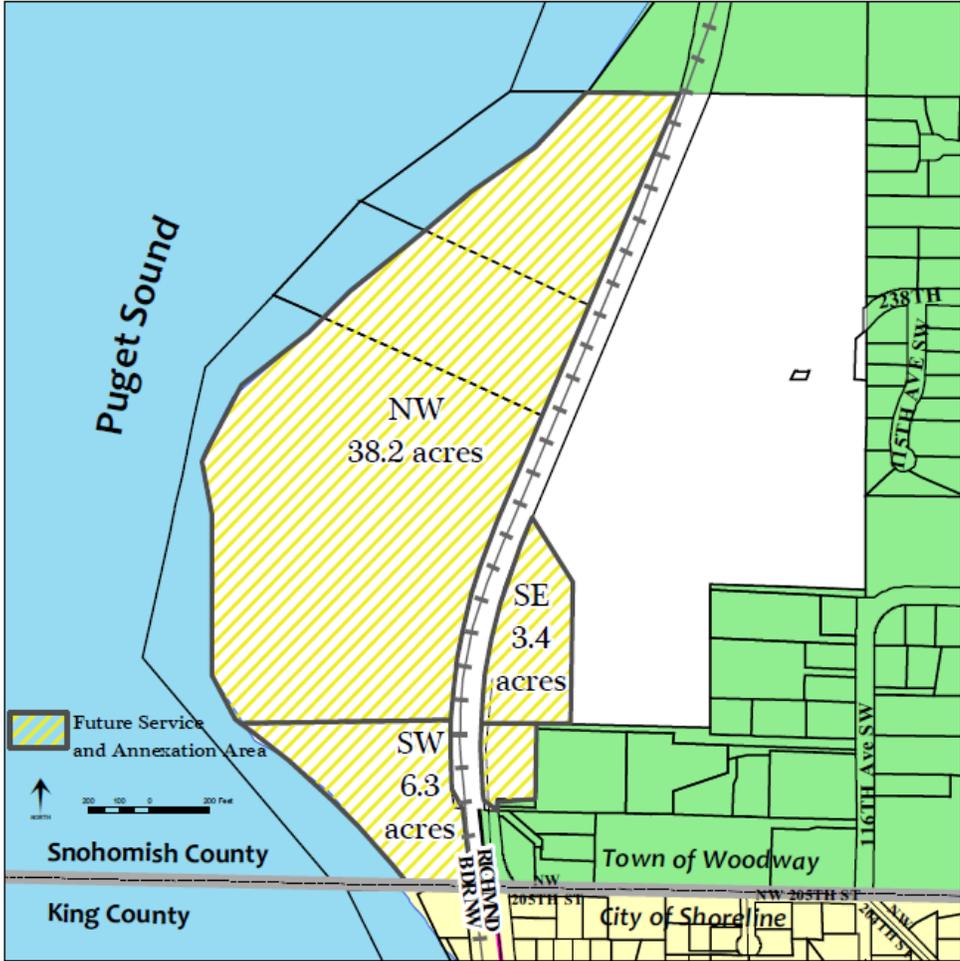


Fig. 3 – City of Shoreline Future Service and Annexation Area

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 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 205th 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.

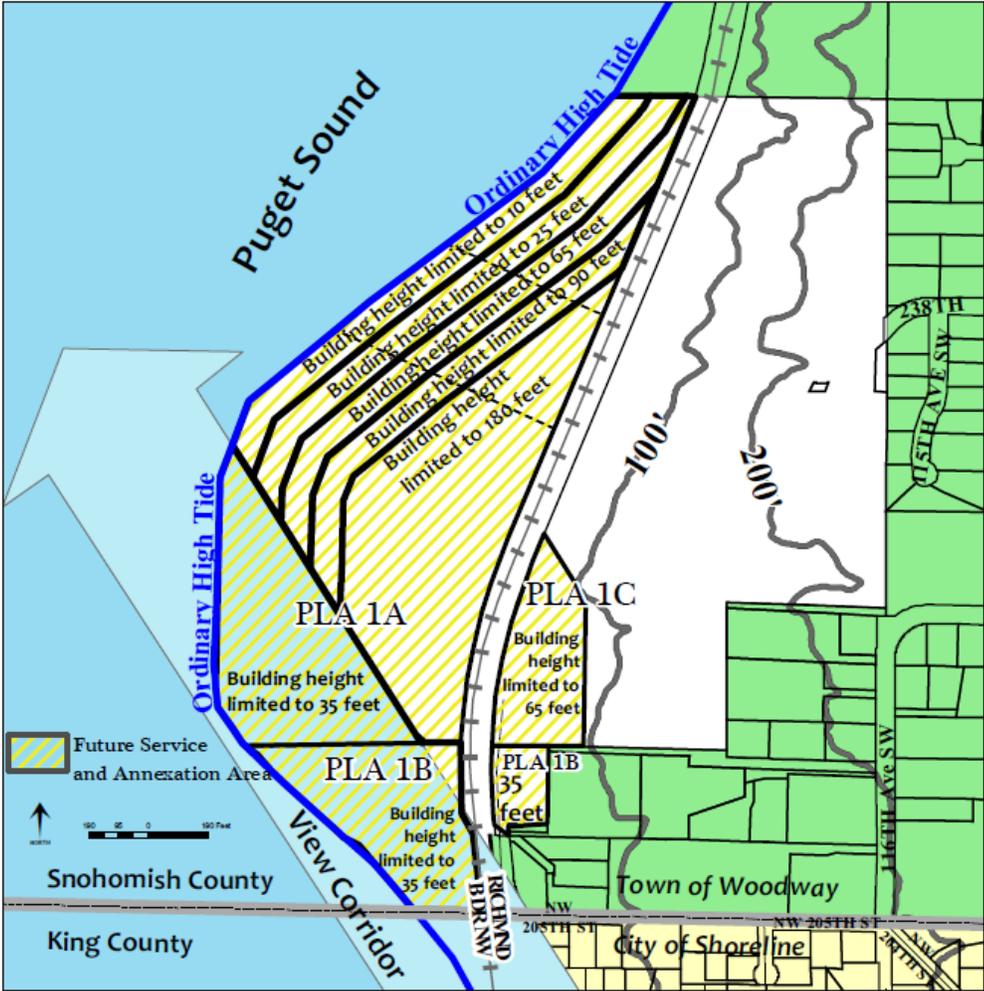


Fig. 1 – Height Limits in Planned Area 1

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 185th Street between SR 99 and NW 205th 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.

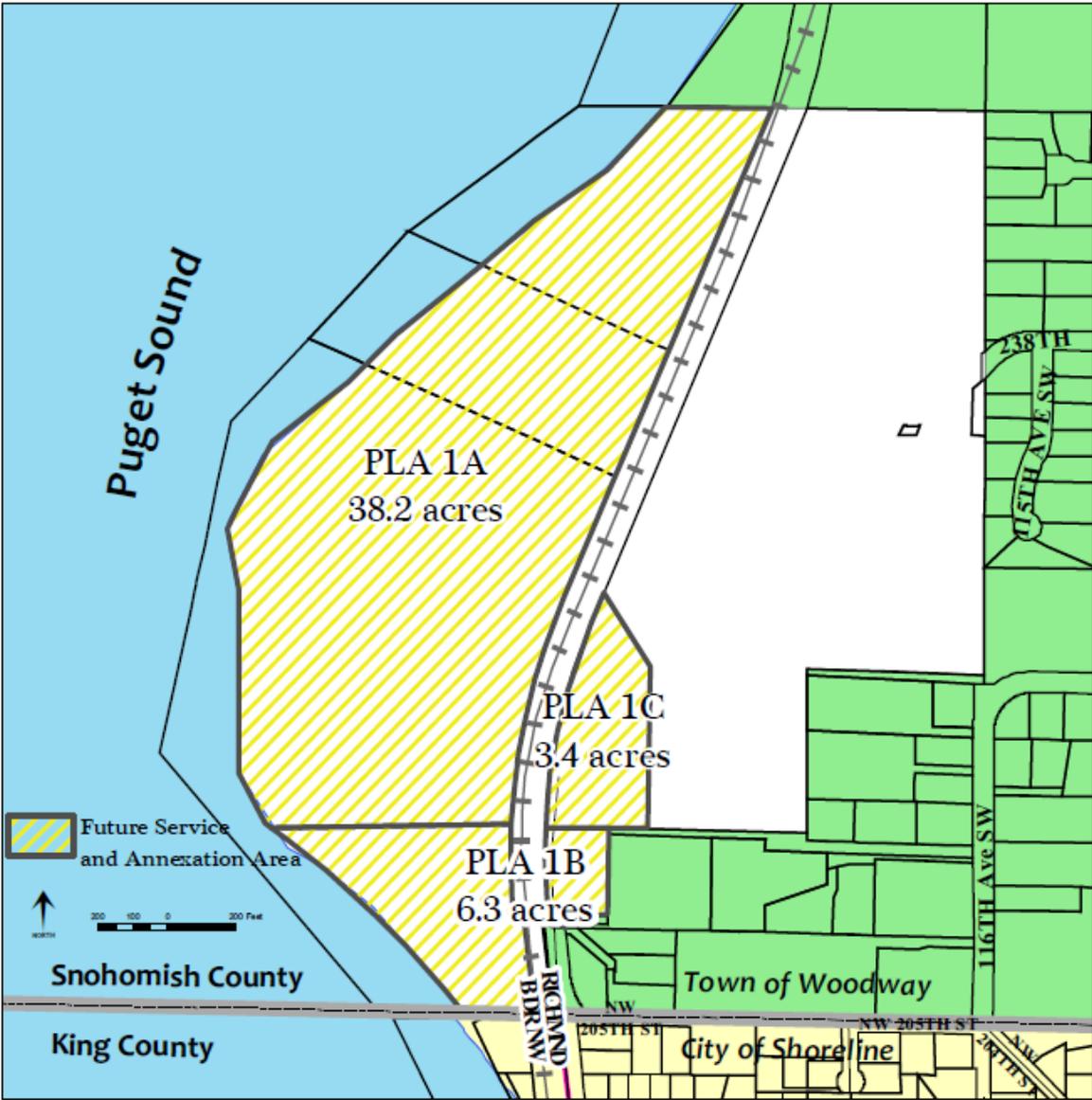
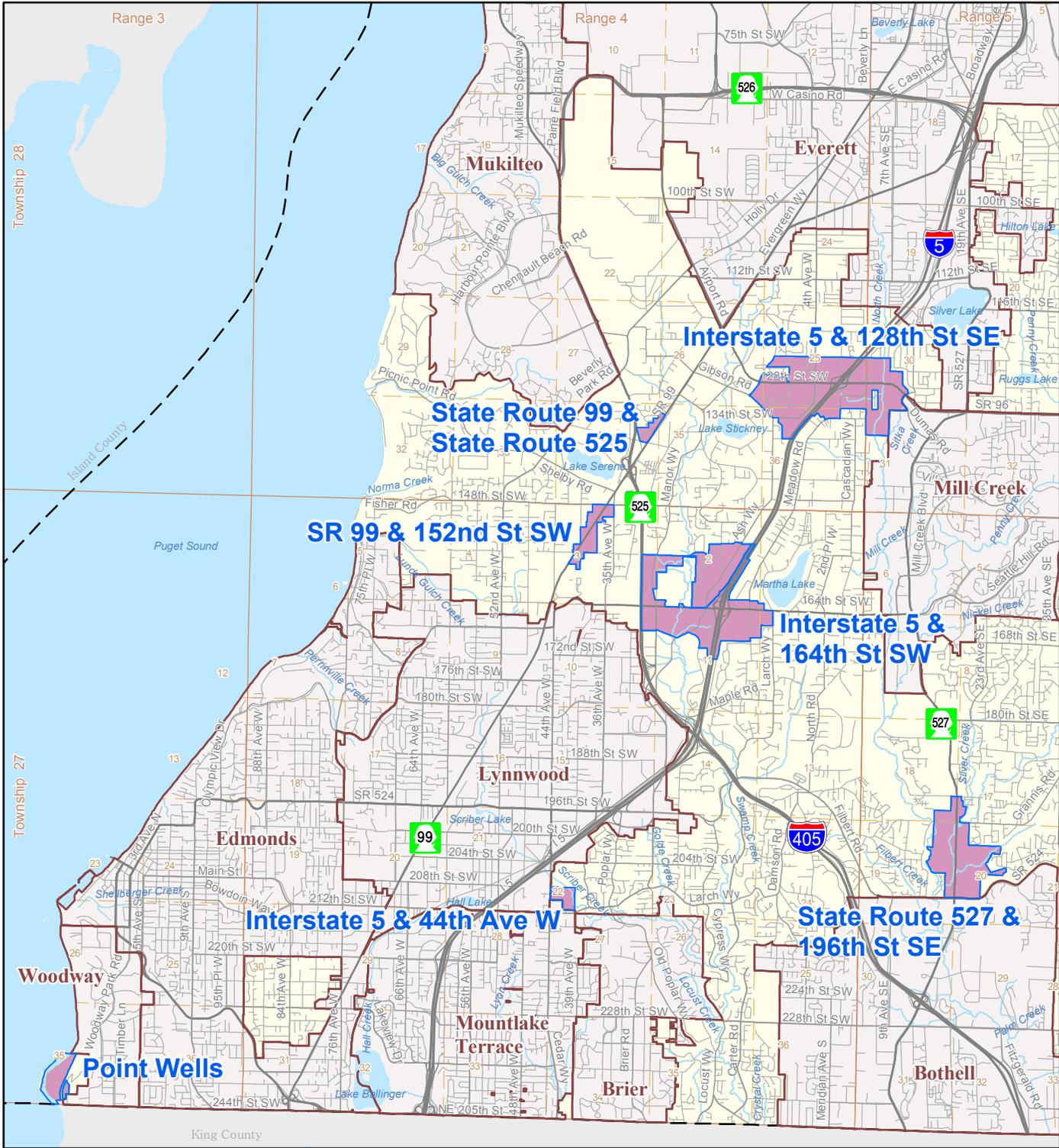


Fig. 2 - Pre-Annexation Zoning Map for Point Wells

Proposed Rezones

Urban Centers



Urban Centers Rezone Proposals

- Cities
- County Boundary
- Township-Range Grid
- Section Grid



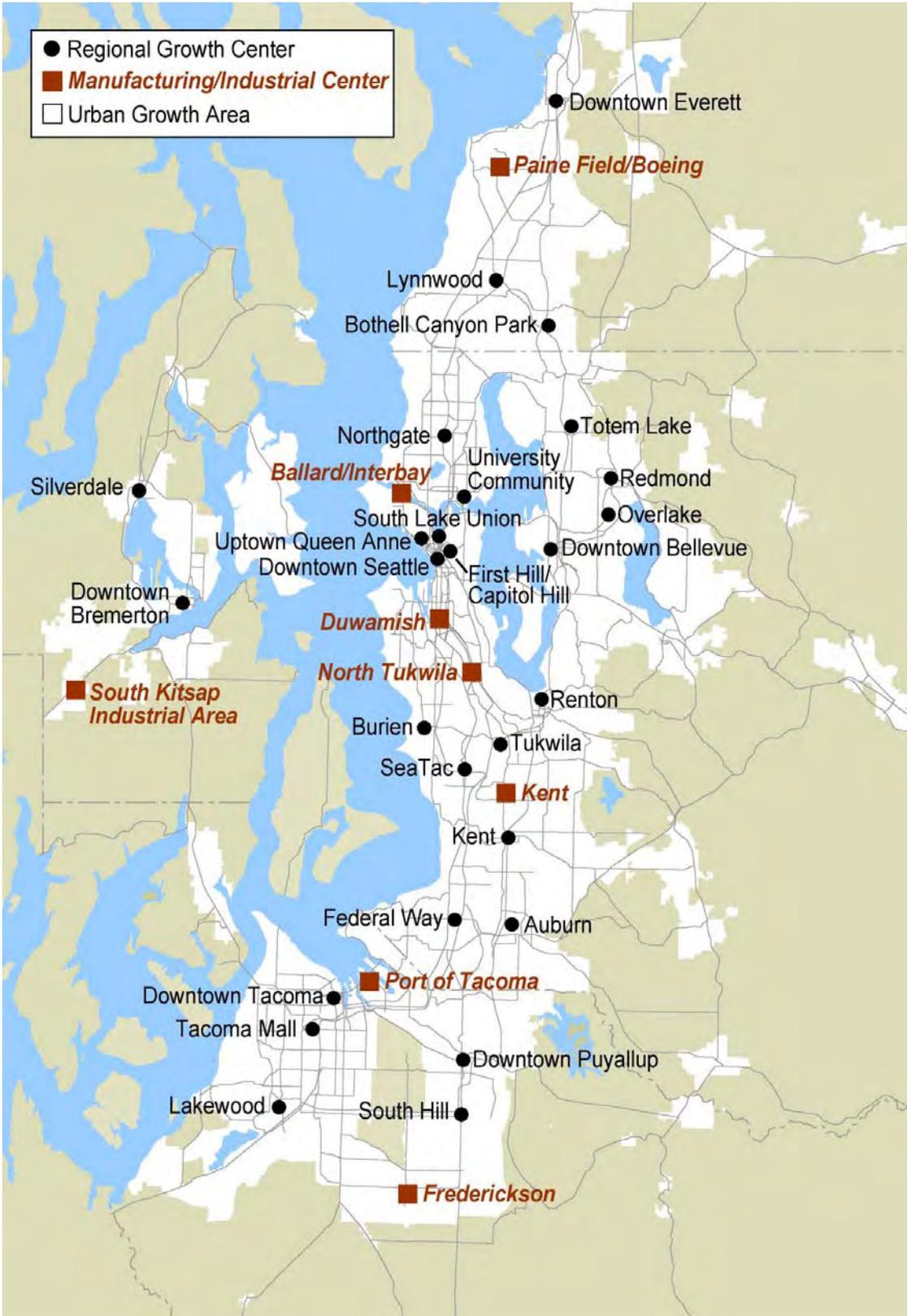
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DESIGNATED REGIONAL CENTERS



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Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2007 Base - Shoreline					2025 Base - Shoreline						
	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Intersect Capacity Utilization	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Intersect Capacity Utilization
		EB	WB	NB				SB	EB	WB		
Richmond Beach Dr NW/NW 196th St	A	A	A	A	6.5	18.9	A	A	A	A	7.4	21.1
NW 196th St/24th Ave NW	A	A	A	A	7.3	25.3	A	A	A	A	7.7	26.3
NW 196th St/20th Ave NW	A	A	A	B	9.1	39.6	A	B	A	A	7.2	47.2
NW Richmond Bch Rd/15th Ave NW (w)	A	A	B	B	1.5	27.3	A	A	C	C	3.6	32.2
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	A	9.8	38.1	A	A	C	C	3.8	45.5
NW Richmond Bch Rd/8th Ave NW	C	C	D	D	30.5	61	D	D	E	D	53.7	86
NW Richmond Bch Rd/3rd Ave NW	A	A	B	B	5.5	62.2	A	A	B	C	8.8	66.5
N Richmond Bch Rd/Dayton Ave N	B	A	C	C	12.2	41.6	B	A	C	C	11.3	50
N 185th St/Fremont Ave N	C	C	D	D	33.4	59.4	C	C	D	D	33.3	73.3
N 185th St/Linden Ave N	C	C	D	D	21.9	42.4	C	B	D	D	16.8	49.4
N 185th St/Midvale Ave N	A	A	A	A	6.1	47.7	A	B	C	C	18.9	61.8
Aurora Ave N/N 205th St	D	F	E	B	42.3	90	F	F	E	E	74.7	110.8
Aurora Ave N/N 200th St	C	E	E	B	29.2	85.9	E	F	C	B	33.7	95.6
Aurora Ave N/N 192nd St	A	E	E	A	8.7	61.7	E	E	A	B	14	75.4
Aurora Ave N/N 185th St	C	E	E	C	29.6	77.6	E	F	D	C	54.2	94.7
Aurora Ave N/N 175th St	C	E	D	C	34.2	75.3	E	E	D	D	50.7	98.1
Midvale Ave N/N 175th St	B	A	A	E	10.6	48.4	A	A	C	C	11.8	63.8
Fremont Ave N/N 175th St	A	B	B	A	7.4	55.9	B	B	A	A	8.1	63.4
Arterial Route Analysis	Travel Time	Distance (mi)	Ave Speed (mph)	Arterial LOS	Travel Time	Distance (mi)	Ave Speed (mph)	Arterial LOS				
EB NW Rchmnd Bch Rd btwn 20 Ave NW/15 Ave NW	45.9	0.3	23	C	45.9	0.3	23	C				
EB Richmond Bch Rd btwn 15 Ave NW/Dayton Ave N	217.2	1.4	22.9	C	247.8	1.4	20.6	C				
EB N 185th St btwn Dayton Ave N/Midvale Ave N	193.5	0.6	11.3	E	195.1	0.6	11.2	E				
WB N 185th St btwn Midvale/Fremont Ave N	178.1	0.4	8.9	E	207.1	0.4	7.6	E				
WB Richmond Bch Rd btwn Fremont/20 Ave NW	170.4	1.1	22.5	C	275.4	1.7	22.1	C				
NB Aurora Ave N btwn N 205th St/N 175th St	257.1	1.7	24	C	363.1	1.7	17	D				
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				

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 0550 trips					2025 Point Wells - 0700 trips								
	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Diff from 2025 base	Intersect Capacity Utilization	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Diff from 2025 base	Intersect Capacity Utilization
		EB	WB	NB					SB	EB	WB			
Richmond Beach Dr NW/NW 196th St	B	B	A	B	12.8	5.4	52.1	C	B	A	C	16.6	9.2	61
NW 196th St/24th Ave NW	B	C	B	A	13.2	5.5	45.5	C	C	B	A	17.6	9.9	45.7
NW 196th St/20th Ave NW	A	A	A	A	8.2	1.0	62.6	A	A	A	B	8.7	1.5	66.8
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A	E	5.8	2.2	40.8	A	A	A	C	3.2	(0.4)	42.1
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	E	4	0.2	60.2	A	A	A	C	3	(0.8)	64.2
NW Richmond Bch Rd/8th Ave NW	E	E	D	F	66	12.3	91.2	E	E	F	E	78	24.3	93.5
NW Richmond Bch Rd/3rd Ave NW	A	A	A	C	9.9	1.1	71.3	B	A	C	C	11.3	2.5	73.7
N Richmond Bch Rd/Dayton Ave N	B	B	A	C	13.3	2.0	58	B	A	C	C	13.4	2.1	59.4
N 185th St/Fremont Ave N	D	C	D	D	37.8	4.5	78.4	D	C	B	E	37.2	3.9	80.5
N 185th St/Linden Ave N	A	A	A	C	9.7	(7.1)	55	B	A	D	D	12.4	(4.4)	55.9
N 185th St/Midvale Ave N	C	B	B	D	21.5	2.6	63	B	B	C	C	19.1	0.2	63.6
Aurora Ave N/N 205th St	E	F	F	E	79.2	4.5	112.4	E	F	F	E	79.3	4.6	112.8
Aurora Ave N/N 200th St	C	F	F	C	34.9	1.2	97.6	D	F	E	B	38.3	4.6	98
Aurora Ave N/N 192nd St	B	F	E	A	14.6	0.6	77.2	B	F	E	B	13.9	(0.1)	77.5
Aurora Ave N/N 185th St	D	F	F	D	53.8	(0.4)	98.7	D	F	F	D	54.5	0.3	99.5
Aurora Ave N/N 175th St	D	F	F	D	50.8	0.1	101.1	D	F	F	D	50.7	0.0	102.2
Midvale Ave N/N 175th St	B	A	A	F	14.5	2.7	64.9	B	A	A	F	14.4	2.6	65.1
Fremont Ave N/N 175th St	A	B	B	A	8.1	0.0	64.5	A	B	A	A	9.5	1.4	64.7
Arterial Route Analysis														
	Travel Time	Distance (mi)			Ave Speed (mph)	Diff in Travel Time	Arterial LOS	Travel Time	Distance (mi)			Ave Speed (mph)	Diff in Travel Time	Arterial LOS
EB NW Rchmnd Bch Rd btwn 20 Ave NW/15 Ave NW	47.5	0.3	22.2	(0.8)	C	47.3	0.3	22.3	(0.7)	C				
EB Richmond Bch Rd btwn 15 Ave NW/Dayton Ave N	251.4	1.4	20.3	(0.3)	C	276.2	1.4	18.5	(2.1)	C				
EB N 185th St btwn Dayton Ave N/Midvale Ave N	207.6	0.6	10.5	(0.7)	E	193.6	0.6	11.3	0.1	E				
WB N 185th St btwn Midvale/Fremont Ave N	234.5	0.4	6.7	(0.9)	F	210.6	0.4	7.5	(0.1)	E				
WB Rchmnd Bch Rd btwn Fremont/20 Ave NW	274.1	1.7	22.2	0.1	C	301.5	1.7	20.2	(1.9)	C				
NB Aurora Ave N btwn N 205th St/N 175th St	366.9	1.7	16.8	(0.2)	E	380.5	1.7	16.2	(0.8)	E				
SB Aurora Ave N btwn N 205th St/N 175th St	272.5	1.7	21.9	0.3	D	281.5	1.7	21.2	(0.4)	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 (sec)	Diff from 2025 base	Intersect Capacity Utilization	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Diff from 2025 base	Intersect Capacity Utilization
		EB	WB	NB					SB	EB	WB			
Richmond Beach Dr NW/NW 196th St	C	C	A	D	22.9	15.5	68.5	E	D	A	E	36.6	29.2	76
NW 196th St/24th Ave NW	D	D	B	B	25.3	17.6	45.9	E	F	B	B	43.2	35.5	49
NW 196th St/20th Ave NW	A	A	A	B	9.2	2.0	70.2	A	A	B	B	9.6	2.4	73.8
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A	C	3.4	(0.2)	43.1	A	A	A	C	3.1	(0.5)	44.2
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	C	3	(0.8)	67.5	A	A	A	C	3.1	(0.7)	70.8
NW Richmond Bch Rd/8th Ave NW	E	E	F	E	76.6	22.9	95.5	F	E	F	E	83.6	29.9	97.4
NW Richmond Bch Rd/3rd Ave NW	B	A	A	C	12.3	3.5	76.8	B	A	A	C	13.7	4.9	78.7
N Richmond Bch Rd/Dayton Ave N	B	B	A	C	13.5	2.2	60.5	B	A	C	C	13.6	2.3	61.7
N 185th St/Fremont Ave N	D	C	C	E	38.8	5.5	82.3	D	C	E	E	40.8	7.5	84.1
N 185th St/Linden Ave N	B	A	A	D	11.8	(5.0)	56.6	B	A	A	D	11.9	(4.9)	57.4
N 185th St/Midvale Ave N	B	B	B	C	18.6	(0.3)	64	B	B	C	C	18.7	(0.2)	64.5
Aurora Ave N/N 205th St	F	F	F	E	80.5	5.8	113	F	F	F	E	82.4	7.7	113.3
Aurora Ave N/N 200th St	D	F	F	C	35.7	2.0	98.3	D	F	F	C	36	2.3	98.6
Aurora Ave N/N 192nd St	B	F	E	A	14.8	0.8	77.7	B	F	E	A	14.8	0.8	77.9
Aurora Ave N/N 185th St	E	F	F	D	59.5	5.3	100.1	E	F	F	D	62.2	8.0	101.7
Aurora Ave N/N 175th St	D	F	F	C	51.3	0.6	102.9	D	F	F	D	54	3.3	103.8
Midvale Ave N/N 175th St	B	A	A	F	14.3	2.5	65.2	A	A	A	D	9.6	(2.2)	65.4
Fremont Ave N/N 175th St	A	B	B	A	8.1	0.0	64.9	A	B	B	A	8.1	0.0	65.2
Arterial Route Analysis	Travel Time	Distance (mi)	Ave Speed (mph)	Diff in Travel Time	Arterial LOS	Travel Time	Distance (mi)	Ave Speed (mph)	Diff in Travel Time	Arterial LOS				
EB NW Rchmnd Bch Rd btwn 20 Ave NW/15 Ave NW	47.5	0.3	22.2	(0.8)	C	47.4	0.3	22.3	(0.7)	C				
EB Richmond Bch Rd btwn 15 Ave NW/Dayton Ave N	255.3	1.4	20	(0.6)	C	259.5	1.4	19.7	(0.9)	C				
EB N 185th St btwn Dayton Ave N/Midvale Ave N	194.8	0.6	11.2	0.0	E	195.8	0.6	11.1	(0.1)	E				
WB N 185th St btwn Midvale/Fremont Ave N	229.8	0.4	6.9	(0.7)	F	239.9	0.4	6.6	(1.0)	F				
WB Rchmnd Bch Rd btwn Fremont/20 Ave NW	312.2	1.7	19.5	(2.6)	C	322.7	1.7	18.9	(3.2)	C				
NB Aurora Ave N btwn N 205th St/N 175th St	376.6	1.7	16.4	(0.6)	E	384.4	1.7	16.1	(0.9)	E				
SB Aurora Ave N btwn N 205th St/N 175th St	291.4	1.7	20.5	(1.1)	D	292.3	1.7	20.4	(1.2)	D				

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 1100 trips					2025 Point Wells - 1225 trips								
	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Diff from 2025 base	Intersect Capacity Utilization	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Diff from 2025 base	Intersect Capacity Utilization
		EB	WB	NB					SB	EB	WB			
Richmond Beach Dr NW/NW 196th St	F	F	A	F	71.6	64.2	84.9	F	F	A	F	101.6	94.2	92.4
NW 196th St/24th Ave NW	F	F	B	B	77.8	70.1	54	F	F	B	B	113.2	105.5	58.4
NW 196th St/20th Ave NW	B	A	B	B	10.1	2.9	78	A	B	B	B	10.4	3.2	81.5
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A	C	3.2	(0.4)	46.3	A	A	A	C	3	(0.6)	48.6
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	C	3.8	0.0	74.8	A	A	A	C	3.4	(0.4)	78.2
NW Richmond Bch Rd/8th Ave NW	F	E	F	E	88.1	34.4	99.6	E	F	F	E	94.5	40.8	101.6
NW Richmond Bch Rd/3rd Ave NW	B	A	A	C	14.5	5.7	80.9	B	A	C	D	15.8	7.0	82.9
N Richmond Bch Rd/Dayton Ave N	B	B	A	C	14.1	2.8	63.2	B	A	C	C	14.5	3.2	64.3
N 185th St/Fremont Ave N	D	C	C	E	43.8	10.5	86.2	C	D	E	E	47.7	14.4	88
N 185th St/Linden Ave N	B	A	A	D	11.6	(5.2)	58.9	A	A	D	D	11.3	(5.5)	60.2
N 185th St/Midvale Ave N	B	B	B	C	19.2	0.3	64.9	B	B	C	C	19.4	0.5	65.4
Aurora Ave N/N 205th St	F	F	F	E	81.5	6.8	113.6	F	F	F	E	82.2	7.5	113.9
Aurora Ave N/N 200th St	D	F	F	D	40.8	7.1	99.1	F	F	D	B	41.9	8.2	99.4
Aurora Ave N/N 192nd St	B	F	E	A	15.7	1.7	78.2	F	E	A	C	15.5	1.5	78.5
Aurora Ave N/N 185th St	E	F	F	D	65.4	11.2	103.7	F	F	D	E	69.2	15.0	105.5
Aurora Ave N/N 175th St	D	F	F	C	54	3.3	104.8	F	F	D	C	55.5	4.8	105.6
Midvale Ave N/N 175th St	B	A	A	D	10.5	(1.3)	65.6	A	A	D	D	9.6	(2.2)	65.7
Fremont Ave N/N 175th St	A	B	B	A	8.1	0.0	65.4	A	B	A	A	8.2	0.1	65.6
Arterial Route Analysis														
EB NW Richmnd Bch Rd btwn 20 Ave NW/15 Av	47.2	0.3	22.4	(0.6)	C	46.9	0.3	22.5	(0.5)	C	Arterial LOS	22.5	(0.5)	C
EB Richmond Bch Rd btwn 15 Ave NW/Dayton /	261.6	1.4	19.6	(1.0)	C	260	1.4	19.7	(0.9)	C	Distance (mi)	19.7	(0.9)	C
EB N 185th St btwn Dayton Ave N/Midvale Ave N	196.6	0.6	11.1	(0.1)	E	198.1	0.6	11	(0.2)	E	Travel Time	11	(0.2)	E
WB N 185th St btwn Midvale/Fremont Ave N	249.7	0.4	6.3	(1.3)	F	264.9	0.4	6	(1.6)	F	Ave Speed (mph)	6	(1.6)	F
WB Richmnd Bch Rd btwn Fremont/20 Ave NW	328.3	1.7	18.6	(3.5)	C	342.4	1.7	17.8	(4.3)	D	Distance (mi)	17.8	(4.3)	D
NB Aurora Ave N btwn N 205th St/N 175th St	403	1.7	15.3	(1.7)	E	407.5	1.7	15.2	(1.8)	E	Travel Time	15.2	(1.8)	E
SB Aurora Ave N btwn N 205th St/N 175th St	301.2	1.7	19.8	(1.8)	D	311.3	1.7	19.2	(2.4)	D	Distance (mi)	19.2	(2.4)	D

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 1286 trips					2025 Point Wells - 1350 trips								
	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Diff from 2025 base	Intersect Capacity Utilization	Overall LOS	Approach LOS			Ave Intersect Delay (sec)	Diff from 2025 base	Intersect Capacity Utilization
		EB	WB	NB					SB	EB	WB			
Richmond Beach Dr NW/NW 196th St	F	F	A	F	120.7	113.3	96	F	F	A	F	142	134.6	99.9
NW 196th St/24th Ave NW	F	F	B	B	130.8	123.1	60.2	F	F	B	B	154.5	146.8	62.9
NW 196th St/20th Ave NW	B	A	B	B	10.6	3.4	83.2	A	B	B	B	11	3.8	85
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A	C	3	(0.6)	49.5	A	A	C	C	4.3	0.7	50.8
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	C	3.5	(0.3)	79.8	A	A	C	C	4.6	0.8	81.5
NW Richmond Bch Rd/8th Ave NW	F	E	F	E	97.6	43.9	102.4	E	F	F	F	97.3	43.6	103.6
NW Richmond Bch Rd/3rd Ave NW	B	B	A	C	16.6	7.8	83.7	B	B	C	D	15.8	7.0	84.8
N Richmond Bch Rd/Dayton Ave N	B	B	B	C	14.8	3.5	65	B	B	C	C	15	3.7	65.5
N 185th St/Fremont Ave N	D	C	D	E	49.3	16.0	88.7	C	C	E	F	49.8	16.5	89.8
N 185th St/Linden Ave N	B	A	A	D	10.8	(6.0)	60.8	A	A	D	D	11.1	(5.7)	61.7
N 185th St/Midvale Ave N	B	B	B	C	19.4	0.5	65.6	B	B	C	C	19.4	0.5	65.8
Aurora Ave N/N 205th St	F	F	F	E	82.6	7.9	114.1	F	F	F	E	82.9	8.2	114.2
Aurora Ave N/N 200th St	D	F	F	D	42.3	8.6	99.6	F	F	D	B	43	9.3	99.7
Aurora Ave N/N 192nd St	B	F	E	A	16.1	2.1	78.6	F	E	A	C	16	2.0	78.7
Aurora Ave N/N 185th St	E	F	F	D	71.6	17.4	106.3	F	F	D	E	71	16.8	107.2
Aurora Ave N/N 175th St	E	F	F	C	56.1	5.4	105.9	F	F	D	C	56.5	5.8	106.5
Midvale Ave N/N 175th St	A	A	A	D	9.6	(2.2)	65.8	A	A	D	D	9.6	(2.2)	65.9
Fremont Ave N/N 175th St	A	B	B	A	8.2	0.1	65.7	A	B	A	A	8.2	0.1	65.8
Arterial Route Analysis														
EB NW Richmnd Bch Rd btwn 20 Ave NW/15 Av	47	0.3	22.5	(0.5)	C	47.1	0.3	22.4	(0.6)	C	Arterial LOS	22.4	(0.6)	C
EB Richmond Bch Rd btwn 15 Ave NW/Dayton Ave	261.5	1.4	19.6	(1.0)	C	259.4	1.4	19.7	(0.9)	C	Arterial LOS	19.7	(0.9)	C
EB N 185th St btwn Dayton Ave N/Midvale Ave N	198.7	0.6	11	(0.2)	E	199.5	0.6	10.9	(0.3)	E	Arterial LOS	10.9	(0.3)	E
WB N 185th St btwn Midvale/Fremont Ave N	270.9	0.4	5.8	(1.8)	F	267.9	0.4	5.9	(1.7)	F	Arterial LOS	5.9	(1.7)	F
WB Richmnd Bch Rd btwn Fremont/20 Ave NW	350.8	1.7	17.4	(4.7)	D	347.9	1.7	17.5	(4.6)	D	Arterial LOS	17.5	(4.6)	D
NB Aurora Ave N btwn N 205th St/N 175th St	410.7	1.7	15.1	(1.9)	E	410.1	1.7	15.1	(1.9)	E	Arterial LOS	15.1	(1.9)	E
SB Aurora Ave N btwn N 205th St/N 175th St	316.2	1.7	18.9	(2.7)	D	311.6	1.7	19.2	(2.4)	D	Arterial LOS	19.2	(2.4)	D

Richmond Beach Rd - Point Wells Impact Analysis Model
PM Peak Hour Volumes

Arterial Route Analysis	2007 Base - Shoreline			2025 Point Wells - 0550 trips			2025 Point Wells - 0825 trips			2025 Point Wells - 1100 trips						
	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Difference from 2025 base			
Richmond Beach Dr btwn NW 205 St/NW 204th St	20	41	61	249	400	649	550	434	490	924	825	614	585	1,199	1,100	Difference from 2025 base
Richmond Bch Rd btwn 20 Ave NW/15 Ave NW	393	310	703	697	683	1,380	535	878	770	1,648	803	1,055	862	1,917	1,072	Difference from 2025 base
Richmond Bch Rd btwn 8th Ave NW/3rd Ave NW	726	529	1,255	1,145	866	2,011	465	1,300	943	2,243	697	1,451	1,024	2,475	929	Difference from 2025 base
N 185th St btwn Fremont/Linden Ave N	510	535	1,045	934	944	1,878	342	1,047	1,000	2,047	511	1,156	1,060	2,216	680	Difference from 2025 base

Arterial Route Analysis	2025 Base - Shoreline			2025 Point Wells - 0700 trips			2025 Point Wells - 0950 trips			2025 Point Wells - 1225 trips						
	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Difference from 2025 base			
Richmond Beach Dr btwn NW 205 St/NW 204th St	24	75	99	349	450	799	700	519	530	1,049	950	699	625	1,324	1,225	Difference from 2025 base
Richmond Bch Rd btwn 20 Ave NW/15 Ave NW	477	368	845	795	731	1,526	681	962	809	1,771	926	1,138	901	2,039	1,194	Difference from 2025 base
Richmond Bch Rd btwn 8th Ave NW/3rd Ave NW	956	590	1,546	1,229	909	2,138	592	1,371	977	2,348	802	1,523	1,058	2,581	1,035	Difference from 2025 base
N 185th St btwn Fremont/Linden Ave N	797	739	1,536	995	975	1,970	434	1,098	1,026	2,124	588	1,208	1,086	2,294	758	Difference from 2025 base

Richmond Beach Rd - Point Wells Impact Analysis Model
PM Peak Hour Volumes

Arterial Route Analysis	2025 Point Wells - 1286 trips				2025 Point Wells - 1350 trips			
	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Difference from 2025 base	Inbound (WB)	Outbound (EB)	Total (PM Peak)	Difference from 2025 base
Richmond Beach Dr btwn NW 205 St/NW 204th St	733	652	1,385	1,286	784	665	1,449	1,350
Richmond Bch Rd btwn 20 Ave NW/15 Ave NW	1,171	927	2,098	1,253	1,221	940	2,161	1,316
Richmond Bch Rd btwn 8th Ave NW/3rd Ave NW	1,551	1,080	2,631	1,085	1,594	1,092	2,686	1,140
N 185th St btwn Fremont/Linden Ave N	1,229	1,102	2,331	795	1,260	1,111	2,371	835

Arterial Route Analysis
Richmond Beach Dr btwn NW 205 St/NW 204th St
Richmond Bch Rd btwn 20 Ave NW/15 Ave NW
Richmond Bch Rd btwn 8th Ave NW/3rd Ave NW
N 185th St btwn Fremont/Linden Ave N

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-----Original Message-----

From: Hauss, Bertrand [mailto:hauss@ci.edmonds.wa.us]
Sent: Monday, November 23, 2009 11:38 AM
To: Miranda Redinger; mredinger@shoreline.wa.gov
Cc: English, Robert
Subject: Edmonds comments regarding the SEIS for Point Wells

Good morning,

Here are additions from the City of Edmonds regarding the Shoreline SEIS for Point Wells:

The Point Wells development will also have a traffic impact on Edmonds City Streets. Many drivers will use alternates to Richmond Beach Rd, as they will travel the following streets to go to / from Point Wells:

- SR-104 to / from the Edmonds Ferry Terminal / Edmonds area,
- Hwy. 99 to / from adjacent jurisdictions to the north (Lynnwood), and
- local streets like 100th Av. W (extension of 8th Av. W), 3rd Av. NW, Fremont Av. N. (both intersect 244th St. SW to then gain access to Hwy. 99 / I-5).

Those increases would then worsen the LOS and potentially create deficiencies at those intersections by exceeding the City LOS Standards (LOS D). The following intersections should be added as mitigation projects to be evaluated as part of the same study mentioned on page 6 (to be conducted by Developer):

1/ **Hwy. 99 @ 205th St./244th St. SW:** according to the 2009 Transportation Plan model, the LOS by 2025 will be D. This is also the 2nd highest collision intersection in the City. With this development, the intersection volumes will increase for both the EB (from Point Wells) and SB (to Point Wells) movements, potentially increasing the intersection LOS to E.

2/ As indicated in the SEIS, a mitigation is identified at the intersection of Richmond Beach Rd. @ 8th Avenue NW. This added volume on 8th Av. NW will also generate an increase in volume at the intersection of **100th @ 238th St. SW**. According to the 2009 Transportation Plan model, the LOS by 2025 will be C. With the development, the volumes will possibly increase the LOS to D.

3/ **SR-104 @ 100th Av. W:** according to the 2009 Transportation Plan model, the LOS by 2025 will be D. It is the 6th highest collision intersection in the City. The development will increase the intersection delay.

4/ **SR-104 @ 226th St. SW:** this will experience increase in volume for both SB movement on SR-104 and EB movement on 226th St. SW as Point Wells can be accessed by going to 106th Av. W (Edmonds), 104th Av. W (Shoreline), and 12th Av. NW (Shoreline).

5/ The City of Shoreline may want to add the impacts at the intersection of **Firdale Av. @ 244th St. SW** since the EB movement on 244th St. SW already gets high volume.

The City would like those traffic concerns evaluated and added in the SEIS, as the traffic impacts due to the development go much further than only the adjacent jurisdictions.

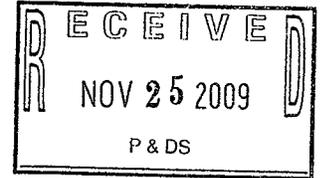
Thanks and please let me know if you have any questions regarding these comments.

Bertrand Hauss, PE
Transportation Engineer
City of Edmonds
*647-993/2442

To: Miranda Redinger, City of Shoreline

November 25, 2009

From: Donald W. Ding
110 NW 171st ST.
Shoreline, WA 98177-3613



RE: Draft SEIS Point Wells Subarea Plan and Pre-annexation Zoning

Thank you for the opportunity to comment on the DSEIS.

I live at 110 NW 171st St., City of Shoreline, and have been a resident there for 33 years. My sons both graduated from the Shoreline School District and my spouse has worked at Shoreline Community College for 20 years. During my career I worked for 35 years as a transportation planner on a diverse variety of transportation projects including the review of development proposals and transportation impacts for King County. Some of the major projects I participated on were the Bear Creek Urban Planned Developments (Redmond Ridge and Trilogy), a fully contained community development east of Redmond consisting of 4700 mixed family dwelling units, Klahanie and Issaquah Highlands. I also worked on multimodal projects, growth management, a variety of community plans and transportation capital projects.

I am concerned about the level of development at Pt. Wells and the impacts it will have on surrounding neighborhoods. Growth should be allowed when it is consistent with adopted policies (at regional and local levels) and is appropriately scaled and does not adversely impact the environment and community. If it is to occur, it should be done with sensitivity to the environment and affected neighborhoods and with mitigation to minimize negative impacts.

Upon reviewing the DSEIS and traffic study, I would like to have the following comments addressed. Some reference is made in comparison with information from the Snohomish County traffic study.

1. Growth and consistency with adopted plans

Is the proposal consistent with growth plans, as prescribed by the Washington State Growth Management Act (GMA), growth policies of the Puget Sound Regional Council as set forth in Multi-County Planning Policies, King County Countywide Planning Policies, The Shoreline Comprehensive Plan, and neighborhood plans? Is the proposal consistent with the growth targets of the City? Do we need to accommodate the additional growth created by Pt. Wells? If not, there should be a lesser mandate and greater scrutiny in seeking more growth. Does the City have level-of-service standards (RCW 36.70A.070(6)(a)) for transportation that apply and have impacts on State facilities (including SR-99, SR-104 and I-5) (RCW 36.70A.070(6)(a)) been identified and mitigated?

2. Transportation and traffic impacts

a. The trip generation rates in the DSEIS, table page 7 appear to be inconsistent with the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition, Land Use Code 230.

Trip generation rates appear to be significantly lower than ITE. For instance, according to the DSEIS table, 500 residential units generate only 195 p.m. peak entering/exiting trips while, based on the ITE manual, 500 units at 5.81 trips daily and 0.52 p.m. peak hour trips per dwelling unit would produce (500x5.81=2905 daily trips) 260 p.m. peak period trips (500x0.52). There is a discrepancy of 65 peak hour trips representing an underestimation of 33%. This significantly worsens with larger phases of development.

The following table compares trip generation rates based on calculations from the ITE Trip Generation Manual, 8th edition for only the residential trips. This illustrates the discrepancy in trip generation numbers between the DSEIS and direct calculations from the Manual. If there are undocumented assumptions used in the DSEIS, they should be included. Additionally, little information was included in the DSEIS for the office/retail use, aside from the number of total employees. Additional information should be provided on trip generation for the office/retail use (which may be similarly low.)

Comparison of Trip Generation based on ITE 8th edition (0.52 trips/unit, 64% entering/36% exiting) vs. DSEIS-P.M. Peak Hour of Generator- **Are DSEIS trips too low?**

Res. Units	ITE-8 th Edition Total Pk. Trips	DSEIS Total Pk. Trips	ITE-8 th Edition Entering Trips	DSEIS Entering Trips	ITE 8 th Edition Exiting Trips	DSEIS Exiting Trips
500	260	195	166	131	94	64
1000	520	345	333	231	187	114
1500	780	481	499	322	281	159
2000	1040	608	666	408	374	200
2500	1300	730	832	489	468	241
3000	1560	848	998	568	562	280
3500	1820	899	1165	602	655	297
4000	2080	963	1331	645	749	318

Comparing the ITE 8th edition trips to the DSEIS shows a significant discrepancy in total peak hour trips ranging from 33% (260 vs.195 trips) more trips for 500 units to 102% (1820 vs. 899 trips) more trips for 3500 units. This creates a significant difference and becomes very meaningful when analyzing trip impacts. **Thus, all the traffic impact analysis may be very low.**

There is also an inconsistency between the DSEIS table and the Snohomish County table for the last two values for residential units (3500 and 4000 units vs. 3220 and 3500 respectively.) Other numbers are the same, so it appears a typo problem may have occurred.

b. The trip distribution is not discussed in the DSEIS- concern for traffic diverting through neighborhoods using other streets. Trip diversion from Richmond Beach Rd./185th should be analyzed and mitigated. Just because trips divert from Richmond Beach Rd./185th does not mean their impacts should be discounted. There is a varying degree in the level of divergence trips

between the City (40%) and Snohomish County (87%) traffic analysis. Regardless of which number is used, both numbers of trip divergence indicate a significant level of Pt. Wells trips using other streets than Richmond Beach Rd./185th. Trip distribution should be included for N.205th, 185th and 175th and be extended minimally to I-5. Only a limited traffic impact assessment has been provided in the DSEIS, only for Richmond Beach Rd./185 to Aurora. Traffic analysis and mitigation should be required on other streets and corridors significantly affected by Pt. Wells traffic, including carrying the analysis of traffic to I-5.

c. The level-of-service tables appear to only have small impacts based on the proposal, which intuitively does not seem correct. If the level-of-service is already E (based on 2025 Base-Shoreline and Aurora Corridor II Traffic Study), and traffic from 500 or 1000 units are added, shouldn't the level-of-service degrade to F or worse? Additional Pt. Wells units do not worsen LOS (such as going from 500 to 1500 units, an increase of 1000 units with no significant LOS degradation.)

If capital improvements are factored into the level-of-service calculations, they should be identified.

Level-of-service should not be the critical factor to determine the adequacy of Richmond Beach Rd. (205th to 196th). Though LOS A is shown, this is not a realistic assessment of impacts to the street and neighborhood. The current road may be a collector arterial, however its function and character are more representative of a local neighborhood, cul-de-sac street. Traffic from Pt. Wells development would significantly change the character of the neighborhood.

Though the traffic analysis shows the p.m. peak to be the most severe, the traffic during the a.m. peak should also be analyzed because of the traffic levels associated with Shorewood High School and Shoreline Community College traffic.

d. The traffic analysis ends at 185th and Aurora and does not consider traffic impacts on other streets where traffic diverts from the Richmond Beach Rd./185th corridor. Snohomish County's traffic study only shows 13% of Pt. Wells traffic ending up at the Aurora/185th intersection while the City's analysis shows about 60% reaching the same intersection. If either of these are accepted, a significant part of the site traffic diverts through adjacent neighborhoods and streets, creating further uncounted and unmitigated impacts. The traffic and mitigation analysis should minimally be carried out to I-5 (including 205th and 175th interchanges) and also include traffic impacts on other streets where site traffic would divert (such as 8th NW/Carlyle Hall Rd., Dayton Ave., Fremont Ave. and Meridian Ave.) This also would be more consistent with the Growth Management Act requiring disclosure of impacts on State facilities. There is no trip ending destination at 185th /Aurora where traffic stops or disappears. The full scope of significant traffic impacts should be identified, not just for the Richmond Beach/185th corridor.

e. Is the level-of-service analysis consistent with the traffic analysis from the Aurora Corridor II Study? From initial appearances, there does not seem to be sufficient remaining capacity at key intersections (205th, 185th, 175th and possibly 145th) to keep an acceptable level-of-service E or better. Most of these intersections are already at level-of-service E before the Pt. Wells

development. Also the level-of-service tables for increments of Pt. Wells traffic show a negligible decrease in traffic at various stages of increased development. Many intersections at level-of-service E before Pt. Wells barely show any degradation with various stages of Pt. Wells development.

f. A useful tool to show the traffic impact of the Pt. Wells site would be a traffic simulation model. This could show the current traffic condition and a comparison with various stages of development at the Pt. Wells site. Examples of simulation models are SYNCRO and CORSIM. The former is used by the City. This should be applied to the Richmond Beach Rd./185th corridor as well as other neighborhood streets that are adversely impacted.

g. Any consideration for transit and transportation demand management (TDM) considerations for the Pt. Wells site should be consistent with adopted transit plans, Sound Transit plans and accepted TDM actions. If service is not included in plans, mitigation should only be applied if full, sustained funding is provided by the development and there is guaranteed certainty of use. This should also include long term certainty and sustainability. A short term, failed transit or TDM action should not be credited with permanent trip reductions. Another key factor in this is the inability to force residents to use a particular mode of travel such as transit or rail-just having service does not mean ridership will occur. Accessibility, destinations, directness and frequency help determine whether service is used. Pt. Wells residents cannot be forced to ride transit, to bicycle or to walk. Having poor service or being in a plan does not mean trips will be reduced. Measures to create greater certainty and sustainability of use should be required to allow for any trip discounting.

h. As currently shown, the Pt. Wells site would only be served by a single point of access from Richmond Beach Rd. This would pose a severe access and safety hazard if the road is blocked. Most cities and counties in the region have limitations on the number of dwelling units that can reasonably be served by a single access point. Does the City have any such restrictions in the development code?

i. Richmond Beach Rd. has some significant road geometry concerns (grades and curves) and is susceptible to the dangers of icy/snow weather. What will be the impacts of adding Pt. Wells traffic to Richmond Beach Rd. during hazardous/inclement weather conditions? How will hazardous/inclement weather affect the ability of emergency vehicles (such as fire trucks) to serve the Pt. Wells site?

j. The City has embarked on a \$100+ million project to improve the Aurora Corridor, representing a significant commitment of Federal, regional and local funding. The appropriateness of a Pt. Wells development should be carefully weighed against the working feasibility of the completed Aurora Corridor. During the Aurora Corridor II Study traffic analysis was conducted for key intersections including Aurora at 205th, 185th and 175th. For the selected 2030 "Build" Alternative, an am/pm peak hour analysis showed level-of-service E/E at 205th, E/E at 185th and E/D at 175th. This analysis did not include the level of development as proposed for the Pt. Wells sub area plan. If the Pt. Wells development was added to the Aurora Corridor traffic analysis, the Aurora Corridor levels-of-service would drop significantly below

level-of-service F. A \$100+ million project investment should not be marginalized (rendered failing in service) before it is constructed.

k. Currently the intersection of Richmond Beach Rd. and 3rd NW is the worst “accidents intersection” in the City. The high volume of Pt. Wells traffic would severely worsen the dangerous problem. This should be a factor in determining the level of safe and acceptable growth for the site.

l. Many pedestrians and bicyclists use Richmond Beach Rd./185th and neighboring streets for walking and bicycling. Important attractions include the Library, Richmond Beach Park, local parks, Einstein Middle School, King’s Schools, Shorewood High School, Shoreline Community College, St. Luke’s School, Meridian Park School, and Parkwood School. Increasing volumes of traffic will create greater safety risks and accidents. This should be a consideration when determining future levels of acceptable traffic growth and mitigation.

m. A key factor in the Pt. Wells proposal is the designation of 8250 daily vehicle trips as “the” acceptable level of new vehicle trips. Is this consistent with the City’s level-of-service standards (as prescribed by GMA in RCW 36.70A.070(6)(a))? What is the basis for the 8250 daily vehicle trips? Is one intersection with a failing level-of-service F acceptable and more than one not acceptable? Why isn’t just having one failing intersection unacceptable?

There appears to be an inconsistency between the Shoreline Model Code language, Policy PW-9, referring to a limit of 8250 daily vehicle trips and Shoreline Municipal Code 20.92.100F setting a maximum traffic limit at 8500 vehicle trips. What is the basis for this limitation? Is this established as part of the City’s transportation level-of-service standard as prescribed by the Growth Management Act?

References to 825 trips should be labeled 825 p.m. peak hour trips.

n. The Growth Management Act requires comprehensive plans (and consistent local plans) to identify the impacts of growth on State facilities. Impacts on State facilities as prescribed by RCW 36.70A.070(6)(a). Traffic impacts should be expanded to State highway facilities including SR-104, SR-99 Aurora and I-5. If Aurora intersections and I-5 interchanges fail due to the increased traffic of the proposal, this information needs to be disclosed to the State.

3. Protection of existing neighborhoods

What does the City of Shoreline stand for? A common answer is the quality of life and livability of neighborhoods and communities. That’s what Seattle Magazine recognized in choosing Shoreline as the best community in 2006 and 2nd best out of 110 neighborhoods in 2009. Neighborhoods need to be improved, protected and sustained to foster desirability. Only applying a traffic level-of-service standard to Richmond Beach Rd. (205th to 196th) does not reflect a concern for traffic, safety and protection of the Richmond Beach neighborhood. Existing neighborhoods should be protected from unneeded and unmitigated growth.

4. Conditions for development/level of development

I strongly concur with the DSEIS recommendation to perform a more comprehensive and updated traffic/transportation study as part of the proposal, including the comments above.

If development goes ahead, it should be scaled to a level that least impacts existing neighborhoods and with full mitigation of adverse impacts.

Condition development based on stages with appropriate mitigation. For instance 500 units can be developed with a specific mitigation package. When completed and acceptable, the next stage can be developed and so on. This assures greater certainty of impacts/mitigation and phasing of growth.

Needed improvements should be concurrent with growth, at the time development occurs and not 6 years later (or never in the worst case.)

5. Conclusions

As a long time resident of Shoreline, I am happy with the City's services. However, one significant action can lead to a downward spiral. The City is at that step with the Pt. Wells development. How would you feel if a 3500 residential unit subdivision were proposed for development next to your home? This negatively changes the quality of neighborhoods. Are we sacrificing our neighborhoods for a bigger tax base? What is appropriate growth? It is not about more tax base-it is about quality of life. If Shoreline has a negative connotation (undesirable neighborhoods), who will want to live here? Remember Shoreline stands for its neighborhoods. Please make sure we walk the walk and not just talk the talk. One poor decision on a big development can destroy many neighborhoods (not just those directly affected by Pt. Wells, such as Richmond Beach, Richmond Highlands, and Hillwood, but also those throughout the City by creating intolerable traffic on arterial streets and I-5.)

Do we really need it? How much do we want? Protecting our existing neighborhoods should be the top priority, not out-of-scale, unmitigated growth.

A few years earlier, Seattle Magazine selected Shoreline as the best Seattle-area neighborhood. And once again in 2009, honored Shoreline as the 2nd best out of 110 neighborhoods. Will we still be able to claim such a high status if we begin destroying our neighborhoods?

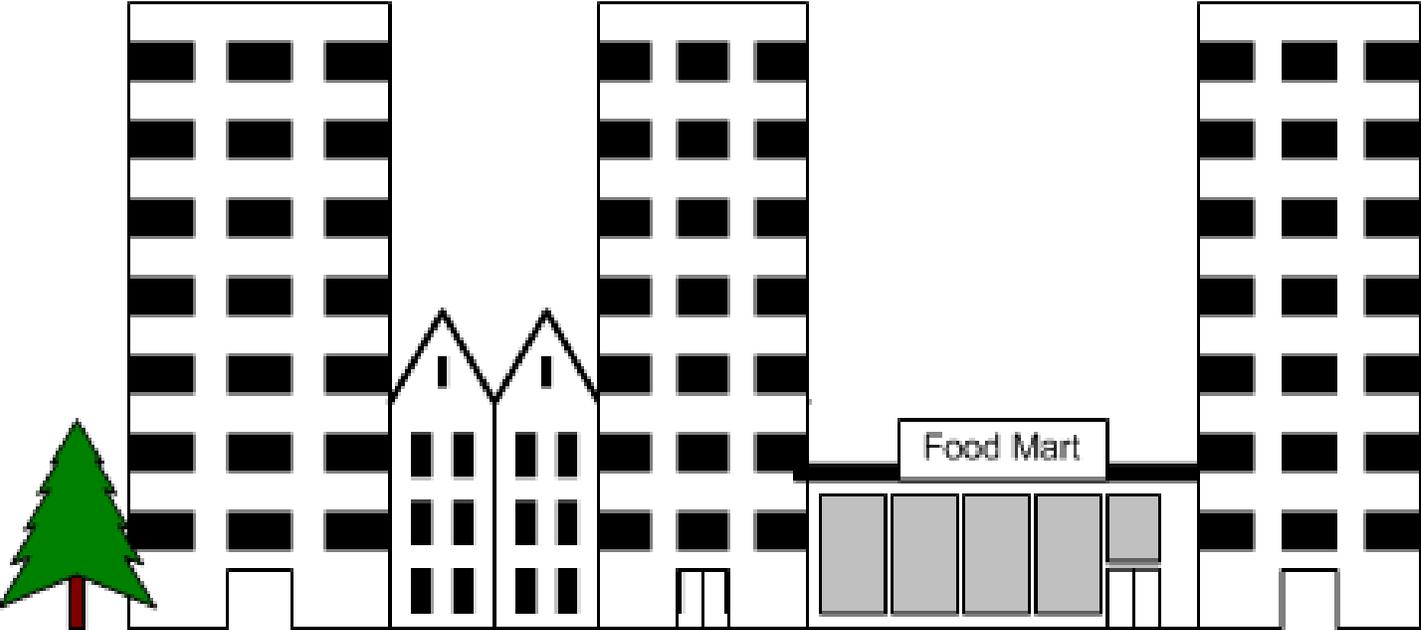
I hope these comments will help make the SDEIS a better document and aid your decisionmaking.

Thank you. Donald W. Ding



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