

**STAFF REPORT
COMPREHENSIVE PLAN TEXT AMENDMENTS
COMMUNITY LINKAGES**

I. DESCRIPTION OF AMENDMENT

The request has been initiated by the City of Sumner for a Comprehensive Plan Text Amendment to amend the Community Linkages Map in the Community Character element and providing text related to this map in the Land Use Element.

II. WHY THE AMENDMENT IS BEING PROPOSED

The applicant, the City of Sumner, is requesting the amendments in order to update the Community Linkages Map to reflect current transit stop locations and add new community linkage points in areas recently annexed and based on current land use patterns.

III. COMPREHENSIVE PLAN AMENDMENT CRITERIA

Only those amendments which are found to be in substantial compliance with all criteria listed below shall be approved (SMC 18.56.147(N)):

- 1. An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances; or, to resolve inconsistencies between the Sumner comprehensive plan and other jurisdictions' plans or ordinances.**

The proposed text amendments are necessary to resolve inconsistencies between the Sumner Comprehensive Plan and the transit system at this time and update community linkage points consistent with actual development that has occurred in the last 10 years. This will also allow the Community Linkages to be more fully described in the Comprehensive Plan consistent with the Community Character Strategy.

- 2. Conditions have so changed since the adoption of the Sumner comprehensive plan that the existing goals, policies, objectives, and/or map classifications are inappropriate.**

The Community Linkages Map would be amended to reflect new areas that have been annexed, actual transit stop locations and actual development patterns in the City. The text would simply clarify the purpose and intent of the Community Linkages Map per the Community Character Strategy.

- 3. The proposed amendment is consistent with the overall intent of the goals of the Sumner comprehensive plan.**

There are goals and policies in the Community Character Element and Transportation Element supporting this amendment and are summarized below.

In the Community Character Element goals and policies related to pedestrian-oriented design and “activities within easy walking distance of each other” (page 54, Goal 2) support a logical and convenient community linkages and transit stop system throughout the community. The Transportation Element speaks to developing “an integrated system of public transportation alternatives...to provide mobility alternatives,” (page 92, Goal 5). The amendments to the Community Linkages Map set forth a realistic potential for future transit locations throughout the City to increase mobility and public transit options.

4. The proposed amendment is consistent with chapter 36.70A RCW, the county-wide planning policies for Pierce County, and the applicable Multi-county planning policies.

Consistency with GMA

There are two goals in the Growth Management Act (GMA) that pertain specifically to this amendment request: Urban Growth and Transportation (RCW 36.70A.020 (1), and (3)). These two goals are reflected in the City’s Comprehensive Plan as discussed above.

The goal of Urban Growth focuses on infill and developing where adequate public facilities and urban services exist or can be provided in an efficient manner. This amendment to the Community Linkages Map creates a more efficient system for providing urban public transit service to the community.

The goal of Transportation also speaks to efficiency, namely, multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. Again, the Community Linkages Map provides potential public transit stop locations that would be promoting efficiency of a multimodal transportation system. This potential system could also more efficiently serve the regional commuter rail station in the City.

Overall, the proposal is consistent with the Growth Management Act.

Consistency with CPPs

The County-wide planning policies, which pertain to the proposed amendment is Transportation. The proposals is generally consistent with the goal of increasing use of public transit rather than the single-occupancy vehicle, especially for commute trips and short local trips. The amendments to the Community Linkages Map is consistent with policy 13 of the County-wide Planning Policies in that transit locations would “encourage alternatives to automobile travel and/or reduce the number of vehicle miles traveled (modal split, trip generation and trip length)”. The amendment is consistent with the County-wide Planning Policies.

Consistency with VISION 2040

The multi-county planning policies (VISION 2040) that pertain to this proposal are: Development Patterns and Transportation. Each of these elements and relevant policies are summarized below:

The Development Pattern element provides policy direction to “focus growth within already urbanized areas to create walkable, compact and transit-oriented communities” (VISION 2040, page 45, Overarching Goal). The Development Pattern element also focuses on compact urban communities, “create vibrant, sustainable compact urban communities that provide a diverse choice of housing types ...connectivity in the street network to accommodate walking, bicycling and transit use...” (page 53, MPP-DP-14). The amendment proposed would continue to plan for and create a walkable, transit friendly city with interconnected streets.

The Transportation element speaks to a “highly efficient multimodal transportation system” which, as mentioned above, the Community Linkages Map supports.

Overall, the proposal would be consistent with the VISION 2040 multi-county planning policies.

- 5. Where an amendment to the comprehensive plan map is proposed, the proposed designation is adjacent to property having a similar and compatible designation, or the subject property is of sufficient size, or other conditions are present.**

This is not an amendment to the comprehensive plan map.

- 6. Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.**

An Addendum to the Final Environmental Impact Statement Comprehensive Plan Update, October 2004 has been completed under a separate cover to analyze impacts, however, the changes to the Community Linkages Map are minor, and while future transit stop locations may be identified, specific mitigation measures will have to take place at a project level.

- 7. Potential ramifications of the proposed amendment to other comprehensive plan elements and supporting plans have been considered and satisfactorily addressed.**

The amendments to the Community Linkages Map will create a slight inconsistency between this map and the Neighborhood and Districts Map. However, the maps can, for the most part, function independently. The Neighborhood and Districts Map still will show natural focal points for the neighborhood, while the Community Linkages Map shows potential for transit stop locations. These will usually be the same or at least in similar proximity.

IV. PUBLIC/AGENCY COMMENTS

PUBLIC: None at this time.

AGENCY: None at this time.

V. STAFF RECOMMENDATION

Staff recommends APPROVAL.

VI. PLANNING COMMISSION RECOMMENDATION

Planning Commission recommends APPROVAL.

VII. IMPLEMENTATION REQUIREMENTS

Development Regulations:

None required.

Maps: Approved amendment would require change to the Community Linkages Map as presented in Exhibit A.

VIII. EXHIBITS:

- A. Proposed Community Linkages Map Amendment

IX. TEXT AMENDMENTS

Text amendments as follows would be necessary to implement the Community Linkages Map changes:

Amendments to:

LAND USE ELEMENT

Page 46, add following paragraph:

Community Linkages

The Community Linkages Map indicates potential transit stops and neighborhood focus points similar to those in the Neighborhoods and District Map. However, the Community Linkages Map shows some actual transit stops and provides for more logical locations for future transit stops or even a community transit system that could serve the commuter rail station. These potential transit stops would be within a 5 minute walk of much of the area to which they service similar to the neighborhood focal points and with a range between 500-1500 feet in diameter.

COMMUNITY CHARACTER ELEMENT

Page 54, Policy 2.3

- 2.3 Together with Pierce Transit and other agencies, establish a network of transit stops and a transit system in the neighborhoods and districts, consistent with the Community Linkages Map, connecting to the commuter rail stations, and neighborhoods.

