

# 2013 Comprehensive Plan Amendment Docket

February 7, 2013



# Annual Comprehensive Plan Docket

- Growth Management Act
- SMC
- What is the Docket?



# Summary of Amendments

- Point Wells Subarea Plan
  - PW 12: establish a new maximum trip count contingent upon TCS & Development Agreement
- Capital Facilities Element
  - Add mitigation projects from TCS to CIP
- Transportation Element – Supporting Analysis
  - Reclassification of Richmond Beach Dr



# Tentative Timeline: Docket, TSC & Amending Comprehensive Plan

- February 25: Council confirms 2013 Comprehensive Plan Docket (items to study)
- TBD: Transportation Corridor Study (TCS)
- After TCS Completed: Planning Commission studies comprehensive plan amendments and holds Public Hearing
- Late 2013: City Council reviews the Planning Commission recommendations & decides on the proposed amendments



- Is staff recommending to change the road classification and remove the 4,000 ADT count on Richmond Beach Drive before the Transportation Corridor Study has been completed?



- Why is staff recommending the amendments to the Comprehensive Plan this year?



- Can the city can prevent the proposed Urban Center development at Point Wells by refusing to cooperate with BSRE and leaving Richmond Beach Drive with a traffic limit of 4000 vehicles a day?



## Staff Recommends:

- The Planning Commission forward a recommendation to the City Council to approve Attachment 3: Proposed 2013 Docket as the list of amendments to be analyzed and considered in 2013.





- End



# Summary

- BSRE and Snohomish County are moving ahead with the permitting process under the vested Urban Center designation
- City still believes that a negotiated agreement will provide the best outcomes for the Shoreline community
  - Safe roads and walkways for vehicles, bicyclists, and pedestrians
  - Long-term funding for anticipated service impacts including roads, parks and public safety
- Staff thinks it is unlikely that the Supreme Court will overturn the Court of Appeals decision
- We recognize that there will be more traffic as a result of the development and that this is a significant change for the Richmond Beach neighborhood which is most directly impacted.



# Why an Agreement?

- Alternatives are unlikely to address interests of Shoreline community or stop the project
  - Continue legal challenges
    - Very remote possibility that appeal to Supreme Court will be successful confirmed by Foster Pepper
    - If successful – BSRE can reapply under Urban Village and an agreement is required
  - Blocking the road is unlawful
  - Metropolitan Park District
    - Cost, public vote, cross county issues



# Alternative to an Agreement

- Snohomish County Development Process
  - Mitigation determined by Snohomish County
    - Shoreline can comment and provide input, but no decision making power
    - Shoreline will closely monitor
  - Transportation study required under State Environmental Policy Act (SEPA)
    - Does not have to include extensive public process
    - Identifies impacts and need for mitigation, but without public input or City of Shoreline decision making



# Agreement

- Council direction has been to negotiate an agreement
- Desired Agreement Outcomes
  - A specific level of mitigation improvements with direct involvement by Shoreline residents
  - A maximum traffic volume, or “cap” for the development, and the ability to assure the traffic projections for each phase of development are accurate over time
  - Developer funding for the specific mitigation within a specific timeframe to ensure mitigation is in place prior to the impacts occurring
  - Annexation as a tool to insure the development pays their share of long-term maintenance/service costs
    - Will require an interlocal agreement with Snohomish County



# Update Council Goal No. 3 Prepare for Two Light Rail Stations

January 28, 2013



## PLANNING COMMISSION: LIGHT RAIL SUBCOMMITTEE

- Meeting monthly with staff

### Tasks:

- Develop criteria for station area boundaries and draft boundaries
- Coordinate efforts with Sound Transit, consultant, and citizen groups

## PLANNING COMMISSION: LIGHT RAIL SUBCOMMITTEE

Potential criteria to determine station area boundaries:

- $\frac{1}{2}$  &  $\frac{1}{4}$  mile radii and direction from Comp. Plan LU20-43 (ex. to examine corridors)
- Topography
- Walk/Bike shed
- Homeowner preference



## PLANNING COMMISSION: LIGHT RAIL SUBCOMMITTEE

Potential public process to set station area boundaries:

- Full Commission discussion at April 18 meeting
- Subcommittee and staff facilitate discussion at first City-hosted community meeting (likely in early May)

## SOUND TRANSIT DEIS PROCESS

- Late spring/early summer 2013: DEIS scheduled for publication
- Late summer 2013: ST Board identifies preferred alternative
- Late 2014/mid 2015: FEIS published
- Alignment along east side of I-5
- Stations being evaluated in Shoreline: 145<sup>th</sup>, 155<sup>th</sup>, 185<sup>th</sup>

## SOUND TRANSIT FUNDING SCENARIO

- ST2 included conceptual alignment for Lynnwood Link
- Funding assumptions – included sales tax
- Subarea equity policy
- Revenues down by 19.6% in North King subarea

# SOUND TRANSIT FUNDING SCENARIO

- Options if there is a funding deficit:
  - Extend timeline for completion
  - Eliminate projects/stations
  - Request additional funding through New Starts
  - Other grant sources
  - Borrow
  - Seattle pays for 130<sup>th</sup> Station

## TEN YEAR TIMELINE

- From 2013-2023 (start of service)
- Identifies major tasks by City of Shoreline and Sound Transit – shows overlap
- Plan for staffing needs, public input, appropriate timing to address issues
- Includes task description, lead agency, City department lead

The following timeline summarizes Sound Transit & City of Shoreline light rail / transit priorities and tasks spanning 2013 - 2023.

Sound Transit tasks in green font  
City of Shoreline tasks in blue font  
**Lead:** Lead designations listed below indicate internal Shoreline department lead on task.

	2013				2014				2015				2016				2017				2018				2019				2020				2021				2022				2023							
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
<b>Station area planning/Comprehensive Plan Subarea Plans</b>																																																
<b>DEIS review</b>																																																
<b>Preferred Alternative identified</b>																																																
<b>Transit service integration (Shoreline transit needs - policy development)</b>																																																
<b>FEIS</b>																																																
<b>Rezoning</b>																																																
<b>Develop a strategy for surplus property</b>																																																
<b>Record of Decision</b>																																																
<b>Submit FTA grant application</b>																																																
<b>Design and R.O.W. acquisition</b>																																																
<b>Construction &amp; testing</b>																																																
<b>Transit service integration (Light rail service integration - Northgate)</b>																																																
<b>Transit service integration (Light rail service integration - Shoreline)</b>																																																
<b>Coordination with School District on 185th Station (Schedule TBD)</b>																																																
<b>City and utility capital improvement planning &amp; construction</b>																																																

<b>Station area planning/Comprehensive Plan Subarea Plans</b> Includes development of station area plans for the light rail stations at NE 145th St and NE 185th St. The processes will occur sequentially, with the NE 185th St station area planned first. Public outreach and involvement will be a significant component of this process. The station area plans will evaluate land uses, densities, transportation facilities, environmental impacts, utility needs and public amenities to be developed in the area, with consideration of the impacts to existing residents as the area transitions. The final product will be the creation of subarea plans for each station area, which will be adopted as part of the City's Comprehensive Plan. <b>Lead: P&amp;CD</b>	<b>DEIS review</b> Sound Transit will release the DEIS, which will do the following: • Describe the alternatives and their potential impacts. • Provide environmental information to assist decision makers in selecting the project to be built. • Identify measures to avoid and minimize impacts, and, when necessary, compensate for adverse impacts. • Consider cumulative impacts as part of the environmental review process. • Provide information for other environmental processes, such as the Endangered Species Act and the National Historic Preservation Act of 1966. Release of the DEIS will include a formal public comment period. <b>Lead: PW</b>	<b>Preferred Alternative identified</b> Upon completion of the public outreach and comment period associated with the DEIS, the Sound Transit Board will identify the preferred alternative to be evaluated in the FEIS. The preferred alternative is a statement of the Board's current intent but is not a final decision. <b>Lead: PW/CMO</b>	<b>Transit service integration (Shoreline transit needs - policy development)</b> As part of the station area planning process, the City will identify policies addressing future transit needs throughout Shoreline once light rail service begins. This process will identify levels of service and areas the City wants to see served when future service changes are implemented. This will be a coordinated process with Metro, Community Transit and Sound Transit that looks at their current policies for service distribution and redistribution of service hours in conjunction with commencement of light rail service. The expected outcome will be an agreement with Metro, Community Transit and Sound Transit on policies that will direct future transit service integration. <b>Lead: PW</b>	<b>FEIS</b> This will be the final environmental review of the preferred alternative, as well as the other alternatives under consideration. It will identify the alignment, station locations and mitigation associated with the project. After publication of the FEIS, the Sound Transit Board will make a final decision on the route and station locations. The City's final decision might confirm or amend the preferred alternative. <b>Lead: PW</b>	<b>Rezoning</b> Rezoning of land within the station area will occur in conjunction with adoption of the subarea plans. The zoning designations will be accompanied by development regulations. The regulations will address the future development of the area, with mechanisms to address land use over time as the area transitions. <b>Lead: P&amp;CD</b>	<b>Develop a strategy for surplus property</b> Sound Transit is likely to have surplus property as a result of their acquisitions. These could be larger parcels acquired for staging areas or smaller strips along the rail acquired as uneconomic remnants. Sound Transit has specific policies about the disposition of surplus property, including how properties are developed for Transit Oriented Development (TOD) purposes. In advance of their acquisition process, the City will want to develop a strategy for how we would like to see Sound Transit utilize these properties. <b>Lead: PW</b>	<b>Record of Decision</b> The Federal Transit Administration will issue its Record of Decision finding that the requirements of NEPA have been satisfied for construction and operation of the project. <b>Lead: PW</b>	<b>Submit FTA grant application</b> Design and construction of the Lynwood Link light rail extension will require grant funding from the federal government. This is a nationwide competitive grant process in which the Lynwood Link project will be competing against other projects throughout the country. The rules for this grant process are currently under development but are likely to include criteria that consider the presence and/or possibility of TOD and zoning for higher density or employment sites near the stations. <b>Lead: PW</b>	<b>Design &amp; R.O.W. acquisition</b> Sound Transit will begin design of the rail line, stations and mitigation projects. The right-of-way needed to accommodate these improvements, as well as areas for staging, will be acquired. <b>Lead: PW</b>	<b>Construction &amp; testing</b> Sound Transit will be in the process of constructing the light rail line, stations and mitigation improvements. Once construction is complete, testing of the service will begin. <b>Lead: PW</b>	<b>Transit service integration (Light rail service integration - Northgate)</b> Shoreline staff will work with Metro to develop changes to bus routing in response to the opening of light rail service at Northgate. Feeder routes will be redesigned to serve the light rail stations. Routes in Shoreline are likely to be affected. This process will include coordination with Sound Transit and affected jurisdictions as well as opportunities for public comment. Community Transit will be evaluating options to serve Northgate as well. <b>Lead: PW</b>	<b>Transit service integration (Light rail service integration - Shoreline)</b> Shoreline staff will work with Metro to develop changes to bus routing in response to the opening of light rail service at Shoreline and points north. Feeder routes will be developed and commuter routes will be redesigned to serve light rail. Many routes throughout Shoreline will be affected. This process will include coordination with Sound Transit and affected jurisdictions as well as opportunities for public comment. Community Transit will be revising their service routing as well, including service that terminates in Shoreline. <b>Lead: PW</b>	<b>Coordination with School District on 185th Station</b> The school district owns two large properties near the NE 185th Street station. These properties have strong potential for redevelopment. It is possible that Sound Transit will need to purchase property from or enter into agreements with the School District for development of the station area planning process, and assist the School District in their efforts to examine the redevelopment potential of the site.	<b>City &amp; utility capital improvement planning &amp; construction</b> The City and utility providers will identify needed transportation and utility improvements in the vicinity of the stations and within station areas. These needs will be based upon the outcomes of the station area planning process, programmed into the Transportation improvement Program and Capital improvement Plan. Funding will be sought for their design and construction. This includes interagency coordination and planning for improvements to 145th Street.
--	---	--	---	--	--	---	---	--	---	---	--	---	--	---

## 2-3 YEAR TIMELINE: 2013-2015

- RFP & Consultant Selection: Jan-March 2013
- 185<sup>th</sup> Street Station Area Plan: 2013- 2014
- 145<sup>th</sup> Street Station Area Plan: mid 2013-2015
- Project Tasks

# PSRC GROWING TRANSIT COMMUNITIES

- Emphasis on maximizing region's investment in light rail
- Transit Community Typology Exercise Completed
- Draft Corridor Action Strategies
  - Attracting Growth
  - Housing choices
  - Access to Opportunity
- Oversight Committee
  - Draft Corridor Action Strategies
  - Draft Regional Compact



## STAKEHOLDER OUTREACH

- 2012
  - Sound Transit and staff at 21 City events
  - Three Council updates
  - Neighborhoods: Echo Lake, North City, Meridian Park, Briarcrest, Ridgecrest
- Upcoming:
  - Ballinger Neighborhood on 3/11/13
  - Sound Transit public hearings for DEIS in summer 2013
  - Report to Council: Staff findings in DEIS, recommendation from Council
- Monthly articles in Currents

# 185<sup>TH</sup> STATION CITIZENS COMMITTEE (185SCC)

- Monthly Meetings: 1<sup>st</sup> Mondays, 7:30-8:30 pm, 3<sup>rd</sup> floor of City Hall
- Upcoming Event: April Citizen Panel Discussion
  - ❖ *Placeholder for date, time, location*
- Intend to work with Futurewise this summer on door-belling public awareness campaign

## INTEREST GROUPS

- Staff is hosting monthly coordination meetings with groups that received Equity Grants through Puget Sound Regional Council
  - 185SCC
  - Futurewise
  - Senior Services