

**ORDINANCE NO. 730**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON  
ADOPTING THE 2015 COMPREHENSIVE PLAN ANNUAL DOCKET  
AMENDMENTS TO THE SHORELINE COMPREHENSIVE PLAN.**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and planning pursuant to the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, in conformance with the Growth Management Act, the City has adopted a Comprehensive Land Use Plan; and

WHEREAS, the Growth Management Act provides for the opportunity to amend the Comprehensive Plan once a year and the City has developed an annual docketing review process for continuing review and evaluation of its Comprehensive Plan; and

WHEREAS, at its June 15, 2015 regular meeting, the City Council established the 2015 Comprehensive Plan Annual Docket; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights when considering the 2015 Comprehensive Plan Annual Docket; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the 2015 Comprehensive Plan Annual Docket; and

WHEREAS, the environmental impacts of the 2015 Comprehensive Plan Annual Docket resulted in the issuance of a Determination of Non-Significance (DNS) on September 30, 2015; and

WHEREAS, on October 15, 2015, the City of Shoreline Planning Commission held a properly noticed public hearing on the 2015 Comprehensive Plan Annual Docket so as to receive public testimony; and

WHEREAS, at the conclusion of public hearing, the City of Shoreline Planning Commission voted to recommend approval, in part, of the 2015 Comprehensive Plan Docket; and

WHEREAS, the 2015 Comprehensive Plan Annual Docket recommended by the Planning Commission includes amendments related to the public participation program; light rail station land use designations; declassifying the Westminster Way Truck Route; incorporating level of service standards for transit, pedestrian,

and bicycle modes; and interlocal agreements with service providers for Point Wells; and

WHEREAS, on November 23, 2015, the City Council held a study session on the 2015 Comprehensive Plan Docket as recommended by the Planning Commission; and

WHEREAS, the City Council has considered the entire public record, public comments, written and oral, and the Planning Commission's recommendation; and

WHEREAS, the City Council has determined that the 2015 Comprehensive Plan Docket is consistent with the Growth Management Act and the other provisions of the Comprehensive Plan, and meets the criteria set forth in SMC 20.30.340; and

WHEREAS, the City provided public notice of the amendments and the public meetings and hearing as provided in SMC 20.30.070;

THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

**Section 1. Amendment.** The City of Shoreline Comprehensive Plan is amended as follows:

1. The "Citizen Participation" section set forth in the Introduction of the Comprehensive Plan is amended as shown on Exhibit A – Amendment No. 1.
2. The "Mixed Use and Commercial Land Use" section of Element 1 Land Use of the Comprehensive Plan in amended as shown on Exhibit A – Amendment No. 2.
3. The Transportation Master Program section of Element 4 Transportation of the Comprehensive Plan is amended as shown on Exhibit A – Amendment No. 7 and Amendment No. 8.
4. Appendix B Subarea Plan 2 – Point Wells of the Comprehensive Plan is amended as shown on Exhibit A – Amendment No. 9.

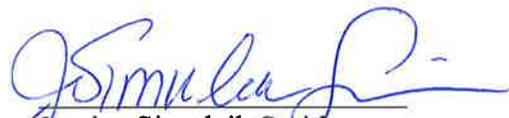
**Section 2. Publication and Effective Date.** A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

**PASSED BY THE CITY COUNCIL ON DECEMBER 14, 2015**

  
Mayor Shari Winstead

ATTEST:

APPROVED AS TO FORM:

  
Jessica Simulcik Smith  
City Clerk

  
Margaret King  
City Attorney

Date of Publication: December 17, 2015

Effective Date: December 22, 2015

## Ordinance No. 730 – Exhibit A

### Amendment No. 1 – Comprehensive Plan Introduction

#### **Citizen Participation**

RCW 36.70A.140 of the Washington Growth Management Act requires that each city “establish and broadly disseminate to the public a public participation program...for early and continuous public participation in the development” of the city’s Comprehensive Plan. Consistent with the recommendations of the GMA which emphasize the involvement of the broadest cross-section of the community, including the involvement of groups not previously involved, the City of Shoreline adopts the following program for citizen participation for future Comprehensive Plan Major Updates and other City initiated projects:

1. Visioning Process – This process provides Shoreline citizens an opportunity to establish a framework and context upon which the Comprehensive Plan major update will be based. Planning Commission meetings will provide the forum for the initial community visioning process. A draft “Vision” will be tested for consistency during the development of the Plan as the community identifies priorities and implementation strategies and updated accordingly. The ultimate “Vision” will be established at the conclusion of the planning process by the City Council as a result of community participation.

2. Planning Commission. The Planning Commission will play a key role in establishing the City’s dialogue with community members, hosting meetings and workshops during the development of the Comprehensive plan and other city-initiated projects such as subarea plans, master plans, and development agreements. The Planning Commission will evaluate information provided by the community and develop recommendations for submission to the City Council.

3. Citizen Survey – The City will use the Citizen Satisfaction survey, if available, to inform future Comprehensive Plan amendments.

4. Public Meetings. Public meetings will be hosted by the Planning Commission on draft Comprehensive Plan amendments and other city-initiated projects. This ensures that the City will meet the requirement for “early and continuous” public participation in the comprehensive planning process.

5. Public Hearing. At least one public hearing will be held before the Planning Commission to discuss proposed plan amendments.

6. Public Notice. The City will provide notice of all meetings and hearings pursuant to the requirements of RCW 36.70A.020 and .035.

7. Written Comment. The public will be invited to submit written comments. Comments will be specifically solicited from residents, special interest organizations and business interests. Comments may be in the form of letters, emails and other correspondence to the City regarding

the Plan or comments received electronically on the City's website. All comments will be logged-in according to specific area of the Plan.

8. Communications Programs & Informational Services – As staff and budgetary resources allow, the activities will be undertaken to ensure broad-based citizen participation:

- a. Comprehensive Plan and city-initiated projects news in Citywide Newsletter (Currents) – updating the community on planned meetings, workshops or other significant events. Articles on topics related to the plan and a request for feedback from the community on topics related to the Plan or projects. The newsletter article will be disseminated via the City's website, emailed to a mailing list and/or provided in paper copy as appropriate.
- b. Interest Groups – Contact local interest groups (i.e. Chamber of Commerce, home builders, environmental, neighborhoods, etc.) and arrange to meet and discuss relevant Comprehensive Plan, Development Code amendments and other city project issues.
- c. Community Workshops – Conduct community workshops hosted by the Planning Commission to encourage neighborhood participation in the development of the Comprehensive Plan or subarea related plans. These meetings may be held at city hall, neighborhood schools, churches or other community facilities.
- d. Press Release & Public Service Announcements – Work with the local newspapers, blogs, and social media to advertise and promote significant events related to city issues including the Comprehensive Plan, Development Code amendments and other city issues.
- e. Develop a database of interested citizens and provide regular correspondence concerning the status of amendments.
- f. Identify key resource personnel representing agencies and groups whose plans will be integrated into the Comprehensive Plan, including but not limited to fire districts, utilities, libraries and school district.
- g. Maintain a log of all public participation meetings, events and actions that the City engages in to provide documentation on the City's effort to meet the requirements of the GMA.

## GOALS

**Goal CP I:** To maintain and improve the quality of life in the community by offering a variety of opportunities for public involvement in community planning decisions.

## **POLICIES**

- CP1:** Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly.
- CP2:** Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.
- CP3:** Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan.
- CP4:** Consider community interests and needs when developing modifications to zoning or development regulations.
- CP5:** Encourage and emphasize open communication between developers and neighbors about compatibility issues.
- CP6:** Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements and subareas of the Comprehensive Plan.
- CP7:** Educate residents about various planning and development processes, how they interrelate, and when community input will be most influential and effective.
- CP8:** Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

### **Amendment No. 2 - Land Use Element**

#### **Mixed Use and Commercial Land Use**

LU9. The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

LU10. The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.

~~LU11. The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.~~

~~LU12. Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.~~

~~LU13. Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.~~

~~LU14. Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.~~

LU11. The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity of the future light rail stations at I-5 and 185th Street and I-5 and 145th Street. The SA1 designation is intended to support high density residential, a mix of uses, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The MUR-70' Zone is considered conforming to this designation.

LU12. The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in areas surrounding the future light rail stations at I-5 and 185th Street and I-5 and 145th Street. The SA2 designation is intended to provide a transition from the SA1 designation and encourages the development of higher density residential along arterials in the subarea, neighborhood commercial uses, reduced parking standards, increased housing choices, and transitions to lower density single family homes. The MUR-45' Zone is considered conforming to this designation.

LU13. The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in area surrounding the future light rail stations at I-5 and 185th and I-5 and 145th. The SA3 designation is intended to provide a transition from the SA1 and SA2 designation and transitions to lower density designations and encourages the development of medium density residential uses, some neighborhood commercial uses, increased housing choices, and transitions to low-density single-family homes. The MUR-35' Zone is considered conforming to this designation.

LU14. The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

LU15. Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

LU16. Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

LU17. Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.

### **Amendment No. 7 - Transportation Element**

**Delete existing Figure G Truck Route and replace with attached Figure G Truck Route (Attachment 1).**

### **Amendment No. 8 – Transportation Element**

T44. Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better. These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannalization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

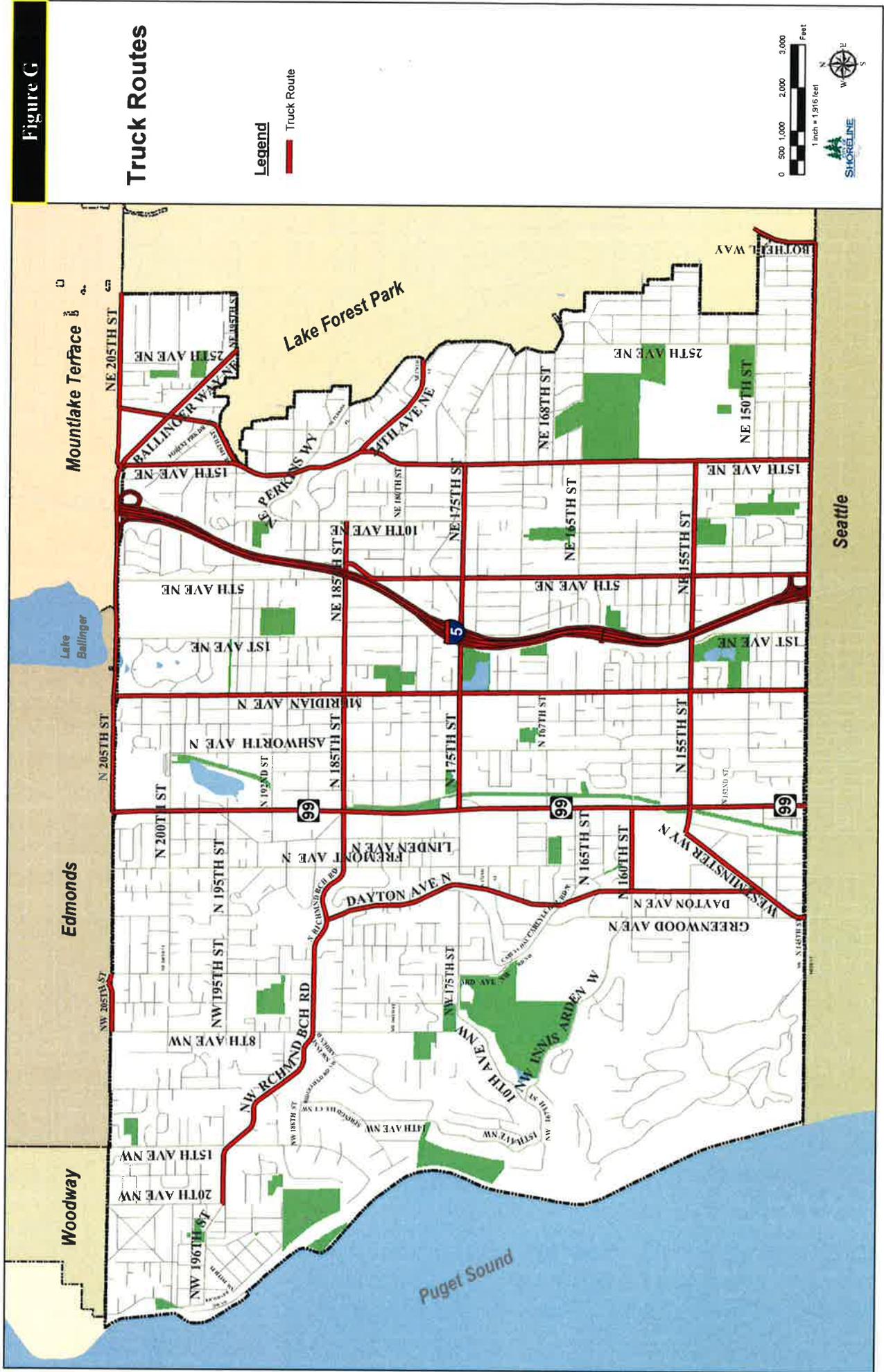
- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10

Adopt level of service standards for transit, walking and bicycling. Maintain the adopted level of service standards until a plan-based multi-modal concurrency approach is adopted that includes motor vehicles, transit, walking and bicycling transportation measures.

**Amendment No. 9 – Appendix B Subarea Plan 2 – Point Wells**

Policy PW-13 The City should work with the Town of Woodway, City of Edmonds, and Snohomish County and all other service providers 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. A joint SEPA lead-agency or other interlocal agreement with the County could assign to the City the responsibility for determining the scope, parameters, and technical review for the transportation component of the County's Environmental Impact Statement prepared for a future project at Point Wells. Under such agreement, this environmental analysis, funded by the permit applicant, could satisfy the policy objectives of the Transportation Corridor Study and Implementation Plan referenced at PW-10.

Figure G



Mountlake Terrace

Edmonds

Woodway

Lake Forest Park

Seattle

Legend

Truck Route

