

AMENDMENT SHEET # _____
GPP Amendments to the Centers Section of the Land Use Chapter; and
Amending Proposed Snohomish County Code Section 30.31A.115
Ordinance Nos. 12-068 and 12-069

Amendment Name: Shoreline/Woodway/Save Richmond Beach Alternative 2 (Urban Village transportation facilities)

Brief Description: This amendment would add new policy language in the Centers section of the Land Use element of the GPP, and adopts a new definition in the Glossary (GPP Appendix E). It also adds new language in proposed Snohomish County Code Section 30.31A.115 pertaining to optional performance standards for properties designated Urban Village. The new language is necessary to comply with the Final Decision and Order of the Growth Management Hearings Board Central Puget Sound Region in combined case nos. 09-3-0013c and 10-3-011c. Specifically, this amendment makes the following changes to proposed Ordinance Nos. 12-068 and 12-069:

Ordinance 12-068

- 1) LU Policy 3.C.1 is revised to include additional site and design considerations for Urban Villages that are surrounded by residential neighborhoods.
- 2) To maintain consistency with other provisions of the Centers section of the GPP, LU Policy 3.C.2 is revised to establish minimum transportation-related siting requirements for Urban Villages.
- 3) LU Policy 3.C.5 is revised to ensure public services and infrastructure required to support an Urban Village development shall be incorporated in the Capital Facilities Plans of the County; or if provided by entities other than the County, the property owner must successfully negotiate binding agreements with other entities to provide such services, utilities or infrastructure prior to the County approving a development permit that necessitates the provision of such services. In cases where an entity other than the County is providing such services, LU Policy 3.C.5 is further revised to require that the intensity of development be consistent with the level of service standards adopted by the entity identified as providing the service, utility or infrastructure.
- 4) LU Policy 3.C.7 is revised to better accommodate the unique characteristics of the Point Wells site and further explain the meaning of the term “adequate transportation facilities” in proposed Ordinance 12-068.
- 5) A definition of the term “Transportation Facilities” is added to Appendix E (Glossary) of the GPP.

Ordinance 12-069

- 1) Proposed SCC subsection 30.31A.115(4) is revised to maintain the current maximum density of 22 units per acre in the PCB zone, with the opportunity for additional density up to 44 units per acre based on specific criteria tied to the size of the Urban Village and level of transportation infrastructure available. This addition is necessary to maintain consistency with the Centers section of the GPP now that Ordinance No. 12-068 proposes to eliminate the upper size limit for Urban Villages.
- 2) Proposed SCC subsection 30.31A.115(10) is added to specify a mechanism for ensuring consistency with the proposed amendment to LU Policy 3.C.5 concerning Capital Facilities Plans.

Affected Plan Documents: GPP, Objective LU 3.C and Appendix E – Glossary

Affected Code Sections: SCC 30.31A.115 (proposed)

Affected Maps: N/A

Affected Support Documents: N/A

New Recitals, Findings or Conclusions to Support: None

Existing Ordinance Recitals, Findings, Conclusions or Sections to Delete or Modify: See attached.

Council Disposition: _____ **Date:** _____

ORDINANCE 12-068

Objective LU 3.C Plan for Urban Villages within unincorporated UGAs.

- LU Policies** 3.C.1 Urban Villages shall be planned as compact ((approximately three to 25 acres in size,)) pedestrian-oriented areas within designated Urban Growth Areas. Urban Villages are generally smaller than an Urban Center and provide an intermediate level of commercial or other services for the planned Urban Village and surrounding (an existing) community (, or take advantage of unique characteristics of an area that provide opportunities for higher intensity development with and public benefits of open space or other public amenities). The development will include a variety of small-scale commercial and office uses, public buildings, high density residential units, and public open space. Pedestrian orientation includes circulation, scale and convenience with connections between neighborhoods, communities and other centers. Urban Villages ~~(should)~~ shall also include urban services and reflect high quality urban design. Urban Villages serve several neighborhoods within a radius of about two miles. Urban Villages adjacent to residential neighborhoods shall reflect site and design elements that complement the surrounding neighborhoods. Urban Villages will develop/redevelop over time and may develop in phases.
- 3.C.2 Urban Villages shall be located where adequate access to transportation facilities ~~are is~~ available or can be improved based on the demands of the specific site and intensity of development, and shall be designed to maximize use of nearby transit facilities. Higher density may be permitted for ~~Locations (may be)~~ on or adjacent to a freeway/highway, principal ~~minor~~-arterial road, or within one-fourth mile walking distance of existing or planned access to high capacity (local) ((public)) transit service(, or within one-half mile of a high capacity transit station).
- ...
- 3.C.5 Urban Villages will be implemented through application of appropriate zoning classifications, provision of necessary services and public facilities (including transit, sewer, water, stormwater, roads and pedestrian improvements, parks, trails and open space) and protection of critical areas. The county will identify and apply methods to facilitate development within designated Urban Villages, including targeting of public facilities such as transit, parks and road improvements. Public services and infrastructure required to support the development (Provision of needed public services provided by entities other than the county) shall be incorporated in the Capital Facilities Plans of the County; or if provided by entities other than the County, the property owner must successfully negotiate binding agreements with other entities to provide such services, utilities or infrastructure prior to the County approving a development permit that necessitates the provision of services, utilities or infrastructure. (service providers and) Development projects may be planned and programmed in phases. (Capital Facilities Plans shall provide for urban services needed at the time of development approval of specific phases of a project.) The intensity of development shall ~~(may)~~ be consistent with the level of service standards adopted by the entity identified as providing the service, utility or infrastructure. (tied to implementation of specific elements of Capital Facilities Plans including provision of roadway, transit, utility and public service facilities.)
- ...
- 3.C.7 The Urban Village at Point Wells will be developed to provide a location for compact, well-designed mixed-use (high intensity residential) development

oriented to the amenities of Puget Sound that complements the scale and character of (with a mix of uses to serve the development and) the surrounding neighborhoods. It will provide neighborhood-serving businesses and service providers. The urban village will provide public access to Puget Sound available to the larger regional population and provide for ecological restoration appropriate to the site. Uses proposed must be supported by adequate transportation facilities in order to maintain consistency with the plan designations and level of service standards adopted by the Town of Woodway and City of Shoreline. (including local bus service or customized transit.)

Glossary – Appendix E

Definitions

Transportation Facilities: Any public or privately-provided transit service, which may include light rail, heavy commuter rail, local bus service, customized transit, regional express bus services, or other forms of regularly-scheduled local or high-capacity transit service.

ORDINANCE 12-069

SCC 30.31A.115 **Optional performance standards for properties designated Urban Village.**

...

(4) Residential development shall maintain a minimum density of 12 dwelling units per acre and a maximum density of 22 (44) dwelling units per acre. Additional density up to a maximum of 44 dwelling units per acre may be allowed provided the Urban Village meets the following transportation-related locational criteria:

(a) For Urban Villages between three and 25 acres in size: the Urban Village is located where adequate access to transportation facilities is available or can be improved based on the demands of the specific site and intensity of development.

(b) For Urban Villages between 26 and 65 acres in size: the Urban Village is located on or adjacent to a principal arterial road, or within one-fourth mile of existing or planned access to high capacity transit service.

(c) For Urban Villages greater than 65 acres in size: the Urban Village meets the locational criteria for an Urban Center set forth in GPP LU Policy 3.A.3 (that is, located adjacent to a freeway/highway and a principal arterial road, and within one-fourth mile walking distance from a transit center, park-and-ride lot, or be located on a regional high capacity transit route).

...

(10) The property owner must successfully negotiate binding agreements for services, utilities or infrastructure that are to be provided by entities other than the County prior to the County approving a development permit that necessitates the provision of services, utilities or infrastructure. Development projects may be planned and programmed in phases. The intensity of development shall be consistent with the level of service standards adopted by the entity identified as providing the service, utility or infrastructure.