

7a. Staff Report - Transportation Master Street Plan

Planning Commission Meeting Date: July 6, 2017

Agenda Item 7a

PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Transportation Master Street Plan - 2017 Comprehensive Plan Amendment

DEPARTMENT: Planning & Community Development

PRESENTED BY: Nora Daley-Peng, Senior Transportation Planner

Paul Cohen, Planning Manager

Steven Szafran, AICP, Senior Planner

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Public Hearing

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Study Session

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Recommendation Only

☐

Discussion

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Update

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Other

INTRODUCTION

During the April 6, 2017 Planning Commission Meeting, City staff requested the Planning Commission's feedback on the draft language for the following proposed amendments to 2017 Comprehensive Plan – Master Street Plan Update within the Transportation Master Plan (TMP) per the 2017 Comprehensive Plan Docket (**Attachment A**):

Amendment #1 - Proposed amendment to the TMP's Master Street Plan to include the consideration of amenity zones on bridges and identify appropriate design elements within amenity zones along bridges.

Amendment #2 - Proposed amendment to the TMP's Master Street Plan to include the consideration of the 185th Street Multimodal Corridor Strategy when determining required right-of-way and planned curb-to-curb width along 185th Street. In addition, the proposed amendments would remove language that currently exempts the 185th Street Bridge over I-5 from required amenity zones.

Based on the Planning Commission's feedback, coordination with the Sound Transit, and discussions with the City Manager's Office, this staff report provides follow up information and revised recommendations to Amendment #1 and #2.

BACKGROUND

In 2011, the City Council adopted the Transportation Master Plan (TMP), which was then adopted into Shoreline's 2012 Comprehensive Plan.

The 2012 Comprehensive Plan articulated goals and policies to encourage mixed-use residential and commercial development that maximizes multi-modal access to the 185th Street and 145th Street future light rail stations.

Approved By:

Project Manager NDP

Planning Director PLC¹ - TCM

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In 2015 and 2016, City Council adopted the 185th Street and 145th Street Station Subarea Plans with zoning for a higher concentration of mixed-use residential and commercial development that supports walkable communities around the 185th Street and 145th Street future light rail stations.

DISCUSSION

Context for Amendment #1 Revisions

Sound Transit is in the design and permitting phase of Lynnwood Link Extension (LLE), which will include the 185th and 145th Street light rail stations. The 185th Street light rail station will be located east of Interstate 5 (I-5) at the intersection of NE 185th Street and 8th Avenue NE. The 185th Street light rail parking garage will be located west of I-5 at the intersection of NE 185th Street and 5th Avenue NE. Sound Transit is developing a rechannelization plan for the 185th Street bridge that includes improved sidewalks and bike facilities.

The City is reviewing the 185th Street Bridge channelization and pedestrian improvements as part of Shoreline's Special Use Permit (SUP) process for Sound Transit's LLE 200. Any design deviations from the City's Development Code will be considered through the SUP process.

Currently, the Master Street Plan exempts the 185th Street Bridge from required amenity zones. This exemption from including amenity zones on bridges was to waive the need to incorporate landscaping on bridges that would add weight and have to be sustained with a permanent irrigation system. Review of Sound Transit's design plans for the 185th Street Bridge has identified the need to update the Master Street Plan to more clearly require non-landscaped amenity zones on bridges for streetscape amenities such as hard surface design treatments, light poles, and/or signage.

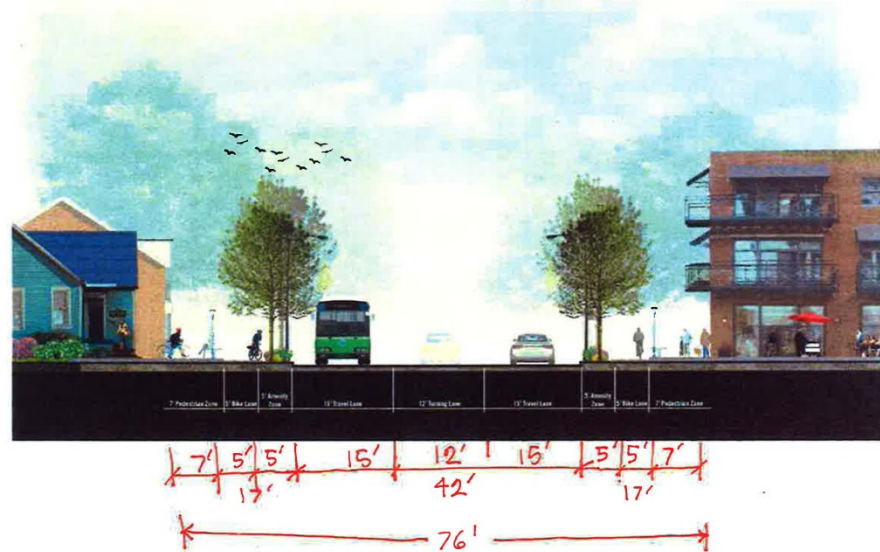
On April 6, 2017, the Planning Commission provided feedback to City staff that supports requiring non-landscaped amenity zones on bridges and suggested additional elements such as wind screens and public art elements that could be added to the list of possible streetscape amenities.

Context for Amendment #2 Revisions

The adopted 185th Street Subarea Plan included the following conceptual cross-section for the 185th Street corridor based on projected land use and transportation needs.

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Figure 3.3-14 Conceptual Cross Section for N-NE 185th Street



The above conceptual cross section for motorized travel does fit the 185th Street roadway improvements within the current Master Street Plan's *curb-to-curb* width of 42'. However, it exceeds the Master Street Plan's overall 66' *cross-section* which includes non-motorized improvements by 10'. The extra 10' is proposed in an effort to achieve "Transit-Oriented Community" goals and policies, which encourage mixed-use residential and commercial development that maximizes multi-modal access to the 185th Street future light rail station.

The City's next step to plan for the expected land use and transportation needs that will come with the completion of the 185th Street Light Rail Station is to develop the 185th Street Multimodal Corridor Strategy (expected to begin in late 2017). Existing and future building setbacks will be studied with the development of alternative cross-sections in order to evaluate the tradeoffs of alternatives, and identify a preferred design for phased implementation.

During the April 6, 2017 Planning Commission Meeting, City staff recommended resolving the 10' difference between the Master Street Plan and the 185th Street Subarea Plan's conceptual 185th Street cross section by including in the "Notes" column of the Master Street Plan the consideration of the 185th Street Multimodal Corridor Strategy when determining required right-of-way and planned curb-to-curb width along 185th Street. Upon further discussion with the City Manager's Office, City staff has been advised that since the conceptual cross-section for the 185th Street

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corridor was part of the adopted 185th Street Subarea Plan, it governs over the Master Street Plan and therefore there is no need to amend the Master Street Plan.

2017 Comprehensive Plan Amendments

The 2017 Comprehensive Plan docket is included as Attachment A. Comprehensive Plan Amendments take two forms: Privately-initiated amendments and City-initiated amendments. Pursuant to SMC 20.30.340, all Comprehensive Plan Amendments, except those proposed by City Council, must be submitted by December 1st and there is no fee for general text or map amendments. Of the City-initiated amendments, the following two amendments are proposed changes to the TMP's Master Street Plan.

RECOMMENDATION

Amendment #1

Based on the Planning Commission's feedback on April 6, 2017, the following proposed amendment to TMP's Master Street Plan has been revised to identify a wider range of appropriate design elements within amenity zones along bridges.

Transportation Master Plan, Appendix D: Master Street Plan, p. 253, 5th paragraph, 2nd bullet:

The amenity zone should be developed in a manner that is appropriate and complementary to the adjacent land uses and use of the street. The minimum width for amenity zones is five feet. Amenity zones should generally be landscaped and, where possible, utilized for stormwater management purposes. Amenity zones adjacent to roadways that do not have off-street parking shall be landscaped as much as possible. In areas where a wide pedestrian walking surface is desired, such as commercial areas, the amenity zone may be a hard surface treatment with trees in pits. Amenity zones that are adjacent to on-street parking areas should be landscaped as much as possible but may include limited hard surface areas for drivers or passengers existing vehicles. Amenity zones that are along bridges do not need to include landscaping, but can include streetscape amenities such as hard surface design treatments, light poles, banners, wind screens, public art elements, and/or signage.

Amendment #2

Based on discussions with the City Manager's Office following the April 6, 2017 Planning Commission Meeting, City Staff has determined that no changes are necessary to the *Transportation Master Plan, Appendix D: Master Street Plan, p. 262 & 263, table*. Therefore, City staff is recommending the denial of the proposed Amendment #2.

TIMING AND SCHEDULE

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- Council Study Session on Proposed Comprehensive Plan Amendments – September/October 2017
- Council adoption of the 2017 Comprehensive Plan Amendments – November/December 2017

ATTACHMENT

Attachment A – 2017 Comprehensive Plan Docket



2017 COMPREHNSIVE PLAN AMENDMENT DOCKET

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

2017 Comprehensive Plan Amendments

1. Amend the Comprehensive Plan for 145th Street annexation and all applicable maps.
2. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Transportation Corridor Study as described in Policy PW-9. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.
3. Consider amendments to the Parks, Recreation, and Open Space Element Goals and Policies and update of the Parks, Recreation, and Open Space Master Plan.
4. Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan.
5. Consider amendments to the Master Street Plan of the Transportation Master Plan.
6. 185th Street Station Subarea Plan – Delete duplicate utility policy; “Consider the use of alternative energy in all new government facilities”.
7. Change Ronald Wastewater District to City of Shoreline throughout the Comprehensive Plan as the City’s wastewater provider.
8. Update the Comprehensive Plan by amending the Capital Facilities Element to incorporate by reference the Shoreline Fire District’s Capital Facilities and Equipment Plan so as to support the imposition of fire impact fees as authorized by RCW 82.02.

Estimated timeframe for Council review/adoption: December 2017.