

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Amending the Comprehensive Plan – Revision to Light Rail Station Study Area Boundaries on Land Use Map and Addition of Definitions for Land Use and Mobility Study Areas		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Miranda Redinger, Senior Planner Rachael Markle, AICP, Director P&CD		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The Comprehensive Plan Land Use Map that was adopted as part of the major update in December 2012 contained initial study area boundaries for potential light rail stations at NE 185th and 145th Streets (Attachment A). They were shown as ½ mile radii and intended to serve as placeholders until staff and the Planning Commission had an opportunity to focus on criteria for and delineation of boundaries and engage the public in this discussion. The public discussion included an explanation of the difference between study areas, comprehensive plan designations, and zoning designations. It resulted in the creation of two sets of study area boundaries, land use and mobility.

Based on Council direction that the Comprehensive Plan be amended with parcel-specific study area boundaries as soon as possible, the Planning Commission light rail committee met monthly to establish criteria and set study area boundaries, hosted a variety of public meetings where boundaries were discussed, and held a public hearing on draft boundaries on July 18.

RESOURCE/FINANCIAL IMPACT:

No direct financial or resource impacts are anticipated as a result of this amendment.

RECOMMENDATION

Staff recommends that Council amend the Comprehensive Plan, by adopting revised light rail study area boundaries on the Land Use Map and revising LU19 to include definitions for land use and mobility study areas.

Approved By: City Manager ***DT*** City Attorney ***IS***

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 the east side of Interstate 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 2012 Comprehensive Plan.

BACKGROUND

Council Goal 3 for 2013-2015 is to “Prepare for two Shoreline light rail stations.” The City’s planning process to accomplish this goal will entail the development of a subarea plan for each station area. The first step in subarea planning is to establish what will be studied and boundaries within which these studies will focus. The Planning Commission used the following criteria to draft study area boundaries:

- Walk and bike travel sheds;
- Topography;
- Comprehensive Plan policy direction;
- Existing conditions: residential and commercial zoning, major arterials, and community features;
- Jurisdictional: to clarify that Shoreline 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 Planning Commission 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; 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.

DISCUSSION

The Planning Commission recommendation following the July 18 hearing included a few revisions to the proposed Land Use Map and definitions within the Comprehensive Plan. One recommendation was to change the color of the mobility study area boundary to something other than purple because it too closely resembled the color of the Future Service and Annexation Area (Point Wells). This change has been incorporated into the proposed Land Use Map (Attachment B); however, staff recommends a slight variation on the other two recommendations.

The first proposed change requires a bit of background explanation. The study area boundary map that has been the working document used at the May 22 Community Meeting and all visioning events held this summer (listed under Stakeholder Outreach) shows not only land use and mobility study area boundaries, but also delineates “opportunity sites” and “environmental assets.” Opportunity sites are large parcels that may redevelop as transit-oriented communities. Environmental assets are parks and open spaces that are not anticipated to redevelop, but may support adjacent density increases because they would provide recreation amenities and visual buffers.

The study area boundary map also shows extensions of the mobility study area that have been graphically represented in two different ways since the original map was created. The initial version (Attachment C) used dashed pink lines to represent roadways that extended beyond the mobility study area, but would need to be included in a traffic analysis because they are likely routes that people from outside the immediate vicinity would use to access stations by car or transit. However, the dashed lines were not an ideal representation because in some cases traffic analysis on these

roads would necessarily extend further than it was practical for the lines to be drawn on the map. For example, it will be important to analyze how people in Richmond Beach, and possibly even Point Wells could utilize transit to access the 185th station. Therefore, Transportation Planners recommended using arrows pointing into the mobility study areas to show that incoming traffic would be analyzed as part of the study. These arrows are shown in the current study area boundary map (Attachment D). This change was anticipated and described, but not yet implemented prior to the July 18 public hearing, which is why the Planning Commission recommendation references the pink lines.

Staff recommends that, as with opportunity sites and environmental assets, the arrows representing roadways to be included in traffic analysis are appropriate for the study area boundary map, but not for the official Land Use Map in the Comprehensive Plan.

By similar reasoning, staff also recommends that the definitions referenced by the Planning Commission as part of the July 18 public hearing be shortened to a version that is more appropriate for the Comprehensive Plan. The longer version referenced by the Commission was included in previous staff reports (and the Background section of this report) and on the project web page to provide additional explanation in terms that would be clear to the public. However, this language is less formal than definitions typically found in a Comprehensive Plan.

Staff recommends the following definitions be used for the Comprehensive Plan:

Land Use Study Areas encompass parcels that may be appropriate for different uses and zoning than previously allowed, based on their proximity to future light rail stations. Land within the study area will be analyzed with regard to appropriate uses, bulk, densities, design and transition standards, and how zoning changes and neighborhood transition may be predictably phased over time.

Mobility Study Areas represent properties and roadways that may be impacted by additional traffic generated by future light rail stations. Land within the study area will be analyzed with regard to enhanced pedestrian and bicycle connectivity to stations; certain roadways extending beyond the study area boundaries will be analyzed with regard to traffic improvements or calming, and infrastructure for modes of travel that provide an alternative to single-occupancy vehicles.

In their July 18 discussion, the Planning Commission stated that they did not wish to hold up adoption of the revised Land Use Map because of wordsmithing definitions or debating their appropriate location within the Comprehensive Plan document. Commissioners mentioned that definitions may be appropriate in the Glossary, sidebars, or embedded within one of the Land Use Policies. Staff recommends that the above definitions be imbedded within LU19, but is amenable to other solutions. The current and proposed LU19 are included below:

LU19 (current): The Special Study Area designates future subarea planning or Light Rail Station Areas. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and Development Code.

LU19 (proposed): Land surrounding potential light rail stations will be studied as part of the subarea planning process under two categories. Land Use Study Areas encompass parcels that may be appropriate for different uses and zoning than previously allowed, based on their proximity to future light rail stations. Land within the study area will be analyzed with regard to appropriate uses, bulk, densities, design and transition standards, and how zoning changes and neighborhood transition may be predictably phased over time. Mobility Study Areas represent properties and roadways that may be impacted by additional traffic generated by future light rail stations. Land within the study area will be analyzed with regard to enhanced pedestrian and bicycle connectivity to stations; certain roadways extending beyond the study area boundaries will be analyzed with regard to traffic improvements or calming, and infrastructure for modes of travel that provide an alternative to single-occupancy vehicles. The underlying zoning for these designations remain unless changed through an amendment to Land Use and Zoning Maps.

STAKEHOLDER OUTREACH

Changing the study area boundaries on the adopted Comprehensive Plan Land Use Map and adding definitions for land use and mobility study areas requires a Comprehensive Plan Amendment. This requires notice to the Departments of Commerce and Ecology and a SEPA Determination. The history of the process is below, including required notice, Commission and Council discussion, and community meetings and visioning events where study area boundaries were displayed:

- Planning Commission Discussion of Study Area Boundaries: April 18 and June 20
 - April 18 materials and minutes can be found at: <http://www.shorelinewa.gov/index.aspx?page=182&recordid=5022>
 - June 20 materials and minutes can be found at: <http://www.shorelinewa.gov/index.aspx?page=182&recordid=5018>
- Joint Council/ Planning Commission Discussion of Study Area Boundaries: May 2
 - Materials and minutes can be found at: <http://www.shorelinewa.gov/index.aspx?page=182&recordid=5021>
- Notification of potential Comprehensive Plan Amendment to Department of Commerce: May 20
- Light Rail Station Area Planning Community Meeting: May 22
 - Video of event available on project web page: www.shorelinewa.gov/lightrail
- SEPA Determination: May 31
- Notification of potential Comprehensive Plan Amendment to Department of Ecology: June 3
- Korean Community Visioning Event: July 11
- Public Hearing on Study Area Boundaries: July 18
 - Materials and minutes can be found at: <http://www.shorelinewa.gov/index.aspx?page=182&recordid=5016>
- 145th Station Visioning Event: August 1
- Folks of Modest Means Visioning Event: August 7
- 185SCC Visioning Event: August 22
- Council Amendment of Comprehensive Plan: September 9

RESOURCE/FINANCIAL IMPACT

No direct financial or resource impacts are anticipated as a result of this amendment

RECOMMENDATION

Staff recommends that Council amend the Comprehensive Plan, by adopting revised light rail study area boundaries on the Land Use Map and revising LU19 to include definitions for land use and mobility study areas.

ATTACHMENTS

- Attachment A: Current Comprehensive Plan Land Use Map
- Attachment B: Proposed Comprehensive Plan Land Use Map
- Attachment C: Initial Study Area Boundaries Map
- Attachment D: Current Study Area Boundaries Map

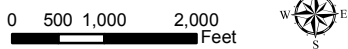
City of Shoreline

COMPREHENSIVE PLAN

Proposed 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
- Light Rail Station Study Areas

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




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

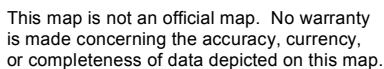
145th Corridor Potential Annexation Area

Figure LU-1: Land Use Designations

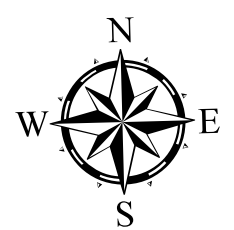
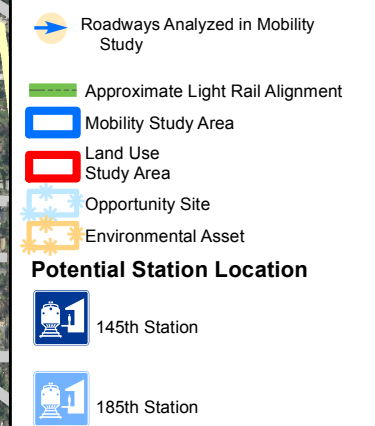
	Low Density Residential
	Medium Density Residential
	High Density Residential
	Institution/Campus
	Planned Area 3
	Mixed Use 2
	Mixed Use 1
	Town Center District
	Public Facility
	Public Open Space
	Private Open Space
	Future Service and Annexation Area

 Land Use Study Area

 Mobility Study Area



Land Use



0 1,000 Feet

DRAFT

City of Shoreline Station Study Areas

Name



Potential Station Location



Potential Station Location

Type



Opportunity Site

Type



Mobility Study Area



Land Use Study Area

Type



Environmental Asset



Road included in Mobility Study



.5 miles from station



Rail Alignment

0 1,100 2,200
Feet



User: sszafran

Date: 5/14/2013

8C-10

Path: J:\GIS\users\Szafran\Station Areas Overview Website 8x11.mxd

