

RESOLUTION No. 30730

no action

A RESOLUTION directing that certain Comprehensive Plan amendments be considered in the 2005 Comprehensive Plan Amendment process.

12-13-04 Adopted 9-0

Introduced: <i>DEC 1 2 2004</i>	By: STEINBRUECK
Referred: <i>DEC 1 3 2004</i>	To: INTRODUCTION & ADOPTION
Referred:	To:
Reported: <i>12-13-04</i>	
Passed: <i>12-13-04</i>	Signed: <i>12-13-04</i>
Filed: <i>12/13/04</i>	Published: <i>Little 2pp. dave</i>

US5171

McWALKON

12-13-04 Adopted As Amended
9-0

FEINBRUECK

QUESTION & ANSWER

12-13-04

11/12 2pp. 28/11/04

General Note
No formal
Bill Text
at the moment
Revisions
No Judds
Chen Resto

RESOLUTION 30730

A RESOLUTION directing that certain Comprehensive Plan amendments be considered in the 2005 Comprehensive Plan Amendment process.

WHEREAS, several amendments to the Comprehensive Plan were proposed during the review of the 2004 10-year update of the Comprehensive Plan that are of interest to Councilmembers, but were proposed too late to allow adequate public review of the proposals; and

WHEREAS, the City Council would like to promote public review of the proposals, including further community dialogue about proposed goals and policies for the South Wallingford area; and

WHEREAS, the City Council has not made a determination either for or against any of the amendments to be considered in the 2005 process, and recognizes that changes to the amendments identified in this resolution may be considered; and

WHEREAS, Resolution 30662 identified amendments to be deferred to 2005 as potential Comprehensive Plan amendments, and those amendments will be considered as well as amendments addressed in this resolution; and

WHEREAS, the City Council recognizes that additional amendments may be proposed by the public, and governmental agencies, in the process that begins immediately following adoption of the 2004 amendments; and

WHEREAS in March of 2005, the City Council will adopt a final docket of Comprehensive Plan amendments to be considered in 2005; NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE:

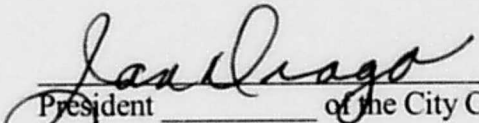
Section 1. The following proposed amendments shall be considered during the 2005 Comprehensive Plan amendment process:

1. South Wallingford Neighborhood Plan Goals and Policies, as shown in Attachment 1;
2. An amendment to the Transportation Element discussion section to better explain its relationship with the Transportation Strategic Plan, as shown in Attachment 2.
3. An amendment to the Transportation Element describing street types and street classifications, as shown in Attachment 3.

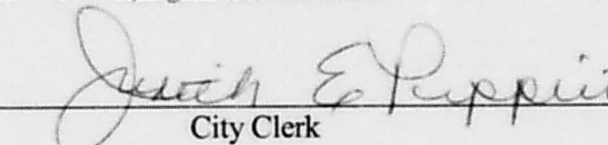
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE
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- 1 4. An amendment to clarify the conditions in each center or village that should be taken into
- 2 account when parking requirements are set, as shown in Attachment 4.
- 3 5. An amendment to add litter, graffiti, junk cars, trash, and refuse to the impacts to be controlled in
- 4 Policy E7 of the Environment Element, as shown in Attachment 5.
- 5 6. An amendment to require review with affected neighborhoods when considering permitting street-
- 6 level residential uses in commercial zones, as shown in Attachment 6.
- 7 7. An amendment to move the north boundary of the Northgate Urban Center to N and NE 125th
- 8 Street.
- 9 8. An amendment to consider land use regulatory changes in the area of Northgate Way to encourage
- 10 greater development of housing and mixed-use commercial development in the urban center core.

11 Adopted by the City Council the 13th day of December, 2004, and signed by me in open
12 session in authentication of its adoption this 13th day of December, 2004.

13
14 
President _____ of the City Council

15 Filed by me this 14 day of December, 2004.

16
17 
City Clerk

18 ATTACHMENTS:

- 18 Attachment 1: Proposed South Wallingford Neighborhood Plan Goals and Policies
- 19 Attachment 2: Proposed amendment to the Transportation Element Discussion to better explain its
- 20 relationship with the Transportation Strategic Plan
- 21 Attachment 3: Proposed amendment describing street types and street classifications
- 22 Attachment 4: Proposed amendment to clarify the conditions in each center or village that should be
- 23 taken into account when parking requirements are set
- 24 Attachment 5: Proposed amendment to add litter, graffiti junk cars, trash, and refuse to the impacts to
- be controlled in Policy E7 of the Environment Element
- Attachment 6: Proposed amendment to require review with affected neighborhoods when
- considering permitting street-level residential uses in commercial zones

Attachment 1

Proposed South Wallingford Neighborhood Plan Goals and Policies

- W-G7** A pedestrian-oriented, human scale neighborhood south of N/NE 40th Street with strong connections to the Wallingford Urban Village and to public spaces along an active marine industrial shoreline.
- W-P30** Maintain the shoreline's marine industrial zoning in order to preserve the water dependent use and the working waterfront character of the Wallingford shoreline.
- W-P31** Provide opportunities for small, pedestrian-oriented businesses in South Wallingford.
- W-P32** Pursue opportunities to provide public access between the residential community and the shoreline area.
- W-P33** Strive to preserve existing views of Lake Union and Downtown Seattle from public locations in South Wallingford.
- W-P34** Control impacts of regional traffic on South Wallingford's residential, neighborhood-commercial and recreational areas.
- W-P35** Work to enhance bicycle and pedestrian access between the upland portion of the neighborhood and the Burke-Gilman Trail and shoreline.

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Attachment 2

Proposed amendment to the Transportation Element Discussion to better explain its relationship with the Transportation Strategic Plan

A. Building Urban Villages: Land Use and Transportation

Discussion: The development pattern described in the Urban Village Element of this Plan will shape the city's transportation facilities. In particular, transportation facility design will reflect the intended pedestrian nature of the urban centers and villages and the desire to connect these places with transit service. Because Seattle is a fully built city with a mature street system, the City uses a full range of non-single occupant vehicle transportation facilities to support the desired redevelopment pattern within Urban Villages. These facilities can help create the mixed-use, walkable, transit and bike-friendly centers that this Plan envisions. However, the City recognizes that auto and service access to property will remain important for accommodating growth in centers and villages.

Outside of urban centers and villages, the City will also look for appropriate transportation designs that align transportation facilities and services with adjacent land uses.

This Element contains references to the Transportation Strategic Plan (TSP), which is the functional plan developed to implement these policies. The TSP must be consistent with the direction of this Comprehensive Plan, and with the Puget Sound Regional Council's (PSRC) Destination 2030 Plan.

The TSP:

- Establishes the Seattle Department of Transportation (SDOT) near-and long-term work program.
- Defines the strategies, projects and programs to accomplish Comprehensive Plan goals and policies for transportation.
- Provides a central resource for planning tools and transportation-related data to use in developing future projects and programs.
- Outlines SDOT's financial plan, and describes the projects, programs and services that will be implemented through SDOT's budget over the next 20 years.
- Defines the process for determining funding priorities and leveraging project investments to meet multiple goals for SDOT and the community.
- Defines SDOT's performance goals.

The Comprehensive Plan will guide updates to the TSP.

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Attachment 3

Proposed amendment describing street types and street classifications

Add the following paragraph to the discussion in Section B of the Transportation Element, to clarify the intent of the policies about street types and street classifications.

B. Make the Best Use of the Streets We Have to Move People and Goods

Discussion: The City has a limited amount of street space, and is unlikely to expand this space significantly. To make the best use of existing rights-of-way for moving people and goods, the City must allocate street space carefully among competing uses to further the City's growth management and transportation goals.

As guided below by this Plan, the Transportation Strategic Plan (TSP) will include detailed maps and descriptions of Seattle's street classifications. Street classifications define how a street should function to support movement of people, goods and services versus access to property. Street classifications provide the basis for determining how individual streets should be used and operated. The TSP also designates street types to further define streets by relating them to the adjacent land uses and their function for pedestrians, bicyclists, transit and freight. Street types enhance the citywide street classifications with more site-specific design guidance that balances the functional classification, adjacent land uses, and competing travel needs.

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Attachment 4

Proposed amendment to clarify the conditions in each center or village that should be taken into account when parking requirements are set

Amend Policy LU50 (New Policy, not in current Comprehensive Plan) as follows:

LU50 In urban centers and urban villages, consider removing minimum parking requirements and setting parking maximums in recognition of the increased pedestrian, bicycle and transit accessibility these areas already provide or have planned. Parking requirements for urban centers and villages should account for local conditions and planning objectives.

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Attachment 5

Proposed amendment to add Litter, graffiti, junk cars, trash, and refuse to the impacts to be controlled in Policy E7 of the Environment Element

Amend policy E7 in the Environment Element as follows:

E7 Control the impacts of noise, odor ~~and~~ light, litter, graffiti, junk cars, trash, and refuse in order to protect human health and the livability of the urban environment.

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Attachment 6

Proposed amendment to require review with affected neighborhoods when considering permitting street-level residential uses in commercial zones

LU115 Conserve commercially zoned land for commercial uses by limiting street-level residential uses in areas intended to function as concentrated commercial areas or nodes. Consider allowing street-level residential uses outside of those areas, after review with the affected neighborhood, in order to reinforce the commercial nodes and accommodate fluctuating market conditions. When street-level residential uses are permitted, seek to provide privacy for ground floor tenants and visual interest along the street-front.

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7. An amendment to move the north boundary of the Northgate Urban Center to N 125th Street. *and NE 125th Street*
8. An amendment to consider land use regulatory changes along Northgate way to encourage mixed commercial and housing uses.

Adopted by the City Council the 13th day of December, 2004, and signed by me in open session in authentication of its adoption this 13th day of December, 2004.

President _____ of the City Council

Filed by me this _____ day of _____, 2004.

City Clerk

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STATE OF WASHINGTON - KING COUNTY

--SS.

179947
CITY OF SEATTLE, CLERKS OFFICE

No. 30730-28

Affidavit of Publication

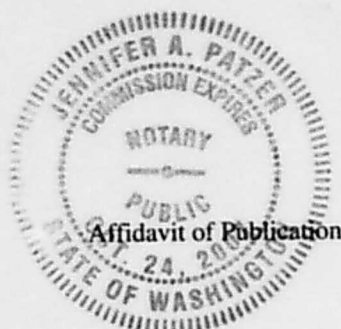
The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT: TITLE ONLY RESOLUTION

was published on

12/16/2004



Journal of Commerce
Subscribed and sworn to before me on
12/16/2004 Jennifer Patzer
Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

TITLE-ONLY PUBLICATION

The full text of the following resolutions, passed by the City Council on December 13, 2004, and published here by title only, will be mailed upon request, or can be accessed electronically at <http://clerk.ci.seattle.wa.us>. For further information, contact the Seattle City Clerk at 684-8344.

RESOLUTION NO. 30720

A RESOLUTION directing that certain Comprehensive Plan amendments be considered in the 2005 Comprehensive Plan Amendment process.

RESOLUTION NO. 30728

A RESOLUTION reestablishing growth monitoring threshold criteria to identify growth conditions that trigger a neighborhood review, as provided by the Comprehensive Plan, and superseding Resolution 30152.

Publication ordered by JUDITH PIPPIN,
City Clerk.

Date of publication in the Seattle Daily
Journal of Commerce, December 16, 2004.
12/16/179947

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