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**Council Meeting Date: April 16, 2012**

**Agenda Item: 7(a)**

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**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Developing Light Rail Station Area Planning Framework Policies		
<b>DEPARTMENT:</b>	Planning and Community Development		
<b>PRESENTED BY:</b>	Rachael Markle, Director		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

In 2023, Sound Transit is scheduled to begin light rail service in Shoreline. The plan includes two stations in Shoreline. Before light rail service arrives, the City needs to plan for the future development of the stations and the areas surrounding them. The first step the City is taking in this process is the development of Framework Policies to guide the City's future decisions regarding the planning and development of the areas surrounding light rail stations.

**RESOURCE/FINANCIAL IMPACT:**

Development of the Light Rail Station Area Planning Framework Policies impacts staff resources minimally.

**RECOMMENDATION**

No action is required. Staff is interested in Council identifying any concerns with the policies as drafted and suggesting additional concepts for policies to guide future decisions for station area planning.

Approved By:            City Manager **JU**    City Attorney \_\_\_\_

## **INTRODUCTION**

The City is involved in the early stages of planning for a light rail line in the I-5 corridor between Northgate and Lynnwood known as the North Corridor. This corridor would connect the Seattle light rail line under construction now with a longer range goal of adding a light rail line from Lynnwood to Everett. Shoreline is expecting to have two rail stations on this line. Preliminarily, Council has recommended the I-5 corridor alignment with stations at NE 145<sup>th</sup> and NE 185<sup>th</sup> Streets. In addition, Sound Transit will be analyzing a station at NE 155<sup>th</sup> as an alternative to NE 145<sup>th</sup> Street. Stations include the rail facility as well as improvements to connect buses, cars and pedestrians to the trains. At this point, construction would not start on the North Corridor until 2017 with the project completing around 2023.

Light rail is a key mobility strategy that is highlighted in the City's adopted Vision 2029, the Environmental Sustainability Strategy, and the Transportation Master Plan. In support of this project, Council anticipates adopting Framework Policies in May 2012 to support Sound Transit's federal funding application and the City's land use planning around these stations. Sound Transit will analyze the different alternatives in an Environmental Impact Statement (EIS) later in 2012 and into 2014.

## **BACKGROUND**

Council last discussed the draft Framework Policies for Light Rail Station Area Planning with staff during their annual strategic planning and goal setting retreat on March 2, 2012. Council provided direction to staff to begin sharing the draft Framework Policies with the public to begin receiving input.

The City will be reviewing and commenting on Sound Transit's Draft EIS and related documents in 2012-2014. The purpose for developing the Framework Policies is to establish intent and provide guidance for future redevelopment in Shoreline in response to the opportunities for regional mobility that come with the construction of two light rail stations in Shoreline. The intent demonstrated in the Framework Policies regarding future land use and zoning decisions is also intended to improve the North Corridor project's competitiveness to receive federal funding.

The following Vision 2029 Framework Goals are furthered by the creation of the Framework Policies for Light Rail Station Area Planning:

**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 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.

## **DISCUSSION**

The Draft Light Rail Station Area Planning Framework Policies are designed to guide the City's future discussions and decisions regarding the planning and development of the areas surrounding light rail stations. The draft policies are organized into four sections: 1) Definitions and Purpose; 2) Public Involvement; 3) Land Uses and Redevelopment; and 4) Transportation and Accessibility.

The "**Definitions and Purpose**" section is intended to define terms that are used within the Framework Policies. Specifically, "station area," "study area" and "transit oriented development (TOD)" are defined. These definitions describe and distinguish areas that will surround a light rail station for the purposes of planning for redevelopment. These areas are defined based on proximity to the light rail station.

The purpose of the "**Public Involvement**" section is to establish the City's commitment to share information and involve stakeholders using innovative and effective methods in both planning for and redevelopment of areas around future light rail stations.

The "**Land Uses and Redevelopment**" section contains policies that will lead to the development of plans, regulations and partnerships that will change the current development patterns in areas where Sound Transit will construct Shoreline's light rail stations. The current density within station areas under consideration is low density, Residential 6 units per acre (R-6). The Draft Framework Policies for Light Rail contemplate rezoning station areas from R-6 to a range of densities starting with R-18 and increasing to R-48 for properties located within a ¼ mile of a light rail station<sup>1</sup>.

The purpose of the "**Transportation and Accessibility**" section is to identify policies to guide future decisions regarding controlling traffic impacts associated with light rail stations and associated redevelopment, and establishing multi-modal corridors and connections to transport Shoreline residents throughout the City to light rail stations safely and conveniently.

Together, these policies provide direction to stakeholders and staff regarding how future decisions will be made in regards to planning for light rail service and two stations in Shoreline.

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<sup>1</sup> Note: Staff received a comment that the proposed densities should be 40 units per acre instead of 48 in Shoreline to more closely reflect the Puget Sound Regional Council's Vision 2040 suggested transit supportive density.

## **STAKEHOLDER OUTREACH**

Staff began the development of the Draft Framework Policies via conversations with attendees of the February 22<sup>nd</sup> Speakers Series event on Transit Oriented Development (comments compiled in Attachment B). Council then discussed a draft set of Framework Policies with staff during their annual strategic planning and goal setting retreat on March 2-3, 2012. Council provided direction to staff to begin sharing the draft Framework Policies with the public for the purposes of obtaining input.

Staff then placed the draft Framework Policies on the City's website with an e-comment form (Attachment C – written public comment). Staff attended the March Council of Neighborhoods meeting, presented the draft Framework Policies, and provided copies of the policies to the meeting attendees with a comment form attached. Staff also offered to attend individual neighborhood meetings, and the Richmond Beach Neighborhood Association requested a presentation at its April 10<sup>th</sup> meeting.

Sound Transit hosted a series of “drop in” sessions in March 2012, including three in the City of Shoreline. These meetings provided the public with an opportunity to learn where the light rail route could be located along I-5, see where stations are being considered and ask questions of Sound Transit project staff. City staff also attended two of the drop in sessions and provided the draft Framework Policies for Light Rail Station Area planning to session attendees.

Council will hold an open house at City Hall April 16<sup>th</sup> from 6:00 to 7:00 p.m. to share the draft Framework Policies for Light Rail Station Areas and receive public input. Then Council will have a discussion at its regularly scheduled meeting later that evening. Council is scheduled to adopt a final set of Framework Policies for Light Rail Station Areas at the May 14, 2012 meeting.

## **COUNCIL GOAL(S) ADDRESSED**

This project addresses Council Goal 2: Provide safe, efficient and effective infrastructure to support our land use, transportation and surface water plans, as one of the major objectives of the Goal is to work with Sound Transit, neighboring cities, regional agencies and Shoreline neighborhoods to implement the Sound Transit 2 plan to bring light rail through Shoreline.

## **RECOMMENDATION**

No action is required. Staff is interested in Council identifying any concerns with the policies as drafted and suggesting additional concepts for policies to guide future decisions for station area planning.

## ATTACHMENTS

- Attachment A** Draft Light Rail Station Area Planning Framework Policies
- Attachment B** Comments following February 22, 2012 Sara Schott Nikolic's "Creating Equitable Transit Communities" presentation
- Attachment C** Written Public Comment on Draft Policies (received as of date of staff report publishing)

## DRAFT LIGHT RAIL STATION AREA PLANNING FRAMEWORK POLICIES FOR SHORELINE

The City of Shoreline looks forward to Sound Transit delivering light rail service including stations that are part of an integrated transit system that serves our community and region. Light rail is a key mobility strategy that is highlighted in the City's adopted Vision 2029, the Environmental Sustainability Strategy, and the Transportation Master Plan. The following policies will guide the City's future discussions and decisions regarding the planning and development of the areas surrounding light rail stations. The City will begin station area planning following Sound Transit's environmental review process for the North Corridor Transit Project, expected in 2014. Zoning updates needed to implement the station area plans will be complete by 2016.

### DEFINITIONS AND PURPOSE

**STATION AREA:** Defined as the ½ mile walk-shed from a light rail station. This area will always be evaluated for multi-family residential housing choices that support light rail transit service (R-18 and greater), non-residential uses, non-motorized transportation improvements and traffic and parking mitigation. Areas within a ¼ mile walk-shed of a station will be evaluated for multi-family residential housing choices that support light rail transit service (R-48 or greater). Planning for station areas includes evaluating land uses, transportation and parking issues associated with siting and development of a light rail station. Station area planning incorporates both the station area and the study area.

**STUDY AREA:** A larger area surrounding the station area. The boundaries can vary depending upon the existing development and transportation facilities, as well as natural boundaries, such as topography or critical areas. The analysis and evaluation of the study area will include existing and proposed major land uses, large attractors and/or generators of potential riders, land use transitions between higher and lower intensity land uses, the linkages to the transportation network, and developing transportation solutions.

**TRANSIT-ORIENTED DEVELOPMENT (TOD):** Refers to site specific development located above or adjacent to a transit facility that include such services as buses, light rail or transit user parking. A TOD can be located in a Station Area or Study Area. With the presence of reliable, frequent transit in the vicinity, TODs are designed to minimize the need for residents to own an automobile. A TOD will be described using quantifiable elements, such as number of residential units, square footage of commercial and/or office space, areas of public open space, number of parking spaces, square footage of public amenities and non-motorized (i.e. bicycle and pedestrian) transportation amenities.

## PUBLIC INVOLVEMENT

Public involvement will be an important factor in planning for station areas. Through public outreach and participation, the City will be able to present information and ideas to the community, as well as receive feedback from those interested in the future development of the areas around light rail stations.

Policy Station Area (SA)1: Implement a robust community involvement process that develops tools and plans to create vibrant, livable and sustainable light rail station areas.

Policy SA2: Create and apply innovative methods to address land use transitions in order to ensure impacts on residents and businesses are managed and individual property rights are protected. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

Policy SA3: Encourage and solicit the input of all stakeholders associated with station area planning to ensure that a variety of issues are evaluated in the planning process. Participants may include residents, non-motorized transportation advocates, transit agencies, affordable housing experts, environmental preservation organizations and public health agencies.

## LAND USES AND REDEVELOPMENT

Almost all of the land adjacent to the planned light rail corridor through Shoreline is zoned as single-family residential. Therefore the transition to transit-oriented communities will represent a significant change to the land uses and character of the areas around stations over time. The land around station areas may take decades to evolve from its present day use to its future uses. Plans should be made for how that transition can be accomplished in a manner that provides stability for property owners during the interim.

Policy SA4: Identify long-range development tools and mechanisms to assist people that live in areas adjacent to light rail stations during transitions from their present use to a planned use.

Policy SA5: Create a strategy in partnership with the adjoining neighborhood for phasing redevelopment of current land uses to transit-oriented communities taking into account when the City's development needs and market demands are ready for change.

Policy SA6: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally and economically sustainable and are supported by planned minimum and maximum residential densities.

Policy SA7: Develop land use regulations for station areas that: include transit supportive densities; encourage existing businesses; enhance property values; encourage the creation of jobs; are built sustainably; encourage affordable housing stock; and attract investment.

Policy SA8: Design station areas in Shoreline primarily as origins, with large residential components mixed with complimentary commercial and office uses, as opposed to destinations. Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping or entertainment centers).

Policy SA9: Identify the market and potential for redevelopment of large, publicly-owned properties located in station and study areas.

Policy SA10: Design station areas to serve the greatest number of riders traveling to and from Shoreline through a combination of appropriate residential densities, a mix of land uses and multi-modal transportation facilities.

Policy SA11: Develop station areas as integrated neighborhoods in Shoreline with connections to:

- Commercial nodes (North City, 15<sup>th</sup> Avenue NE, Town Center, Aurora Corridor)
- Existing neighborhoods
- Planned areas for growth and transit-oriented development, such as the N 192<sup>nd</sup> Street Park and Ride
- Bus rapid transit and local transit corridors.

Policy SA12: Encourage the siting of uses within station areas in a manner that limits noise and visual impacts to the most sensitive receptors, such as residential development.

Policy SA13: Design study areas to provide a gradual transition from high density multi-family residential development to single family residential development utilizing parks and other public facilities as buffers and community amenities.

Policy SA 14: 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 the adjacent natural areas.

## TRANSPORTATION AND ACCESSIBILITY

Light rail will generate traffic as motorists, bicyclists, pedestrians and buses travel to and from the stations. Increased traffic and on-street parking in the surrounding neighborhoods are often concerns associated with the development of stations.



Appropriate transportation facilities for all modes need to be in place when light rail service to Shoreline begins to lessen traffic and parking impacts.

Policy SA15: Ensure that transportation facilities in station areas are designed and constructed to maximize safety for pedestrians, bicyclists and drivers.

Policy SA16: Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail stations via motorized and non-motorized transportation options within station and study areas with the objective of creating livable communities.

Policy SA17: Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TODs. These alternatives may include: car sharing (i.e. Zipcar) or bike sharing; and walking and bicycle safety programs for school children.

Policy SA18: TODs should include non-motorized corridors that are accessible to the public and provide shortcuts for bicyclists and pedestrians. These corridors should be connected with the surrounding bicycle and sidewalk networks.

Policy SA19: Explore opportunities to use undeveloped right-of-way for pedestrian and bicycle connections that shorten travel distances to light rail stations.

**Comments from February 22, 2012**

**Sara Schott Nikolic, "Creating Equitable Transit Communities"**

*Can you see yourself in 10 years using light rail?*

1. Yes
2. Yes!
3. Yes
4. Yes/Already do

*What are your biggest concerns about stations and the areas around stations redeveloping?*

1. Ease of access for everyone, universal design
2. Connection between link stations and Shoreline's central business district
3. Keep them green, easy walking access
4. (In order of priority) Proximity to home, adjacent parking, ease of access, adequate lighting, rezoning to allow business and multi-family in proximity to station(s)

*What other forms of transportation should serve these stations? How would you likely get to these stations?*

1. Frequent feeder bus service, safe bicycle path, walkways
2. Bicycle & pedestrian alternatives to 145<sup>th</sup>. Redeployment of Metro's bus hours for E/W & local circulation
3. Bus. Need personal vehicle parking at these sites
4. (In order of priority) Walk, Auto, Bus

*Should the station provide off-street parking?*

1. Yes some, with capacity to re-invent for other use when automobile dependence wanes
2. Yes, but not enough to accommodate traffic that might drive around the north end of Lake Washington to the Shoreline light rail station
3. Yes
4. Yes absolutely!

*What types of housing should be located near light rail stations?*

1. Fairly high density, senior housing for those who choose not to drive, young professionals
2. Senior and Multi-family
3. Medium to high density
4. Multi-family

*Should the City focus future residential growth near these stations?*

1. Residential growth near but with sufficient amenities- parks, community centers, libraries and conveniences
2. Yes- also around the other transit corridors such as SR-522
3. Yes
4. Yes!

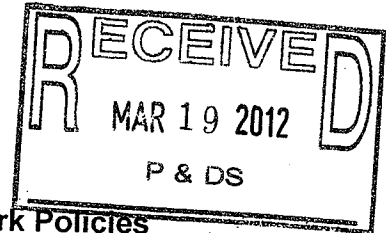
*General comments:*

- Work with the neighborhoods- Briarcrest, Ridgecrest, & Parkwood on the south station, North City, Ridgecrest, Ballinger, Echo Lake, & Meridian Park on north station
- Shoreline needs a sense of urban place. This is 40 years overdue. Get on with it. Use the stations to develop urban centers that attract business and people to the neighborhoods. Make them attractive places to live. Make them available to all socioeconomic groups. Moving from a single family mentality to multifamily friendly community will require some early successes to change the vision and attitudes. Scale is important, multiple reasons to be [illegible] are important (restaurants, small businesses, schools, arts venues, small parks, childcare centers, etc. in proximity to transit stations are important as well as multifamily residences.)
- Need East/West connectivity to community college.



City of Shoreline

**DRAFT Light Rail Station Area Planning Framework Policies**  
**Comment Form**



In 2023, Sound Transit is scheduled to begin light rail service in Shoreline. The plan includes two stations in Shoreline. Light rail is a key mobility strategy that is highlighted in the City's adopted Vision 2029, the Environmental Sustainability Strategy, and the Transportation Master Plan.

Before light rail service arrives in Shoreline, the City needs to plan for the future development of the stations and the areas surrounding them. The first step the City is taking in this process is the development of Framework Policies to guide the City's future decisions regarding the planning and development of the areas surrounding light rail stations.

The City would like your input on these draft policies. Please return this form to Shoreline staff on or before April 12, 2012: email to [rmarkle@shorelinewa.gov](mailto:rmarkle@shorelinewa.gov) or mail to Rachael Markle, 17500 Midvale Avenue North, Shoreline, WA 98133.

**COMMENTS**

- ① Focus on Hwy 99 & N. 175<sup>th</sup> AS "CITY CENTER"
- ② Develop TRANSPORTATION MASTER PLAN FOCUS:
- A. LITE RAIL STATIONS FROM N. Gate @ 145<sup>th</sup> + 175<sup>th</sup> + Mt. Lk. terrace — ONLY!
- b. protect The EAST side of I-5 NATURAL WATERWAYS (1) RIDGECREST PARK TO 155<sup>th</sup> + TWIN PONDS  
 (2) THORNTON Creek + Peverly Pond TO 145<sup>th</sup>
- c. SOUND SUPPRESSION — RUN LITE RAIL Thru I-5 LID FROM 155<sup>th</sup> TO 185<sup>th</sup> w/ (UNDERGROUND STATION) ~~OR~~ OR COVERED STA. @ 175<sup>th</sup>.
- D. Commuter Parking upgraded at 145<sup>th</sup> TO 250 CARS AND purchase South side of 175<sup>th</sup> from Shoreline Library TO I-5 FOR TRANSIT PARKING GARAGE FOR 400 CARS FOR WALK SHED'S TO STATIONS —

We thank you for taking the time to contribute your comments to the Light Rail Station Area Planning Framework Policies.

No STA. At 185th AS 185th is ahead  
Grade - NOT ANY 4 Lane ARTERIAL - No parking  
POTENTIAL - Does NOT connect to CITY CENTER OR  
TO N. CITY MARKET AREA -

Note - Decibel Noise HAS INCREASED DUE TO  
TRAFFIC FLOW INCREASES ON I-5 FROM 155th  
TO 185th DUE TO SIGNIFIED CURVE @ BUS BAY  
LOCATION - RAIL NOISE NECESSITATES LID FROM 155th TO 185th

- 175th Directly connects to N. City
- " " TO Shoreline CC
- " " " Shoreline Library
- " " " TO Shoreline City Offices
- " " TO Meridian Ave N/S
- " " TO 5th Ave NE N/S
- " " " 15th Ave NE N/S

\* Metro Transit Needs to Develop The  
330 RT AN AN E/W Along 175th  
From N. City to Hwy 99 City Center -

(Rail Noise Abatement over I-5 noise must  
be Lidded once + Run All - 155th to 185th)

This is the Time to Do A Grand Vision That  
Helps Shoreline become a focal point for  
ITS CENTER - For ITS COMMUNITY College -  
FOR ITS SHOPPING DISTRICT ON Hwy 99 -  
AND connect to Edmonds Ferry  
Develop long term PARKING TENANT IN  
Shoreline AT STATION LOCATIONS FOR LITE  
RAIL USERS - 145th + 175th ONLY.

Please visit the City's website at [www.shorelinewa.gov](http://www.shorelinewa.gov) for more information on Light Rail in  
Shoreline.

Sam Bass  
116 NE 158th ST.  
Shoreline, WA 206-367-0728

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