
Council Meeting Date: May 14, 2012

Agenda Item: 9(a)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

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

PROBLEM/ISSUE STATEMENT:

In 2023, Sound Transit is scheduled to begin light rail service in Shoreline. Voters approved Sound Transit 2, which included two stations in Shoreline along Interstate 5 at NE 145th and NE 185th streets. 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 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

Staff recommends that Council adopt the Light Rail Station Area Framework Policies. These policies will be forwarded to the Sound Transit Board and staff for consideration as part of the environmental review process and in support of Sound Transit's ongoing efforts to procure competitive funding for construction of light rail and two stations in Shoreline.

Approved By: City Manager ___ City Attorney ___

INTRODUCTION

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

Light rail is a key mobility strategy that is highlighted in the City's adopted Vision 2029, the Environmental Sustainability Strategy, and the City's adopted 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

The Council first reviewed the draft policies during their annual strategic planning and goal setting retreat on March 2, 2012. From the initial review, Councilmember Hall had recommended adding a policy that promoted the restoration of adjacent streams, creeks and other environmentally sensitive areas. Council last discussed the draft Framework Policies for Light Rail Station Area Planning with the public and staff at the Open House and Council meeting held on April 16, 2012. At this meeting, Council directed staff to make a few additions and edits to the policies.

The City will be reviewing and commenting on Sound Transit's Draft EIS and related documents in 2012 through 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 land use and zoning decisions, is to improve the North Corridor project's competitiveness to receive federal funding.

The following Vision 2029 Framework Goals are furthered by the adoption 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 proposed 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. Council provided staff with direction at the April 16th meeting to make specific edits to policies following their review and discussion with the public at the Open House.

The changes include the following:

1. Add a policy that acknowledges the need for parking to be constructed to serve light rail stations and that can be converted to other uses as demands for parking may be reduced over time (Councilmember Roberts' amendment).
2. Add a policy that addresses the need for convenient, efficient and frequent east/west transit connections to light rail stations (Councilmember Hall's amendment).
3. Add in a reference to the Equitable Transit Community concept (Mayor McGlashan's amendment).
4. Specify in Policy SA7 that the station areas referred to in the policy are located at 145th and 185th (Councilmember Hall's amendment).
5. Strike in SA8, "primarily as origins" and "as opposed to destinations" (Councilmember Hall and Roberts' amendments).
6. Add a policy (SA17) that includes, "Work with Metro Transit, Sound Transit and Community Transit to develop a transit service plan for the light rail stations." (Councilmember Winstead's amendment from the Council goals discussion).
7. Staff suggests a few word choice changes based on public comment.

These additions are shown in legislative format in Attachment A. Together, these policies provide direction to stakeholders and staff regarding how future decisions will be made in regards to planning for redevelopment associated with light rail service and two stations in Shoreline.

STAKEHOLDER OUTREACH

The most recent stakeholder outreach includes the Council Open House at City Hall on April 16th. In addition, Deputy Mayor Eggen volunteered to share the draft Framework Policies for Light Rail Station Area Planning in person with as many residents as he could reach that are located within the station and study areas around a potential station

at NE 145th Street and I-5. The City received many thoughtful comments at the Open House including one written comment. These comments are compiled in Attachment B.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal 3: Prepare for two Shoreline light rail stations. The related action steps include working with Sound Transit, neighboring cities, regional agencies and Shoreline neighborhoods to implement the Sound Transit 2 plan to bring light rail through Shoreline.

RECOMMENDATION

Staff recommends that Council adopt the Light Rail Station Area Framework Policies. These policies will be forwarded to the Sound Transit Board and staff for consideration as part of the environmental review process and in support Sound Transit's ongoing efforts to procure competitive funding for construction of light rail and two stations in Shoreline.

ATTACHMENTS

Attachment A	Light Rail Station Area Planning Framework Policies
Attachment B	Public Comment

**LIGHT RAIL STATION AREA PLANNING
FRAMEWORK POLICIES FOR SHORELINE****PURPOSE**

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 2013-2014. 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 the~~ 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 Equitable Transit 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 Equitable Transit 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.

ATTACHMENT A

Policy SA7: Develop land use regulations for station areas at NE145th and NE185th streets 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, public, ly-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-inclusive neighborhoods in Shoreline with connections to:

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

Policy SA12: Encourage the siting-location 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.

ATTACHMENT A

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: 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. The service plan should integrate with the transit needs of the entire City, allowing residents to travel to, from and within Shoreline using transit.

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Policy SA18: 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 SA19: Consider a flexible approach to designing parking to serve light rail stations that can be converted to other uses as demands for parking may be reduced over time.

Policy SA20: 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 SA21: Explore opportunities to use undeveloped right-of-way for pedestrian and bicycle connections that shorten travel distances to light rail stations.



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 before their scheduled adoption on Monday, May 14th. Please return this form to Shoreline staff by email rmarkle@shorelinewa.gov or mail to Rachael Markle, 17500 Midvale Avenue North, Shoreline, WA 98133.

COMMENTS

With regard to the NE 145th Station area, I want to advise all planning agencies that the maps currently being displayed do not correctly show the reality on the ground. In my neighborhood, Teneth Ave NE is NOT a thru street. And the neighborhood would never want it to be a through street. It is bordered by very sensitive areas and steep slopes and should NOT be included as a street for traffic. It is currently a valued pedestrian path as it should remain. Also, any development near Thornton Creek should include restoration (over)

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

of the creek and all associated wetlands. Mitigation should include improvements to Little Creek as it passes under 145th into Jackson Park.

Little Creek has been analyzed by scientists as the best reach of creek in the entire city and Paramount Park contains the largest wetland in the city at over 6 acres.

I also strongly recommend that the city do better, direct outreach to the residents in this neighborhood. Most residents and homeowners are not very aware of the station area planning or potential rezoning.

Please make me and Paramount Park Neighborhood Group, parties of record with legal standing on this matter.

Respectfully Submitted,

Janet Way
940 NE 147th St
Shoreline, WA 98153