

**PLANNING COMMISSION AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Light Rail Station Area Planning- Draft Study Area Boundaries  
**DEPARTMENT:** Planning & Community Development  
**PRESENTED BY:** Rachael Markle, AICP, Director  
Miranda Redinger, Senior Planner

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Public Hearing        | <input type="checkbox"/> Study Session | <input type="checkbox"/> Recommendation Only |
| <input checked="" 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 City has been extensively engaged in Sound Transit's planning and public outreach processes to determine the alignment and station locations that will be examined in the upcoming environmental documentation. The City has also begun land use planning for the station areas, which will examine the right mix of uses, densities and multi-modal transportation options that will help create transit oriented communities in Shoreline.

In July 2012, Council directed staff to provide regular updates on the progress of light rail planning and station area planning. The first update occurred in September 2012, the second occurred on January 28, 2013. On May 2, 2013, Council and Commission will hold a joint meeting to discuss direction for station area planning. Tonight's meeting is an opportunity to discuss with the full Commission the work of the committee tasked with light rail issues, in preparation for both the joint meeting with Council and the Community Meeting on May 22. The primary focus of discussion will be the criteria and draft boundaries for study areas.

**BACKGROUND**

In response to the planned light rail extension, the City has begun station area planning for two stations in Shoreline at NE 185<sup>th</sup> and 145<sup>th</sup> Streets. This process began with the adoption of Framework Policies by Council in May 2012; these were incorporated into the Comprehensive Plan as policies LU20-LU43. Building off those policies, staff has developed a draft work plan for this effort, with an emphasis on robust public outreach, an evaluation of land uses for the station areas, and the need for strong multi-modal connections to the stations. This will culminate in subarea plans for each station area.

Approved By: \_\_\_\_\_ Project Manager  Planning Director \_\_\_\_\_

Staff is in the process of contracting a consultant to assist in this effort for the 185<sup>th</sup> station.

Over the past two years, Sound Transit has narrowed the mode and alignment alternatives for the Lynnwood Link light rail extension to an alignment along the east side of I-5 through Shoreline, with light rail as the identified transit mode. Sound Transit is now in the process of developing the Draft Environmental Impact Statement (DEIS) for this project. The DEIS will evaluate several alignment options along I-5 and station locations, including potential stations at NE 145<sup>th</sup>, 155<sup>th</sup>, and 185<sup>th</sup> Streets. Anticipated release date for the DEIS is June 2013. The Sound Transit Board will likely decide on a Preferred Alternative around October 2013, which will determine the probable location of Shoreline's second station (145<sup>th</sup> or 155<sup>th</sup>).

### **STUDY AREA BOUNDARIES**

The Comprehensive Plan that was adopted in December 2012 contains two circles that delineate half-mile radii from potential station locations at NE 185<sup>th</sup> and 145<sup>th</sup> Streets. This initial study area boundary was a purposefully vague placeholder until staff had an opportunity to explain the difference between study areas, Comprehensive Plan designations, and zoning designations in a public forum, lest people assume important decisions had been made without their input. However, the Council directed that these boundaries be more clearly defined as soon as possible. Towards this end, the Planning Commission light rail committee has been meeting with staff monthly to establish criteria that would be used to determine draft study area boundaries to be presented at the first community meeting:

- Existing conditions- density, arterials, and community features (Attachments A, C, E, and G);
- Walk and bike travelsheds (Attachments B & F);
- Topography (Attachments D & H);
- Comprehensive Plan policy direction (Attachment I);
- Jurisdictional- to clarify that we won't 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.

In applying these criteria to draft boundaries, the committee recommended using two sets of boundary lines to be clear about what will be studied in each. A ***mobility study area*** encompasses a broader region and is drawn on existing rights-of-way. The intent of this study area will be to examine routes that potential transit users will likely use when traveling to and from the station, and may lead to recommendations regarding traffic calming, alternate modes of travel, or creating connections in neighborhoods without direct access. A ***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, and redevelopment scenarios. These lines are generally drawn along the backside of parcels fronting an arterial. The committee will present maps displaying these draft boundaries at the April 18 meeting.

**NEXT STEPS**

**May 2-** Joint Planning Commission and City Council Meeting- Topics of discussion will include:

- Criteria and study area boundaries
- Citizen advisory function- Council-appointed committee or existing citizen committees (185SCC, Futurewise stakeholder group, etc.)?
- Consultant team and detailed 3-year timeline
- General direction and expectations
- Prepare for Community Meeting

**May 22-** Community Meeting- Agenda items will include:

- Introductions and roles- City and Sound Transit staff, consultant team, Commission light rail committee, citizen groups
- Background and Timeline- staff
- Public Participation Process- staff and consultant
- Draft Environmental Impact Statement- Sound Transit
- Study Area Boundaries- Commission committee

**June-** Release of Sound Transit DEIS

Senior Services holds public meeting for non-English speakers

**July-** Sound Transit holds public meeting/hearing on DEIS

Futurewise engages in doorbelling public awareness campaign and holds visioning meeting

**RECOMMENDATION**

Staff recommends that Commission review criteria and draft boundaries for station study areas and either suggest changes or affirm the committee’s work to be presented at the joint meeting with Council on May 2. If there are topics the Commission wishes to include in that agenda, other than those mentioned above, please let staff know.

**ATTACHMENTS**

Maps used for criteria in establishing study area boundaries

Attachment A: Existing zoning- 185<sup>th</sup> Station

Attachment B: Walk and Bike Travelsheds- 185<sup>th</sup> Station

Attachment C: Community Features- 185<sup>th</sup> Station

Attachment D: Topography- 185<sup>th</sup> Station

Attachment E: Existing zoning- 145<sup>th</sup> Station

Attachment F: Walk and Bike Travelsheds- 145<sup>th</sup> Station

Attachment G: Community Features- 145<sup>th</sup> Station

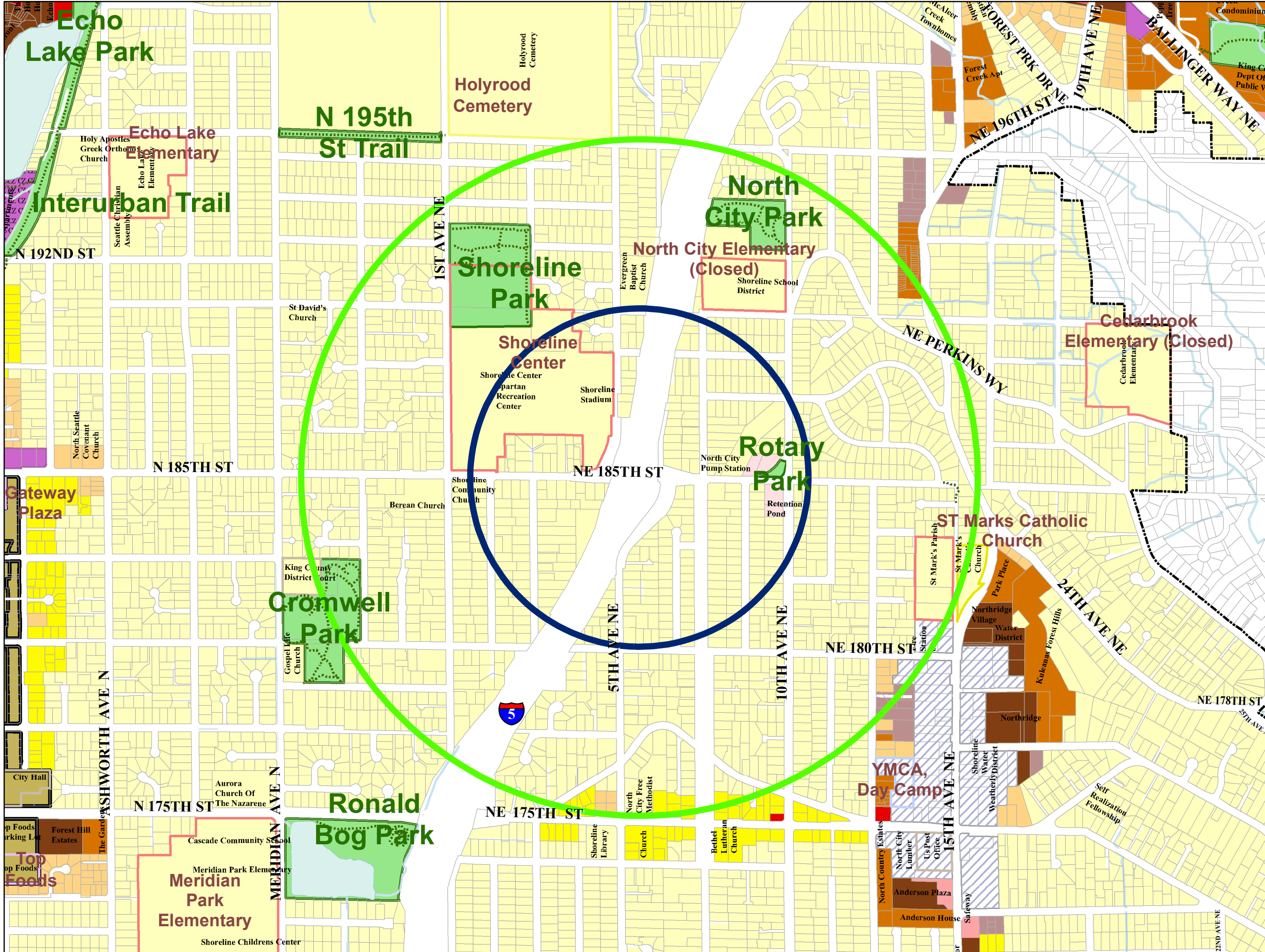
Attachment H: Topography- 145<sup>th</sup> Station

Attachment I: LU20-43- Light Rail Station Area Comprehensive Plan policies

Note: Committee will present map delineating draft study area boundaries at meeting

This page intentionally blank

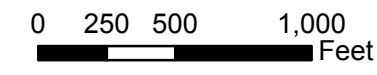




**Zoning**  
NE 185th St  
Rail Station

**Proximity to Proposed Station**

- 1/4 Mile
- 1/2 Mile
- City Park
- TC-1 to TC-4; Town Center
- R-48; Residential, 48 units/acre
- R-24; Residential, 24 units/acre
- R-18; Residential, 18 units/acre
- R-12; Residential, 12 units/acre
- R-8; Residential, 8 units/acre
- R-6; Residential, 6 units/acre
- R-4; Residential, 4 units/acre
- I; Industrial
- MUZ; Mixed Use Zone
- MUCZ; Mixed Use Contract Zone
- PA 2; Planned Area 2
- PA 3; Planned Area 3
- C; Campus
- NCBD; North City Business District
- O; Office
- CB; Community Business
- NB; Neighborhood Business
- CZ; Contract Zone







# Walk and Bike Travelsheds Proposed NE 185th St Station

### Nonmotorized Travelshed

#### Name

- Walk
- Bike

### Proposed Station

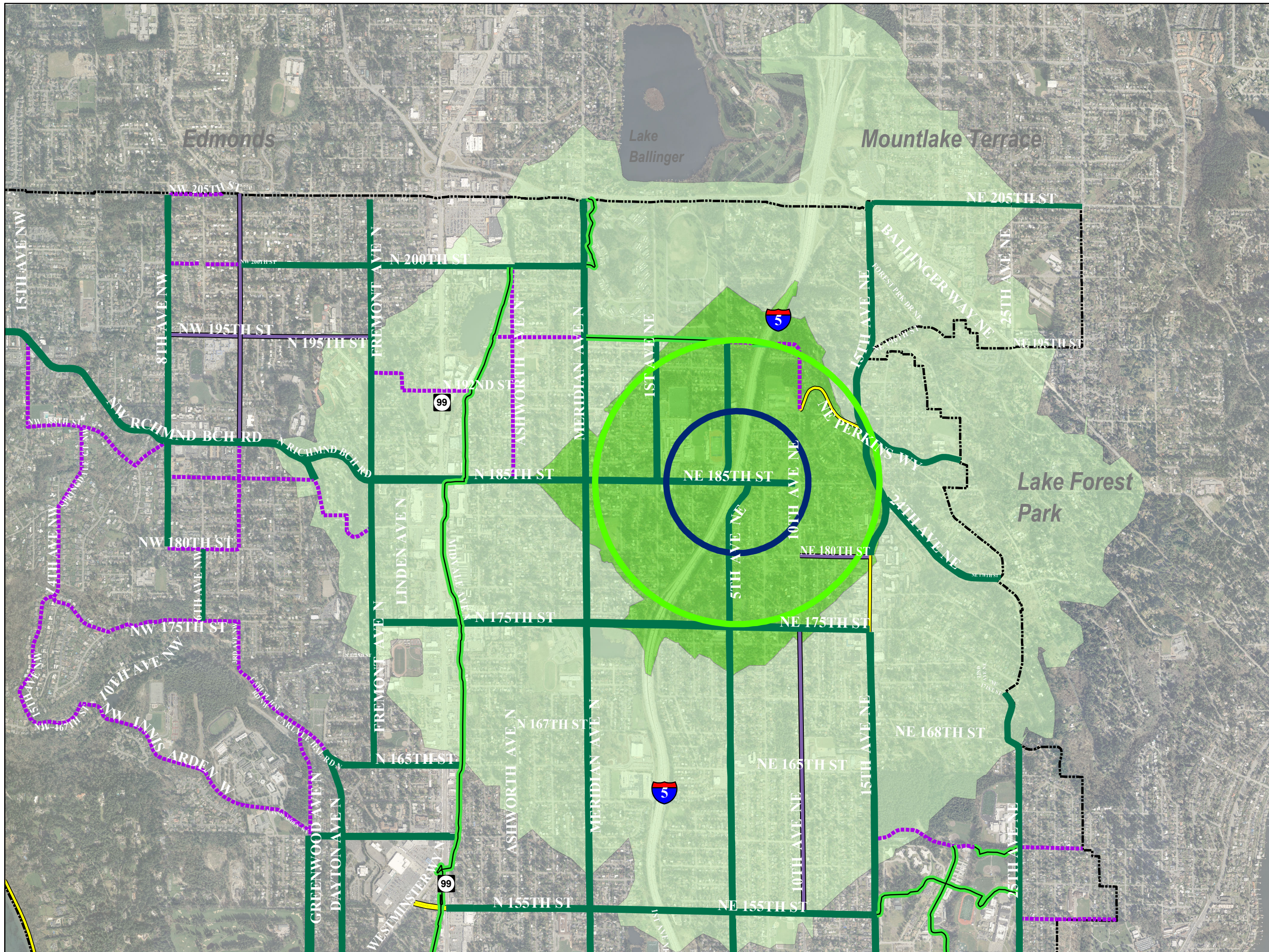
- 1/4 Mile
- 1/2 Mile

### Bike Plan, 2011

- Separated Path
- Bike Lane
- Sharrow
- Signed Route
- To Be Determined



User: jclark  
Date: 3/5/2013







# Community Features NE 185th St Rail Station

## Proximity to Proposed Station



1/4 Mile



1/2 Mile



Sidewalk



Trail



Tax Parcel



Open Water



Stream

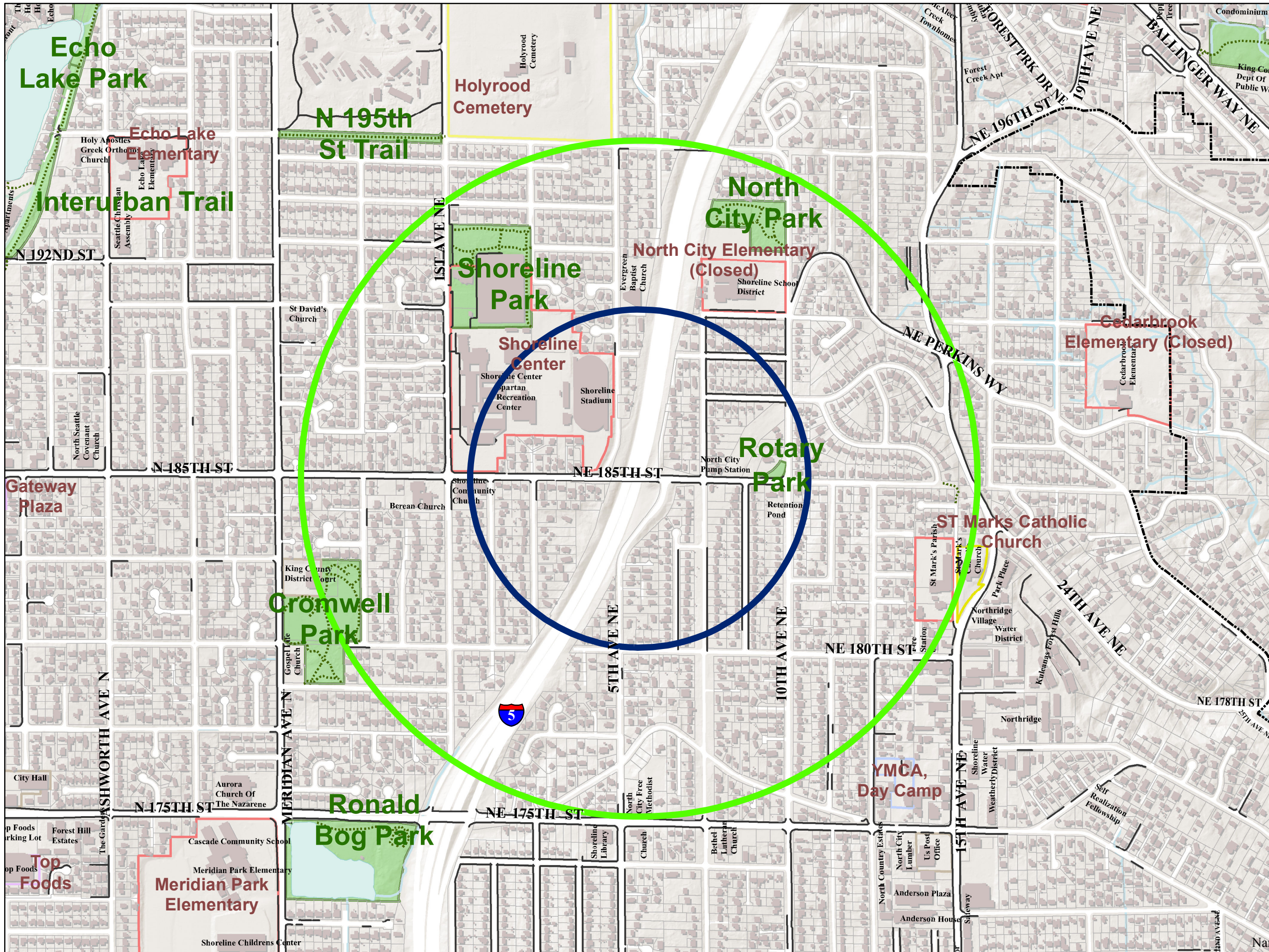


City Park



User: jclark

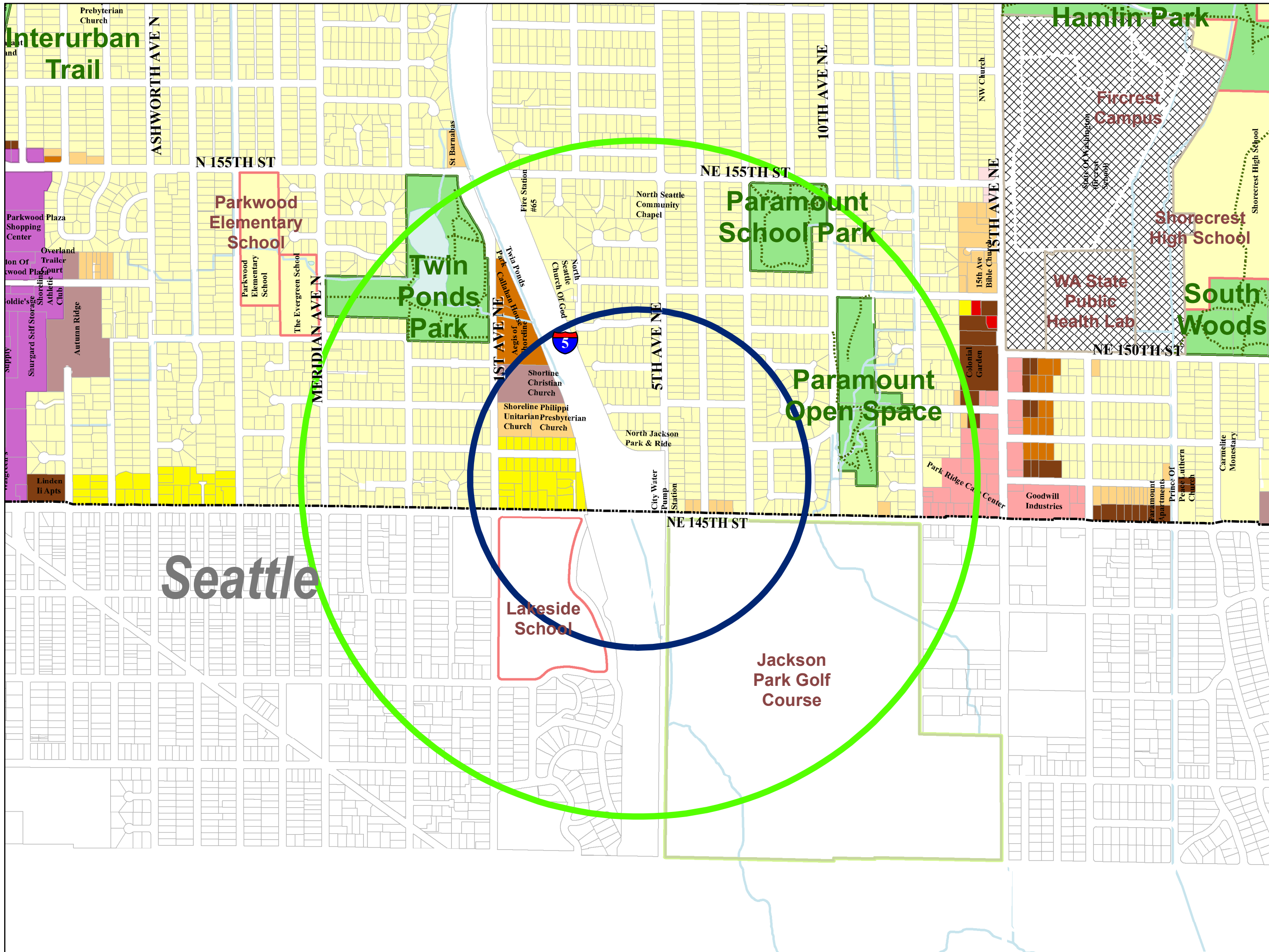
Date: 3/5/2013



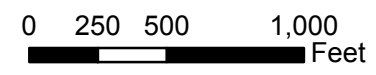








- Zoning**  
**NE 145th St Rail Station**
- Proximity to Proposed Station**
- 1/4 Mile
  - 1/2 Mile
  - City Park
  - TC-1 to TC-4; Town Center
  - R-48; Residential, 48 units/acre
  - R-24; Residential, 24 units/acre
  - R-18; Residential, 18 units/acre
  - R-12; Residential, 12 units/acre
  - R-8; Residential, 8 units/acre
  - R-6; Residential, 6 units/acre
  - R-4; Residential, 4 units/acre
  - I; Industrial
  - MUZ; Mixed Use Zone
  - MUCZ; Mixed Use Contract Zone
  - PA 2; Planned Area 2
  - PA 3; Planned Area 3
  - C; Campus
  - NCBD: North City Business District
  - O; Office
  - CB; Community Business
  - NB; Neighborhood Business
  - CZ; Contract Zone







# Walk and Bike Travelsheds Proposed NE 145th St Station

## Nonmotorized Travelsheds

### Name



Walk



Bike

### Proposed Station



1/4 Mile



1/2 Mile

### Bike Plan, 2011



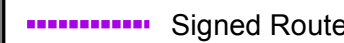
Separated Path



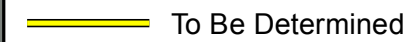
Bike Lane



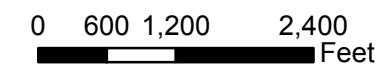
Sharrow



Signed Route



To Be Determined



User: jclark  
Date: 3/5/2013









Name: StationMapSheds145v1

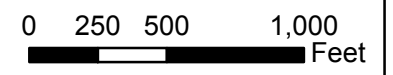




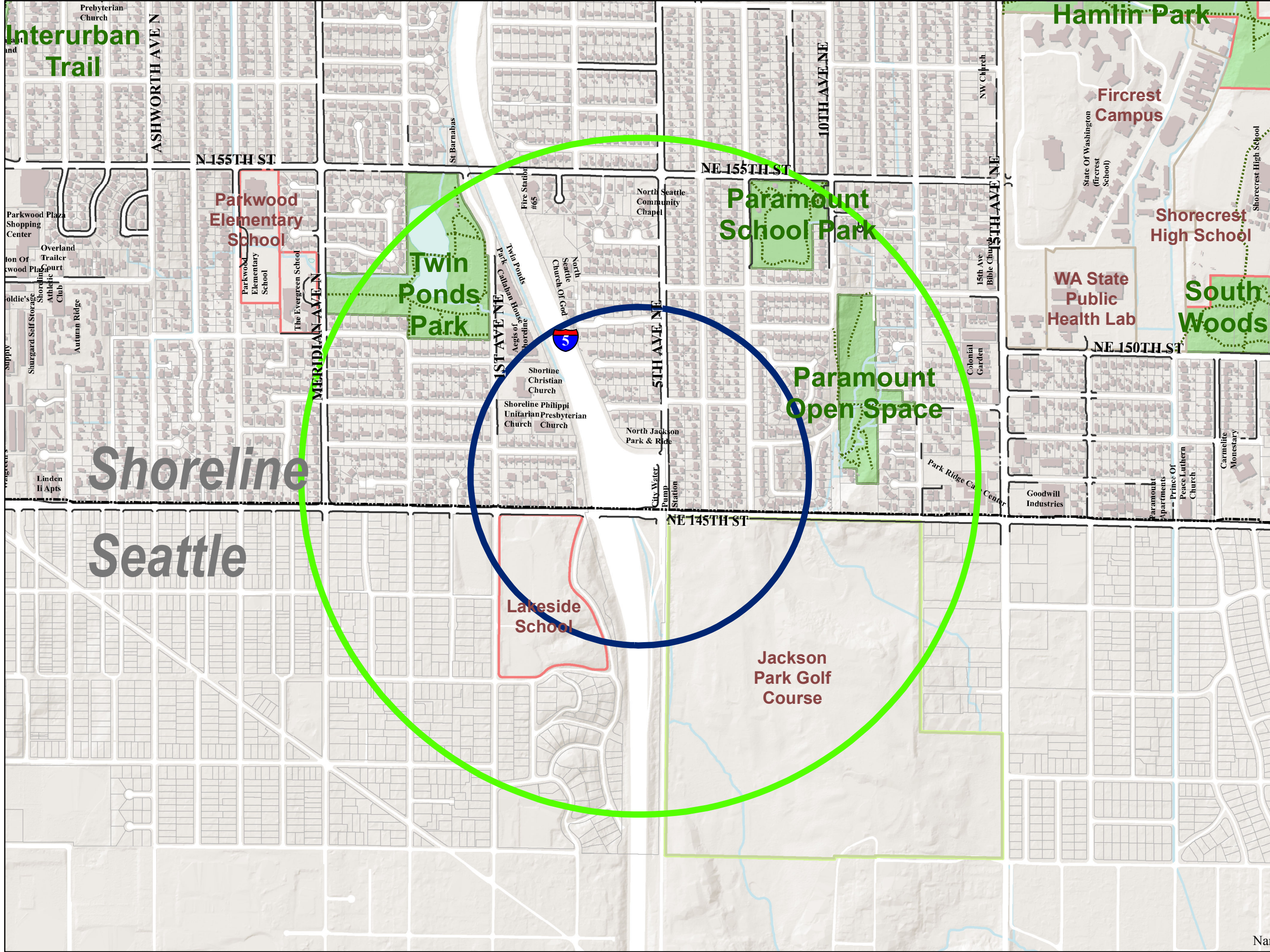
# Community Features NE 145th St Rail Station

## Proximity to Proposed Station

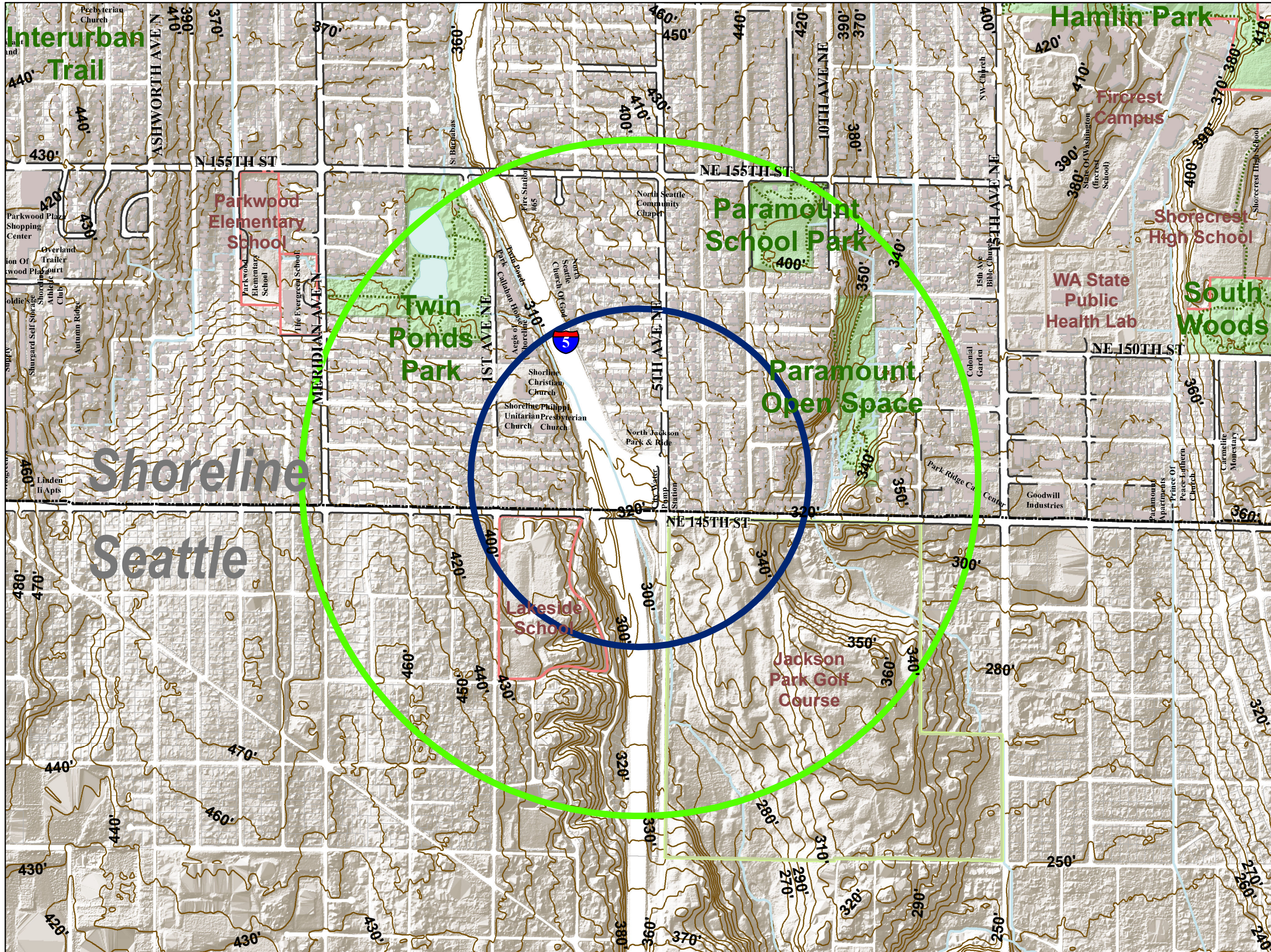
-  1/4 Mile
-  1/2 Mile
-  Sidewalk
-  Trail
-  Tax Parcel
-  Open Water
-  Stream
-  City Park



User: jclark  
Date: 3/5/2013







### Topography NE 145th St Rail Station

Proximity to  
Proposed Station



1/4 Mile



1/2 Mile



Sidewalk



Trail



Open Water



Stream

### Topography



10'



Tax Parcel



City Park



User: jclark  
Date: 3/19/2013



Element 1

**LAND USE****Goals and Policies****Light Rail Station Areas**

- LU20:** Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU21:** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU22:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU23:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU24:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU25:** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU26:** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU27:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- LU28:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU29:** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU30:** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU31:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for *Transit-Oriented Communities (TOCs)*, taking into account when the city's development needs and market demands are ready for change.



## LAND USE Goals and Policies

- LU32:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU33:** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU34:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU35:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU36:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU37:** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU38:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU39:** Use the investment in light rail as a foundation for other community enhancements.
- LU40:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU41:** Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU42:** Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU43:** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

**Transit-Oriented Communities (TOCs)** are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians.

