

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion and Adoption of Guiding Principles for Light Rail Facility Design
DEPARTMENTS:	Planning & Community Development
PRESENTED BY:	Miranda Redinger, Senior Planner
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:

Sound Transit has completed Preliminary Engineering for the Lynnwood Link Light Rail Extension project, and the Federal Transit Administration has issued a Record of Decision. One of the next steps will be a design process for light rail facilities including stations, guideways, bridges, and parking garages, which will take place in 2016 and 2017.

At their August 31, 2015 Council meeting, Council approved a public involvement process regarding the design of Sound Transit facilities in Shoreline, and at their November 30 dinner meeting, Council discussed draft Light Rail Design Guiding Principles. Through further discussion with Council and Sound Transit, these principles were refined, reorganized, and renamed. On January 27, 2016, the City hosted a Link Light Rail Open House to help prepare for Sound Transit's Design Process. Attendees were introduced to the Guiding Principles and Sound Transit's process through a presentation, and invited to comment on both in an open house format.

The proposed Guiding Principles for Light Rail Facility Design for Council consideration and adoption are attached as Attachment A. Comments received at the January 27 open house are attached as Attachment B.

RESOURCE/FINANCIAL IMPACT:

No resource impacts are anticipated as a result of this action.

RECOMMENDATION

Staff recommends that Council discuss, finalize and move to adopt the Guiding Principles for Light Rail Facility Design so they may be included in a letter to Sound Transit and used as criteria to evaluate the light rail facility design process moving forward.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

In 2013, the City hosted a series of Visioning Events, targeted to different audiences, in order to kick off the Sound Transit Light Rail Station Subarea Planning Process. The Visioning Events were as follows:

- July 11- Korean Community (hosted in partnership with Senior Services)
- August 1- 145th Street Station Community
- August 7- Folks of Modest Means (hosted in partnership with Senior Services)
- August 22- 185th Street Station Community
- September 19- Entire Shoreline Community

Links to all comments that were provided at the Visioning Events are available at the following link: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/visioning-workshop-comments>.

In 2013 and 2014, the City also hosted a series of Design Workshops for the 185th and 145th Street Station Subarea Plans.

- November 2013- 185th Street Station Design Workshops, Part I
- February 2014- 185th Street Station Design Workshops, Part II
- June 2014- 145th Street Station Design Workshops, Part I
- October 2014- 145th Street Station Design Workshops, Part II

Summary reports about these workshops are available on the light rail project web page: <http://www.shorelinewa.gov/lightrail>.

Many comments from these events dealt with how residents thought the light rail stations and parking garages should look, and what amenities should be offered at the Sound Transit facilities. The City submitted these comments directly to Sound Transit, but they also became the basis for the Guiding Principles for Light Rail Facility Design.

On August 31, 2015, Council approved a public involvement process regarding the design of Sound Transit facilities in Shoreline. The staff report for this Council discussion is available at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport083115-9a.pdf>.

As well, at their November 30 Council dinner meeting, Council discussed draft Light Rail Design Guiding Principles. The staff report from that discussion and initial draft Principles are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/dinner/113015Dinner.pdf>.

Finally, following the November 30 dinner meeting but prior to the January 27 Link Light Rail Open House, the draft Guiding Principles were shared with Sound Transit. Sound Transit provided their input on the Principles, which was incorporated prior to sharing the Principles with the public.

DISCUSSION

The proposed Guiding Principles for Light Rail Facility Design (Attachment A) consist of eight categories, with a number of bullets under each category. The eight categories are as follows:

1. Multi-modal;
2. Neighborhood Character;
3. Sustainability;
4. Public Safety;
5. Mobility;
6. Public Amenities;
7. Transit-Oriented Development; and
8. Public Art.

The draft Guiding Principles were shared with the public at the January 27 Open House, which was titled *Preparing for the Sound Transit Design Process*. The open house was well-advertised and well-attended; staff estimates that at least 150 residents participated in the event. The PowerPoint presentation from the open house is available at the following link:

<http://www.shorelinewa.gov/home/showdocument?id=25055>.

Following the open house presentation, attendees were invited to discuss issues, ask questions, and submit comments at three topical “stations.” One of the stations had information about projects related to light rail, but which were not a topic of discussion at that particular meeting; specifically subarea planning and corridor studies. Another station focused on Sound Transit’s design process and elements that would be considered, and the third focused on the Guiding Principles.

The Guiding Principles station contained three large posters of the eight draft Principles. Attendees were encouraged to weigh in with their top two priorities for the eight categories using blue dots (**B**), and to express agreement or disagreement using green (**G**) and red (**R**) dots, respectively. Most of the dots were placed on the primary Guiding Principles, but some were placed on Principle subcategories/examples. In some cases, it was difficult to tell which was intended. Dot tallies are included in the numbers below, but only for Principles or Principle subcategories that received at least one dot (**B**=Priority; **G**=Agree; **R**=Disagree). Comments were also provided by the public about the overall Link Light Rail project and the Guiding Principles (Attachment B).

1. **Multi-modal**- stations should be full-service transit hubs and provide great access and inviting and convenient connections for trains, buses, bikes, and pedestrians, through options such as: (**B-39; G-3; R-1**)
 - c. Balancing the need to maximize parking spaces with the desire to expand opportunities for emerging trends such as car- and bike-sharing programs; (**B-1**)
 - d. Providing well-marked way-finding in the station areas, including pedestrian pathways; (**G-2**)
 - e. Encouraging transit use through
 - i. Convenient connections to Bus Rapid Transit and other transportation services (**B-5**)

2. **Public Safety**- the facilities should be safe, welcoming areas for people of all ages at all times through measures such as: **(B-16; G-5)**
3. **Sustainability**– all Sound Transit development should consider sustainable and climate friendly practices such as: **(B-35; G-2)**
 - d. Preserving significant trees when possible. **(G-1)**
4. **Mobility**- stations should provide accommodations for people of all ages and abilities including: **(B-7; G-3)**
 - b. Access to allow easy mobility for those with strollers and/or luggage; **(B-1)**
5. **Neighborhood Character**- stations should connect to the surrounding community to encourage and enhance vibrant place-making by such means as: **(B-39)**
 - a. Providing gathering places, such as plazas, that could be used for a variety of functions within the station footprint; **(B-1)**
 - c. Providing common design elements between both Shoreline stations; **(G-1)**
 - d. Providing landscaping that reflects Shoreline’s commitment to park space and sustainability; and **(B-1; G-2)**
 - e. Consider making use of areas under powerlines or trackways where feasible (ex. City-managed public open spaces and/or trails). **(B-1)**
6. **Public Amenities**- the stations should provide gathering places that create a sense of community and emphasize the arts, culture, and history of the community by such means as: **(B-2; G-1)**
 - b. Installing bicycle storage with covered racks and lockers; **(B-1; G-1)**
 - f. Creating flexible spaces for gathering and entertainment, including the potential for leasable spaces; **(B-2; G-2; R-3)**
 - h. Consider providing restrooms. **(B-1)**
7. **Transit Oriented Development**– promote TOD through facility siting and design that is supportive of future development opportunities. **(B-7; G-7; R-9)**
8. **Public Art**– integrate elements of art wherever possible by: **(B-7; R-4)**

Proposed Guiding Principles

Following the January 27 Open House, staff considered the public comment provided at the open house and slightly amended the Guiding Principles. Primarily, these amendments entailed re-ordering some of the Principles based on the priorities provided at the open house. Other minor wording changes were also made. In finalizing the Guiding Principles tonight, staff is interested in hearing from Council whether there are any Principles or Principle subcategories that the Council would like to add, delete, or edit.

RESOURCE/FINANCIAL IMPACT

No resource impacts are anticipated as a result of this action.

RECOMMENDATION

Staff recommends that Council discuss, finalize and move to adopt the Guiding Principles for Light Rail Facility Design so they may be included in a letter to Sound

Transit and used as criteria to evaluate the light rail facility design process moving forward.

ATTACHMENTS

Attachment A – Proposed Guiding Principles for Light Rail Design

Attachment B – Comments received at the January 27 Open House

Guiding Principles for Light Rail Facility Design

1. **Multi-modal** – stations should be full-service transit hubs and provide great access and inviting and convenient connections for trains, buses, bikes, and pedestrians through options such as:
 - a. Ensuring that all modes of non-motorized users can easily access the stations from both sides of I-5 and NE 185th and 145th Streets;
 - b. Providing safe non-motorized access to and from the stations and garages, including consideration of a pedestrian/bicycle bridge connecting the 145th Street station to the west side of I-5;
 - c. Balancing the need to maximize parking spaces with the desire to expand opportunities for emerging trends such as car- and bike-sharing programs;
 - d. Providing well-marked way-finding in the station areas, including pedestrian pathways; and
 - e. Encouraging transit use through:
 - i. Convenient connections to Bus Rapid Transit and other transportation services;
 - ii. Electronic, dynamic signs with transit data; and
 - iii. Availability of Orca cards for purchase at the stations.

2. **Neighborhood Character** – stations should connect to the surrounding community to encourage and enhance vibrant place-making by such means as:
 - a. Providing gathering places, such as plazas, that could be used for a variety of functions within the station footprint;
 - b. Promoting excellent design that conveys a sense of place through pedestrian scale features, façade and sound wall treatments, and complementary lighting;
 - c. Providing common design elements between both Shoreline stations;
 - d. Providing landscaping that reflects Shoreline’s commitment to green space and sustainability; and
 - e. Consider making use of areas under powerlines or trackways where feasible (ex. City-managed public open spaces and/or trails).

3. **Sustainability** – all Sound Transit development should consider sustainable and climate friendly practices such as:
 - a. Incorporating energy-efficient and “green building” features, including Low-Impact Development techniques for storm water management;
 - b. Restoring impacted streams, wetlands, and other critical areas and associated buffers;
 - c. Providing information about the functions and values of adjacent critical areas through interpretive signage or other means; and
 - d. Preserving significant trees when possible.

4. **Public Safety** – the facilities should be safe, welcoming areas for people of all ages at all times through measures such as:
 - a. Integration of Crime Prevention Through Environmental Design (CPTED) at all facilities;
 - b. Security cameras (monitored) and emergency call-boxes;
 - c. Station designs that are as open as possible with maximum use of transparent panels; and
 - d. Lighting that enhances safety, but is non-intrusive for neighbors.

5. **Mobility** – stations should provide accommodations for people of all ages and abilities including:
 - a. Providing accommodations for people with mobility challenges;
 - b. Access to allow easy mobility for those with strollers and/or luggage;
 - c. Providing disabled parking and drop-off zones; and
 - d. Constructing safe, ADA-compliant, wide walking paths, sidewalks and curb ramps (non-slip).

6. **Public Amenities** – the stations should provide gathering places that create a sense of community and emphasize art, culture, and history of the community by such means as:
 - a. Using bridge design to create an iconic look where feasible;
 - b. Installing bicycle storage with covered racks and lockers;
 - c. Installing garbage and recycling receptacles;
 - d. Providing seating (covered and uncovered);
 - e. Using icon-based signage;
 - f. Creating flexible spaces for gathering and entertainment, including the potential for leasable spaces;
 - g. Including weather protection elements; and
 - h. Consider providing restrooms.

7. **Transit Oriented Development** – promote TOD through facility siting and design that is supportive of future development opportunities.

8. **Public Art** – integrate elements of art wherever possible by:
 - a. Utilizing local artists when feasible; and
 - b. Enhancing facades and public spaces with art.

Link Light Rail Open House: Preparing for Sound Transit's Design Process

January 27, 2016

Shorewood High School

Comments submitted

1. Sidewalk improvement along 10th Ave NE.
2. Well-enforced parking and thoroughfare study on NE 188th St (between 10th and 15th Ave NE).
3. Improvement in traffic mitigations on 188th street (snaking road).
4. Sidewalks from the station to neighborhoods.
5. Stairway up 185th, ADA compliant path up 180th.
6. "Dead end" or "Not thru way" on 185th hill.
7. Lots and lots and lots of trees.
8. I like the planned station locations and track alignments. Wish the construction schedule could be compressed.
9. This open house was very informative. Thank you for keeping the community involved in this process. I look forward to future involvement and the stations.
10. I especially like the Bellevue Link station design.
11. I don't agree with proposed MUR-70' for Shoreline 185th St Station.
12. Very concerned about parking garage (please build twice as much as you need! Population will blossom once light rail opens!) and neighborhood parking, parking is already tight along 10th Ave NE and the neighboring arterials.
13. Will Neighborhood parking be enforced?
14. Please consider public art that uses more natural materials that can age gracefully rather than loud colored abstract objects that end up looking dated in a few years.
15. Station design should take into consideration changing climate trends, such as longer periods of rain and hotter summers, so that there are appropriate amounts of cover for waiting riders.
16. Example of poor design – Metro's Northgate station which is all wet under canopy on rainy days.
17. Public restrooms in every station.
18. Please include electric car charging.
19. I would like to see the stations foster a sense of place and be of human scale in art and architecture. Shoreline has been a bedroom community without much identity for a long time, but there are several current efforts to create a sense of place and eventually identity in Ridgcrest. Some stations are grand in scale and style, which is appropriate for "city" neighborhoods, but I'm afraid that a similar approach further out would

appear “institutional” or too much like a “hub” instead of home, as it will be for some riders. The 145th street station area in particular is relatively nicely forested. It would be nice if those trees could stay for their contribution to sense of place as well as other benefits.

I would also like to see the 145th Street exit, as it transitions to 5th Ave NE, a neighborhood street, have some qualities that make it welcoming and comfortable, like a gateway to Shoreline and the neighborhood of Ridgecrest. Currently there is almost no gateway, and I think that a gateway element would be a huge benefit for Shoreline, as well as potentially be a defining element for the station. It would be nice if the station were relatively “humble” and it enhanced instead of dominated its environment.

Also worth consideration as a design element is the fact that there are a few parks nearby. I realized that this station is at the intersection of 1-5 and 523, with lots of concrete. But, this is all the more reason for keeping and enhancing green space.

20. Add sidewalks on 180th from 15th NE to 10th NE and down 10th to 185th. It’s already not safe. People always run the 4 way stop at 180th and 10th.
21. Put sidewalks in on 5th & 10th NE for pedestrian safety.
22. Looking forward to having light rail services in our city, and all the new businesses, cafes, restaurants, homes that will be coming also. Help expedite this process. Thank you for the meeting and info.
23. Build station around existing large trees and incorporate them into the design. Create something integrated with nature, world class.
Use Green Materials and Lots of Grass
Bike racks, lots of lighting, lots of big trees and wildlife habitat
A bus haven rather than a garage. NO garage, nearby smaller scale park and ride facilities. Green, tree-lined paths to the station
NO parking garage, lots of light
Bus haven and buffered paths and bike lanes leading to station, a pedestrian bridge.
24. Need bike racks and lockers for personal bikes.
25. 500 parking spaces does not seem like enough.
26. Retail shops at the station would be nice.
27. Consider expanding bike lanes along arterials. Not enough parking spaces. Bike lockers are essential.
28. I would like an expedited timeline.
29. Please *encourage* biking through more than just bike lockers.
30. Garage should be on the same side of the freeway as the station.
31. Allow busking and other entertainment at station.

32. Bike racks /parking at east side of freeway at 185th station.
33. 145th station – Southbound on 5th Ave should have designated bus lane, 3rd lane of traffic. It is already a very busy intersection without the station! Many cars are trying to get on I-5 too.
34. Suggest a theme of Shoreline Parks for one of the stations. In the ST part of the presentation, the concrete elements showing trees / branches were attractive. The look of the Angle Lake Station was unappealing.
35. I like the central waiting platform configuration. Easier to correct mistakes if you go to the wrong one.
36. What happens after parking garages are full? Not everyone is able to take the bus straight home from the station (e.g. picking up kids after school and taking them to soccer practice).
37. East-west bike lanes on 155th & 185th should be improved & widened to make access to light rail easier.
38. Whoever did art on the greenway outside city hall + hwy 99 should not be considered for the new station. Thank you.
39. It would be nice to see a chance for coffee shops / cafes by disabled / low income / veteran business owners.
40. Use of solar, rain catchment incorporated into art design. “Powered by art” concept.
41. A sound system that is very clear to understand from all directions.
42. Signage over 145th that the garage is full, addition signs at 522 and 99 to keep cars off the corridor.
43. Patrol to street lights for parking ½ mile radius of station.
44. 145th station – really need to consider car traffic flow, especially cars leaving station going northbound on I-5.
45. Local buses on 5th Ave NE, southbound will slow traffic flow to I-5.