

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Authorize the City Manager to Execute a Contract with LMN for the Creation, Drafting, Implementation and Final 185th Street Light Rail Subarea Plan

DEPARTMENT: Planning and Community Development

PRESENTED BY: Steven Szafran, AICP, Senior Planner

ACTION: ☐ Ordinance ☐ Resolution ☒ Motion
 ☐ Discussion ☐ Public Hearing

PROBLEM/ISSUE STATEMENT:

Staff is requesting Council to authorize the City Manager to execute a contract with LMN Architects for the development of the 185th Street Light Rail Station Subarea Plan in the amount of \$200,000.

In anticipation of a light rail station at 185th and I-5, staff is requesting that the City Manager enter into a contract with LMN Architects to create a long-range subarea plan including strategies for implementing the plan along with any required development regulations. LMN will assist the City with several facets of station area planning including public participation, land use changes over the life of the plan, creating connections to and from the future light rail station, creating effective transitions to the residential neighborhoods that surround the station, and analyzing the environmental impacts.

RESOURCE/FINANCIAL IMPACT

The 2013 budget includes \$250,000 for the 185th Street station area planning. The table below shows the proposed budget for this contract per task as outlined in RFP 7064:

Task 1&2	Project Management (Objectives and Principles)	\$17,000
Task 3	Investigation (SEPA Analysis)	\$50,000
Task 4	Public Participation/Stakeholder Outreach	\$24,000
Task 5&6	Scenarios	\$20,000
Task 7	Alternatives Analysis	\$28,000
Task 8	Compare Choices with Stakeholders	\$12,000
Task 9	Recommendation	\$25,000
Task 10	Plan and Implementation	\$24,000
		Total = \$200,000

RECOMMENDATION

Staff recommends the Council to authorize the City Manager to execute a contract with LMN Architects in the amount of \$200,000 for the development of the 185th Street Light Rail Station Subarea Plan.

Approved By: City Manager ***JU*** City Attorney ***IS***

INTRODUCTION

Sound Transit is preparing to extend light rail from Northgate to Lynnwood. The 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.

Three stations have been identified by Sound Transit for study within Shoreline's city limits; at I-5 and NE 145th Street, at I-5 and NE 155th Street, and at I-5 and NE 185th Street. The NE 185th Street station is present in all of the alternatives.

Riders will enjoy frequent, reliable service between south Snohomish County and the University of Washington, downtown Seattle and other regional destinations. This extension will offer people increased mobility, help alleviate congested roadways and support economic development. Voters approved this extension as part of the Sound Transit 2 Plan in 2008 along with funding to continue planning future service all the way to Everett. Shoreline voters supported the Sound Transit 2 Plan by over 60%.

Sound Transit expects the Lynnwood Link to begin operation in 2023.

BACKGROUND

Light rail has been an important goal for the City Council over the last couple of years. Council adopted the light rail station area planning framework policies in May 2012 to guide the development of light rail in the City of Shoreline. In December 2012 the Council adopted the 2012 Comprehensive Plan which contained two goals and twenty-three (23) policies to guide the land use planning of both the NE 185th Street and the NE 145th Street light rail station study areas.

The City Council authorized \$250,000 in the 2013 budget for the 185th Street station area planning. Staff advertised a request for proposals (RFP) in January of this year. The City received six proposals from highly talented consultant groups.

ALTERNATIVES ANALYSIS/SELECTION PROCSS

Staff formally advertised this project through the Seattle Daily Journal of Commerce on December 28, 2012 and January 3, 2013. Six Requests for Proposals (RFPs) were received. RFPs were submitted by LMN Architects, OTAK Incorporated, VIA Architecture, Schemata Workshop, MAKERS, and SRG Partnership.

A reviewer group was assembled to review the RFPs in February. The group consisted of members from Planning and Community Development, Public Works, and Sound Transit. The reviewers scored the RFPs based on criteria and invited the top four candidates back for a more in depth interview.

After interviewing the top four consultants, members from the review team met together to discuss the strengths and weaknesses of each applicant. It was clear to staff that after the one-on-one interviews and presentation made before the reviewer group that

LMN Architects will be the best consultant to draft the NE 185th Street Station Subarea Plan.

CONSULTANT QUALIFICATIONS

Mark Hinshaw, of LMN Architects, will serve as the Project Manager for the consultant team. He brings over 35 years of experience as an architect, city planner, and urban designer. LMN has worked on several light rail station plans, including the initial plans for the light rail stations in Tacoma and the subsequent station area planning. Currently, LMN is working on the University Station (Husky Stadium), University District Station and three stations along the Sound Transit East Link. LMN have worked on development plans for station areas in Kent, Redmond, Bellevue, Everett, Lynnwood, Edmonds, and Mercer Island. The City of Kent's Planning Director, Fred Satterstrom, gave a glowing review of LMN and Mark Hinshaw on the plan they developed for the Kent Station Area saying LMN took the city's vision and developed a marketable plan that became a landmark for the City of Kent.

BERK Associates will be the lead for market economics and SEPA review. BERK has produced numerous Environmental Impact Statements (EIS), SEPA Planned Actions, and Supplemental EIS's. The City hired BERK in August 2012 to complete the SEPA analysis for the 2012 Comprehensive Plan and the Commercial Design Standards and Zoning Consolidation Project.

Fehr & Peers will be the lead on transportation related issues. Fehr & Peers bring a keen understanding of the relationship between rail transit and land use as they evaluated the transportation impacts of Bellevue's 130th Avenue Station area Plan and the City of Seattle's station area planning. Fehr & Peers also worked on the recent EIS for the South Lake Union Height and Density rezone in Seattle.

Enviroissues will be the public outreach and public participation lead. Project Lead, Kristine Edens, has over ten years of experience in public involvement, community visioning, and environmental policy implementation. Kristine's related experience includes the North Thornton Creek Low Impact Development Retrofit in the City of Shoreline, the Aurora Corridor Improvement Project Miles two and three for the City of Shoreline, and public outreach for Sound Transit's Lynnwood Link Extension.

Finally, KPFF Engineers will evaluate the infrastructure impacts related to the 185th Street Light Rail Subarea Plan. KPFF has worked on engineering for many Sound Transit projects including the Central Link Light Rail in the Rainier Valley of Seattle.

COUNCIL GOAL ADDRESSED

City Council Goal 3: Prepare for two Shoreline light rail stations. In 2008 Shoreline voters supported the Sound Transit 2 funding package by 61%. The Shoreline community looks forward to increasing mobility options and reducing environmental impacts through light rail service. Sound Transit estimates the light rail extension from Northgate to Lynnwood to be \$1.4-1.6 billion, which includes investment in two stations in Shoreline, which are planned to open in 2023. Engaging our community on how this effort benefits Shoreline and the greater region needs to start now.

This contract will also address Goal 3, action step 4 which states, “Work with Sound Transit to evaluate the redevelopment potential of large parcels in the light rail station areas” and action step 6 which states, “Engage the community in an education and outreach plan to help residents and businesses prepare for the location of the new light rail stations”

RESOURCE/FINANCIAL IMPACT

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