

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Sound Transit Project Update and Response to 60% Design
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Juniper Nammi, ST Project Manager John Norris, Assistant City Manager
ACTION:	<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:

Sound Transit's design of the Lynnwood Link Light Rail Extension (LLE) project is now at 60% design. The second of three public open house events was hosted in Shoreline on May 24, 2017. These open house events are part of Sound Transit's standard outreach process and are also required for the public design review process adopted by Council on August 31, 2016. Communicating thorough comments on this 60% design milestone is critical because 60% plans are the basis for Sound Transit's final project baseline process and funding request to the Board and then to the Federal Transit Administration. Any comments that would directly impact the scope or budget of the project need to be addressed prior to baseline and the City's issuance of the Special Use Permit for the project anticipated in Fall 2017.

Today Council has the opportunity to provide formal direction to Sound Transit through another design comment letter with concerns and/or support for the design to date.

Sound Transit staff will be present at tonight's meeting to provide a presentation on the 60% design for the Shoreline stations and other key project elements of the Lynnwood Link Extension in Shoreline prior to discussion on a potential comment letter from Council to Sound Transit.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with tonight's decision.

RECOMMENDATION

Staff recommends that Council provide direction feedback to the attached draft 60% Open House comment letter (Attachment A) for staff to finalize and transmit to Sound Transit staff.

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

INTRODUCTION

The second of three public open house events for the Lynnwood Link Extension was held by Sound Transit (ST) in Shoreline on May 24, 2017. This open house presented the 60% design of the stations and light rail alignment through Shoreline (and Seattle). Council has the opportunity to provide formal direction to Sound Transit through design comment letters with concerns and/or support for the design and whether the design, to date, is consistent with the adopted light rail public review process.

BACKGROUND

The City of Shoreline has been actively engaged in Sound Transit's planning, environmental, review, public outreach, and now design of the Lynnwood Link Extension project in Shoreline since 2010. Council adopted an "Open House-based" public design review process for light rail facilities in Shoreline on August 31, 2016. This process includes:

- Shoreline Design Process Kick-off Open House (held January 27, 2016)
- 30% Design Open House (ST held November 16, 2016)
- 60% Design Open House (ST held May 24, 2017)
- 90% Design Open House (Planned for late 2017)*

Following each of the Sound Transit Open Houses, City staff reviews comments and provides a recap of the Open House and a recommended response letter to the Council for their review and approval. This is the second opportunity for Council to provide formal direction to Sound Transit through this process. The 30% design review presentation was at the December 5, 2016, City Council Meeting. The staff report and minutes from that meeting are available online at:

- [Sound Transit Project Update and Response to 30% Design Staff Report](#)
- [Shoreline City Council Summary Minutes – December 5, 2016](#)

The final letter sent by Council to Sound Following the December 5, 2016, meeting is available online at:

- [Council Comment Letter to Sound Transit on 30% Design](#)

Guiding Principles for Light Rail Facility Design (Attachment B) were adopted by Council on February 29, 2016. Developed out of the January 27 public design kick-off event, these Guiding Principles 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.

Council amended the Shoreline Municipal Code requirements for light rail transit system and facilities on March 21, 2016, and July 11, 2016, to include specific requirements for review and approval of light rail through the quasi-judicial Special Use Permit (SUP) process. The final decision on the SUP will be made by the City's Hearing Examiner.

The SUP criteria for light rail (SMC 20.30.330(C)) requires that the proposed light rail project be consistent with the City's adopted guiding principles for light rail system/facilities. Sound Transit submitted their SUP application May 17, 2017 for review by the City. The City determined the application to be incomplete and is waiting for additional submittal items to start review and the 21 day public comment period.

Sound Transit has now advanced the design of the Lynnwood Link Light Rail Extension project to 60% design and hosted the two public open house events for the Lynnwood Link Extension through Shoreline on November 16, 2016 and May 24, 2017. The third and final open house event will be held at 90% design and is anticipated late 2017.

DISCUSSION

Project Update

Sound Transit will present the 60% design update for the Shoreline stations and alignment to Council this evening. This is an adapted version of the presentation that was made at the Open House event on May 24.

The 60% design of the LLE project reflects a number of changes since the last project update December 5, 2016, including:

- Value engineering for the project resulted in preservation of the existing 195th non-motorized bridge crossing over I-5;
- Value engineering resulted in redesign of the 185th Garage to an overall smaller footprint and changing from 4 levels with one above grade on 185th to 6 levels with four levels above grade on 185th Street;
- Traction Power Sub-Station locations north of each station have been adjusted to meet both Sound Transit and City of Shoreline needs;
- Connections to future multi-use paths north of the stations were added to the site plans;
- Refinements to site plans were made to improve bike and pedestrian facilities and movement thorough the stations and to locate facilities such as waste receptacles/dumpsters;
- The landscape and hardscape designs of the stations were advanced with the Western Red Cedar and Douglas Fir tree inspirations;
- Proposed station colors and artwork concepts were presented;
- Wetland mitigation proposal at Ronald Bog was displayed;
- Roadway improvements on impacted City streets were illustrated for segments of 5th Ave NE, 3rd Ave NE, 1st Ave NE, and 185th Street as well as a number of street ends; and
- Adjustments to surface water flow and water quality facilities were reflected on the plans as well as parcels proposed to become WSDOT property to replace impacted Resource Conservation Areas along I-5.

Sound Transit continues to advance the project design and plans to deliver the 90% design submittal to the City in October or November of 2017. The City's review of the required Special Use Permit for this project will be completed and presented to the hearing examiner for decision prior to the final (90%) Open House event in late 2017.

Early construction work is on track to start in spring of 2018, with demolition of acquired residences commencing as early as summer of 2017.

City review of the project is hampered by the lack of an agreement between Sound Transit and the Shoreline Fire Department to compensate for staff review time of the LLE project design as it progresses and permit applications, starting with the Special Use Permit application. The City has an agreement with the Shoreline Fire Department for fire review services, however, these services were not included in the Permitting and Reimbursement Agreement between the City and Sound Transit. The Shoreline Fire Department opted to negotiate a staffing agreement independently of the City. The Shoreline Fire Department stopped reviewing the Lynnwood Link Extension project just after submittal of the 60% plans due to the lack of a funding agreement between Sound Transit and the Fire Department.

Sound Transit is in the middle of the station naming process for the Lynnwood Link Extension project. Public comment on station names was solicited at the 30% Open House events in November 2016 and with a follow-up survey in March 2017. Mayor Roberts sent a letter in April 2017 to Executive Dave Somers, Sound Transit Board Chairman, to convey the City's preference that "Shoreline" be included in both of the station names within the City. Next, Sound Transit Staff will recommend station names for the Lynnwood Link Extension stations to the Sound Transit Naming Committee and the final decision will be made by the Sound Transit Board later this summer.

60% Open House Summary

Sound Transit hosted the 60% Open House for the Lynnwood Link Extension in Shoreline and Seattle (included the Seattle portion from Northgate north) at Shorewood High School on Wednesday, May 24, 2017, from 6pm to 8pm. The event was well attended by approximately 200 (175 participants signed in).

Outreach leading up to the event included a postcard mailing to all residents and businesses within ¼ mile of the project alignment, City and Sound Transit website announcements, Sound Transit email list notices, and in the May Currents newsletter. Sound Transit is also hosting an online open house at lynnwoodlink.participate.online between May 24 and June 28.

City staff was in attendance on May 24, as well as one City Council member and a few Planning Commissioners. Public comments covered a wide range of topics including solar panels, station names and colors, art design, traffic concerns, non-motorized bridges over I-5 at 148th and between the stations, commercial space (at stations), trees, restrooms, and noise. A few property owners are upset that their property will need to be acquired by ST for the project and are asking ST to consider adjusting the project design to spare their property.

Common themes of comments received at the meeting by Sound Transit include:

General

- Station names should reflect Shoreline
- More detailed construction schedule
- Use of solar or other green energy at stations

- Suggestions on plant and tree types at stations
- Concerns about traffic around stations

NE 145th Station

- Several people don't like orange as the station color, it does not represent Shoreline/nature
- Needs for pedestrian and bike access crossing I-5 at 148th
- Concerns about traffic on 5th Ave

NE 185th Station

- Some people do not like orange as the station color
- More curves in station design
- Request for more parking

Attached is a spreadsheet of comments (Attachment C) documented from the open house by City staff. Some of these comments are out of context because they were communicated as sticky notes on maps so the placement was part of the comment. Comments submitted directly to City staff are provided separately (Attachment D).

Design Review Comments

Consistent with the City's adopted public design review process, City staff has reviewed the 60% LLE designs with respect to the adopted Guiding Principles for Light Rail Facility Design (Attachment B) and has drafted a comment letter (Attachment A) for Council to consider conveying to Sound Transit. The comments are generally organized by guiding principles. Technical review comments have been conveyed separately by staff to Sound Transit as part of the over-the-shoulder design process agreed to in the project Staffing Agreement with Sound Transit.

Significant progress has been made towards consistency with the Guiding Principles for Light Rail Facility Design. Sound Transit has been fairly responsive to staff comments during over-the-shoulder reviews. However, there are a few areas where design is not yet consistent with the Guiding Principles, including: Multi-modal Access, Neighborhood Character, Sustainability, Public Amenities, and Transit Oriented Development. General consistency with the Guiding Principles can be achieved if Sound Transit and the City are able to come to agreement on some key aspects of the project. More specifically, the following project elements need resolution:

- Multi-modal shared-use path connections the 145th Station site into the neighborhood to the north – including integration of the 148th street bridge landing and future partnership for a Woonerf-style Kiss & Ride between NE 149th and NE 151st Streets;
- Multi-modal shared-use path connections at the 185th Station site into the neighborhood to the north;
- 185th Street Bridge design and engineering deviations;
- 195th Street Bridge improvements for iconic design;
- Mitigation details within Ridgecrest Park and roadway improvement design north of the park to 165th Street; and
- Incorporation of Low Impact Development practices for stormwater management.

Additionally, two significant project elements need to be added to the project to meet the Federal Transit Administration (FTA) Record of Decision on the project's Final Environmental Impact Statement and the City's adopted codes for light rail systems:

- Transportation mitigations required by the FTA for improvements of two intersections on Meridian, Neighborhood Traffic Calming Plans, and Parking Management Plans; and
- Multi-modal access mitigation plan.

Based on the presentation from Sound Transit this evening, direct observations of the May 24 Open House, or the online open house for 60% design, staff asks that Council provide feedback to the draft comment letter so that it can be finalized and conveyed to Sound Transit.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal 3: Prepare for two Shoreline light rail stations by working with Sound Transit to design and evaluate the light rail stations.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with tonight's decision.

RECOMMENDATION

Staff recommends that Council provide feedback to the attached 60% Open House comment letter (Attachment A) for staff to finalize and transmit to Sound Transit staff.

ATTACHMENTS

- Attachment A: *DRAFT* Council 60% Open House Comment Letter
- Attachment B: Guiding Principles for Light Rail Facility Design (Adopted Feb. 2016)
- Attachment C: 60% Open House Post-it Comments to Sound Transit compiled by City
- Attachment D: Community Focus for Light Rail Design – Comments collected by City at 60% Open House



SHORELINE
CITY COUNCIL

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June X, 2017

Ahmad Fazel
Executive Director, DECM
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

RE: City of Shoreline 60% Open House Comments

Dear Mr. Fazel:

The City of Shoreline would like to take this opportunity to convey to Sound Transit our comments in response to the 60% Open House for the Lynnwood Link Extension light rail facilities within the City of Shoreline. We appreciate the continued work and partnership that is going into designing the project and developing solutions that are mutually beneficial to the City and Sound Transit. The City believes that public input at this phase is extremely important, as it will inform both the project refinements for Sound Transit's baseline process and the City's review of major land use permits for the project. At this time, the project should be generally consistent with the City's Guiding Principles for Light Rail Facility Design (Guiding Principles – as adopted February 2016). The project should also adequately incorporate mitigation for direct impacts required by adopted codes or through the Federal Transit Agency's Lynnwood Link Extension Record of Decision under the National Environmental Policy Act.

Our 60% design comments illustrate the project's consistency, or lack thereof, with the Multi-modal Access, Neighborhood Character, Sustainability, Public Safety, Mobility, Public Amenities, Transit Oriented Development, and Public Art provisions in the Guiding Principles. This comment letter also addresses the City's concerns over mitigation elements that are still missing from the 60% project package and the Special Use Permit application submitted in May.

Excellent progress has been made towards incorporating these guiding principles in the project. However, there are still some Guiding Principles that are not adequately incorporated into the project.

Multi-modal – stations should be full-service transit hubs and provide great access and inviting and convenient connections for trains, buses, bikes, and pedestrians

The 60% station designs are clearly full-service transit hubs and provide excellent



connections for trains and busses. We understand that Sound Transit has been working with City staff to develop project elements that will provide inviting and convenient connections for bikes and pedestrians, but that agreement has not yet been reached and those non-motorized connection solutions are not incorporated. In particular, the 60% open house plans do not adequately reflect:

- Coordination with the City on future landing location of the proposed 148th non-motorized I-5 crossing;
- Detailed design for pedestrian and bicycle connections across I-5 on the 185th Street Bridge between the station and garage;
- Essential shared-use path connections into both station areas from the neighborhoods to the north of each station that would be incorporated into to the City's future Trail Along the Rail project (connections to the south of the stations are in the design); and
- No space has been identified in the station areas for future bike-sharing facilities or car-sharing programs.

Sound Transit has not yet submitted a Multi-modal Access mitigation plan that addresses how Sound Transit will fund and/or construct its proportional share of infrastructure improvements needed to safely support the light rail transit system development. This plan is required for the Special Use Permit application to be considered complete. The City looks forward to reviewing that information and coming to agreement with Sound Transit on how to best meet the needs for improvements to multi-modal access surrounding the stations to support safe transit user access to the stations.

Wayfinding sign plans are not yet developed in enough detail to determine if the pedestrian pathways to and through the stations are well marked. The City looks forward to reviewing this at the 90% design milestone.

We appreciate Sound Transit's coordination with the City on our 145th Interchange project and willingness to adjust design so that the non-motorized bridge can potentially be connected to the station through a future plaza path crossing diagonally from the 145th Street Bridge to the southeast corner of the station site.

Neighborhood Character – *stations should connect to the surrounding community to encourage and enhance vibrant place-making*

The 60% Open House plans for the stations are beginning to include elements of neighborhood character and place-making with the use of a tree-based theme and the inclusion of other design details. We also understand that Sound Transit is working with City staff to revise the stations designs to accommodate both public gathering places and potential trail connections to the adjacent neighborhoods, though agreement has not yet been reached. Place-making and neighborhood character elements that are still in progress or require additional work include:

- Redesigning the Kiss & Ride area at the 145th station so it can double as a public gathering space during off-peak times;
- Expanding the pedestrian area at the north end of the 185th station to provide both a small public gathering space and connection to the shared-use path route from the north side of



the station. This feature fulfills the public gathering space element when combined with the proposed open lawn areas east of the transit center;

- Garage facade and noise wall treatments are not yet sufficiently advanced for the City to determine if the design is conveying a sense of place. There are elements that do embrace this guiding principle such as the green living wall proposed as part of the stormwater art by Buster Simpson and the tree ring cellular pattern design of the 145th Garage. The City expects that the form liner pattern(s) for noise and screening walls throughout the project alignment, the design of the 185th garage, and the currently blank south facade of the 145th Garage will be adjusted to similarly use design to convey a sense of place and neighborhood character;
- The City appreciates Sound Transit's responsiveness to comments on the station colors received at the open house and looks forward to selection of new colors to be made in coordination with the City;
- Pedestrian scale lighting plans are still being developed and will be reviewed by the City staff between now and 90% design for consistency with the guiding principles;
- The current station landscape designs do not yet go very far in embracing Shoreline's commitment to green space and sustainability, such as incorporation of stormwater management into the landscaping and/or landscaping that requires little to no long term irrigation. The City hopes that adjustments can be made towards using more native landscaping and incorporation of stormwater management into the landscaping at both stations by the 90% design; and
- City staff has indicated that discussions are underway regarding details to accommodate the City's future Trail Along the Rail in the areas that Sound Transit is acquiring for this light rail project. Council looks forward to reviewing potential easements as part of the street vacation process that is required for this project.

Sustainability – all Sound Transit development should consider sustainable and climate friendly practices

Of course, the Lynnwood Link project as a whole creates an extremely sustainable alternative to reliance upon highly inefficient single occupancy vehicles. The next biggest contribution of the light rail station designs to sustainable and climate-friendly practices is traffic signal priority for transit in and out of the stations.

The City understands that Sound Transit, as standard practice, endeavors to use many sustainable strategies in station design and at the Shoreline stations, including:

- Provision of carpool, electric vehicle, and car sharing parking spaces;
- Use of daylighting to meet lighting requirements;
- Use of extra insulation, energy efficient lighting, and natural ventilation to reduce energy demands of the stations and garages;
- Provision of bike parking facilities at stations, with room for future expansion;
- Specification of durable materials to reduce frequency of repair and replacement in facilities;
- Native and adaptive plant landscaping with emphasis on drought-tolerant plants to reduce



water use;

- Use of a Volatile Organic Compound (VOC) budgeting approach to reduce VOC emitting materials, where possible to balance with materials that do not have low VOC options;
- Low Impact Development methods for stormwater management used where soil conditions and the seasonal water table allow, however much of the project alignment is in areas of soils with low infiltration rates;
- Recycling, reusing, or repurposing demolition and construction waste, salvaging landscape materials prior to demolition and incorporating materials made from salvaged, renewable, recycle, and/or regional materials within the project;
- Water efficient fixtures and practices including plumbing fixtures and landscape irrigation systems; and
- Incorporation of a variety of sustainable construction practices into the construction specifications and management planning.

Additionally, Sound Transit's proposed off-site wetland mitigation project to be constructed at Ronald Bog does an excellent job of meeting the City code requirements for locating mitigation within the affected basin when onsite mitigation of unavoidable impacts is not possible. We appreciate that the project proposed at Ronald Bog aims to meet local, state, and federal requirements and that no mitigation of the impacts within the City is proposed to be located outside the impacted basin or outside Shoreline. The proposed interpretive signage and trail improvements for this project will enhance the public experience in the park in conjunction with the habitat and environmental services being replaced with this project.

The City has not yet received the 60% Sustainability Report for this project. At this point it is unclear what green building or sustainable design elements will be incorporated into the project and whether it is similar to a LEED building standard, Salmon Safe Sites standard, or similar. The project does not yet have any photovoltaic solar panels proposed for installation at either station or parking garages. At 60%, the station and garage designs do not yet meet Washington state energy code standards, let alone exceeding those standards. Similarly, due to the grades needed for the stations and transit areas, almost no tree preservation is possible within the station areas. We understand that Sound Transit has worked with WSDOT to reduce the numbers of trees to be removed within the WSDOT corridor along the guideway alignment. Overall, it is anticipated that the project will be able meet the City's adopted tree replacement standards for the approximately 900 significant trees to be removed within the City of Shoreline.

The City supports Sound Transit's previous commitments to design a light rail system in Shoreline that is equivalent to LEED Silver, understanding that certification is not viable because there are no permanently occupied spaces in these facilities. Sound Transit could also consider designing and certifying the station areas to be Salmon Safe.

Public Safety – the facilities should be safe, welcoming areas for people of all ages at all times through measures

At 60% design, the City is generally satisfied with how public safety is being addressed in the



project design. The City understands that Crime Prevention through Environmental Design (CPTED) is actively being integrated through the station and garage design process. The station designs do an excellent job of using glazing to create open and transparent stations. We expect to see at the 90% design milestone, further development of the plan for security cameras (monitored), emergency call-boxes, pedestrian lighting, and other necessary design elements to ensure safe, welcoming station areas for people of all ages at all times.

Mobility – stations should provide accommodations for people of all ages and abilities

Truly accessible station areas require accommodations for people of all ages and abilities. The 60% design added a number of accommodations for people with mobility challenges such as ADA parking spaces in the drop-off loop of the 185th station, ADA ramps between areas of differing grade in the station areas, as well as use of texture strips to provide guidance into the station sites and to the train doors on the platforms.

At the 90% design milestone the City expects to see more detail on the planned amenities that will support mobility, address ADA, and also give attention to addressing the needs of vision and hearing impaired customers. The redesign of the 145th Station Kiss & Ride to also function as a plaza space will go a long way to facilitating mobility by eliminating the curb between the vehicle and pedestrian areas for mobility of wheel chairs, rolling luggage, and strollers. Curb ramps may be needed for this same purpose at the 185th Station Kiss & Ride loop.

Public Amenities – the stations should provide gathering places that create a sense of community and emphasize art, culture, and history of the community

The 60% Design of the stations does incorporate a number of the public amenities identified in the guiding principle such as public restrooms, covered bicycle cage and locker parking, and use of public art. Some of these amenities do need additional design detail to determine if this guiding principle is met and a couple of elements are still lacking.

In particular, we understand that City staff and Sound Transit are working towards agreement on design at the 185th Street Bridge that includes weather protection, but not enough detail has been provided to know if it will create an iconic look. Similarly, the limited modifications proposed to the existing 195th Street non-motorized bridge do not create an iconic look nor contribute to a sense of community. We expect that Sound Transit and the City can come to agreement on bridge designs that are consistent with the guiding principles in the near future.

The 60% open house station designs also seem to be lacking with regard to provision of public gathering spaces and leasable vendor spaces. Additionally for both stations, details on covered and uncovered seating options, covered bike racks, icon-based signage for way-finding and flexible spaces for gathering and entertainment have not yet been completed. The City expects that Sound Transit will revise the station designs prior to the 90% design milestone to reflect the design direction from City staff for public plaza space at each station, seating, and weather protection.



We understand from City staff that additional collaborative solutions are in development and we expect that these will be resolved as soon as possible to demonstrate compliance with the City's adopted Special Use Permit criteria.

Public Art – integrate elements of art wherever possible

The concepts from the station artists, Mary Lucking and Buster Simpson, were well received at the open house event. Consider expanding use of the decorative screen cutout onto the 185th and 195th Bridge designs to contribute to an iconic look. Artwork by Buster Simpson could also contribute to the iconic design of the stations if it were drawn into the open stormwater facility south of the station between NE 145th Street and the northbound I-5 onramp. The City looks forward to the artwork taking shape and pending design of the smaller artwork elements throughout the station areas at the 90% design milestone.

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

Future transit oriented development (TOD) is part of the vision for the area around the two stations. Sound Transit has identified the southeast corner of the 185th Station area for a future Sound Transit TOD project. Currently this portion of the site contributes to meeting the public gathering space, Kiss & Ride, and landscaping requirements for the site. Any TOD development would need to incorporate all required elements of the Station area into the proposed development.

The City is very concerned by the proposed stormwater vault south of 185th Street between 5th Avenue NE and 8th Avenue NE. This currently private property is an excellent location for future TOD development as it is directly across the street from the station, but placement of a stormwater facility would eliminate this property from future development. We understand that Sound Transit is working with City staff to relocate this stormwater flow control function off of this prime TOD site and expect that this will be resolved in the near future with a solution that is compatible with future redevelopment in this location.

The City understands that no similar TOD project site is planned for the 145th Station area. To date, it is also unclear whether any other surplus areas along the alignment, within the recently adopted station areas, would lend themselves to additional TOD opportunities.

Station designs are moving towards facilitating connections from the stations to the surrounding neighborhoods, but Sound Transit has not yet demonstrated how the station areas will integrate with and connect to TOD areas adjacent to the stations. Advancing designs on multi-modal access to the site from the north of each station could potentially accomplish this. At the 145th Station, north of the station, the City is interested in developing a Woonerf-style connection between 149th and 151st Streets for future transit rider drop-off capacity. At the 185th Station, to the north, the City is working with Sound Transit to develop a shared-use path connection from 189th Street, to be collocated with the maintenance access road into the station. Both of these projects would serve as non-motorized connections between the stations and future TOD projects nearby.



Project Mitigation

Existing public infrastructure and amenities are directly impacted by the Lynnwood Link Extension project such as public roads, intersections, sidewalks, parks, and utilities. The 60% design clearly illustrated the partnership between the City and Sound Transit in identifying design solutions for streets that need to be rebuilt that will get transit riders to the station more safely. These partnering solutions include shared-use paths in lieu of standard bike lane and side walk configurations on 5th Ave NE south of NE 185th Street; on segments of 1st Avenue NE that need to be relocated; and a portion of 3rd Avenue NE south of NE 155th Street. These collaborative solutions result in fewer sidewalks for Sound Transit to build, more shared-use paths, narrower roadway design, and reduced need for new stormwater flow control and water quality facilities, while doing a better job of providing safe multi-modal access to the stations while still meeting surface water protection standards. More opportunities for creative solutions to address project impacts and adapt City standards to benefit both the LLE project budget and the affected Shoreline neighborhoods and infrastructure are in development and we hope that Sound Transit leadership will support these win-win solutions when they are brought forward for concurrence.

We also wanted to be sure you were aware that a few significant project elements still need to be added to the project to meet the Federal Transit Administration (FTA) Record of Decision on the project's Final Environmental Impact Statement and the City's adopted codes for light rail systems:

- Transportation mitigations are required by the FTA for improvements of two Shoreline intersections on Meridian Ave NE;
- Neighborhood Traffic Calming Plans and Parking Management Plans for both stations; and
- Multi-modal access mitigation plan for funding or constructing Sound Transit's proportional share of improvements to mitigate impacts to the City's transportation infrastructure.

The Special Use Permit application continues to be incomplete without this required multi-modal access mitigation plan.

Thank you for your consideration of our comments. The City appreciates the collaborative approach Sound Transit is taking on this project and the active involvement of City staff in the design process. We look forward to seeing 90% design of the Lynnwood Link Extension through Shoreline. Should you have questions regarding the City's comments, please do not hesitate to contact our Project Manager, Juniper Nammi, at 206-801-2525 or jnammi@shorelinewa.gov.

Sincerely,

Chris Roberts
Mayor



60% Design Review Comments

June X, 2017

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cc: Shoreline City Council
Rod Kempkes, ST Executive Project Director
Joel Theodore, ST Corridor Design Manager, Civil
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Jon Jordan, ST Design Manager
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Scott MacColl, Intergovernmental Relations Program Manager
Margaret King, City Attorney
Randy Witt, Public Works Director
Rachael Markle, Planning and Community Development Director
Juniper Nammi, Shoreline ST Project Manager
File #202242 –60% Milestone Review

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;
 - e. Streamlining transfers between transit modes to minimize the frequency and locations of bus turning movements; and
 - f. 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, including a potential trail connecting both stations (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. Limiting locations where vehicles, including buses, may cross dedicated pedestrian routes;
 - b. Integration of Crime Prevention Through Environmental Design (CPTED) at all facilities;
 - c. Security cameras (monitored) and emergency call-boxes;
 - d. Station designs that are as open as possible with maximum use of transparent panels; and
 - e. 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.

Station Colors	Art Design	General Suggestions	Busses	Pedestrians	Trees	Restrooms	Commercial space	Noise	Ped Bridge	Sustainability
Ugh.. Need certain colors	Etch glass with ferns, flowers, etc.	Inside wall could have map of 3-4 stops before and after	Need space for bus stops on 145th for a Lake City- Aurora route that doesn't detour into the station dropoff. This is needed for east-west mobility	Optimize the pedestrian path from 145th and 5th to the station. The two crosswalks at the ramp should be timed as one signal - so people won't have to wait in the middle.	How many trees will the area lose to put in the station?	No public restrooms	Any consideration for a small commercial space? (coffee shop)	Will you build a noise wall on the other side of the station? I live in the west of station. I feel that I-5 is very noisy. I hope the train is not another sound bar.	Must have bike/ped bridge across I-5 at 148th	Where is the solar? How are we mitigating solar gain?
Lurid orange and dirt color scheme	Souless design really missed chance to create artful space	130th St. station +1				Rest rooms, please keep them open! Accessible!			We need a ped/bike bridge across the freeway	
Red/orange colors = panic, danger, stress, emergency. Consider alternative color PLEASE	Need more creative friendly interesting art installations - reference South Seattle Light Rail stop - so far boring!!!	Where is the inside interest? Sculpture art? Seattle has lots of neat examples				No restrooms - Good! WE DON'T NEED HOMELESS HANGING AROUND & SHOOTING UP!			Need a way to cross I-5 at 148th for non-motorized	
Shoreline is focused on trees and water. The orange is not at all	Other L.R. stations art tour themes. Public restroom style	Upgrade Jackson Park zoning to high density - mixed use development between 2 light rail stops							Bike lane should be on 195th <u>not</u> 185th	
The orange colors are horrible. Very stress generating and not enough difference between shades of orange.	Etched glass please themes trees	I'll be able to get downtown and to the airport without being stuck on I-5!							A foot bridge, which was in the EIS done in Jan '15 is not in the plans. 145th is not a safe street for pedestrians. The 148th street bridge is an afterthought.	
No to orange-red and red-orange - it looks tacky and worn and cheap so quickly	Bird art concept is excellent! Water and cedar concepts are promising. There should be a more recognizable cedar than just a microscopic blowup that may look like an abstract design.	When will construction begin? 1/18? 1/19? 1/20?								
Not in favor of the orange - any shade of green would be better	Would like to see a mural of some sort at 145th St. Station	More curves in design. Indoor benches								
The terra cotta is awesome!	Use art on the walls now shown in orange. City Hall has a very beautiful wall of dogwoods that would be calming.	Where the hell is Seattle? Nobody secured representation by Seattle in this open house? People have questions.								
Isn't this going to look completely scuffed up by day 3? (restroom walls)		Any pavement on floor needs to be non-slip when it's wet!! Test it!								
Would like more contrast between orange and the red orange - even within the same family		I want BOG plants								
How about green for Shoreline		Talked to Jim Schetter about the possible re-location of the switch station you want to put on <u>my</u> property Lot #709. 109 NE 170th St. Why did you single out my HOME. 42 1/2 years in my HOME, paid for free and clear. I only pay taxes and utilities. I want to retire there. Please reconsider. Terry Green								
Prefer the orange at 185th station over the 145th										
Love the brick!										
Continue the blue theme of the water. Orange = yuck										
Don't like the orange. The stations will stand out enough on their own. Use green.										
Orange on gray is a little stark										
Orange is not a current popular color. It does not fit into the theme of trees! How about shades of green.										
Instead of orange why not have one station have the Shorecrest colors and the other Shorewood colors?										
Not fond of the orange; any shade of green would be better										
Blue and/or green would fit the community better										
Orange isn't the right color for Shoreline's tree theme										
Orange is not a good color to blend with nature/Shoreline										
Prefer the orange at 185th station over the 145th										

Bike Cages	145th Street Bridge	145th Station	185th Station Area	Bike paths	Lighting	Parking	Names
Bike cages!!	Will you redesign the bridge on 145th St? It's helpful for people passing through I-5.	Could be very difficult to get out of 145th drop off area during peak transit times. Many cars entering or leaving garage.	"New" height of garage at 185th	I like the bike corridors throughout the city	Too much light pollution for residential areas across the street. Especially at 145th. People will be trying to sleep.	Shoreline is a city of 55,000 people, yet only 500 parking spaces are being built at 185th. Our community has less density than Seattle, and HOV trips are the only last mile option for many city residents. I'm afraid that we are going to build a wildly popular train that few can access. Building parking for less than 1% of our city's population is woefully low.	Names should reflect Shoreline
			185th: Good lighting, but less modernist please. More curves, moldings, decorations, not a plain '2x4 beam' look			I think the amount of people expected to park is far more than 500 spots at both 185 and 145 - what will be the plans for the congestion? More busses in Shoreline to get folks around? No east/west?	
			Be sure the current traffic issues on 185th are addressed. Already busy roadway now!				
			Impact on small access road from Shoreline Stadium onto 185th from new 5 story parking garage? Very difficult access now; with more folk wanting to get to the parking garage, it will be very difficult to get in or out of that parking lot				
			I thought 185th parking garage would be longer and not so noticeable. Why did you change it?				
			185th bridge should be 4 lanes for traffic and a pedestrian bridge like 145th				

Community Focus for Light Rail Facility Design – Comments

Public Comments received May 24 by City of Shoreline at the Sound Transit 60% Open House event

1. **Question** - What aspects of the proposed Light Rail Facility Design would you like the City to focus on to ensure that community needs are met?
2. **Responses**
 - Please request that funds provided for forest canopy being lost in the rail and station construction are provided to the City of Shoreline, i.e., the urban forest canopy being lost should be mitigation in the communities that are losing them. Also the two for one replacements should be planted now so that they have a chance to start to grow and replace the canopy to be lost over the next many years.
Lance Young
Interurban Trail Tree Preservation Society
206-363-0859
 - In the overall initial presentation, concern was brought up regarding safety of people waiting for the train. Also has consideration been given to a covered area for people waiting at the “kiss & ride” area?
 - 4 lane bridge on 185 with a pedestrian side bridge
3. **Question** – Do you think that Sound Transit is meeting the City’s Guiding Principles for Light Rail Facility Design?
4. **Responses**
 - Currently Shoreline is receiving none of the money allocated for urban forest replantings but instead to Washington DOT.
Lance Young
Interurban Trail Tree Preservation Society
206-363-0859
 - TOD assumes business in the 1/4 mile pedshed
Shift station colors from orange to green (city of trees)
 - Yes. However I am concerned about two things.
 - The 9000+ trees that will be planted to mitigate removal of trees should reflect the species characteristics of those removed whenever possible. Small ornamental trees are not the same as a mature native conifers.
 - With increased traffic along 185th, even the install of bike lanes may still make it not safe for biking. N. 175th is already unsafe for bicycle and pedestrian traffic, especially near the I-5 onramps. We need another East-West ped/bike bridge across I-5, somewhere between 185th and 165th so there is a safe and separate crossing for non-vehicular traffic across I-5. Look at James Keough Park as an entrance for the bridge overpass. If you don’t have a vision it will never happen.
5. **Comments on the flip chart**
 - Increased traffic on 5th to the garage
 - Concern about jogging safety on 5th between 175th – 185th
 - Where are solar panels

- Concerned about solar gain
- What is future requirement for sidewalks on 5th Ave NE? Elsewhere too!
- Parking garages do not seem adequate (need 1000+ each location)