

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Public Hearing on Comprehensive Plan Amendment- Map Change for Light Rail Station Study Areas; 185th & I-5 and 145th & I-5 (Phase 1 of Subarea Plans)		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Steven Szafran, AICP, Senior Planner Rachael Markle, AICP, Director		
<input checked="" type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only	
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other	

INTRODUCTION

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. Additionally, the station areas provide an opportunity for redevelopment that is transit oriented and transit supportive, helping the City achieve the goals expressed in Vision 2029, the Transportation Master Plan, and the newly adopted Comprehensive Plan.

The Land Use Map (Figure LU-1) from the Comprehensive Plan designates light rail station study areas as ½ mile radius circles from potential station locations at NE 185th and 145th Streets. Phase 1 of subarea plans for each station area will be adopting revised, parcel-specific study area boundaries. Tonight’s meeting is an opportunity for the community to comment and the Planning Commission to make a recommendation to Council on the proposed study area boundaries.

BACKGROUND

The initial study area boundary adopted as part of the Comprehensive Plan served as a placeholder until staff had an opportunity to engage in a public process that explained the difference between study areas, Comprehensive Plan designations, and zoning designations: This allowed residents a role in establishing the boundaries. Based on Council direction that these boundaries be more clearly defined as soon as possible, the Planning Commission light rail committee met monthly with staff to establish criteria for setting study area boundaries, tour both subareas, and create draft boundaries.

The criteria they used to determine where to draw study area boundaries are as follows:

- Walk and bike travel sheds;
- Topography;
- Comprehensive Plan policy direction;

Approved By: **Project Manager** 

Planning Director 

- Existing conditions- residential and commercial zoning, major arterials, and community features. It is worth noting that community features include environmental assets, which will likely not be subject to change themselves, but often provide an amenity that could be supportive of adjacent higher intensity uses and density;
- Jurisdictional- to clarify that we will not be drawing lines on the Seattle side; and
- Homeowner preference- this consideration does not apply to individual homeowners, but if a block of neighbors on the edge of the boundary feel strongly about being in or out, this preference may influence decision-making.

Criteria maps displaying information about zoning, topography, existing features, and walk and bike travel sheds are available on the City's project web page (www.shorelinewa.gov/lightrail).

In applying the criteria to draft boundaries, the committee recommended using two sets of boundary lines to be clear about what will be studied in each. The **mobility study area** encompasses a broader region and is drawn on existing rights-of-way. In some cases, the mobility study will encompass longer lengths of arterials and other roadways than are included within the boundary; in the future, these may be shown as arrows pointing into the study area to delineate the direction from which traffic will most likely access stations. Residents living within the mobility study areas or along arterials leading to stations are concerned with traffic impacts to their neighborhoods. The intent of this study area will be to examine routes that potential transit users will likely travel to and from stations, and may lead to recommendations regarding traffic calming, infrastructure for alternate modes of travel, or creating connections in neighborhoods without direct access.

The **land use study area** represents a smaller geographic region that is more likely to undergo transition and zoning change. This may lead to recommendations regarding appropriate uses, design and transition standards, redevelopment scenarios, and thresholds that may trigger phased zoning or other strategies to encourage implementation of the subarea plans. These lines are generally drawn along the backside of parcels fronting an arterial so that transitions occur along the rear of a property stepping into a neighborhood and there can be more consistency in scale and design from the streetscape. In some cases, environmental assets or other sensitive areas that are not anticipated to redevelop were included in study area boundaries in order to capture information about their value and function.

It is important to note that since these areas are for the purpose of study, not necessarily indicative of change, the Commission generally chose to be more inclusive when the boundary line could have been drawn in multiple places based on the criteria.

The full Commission discussed draft study area boundaries at their April 18 meeting and with Council at their joint meeting on May 2. Suggested changes were incorporated and presented to the community at the May 22 meeting, which was attended by approximately 150 people. Study area boundaries were not addressed by any of the speakers who offered public comment, nor were any specific comments about

boundaries relayed to staff. Attendees were invited to comment on boundaries at the June 20 Study Session and the July 18 Public Hearing.

The Planning Commission held a study session on June 20 to discuss the proposed Comprehensive Plan map change. At the June 20th meeting, staff presented seven changes to the proposed study area boundaries map. These changes and outcome of the Planning Commission discussion are explained below.

PROPOSAL & ANALYSIS

Removing ¼ and ½ mile radius circles: Planning Commission agreed that the replacement of the circles with the more detailed mobility and land use study areas was appropriate.

Removing land use study area from 5th Avenue NE: Planning Commission agreed that the removal of the land use study area along 5th Avenue NE was appropriate given that the focus of land use changes should be in the ¼ and ½ mile area surrounding the light rail station.

Removing mobility study area from 8th Avenue NE: Planning Commission directed staff to leave 8th Avenue NE as a mobility study area. The map (Attachment A) reflects the Commission's desire to leave 8th Avenue as a mobility study area.

Removing mobility study from NE 187th and 188th Streets: Planning Commission directed staff to leave NE 187th and NE 188th Streets as mobility study areas. Even though the City's transportation planners do not anticipate that these roads will be used to access the 185th station, staff should study the impacts the station may have on these two streets.

Adding mobility study area for Meridian and 15th Avenues: Planning Commission agreed that Meridian and 15th Avenue NE should be included as mobility study areas.

Adding opportunity site at Ridgecrest: When maps of both study areas are combined, it become apparent that this property is a prime candidate to be considered as a catalyst development or opportunity site. Planning Commission agreed that the Ridgecrest commercial area should be included as an opportunity site.

Adding environmental asset at Paramount Park: For consistency, this park should also be included as an environmental asset. Planning Commission agreed that Paramount Park should be labeled as an environmental asset.

TIMING AND SCHEDULE

Changing the study area boundaries from the ½ mile radius on the adopted Comprehensive Plan Land Use Map to be parcel-specific requires a Comprehensive Plan Amendment. While this type of Comprehensive Plan Amendment is exempt from the once annual docket cycle, it does require notice to the Departments of Commerce and Ecology and a SEPA Determination. Below is a summary of the schedule for the

process of adopting Phase 1 of the 185th and 145th Subarea Plans (study area boundaries).

- Planning Commission Discussion of Study Area Boundaries: April 18 and June 20, 2013
- Joint Council/ Planning Commission Discussion of Study Area Boundaries: May 2, 2013
- Notification of potential Comprehensive Plan Amendment to Department of Commerce: May 20, 2013
- Public Meeting Discussion of Study Area Boundaries: May 22, 2013
- SEPA Determination: May 31, 2013
- Notification of potential Comprehensive Plan Amendment to Department of Ecology: June 3, 2013
- Public Hearing on Study Area Boundaries: July 18, 2013
- Council Study Session on Phase 1 of NE 185th and 145th Street Station Subarea Plans (Study Area Boundaries): August 12, 2013
- Council Adoption of Phase 1 of NE 185th and 145th Street Station Subarea Plans (Study Area Boundaries): September 9, 2013

Information about Shoreline's Light Rail Station Area Planning can be found at:

<http://shorelinewa.gov/lightrail>

RECOMMENDATION

Staff recommends to the Planning Commission approval of the proposed changes to the City's Comprehensive Plan Land Use Map showing revised light rail station subarea study boundaries.

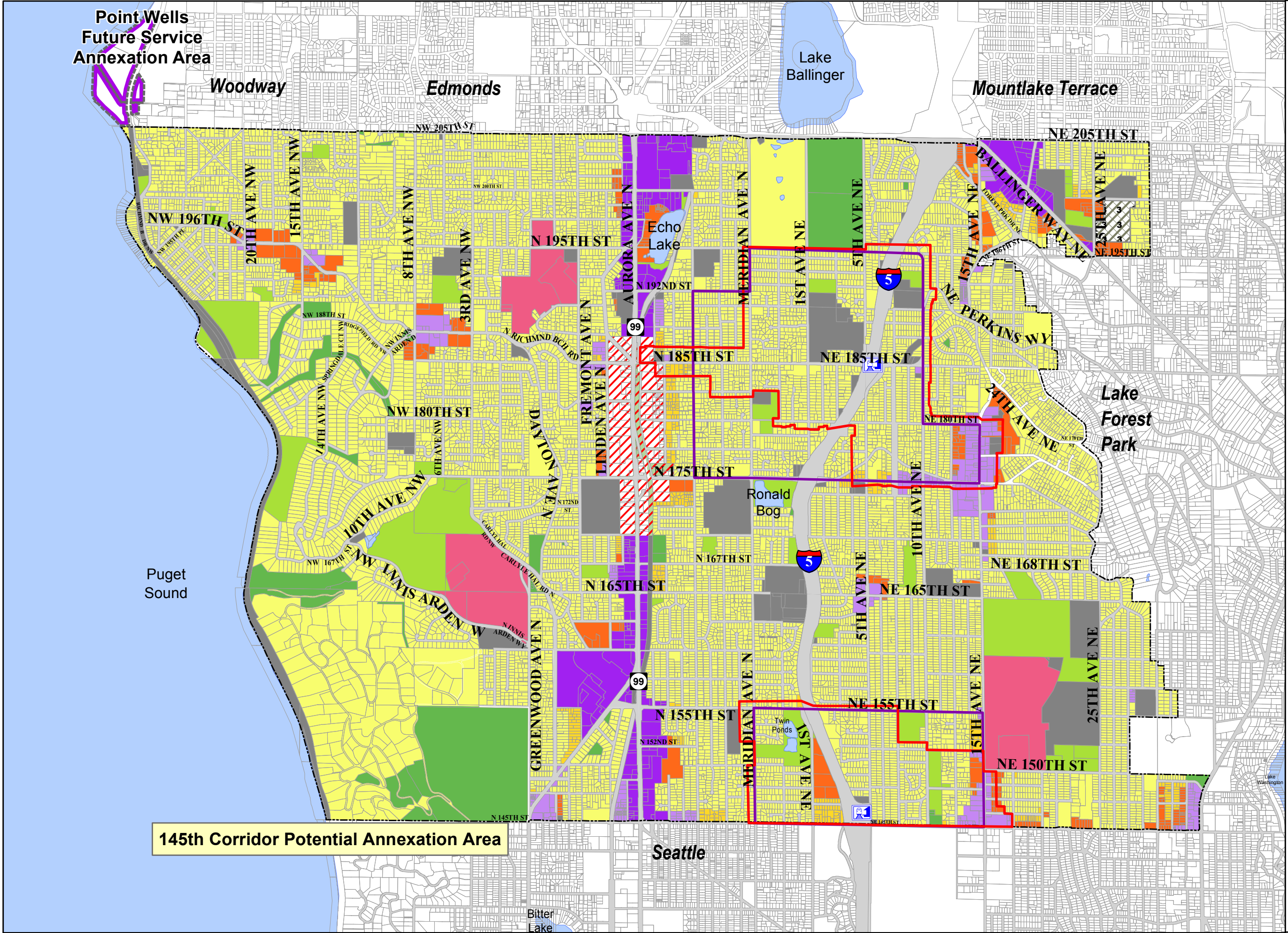
ATTACHMENTS

Attachment A - Proposed Comprehensive Plan Land Use Map

Attachment B – Proposed Light Rail Station Study Area Boundaries



City of Shoreline COMPREHENSIVE PLAN



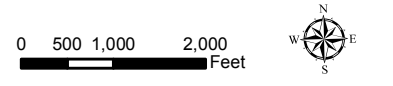
Comprehensive Plan Land Use Designations

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Planned Area 3
- Mixed Use 2
- Mixed Use 1
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Future Service and Annexation Area

See LU20-LU43 for light rail station study area policies.

Station Study Areas Designations

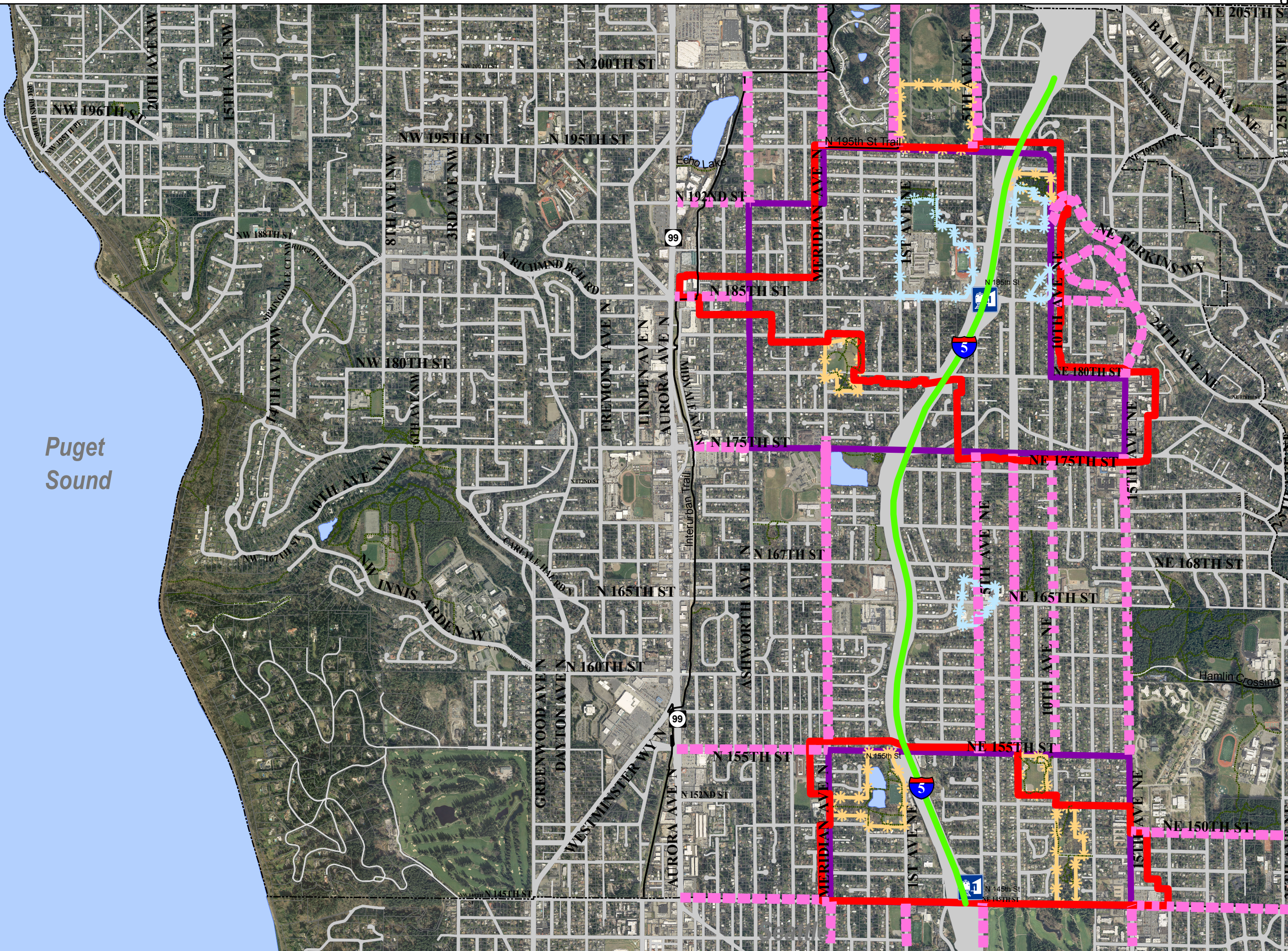
- Land Use Study Area
- Mobility Study Area



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Land Use

145th Corridor Potential Annexation Area



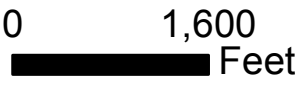
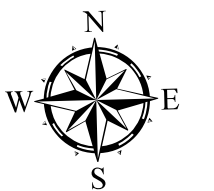
Puget
Sound

**City of Shoreline
Station
Study Areas**

- Type**
- Mobility Study Area
 - Land Use Study Area
- Type**
- Opportunity Site
 - Environmental Asset
- Type**
- Approximate Light Rail Alignment

Potential Station Location

- Name**
- 185th Station
 - 145th Station



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