

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Council direction on Scope, Objectives, Format and Schedule for Comprehensive Plan Update
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Joseph W. Tovar, FAICP, Director Steven Cohn, Senior Planner

PROBLEM/ISSUE STATEMENT:

At the January 18 meeting, the City Council will hear presentations from City staff to provide background information to help facilitate the Council's discussion of the scope, objectives, format and schedule for the updating of the City's Comprehensive Plan. In addition to Planning Department Staff, there will also be brief overviews from Public Works, Parks, and Economic Development staff members.

At the conclusion of the meeting, the Council may provide additional direction to the staff regarding information to be researched or materials to be prepared for the March 5, 2011 City Council retreat on this same subject.

FINANCIAL IMPACT:

The Comprehensive Plan Update is a major component of the City's adopted Long Range Planning Work Program. Currently, it is expected that the scope of work for the Comprehensive Plan Update will be undertaken primarily by existing PADS staff, with contributions from other city staff.

There are no funds in the 2011 budget for consultant services in support of this effort. Depending upon the emerging scope of the work and schedule, staff may raise a funding request for consultant services for environmental services during preparation of the 2012 or 2013 budget discussions.

RECOMMENDATION

Staff recommends that the Council review this memo and attachments, hear staff background briefings at the January 18 meeting, then discuss and provide direction regarding the agenda and further materials for its March 5 retreat on the Comp Plan Update.

Approved By: City Manager  City Attorney _____

DISCUSSION

At the January 3, 2011 meeting, the Council began a preliminary discussion of this issue. From that discussion, a series of questions emerged that will help structure the Council's discussion at the January 18 meeting. These include:

1. In addition to Land Use, what other city policy objectives should be addressed?
2. How do we make sure that the updated plan elements are consistent with and implement our Vision Statement and Framework Goals?
3. How and when can we have the Planning Commission provide input to the Council about these scoping issues?
4. What should the Plan's time horizon be? 20 years? 35 years? 50 years?
5. How do we reference or otherwise incorporate the major policy components of our functional master plans (e.g., Transportation, Surface Water, and Parks) into the Comprehensive Plan?
6. Rather than adopt a target page limit, should Council give direction via plan-writing principles to guide the re-write, such as brevity, lack of redundancy and possibly greater reliance on graphics rather than exclusively text?

To assist the Council with the discussion on January 18, the Comp Plan Update Retreat tentatively set for March 5, and your joint meeting with the Planning Commission in April, the staff is preparing binders to house the relevant materials. These will include:

- 2009 Vision Statement and Framework Goals that Council adopted in 2009
- Comprehensive Housing Strategy Executive Summary
- Environmental Sustainability Strategy Executive Summary
- Economic Development Strategic Plan
- Examples of Comprehensive Plans for other cities
- Surface Water Master Plan Executive Summary
- Parks, Recreation, and Open Space Master Plan Executive Summary
- Transportation Master Plan (TMP) Executive Summary

We hope to deliver these binders to the Council during the week of January 10, but in the meantime, we have attached some background information regarding the TMP as Attachment A to this report.

RECOMMENDATION

Staff recommends that the Council review this memo and attachments, hear staff background briefings at the January 18 meeting, then discuss and provide direction regarding the agenda and further materials for its March 5 retreat on the Comp Plan Update.

Attachments

- A Background Information regarding the Transportation Master Plan
- B Information from the January 3, 2011 Staff Report on this issue
- C The materials attached to the January 3, 2011 Staff Report

Attachment A - BACKGROUND INFORMATION RE THE TRANSPORTATION MASTER PLAN

For almost two years, staff has been working on the update to the City's Transportation Master Plan (TMP). While this project is being led by Public Works, the effort has been closely coordinated with Planning and Development Services, as the topics of Land Use and Transportation are highly interrelated.

One of the most significant outputs of the updated TMP will be identification of transportation improvement projects needed to offset the impacts of growth. The City has contracted with DKS Associates to develop a traffic model that will identify the locations where traffic improvements are needed in the future. The solutions identified to mitigate growth-related traffic impacts will be used to develop the City's impact fee program. Staff will develop cost estimates for each project, which will then be utilized in the creation of impact fee costs for new development.

In order to create this model, staff needed to provide the consultant with some land use assumptions about the amount of growth the City anticipates the time frame for growth and the locations of new development. Initially, the City evaluated the future transportation impacts of three land use scenarios – an Aurora-focused scenario, a Transit Oriented Development (TOD) scenario and a Dispersed scenario. Each scenario was based upon the City's assigned growth targets for 2030 of 5,000 new households and 5,000 new jobs. Staff is aware that it is unknown when this level of growth will occur – it may take less than twenty years or it may take longer than twenty years. Current levels of development and traffic growth have been very low over the past few years. Additionally, the scenarios include the two light rail station locations identified in the Sound Transit 2 (ST2) package along Interstate 5 at NE 145th St and NE 185th St. Parking for 500 vehicles was assumed at each station. Each scenario identified growth in different areas of the City, with some commonalities. For example, each scenario assumed job and housing growth along the Aurora Corridor to varying degrees and different levels of dispersed growth throughout the City.

The traffic model was developed using the Puget Sound Regional Council (PSRC) Travel Demand Forecast Model, which incorporates the four counties of the Puget Sound Region – King, Snohomish, Pierce and Kitsap. Using the PSRC model as a base allows the City to analyze projected traffic growth in Shoreline on a microscopic scale while still incorporating the anticipated growth in the region that may impact Shoreline.

The future traffic impacts of the three scenarios were shown by the traffic model to be similar throughout the City. In response to these results and planning efforts currently underway, staff created a "TOD Enhanced" scenario that will be used to identify future traffic impacts. This scenario assumes growth concentrations around transit hubs such as the light rail stations along I-5, the Shoreline Park and Ride, the Aurora Corridor, North City, the intersection of Bothell Way and NE 145th St and the Ballinger neighborhood, with additional increased concentrations of jobs and housing units in the Town Center. Aurora Village is identified as another location for new jobs and the area around 15th Avenue NE and NE 145th is identified as another location for new housing units. Approximately ¼ of the City's household growth is dispersed evenly throughout the City in accordance with existing densities.

Once adopted, it is anticipated that the City will revisit the impact fee ordinance to update it on a regular basis (every 5-10 years), depending upon the speed of development and growth, completion of transportation projects or changing needs. At the time the impact fee is updated, the traffic model will also be revised to add new commercial and residential developments and the most recent traffic counts. If they have changed, the adopted future land uses for the City will be updated in the model, as well as any predictions for growth. Additional growth related traffic improvement projects may be identified and the impact fee will be adjusted accordingly. This process will allow the City to continue planning for transportation improvements in conjunction with on-going land use planning efforts, such as subarea planning and comprehensive plan updates.

What a Comprehensive Plan can and must be

The Council's discussion of the Comp Plan Update should begin with a summary of what the law requires and allows our Plan to be. The City plans under the requirements of the Growth Management Act GMA, which defines a comprehensive plan at RCW 36.70A.030(4) as follows:

"Comprehensive land use plan," "comprehensive plan," or "plan" means a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

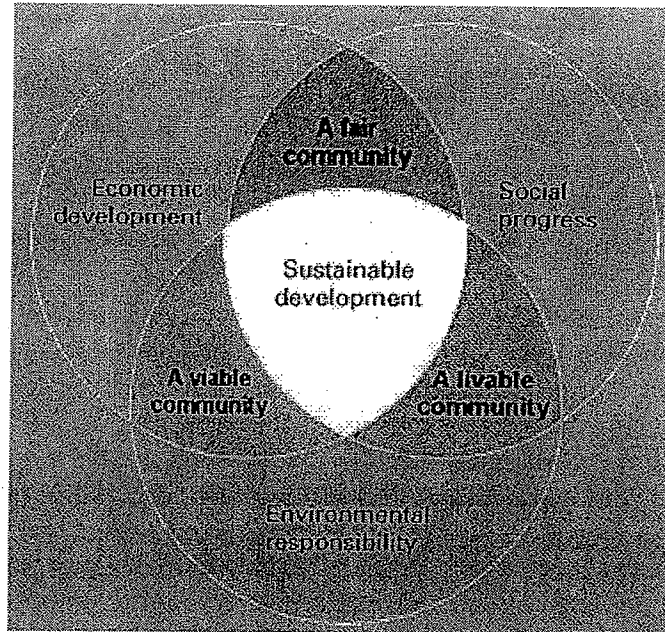
Other provisions of the GMA place our comprehensive plan within the context of state goals and requirements and a framework of regional and county policies. It also creates a number of specific requirements about what must be in our comprehensive plan, how we must and may amend it (for example, with subarea plans) and ways in which to implement it (development regulations, capital budgets, local tax policies, programs, etc.). Several of these requirements and relationships are summarized graphically in Attachment A.

While the City's plan must meet the minimum requirements of the GMA, a plan may have a broader scope than simply how land is used. For example, the City's Vision Statement adopted in 2008 describes a preferred future that includes not just a desired pattern of land uses and buildings, but a range and quality of services, and a variety of demographic, housing, environmental and economic characteristics. Such a broader focus would require coordination with other City departments, programs and initiatives. For example, the City Council's adopted Goals identify other city priorities that possibly could be incorporated into policy statements in the Comprehensive Plan.

Are we limited to the 20 year horizon?

While most city comprehensive plans focus on the 20 year horizon to correspond to the job and population allocations from the county, the GMA does not prohibit a city comprehensive plan from looking beyond that horizon. The Vision 2040 multi-county planning policies look out 30 years into the future and many of the City's major capital investments, such as the Interurban Trail, City Hall and Aurora Boulevard improvements, year horizon, have a life cycle of sixty or more years. Moreover, the City's Sustainability Strategy acknowledges the need for a multi-generational outlook when speaking of ecological systems and environmental health. This longer-term time frame, with a broadening of the sustainability concept to the economic and social realms, is acknowledged in the draft Shoreline Town Center Plan.

The City of Shoreline has long been committed to the realization of the three E's of sustainability – environmental quality, economic vitality and social equity. Town Center is a place people want to be in Shoreline in 2030 and is positioned to grow gracefully and sustainably for decades.



Limitations on Staff Resources and Planning Commission Agenda Time

This Comprehensive Plan update will differ significantly from the previous update completed in 2005. At that time, the State funded a large portion of the costs of the update. There are no state funds to speak of for 2011, nor are there funds in the PADS budget for consulting services, therefore costs of this effort will be borne entirely by the city. Depending on the project scope, there likely will be a need for an environmental impact statement, or EIS supplement, to be prepared in 2012. For that reason, we may raise a funding request as part of the 2012 budget process.

A related limitation for Council to bear in mind is the amount of agenda time that the Planning Commission will need to dedicate to this multi-year effort. We hope and expect several high-profile and agenda-intensive Planning Commission tasks to wrap up in the first quarter of 2011 (i.e., the Town Center Plan and zoning, zoning for the Southeast Neighborhoods Subarea, tree regulations, and plan and zoning amendments for the Aldercrest site.) When the Council reviews proposed comp plan docket requests, or generates its own requests for staff and Planning Commission tasks, it will be important to keep the Comp Plan priority and schedule in mind.

Major Format Questions to discuss

A major consideration in the Plan Update is the fact that we now have a City-wide Vision Statement and Framework Goals adopted by Council in 2009. Since virtually all of the existing 300+ page Comprehensive Plan was adopted years before the adoption of the Vision Statement/Framework Goal (and years before the Sustainability Strategy, Comprehensive Housing Strategy, and Economic Development Strategy), it raises a fundamental question. Can the Vision be achieved by updating the Comprehensive Plan chapter by chapter, tracking proposed edits through a "revision-format

~~strikethrough~~ and underlined document? Or will it be more effective and efficient to simply start over, using the Vision/Framework Goals as our broad outline?

A related concern has to do with the existing length and detail of the plan. At a recent meeting, the length of the existing Plan (over 300 pages) was identified as a limitation on its accessibility and usefulness. Does the Council wish to "build down" the number of policies or overall amount of text? Should the update place a greater reliance on detailed maps, diagrams and photographs, as opposed to numbered policies and narrative text? As noted above, the GMA describes a Comprehensive Plan as a "generalized" policy document. Should we make city-wide policies very broad and general and focus detailed text/policy only in our subarea plans like Town Center/Aldercrest/potential future light rail stations? If 300 pages is too long, how long is not too long?

Major Council Policy Objectives

Apart from the adopted Council Goals can the Council identify other major long-term city objectives at this point for inclusion in the Comprehensive Plan? For example, should the City identify diversification and strengthening of its tax base as a major policy objective? Should Shoreline try to encourage growth at a higher rate than the current 2030 targets suggest? Rather than choose between the SR 99/I-5 corridors for regional high capacity transit, should the City promote the development of both corridors for such regional improvements? Should Shoreline identify station area planning as a high priority? What kind of public involvement and engagement strategies should the City incorporate in updating the Comprehensive Plan and implementing it?

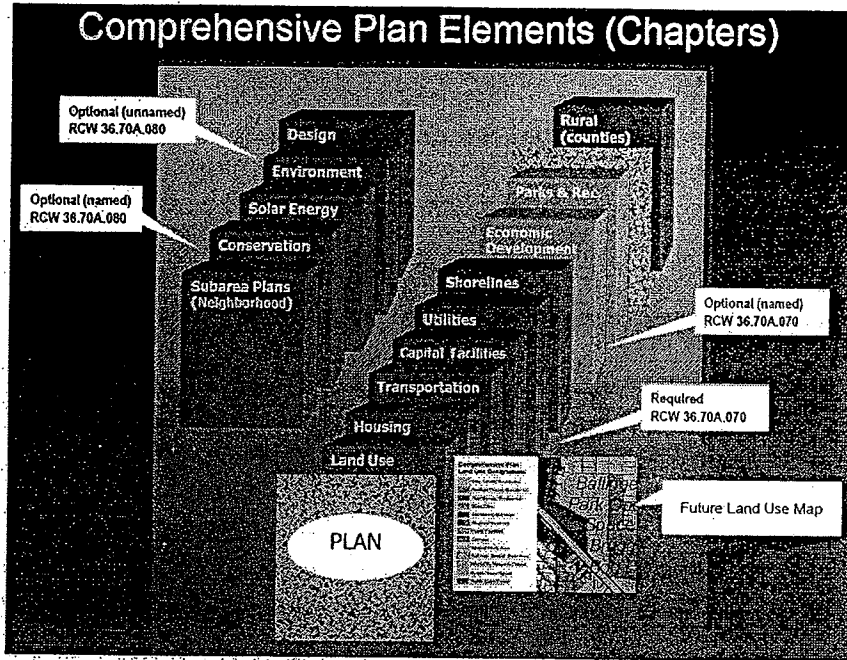
This not an exhaustive list. These questions are offered simply to get the Council thinking about the kinds of directions/objectives they may wish to set forth at the outset of the Comprehensive Plan Update process.

What happens after the meeting of January 18?

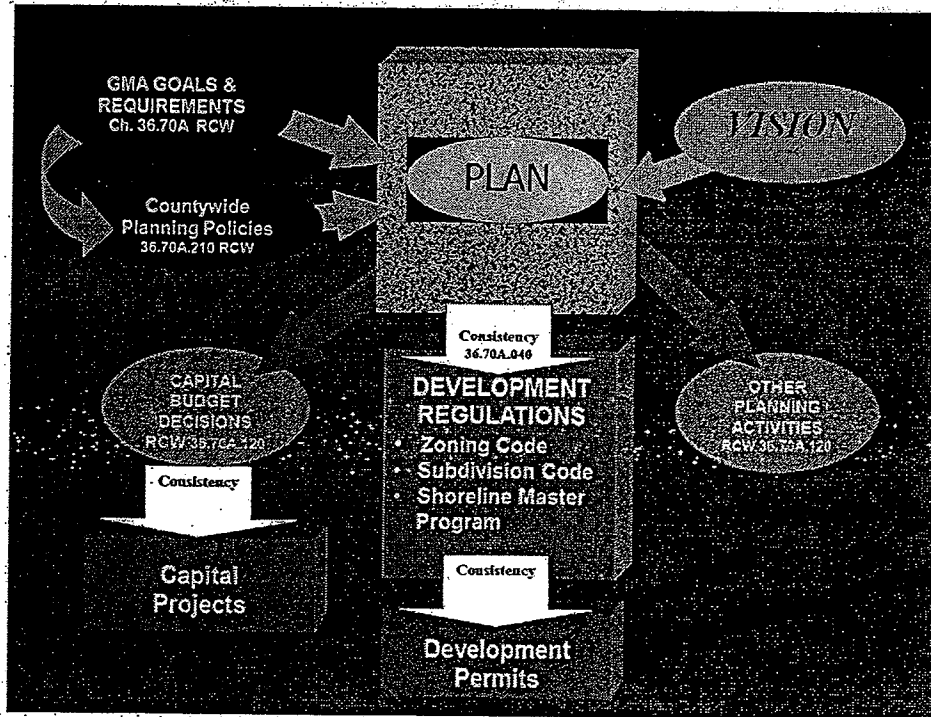
The staff proposes that the output of the Council's discussions be summarized and made available for the public's review and comment. The Planning Commission could then conduct its own review in late February, hear public comment, and forward any comments it wished to offer for Council's consideration. Depending on the timing and items on the Council's annual retreat agenda, it may be possible at that time for the Council to hear a summary of the Commission/Public comment on the draft scope and objectives for the Comprehensive Plan update.

ATTACHMENT C – ATTACHMENTS FROM THE JANUARY 3, 2011 COUNCIL STAFF REPORT

Required and Optional Comprehensive Plan Elements (Chapters)



Framework of State Law, Regional Plans, Comp Plans, and Regulations



Shoreline City Council - 2010-2011 Goals and Workplan

Goal 1: Implement the adopted Community Vision by updating the Comprehensive Plan and key development regulations in partnership with residents, neighborhoods and businesses

- Adopt the Southeast Area Neighborhoods Subarea Plan
- Adopt updated tree regulations, including citywide goals for urban forest canopy
- Complete draft Urban Design, Capital Facilities and Transportation elements of the Comprehensive Plan
- Adopt the Town Center Subarea Plan
- Make the permit process clear, timely and predictable through Subarea Plans, Planned Actions and other appropriate planning tools

Goal 2: Provide safe, efficient and effective infrastructure to support our land use, transportation and surface water plans

- Update the Transportation Master Plan, including citywide trail, bicycle, and transit elements
- Update the Surface Water Master Plan and priority basin plans
- Work with Sound Transit, neighboring cities, regional agencies and Shoreline neighborhoods to implement the Sound Transit plan to bring light rail through Shoreline

Goal 3: Expand Economic Development opportunities in Shoreline

- Develop a "Transit-oriented Development" plan for the Aurora Park and Ride Lot at N. 192nd Street
- Work with the Shoreline Community College to establish a continuing small business development and assistance program
- Explore economic development opportunities for any surplus property at the Fircrest campus with the State of Washington
- Actively recruit both large and small businesses to Shoreline

Goal 4: Construct the Aurora Improvements from 165th to 205th Streets

- Complete construction of Aurora from N. 165th to N. 185th Streets
- Complete design, acquisition and bid for Aurora from N. 185th to N. 192nd Streets
- Secure funding for the last section of Aurora

Goal 5: Provide enhanced opportunities for effective citizen communication and community engagement

- Implement and evaluate new communication tools such as Council meeting "e-comment," and social media such as Facebook and Youtube
- Host community forums on key topics of interest
- Enhance communication and partnerships with the Shoreline Community College, School District, utilities and other local public agencies
- Support community, civic and volunteer organizations in efforts to expand capacity.

Goal 6: Develop a "healthy city" strategy

- Adopt updated Parks, Recreation, and Cultural Services Plan
- Work with a citizen advisory committee of community stakeholders to develop a Healthy City Plan
- Develop a scope of work, including identifying stakeholders, cost and timeline, for a Youth Services Master Plan

Goal 7: Acquire Seattle Public Utilities water system in Shoreline

- Develop feasibility analysis and financial plan
- Negotiate acquisition
- Develop transition and implementation plan and schedule

Planning — December 2010

There's Hope for the General Plan *by Robert Paternoster, FAICP*

General plans have gotten a bad name as a failed planning tool — and often for good reason. Let's face it: We have been preparing general plans (or comprehensive plans) for well over a century with little to show for our labors, particularly when we're talking about the plans that languish on the shelves of older cities. I believe, however, that there's a way to make the general plan work, and that is by making it a tool for management as well as for planning.

My first experience with the general plan was in the 1960s as a young planner on the staff of Ed Bacon's Philadelphia Planning Commission. The city had just released its new comprehensive plan, a document that had taken a decade to prepare. But it wasn't long before it became clear that the plan had major shortcomings. For one thing, it was a long-range, 20-year, end-state plan, based upon the premise that its recommendations would stand up as a blueprint for city development. It did not anticipate the constant revision and updating that would be needed — but was never done. The second problem — typical of all master plans of that era — was that the document focused almost exclusively on the physical city, while ignoring Philadelphia's massive social and economic problems.

Moving to the West Coast in 1978, I found myself working in cities with a city manager form of government — a dramatic shift from the strong mayors I knew in the East. I was pleasantly surprised to find that city managers actually welcomed the advice of planners, and some viewed the general plan as a tool for better management. That was true both in Sunnyvale (part of Silicon Valley), where I served as community development director and helped to refine a sophisticated planning and management system (PAMS), and in Ontario (in Southern California), where planning director Jerry Blum teamed up with his city manager to produce a dynamic, online general plan and business strategy.

What both of these cities have in common is that they began with a long-range vision based on an extensive public outreach effort. The vision was translated into long-range goals and plans (including the traditional land-use plan), which were prepared by or in cooperation with the senior staff of the operating departments and adopted by the city council as the community's long-range general plan.

The success of these cities is part of the reason that I believe that there is hope for the general plan — so long as it is used as a central management tool as well as a primary planning tool. But success requires collaboration between the city manager (or mayor) and the planning director, and must involve the senior staff of all the operating departments. Success also requires reaching out to residents and businesses.

Most important, the focus of this effort must be on a continuous planning process, one that allows for change through the middle-range strategic planning and programming process. That's how we can transform the general plan into a powerful new tool for planning and management.



2029 Vision Statement

Imagine for a moment that it is the year 2029 and you are in the City of Shoreline. This vision statement describes what you will see.

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here.

There always seems to be plenty to do in Shoreline -- going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The city works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life -- cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

A City of Neighborhoods

Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times and both blends well with established neighborhood character and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or

ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.

Neighborhood Centers

The city has several vibrant neighborhood "main streets" that feature a diverse array of shops, restaurants and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce and the city.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places – like parks, plazas, cafes and wine bars - provide opportunities for neighbors to meet, mingle and swap the latest news of the day.

Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail and other regional destinations. You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

The Signature Boulevard

Aurora Avenue is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the City.

Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent residential neighborhoods. The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves both local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As a major transportation corridor, there is frequent regional rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and citywide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length.

As you walk down Aurora you experience a colorful mix of bustling hubs – with well designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by the vibrant Town Center, which is focused between 175th and 185th Street. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations.

A Healthy Community

Shoreline residents, city government and leaders care deeply about a healthy community. The city's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known region wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and provide alternative treatment for non-violent and nonhabitual offenders.

In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and city staff strive for efficiency, transparency and consistency to ensure an effective and responsive city government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And, maybe most importantly, the people of Shoreline are committed to making the city even better for the next generation.

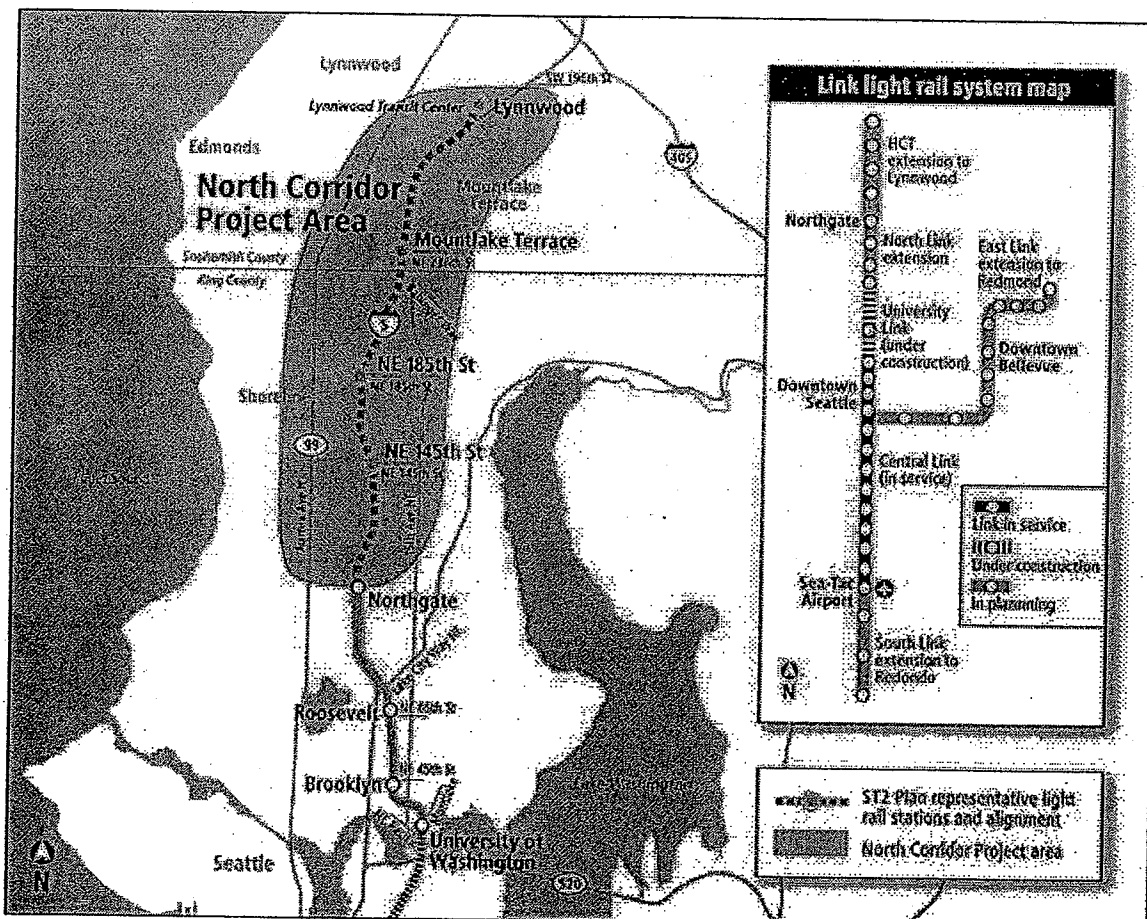
Framework Goals

The original framework goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the City's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others.

Shoreline is committed to being a sustainable city in all respects.

- FG 1:** Continue to support exceptional schools and opportunities for lifelong learning.
- FG 2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.
- FG 3:** Support the provision of human services to meet community needs.
- FG 4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
- FG 5:** Encourage an emphasis on arts, culture and history throughout the community.
- FG 6:** Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG 7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.
- FG 8:** Apply innovative and environmentally sensitive development practices.
- FG 9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
- FG 10:** Respect neighborhood character and engage the community in decisions that affect them.
- FG 11:** Make timely and transparent decisions that respect community input.
- FG 12:** Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for the aging and/or developmentally disabled.
- FG 13:** Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- FG 14:** Designate specific areas for high density development, especially along major transportation corridors.
- FG 15:** Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.
- FG 16:** Encourage local neighborhood retail and services distributed throughout the city.
- FG 17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.
- FG 18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

North Corridor Transit Project



Extending mass transit from Northgate to Lynnwood

Sound Transit is preparing to extend mass transit from Northgate to Lynnwood, which voters approved as part of the Sound Transit 2 Plan in 2008, along with funding to continue planning future service all the way to Everett. The North Corridor Transit Project will connect to and build on the Link light rail line that opened for service between downtown Seattle and Sea-Tac Airport in 2009. Construction is currently underway on a light rail extension to the University of Washington scheduled to open in 2016, followed by service to Northgate targeted in 2021. Voter-approved additions over the next few years will bring 36 new miles of service to the north, south and east, creating a 55-mile light rail system serving the region.

The North Corridor Transit Project relies on receiving federal assistance to complete the project. In order to qualify for federal grants, Sound Transit must complete an Alternatives Analysis (AA). This requires examination of reasonable alternatives to meet the needs of the corridor and will help Sound Transit identify a preferred transit mode and route. The Sound Transit 2 Plan assumed a fully elevated light rail line from Northgate Station to the Lynnwood Transit Center with four new stations north of Northgate as shown on the map

but Sound Transit is now examining a broader range of alternatives in conformance with federal requirements.

Federal funding is key to keeping this project affordable, and is especially important as Sound Transit responds to impacts of the current economic recession that have reduced projected revenues by about 25 percent through 2023 and have created schedule risks for this project.

Project benefits

- 8-9 miles of new mass transit service
- Northgate to Lynnwood with several new transit stations
- Frequent, reliable service between south Snohomish County and the University of Washington, downtown Seattle and other regional destinations
- Increased mobility, access and transportation capacity for residents and workers
- Targeted to open for service to public in 2023

Preliminary Schedule

Alternatives Analysis, Conceptual Engineering & EIS Scoping: mid 2010 to 2011

Draft EIS & Advanced Conceptual Engineering: late 2011 to 2012

Preliminary Engineering & Final EIS: mid 2012 to 2014

Final Design: 2015 to 2017

Construction & Testing: 2018 to mid 2022

Target Start of Service: 2023