



Memorandum

DATE: December 28, 2010

TO: Shoreline Planning Commission

FROM: Joseph W. Tovar, FAICP, Planning and Development Services Director
JW Steven Cohn, Senior Planner

RE: January 6 Study Session on Comprehensive Plan Update

Background

On January 18, the City Council will hold a study session to discuss the scope of the upcoming Comprehensive Plan update. At your upcoming meeting, staff will provide some of its current thinking about the scope, and provide the Commissioners an opportunity to respond and offer your ideas about other concepts that could be included in the update.

If you have questions, please contact Steve Cohn at scohn@shorelinewa.gov or 801-2511.

Attachments

1. January 3 City Council Agenda memo re: Agenda and Scope of January 18 Council meeting

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Council Meeting Date: January 3, 2011

Agenda Item: 6(d)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Discussion of agenda and scope for January 18 Council Meeting for Council direction on Goals, Scope and format of Comprehensive Plan Update
DEPARTMENT: Planning and Development Services
PRESENTED BY: Joseph W. Tovar, FAICP, Director
Steven Cohn, Senior Planner

PROBLEM/ISSUE STATEMENT:

The Long Range Planning Work Program shows work beginning on the Comprehensive Plan Update Process in 2011. The Council's discussions on January 3 and 18 are important first steps in that process.

At the January 18 meeting, the City Council has set aside an entire evening to deliberate on what direction it wishes to provide regarding objectives, schedule, public involvement and plan format. This will also provide an opportunity for the staff to brief Council on the legal framework of state law and regional policies, a variety of economic and social trends, and the resource constraints that affect this multi-year process.

The purpose of the January 3 meeting is for Council to hear a brief discussion of the enclosed preliminary summary of these issues and to provide staff with direction and clarification for the scope and content of the January 18 Council discussion.

FINANCIAL IMPACT:

The Comprehensive Plan Update is a major component of the City's adopted Long Range Planning Work Program. Currently, it is expected that the scope of work for the Comprehensive Plan Update will be undertaken primarily by existing PDS staff, with contributions from other city staff. There are no funds in the 2011 budget for consultant services in support of this effort. Depending upon the emerging scope of the work and schedule, staff may raise a funding request for consultant services for environmental services during preparation of the 2012 or 2013 budget discussions.

RECOMMENDATION

Staff recommends that the Council review this memo and attachments and be prepared at its January 3, 2011 meeting to affirm and/or add to the scope of the discussion for the meeting of January 18, 2011.

Approved By: City Manager  City Attorney _____

INTRODUCTION

The State Growth Management Act requires periodic updates of the Comprehensive Plans of cities and counties. In King County, the next update is required to occur before 2014. Council discussed the update process last year and directed staff to begin, and theoretically complete, the update in 2011. Because of the large work program items still on the Planning Commission's agendas for the first quarter of 2011, it will not be possible to begin major work until the second quarter, and certainly not possible to complete the update by the end of 2011.

Staff suggests that after the Council articulates a draft scope, objectives and schedule for the Plan Update at its January 18 meeting, we provide an opportunity for public comment to the Planning Commission and a feedback loop from the Commission to the Council prior to your spring Retreat.

DISCUSSION

Staff would like to prime the pump of the Council's discussion with some observations about the nature of the task and a series of questions that the Council may wish to include in the scope of its January 18 discussion.

What a Comprehensive Plan can and must be

The Council's discussion of the Comp Plan Update should begin with a summary of what the law requires and allows our Plan to be. The City plans under the requirements of the Growth Management Act GMA, which defines a comprehensive plan at RCW 36.70A.030(4) as follows:

"Comprehensive land use plan," "comprehensive plan," or "plan" means a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

Other provisions of the GMA place our comprehensive plan within the context of state goals and requirements and a framework of regional and county policies. It also creates a number of specific requirements about what must be in our comprehensive plan, how we must and may amend it (for example, with subarea plans) and ways in which to implement it (development regulations, capital budgets, local tax policies, programs, etc.). Several of these requirements and relationships are summarized graphically in Attachment A.

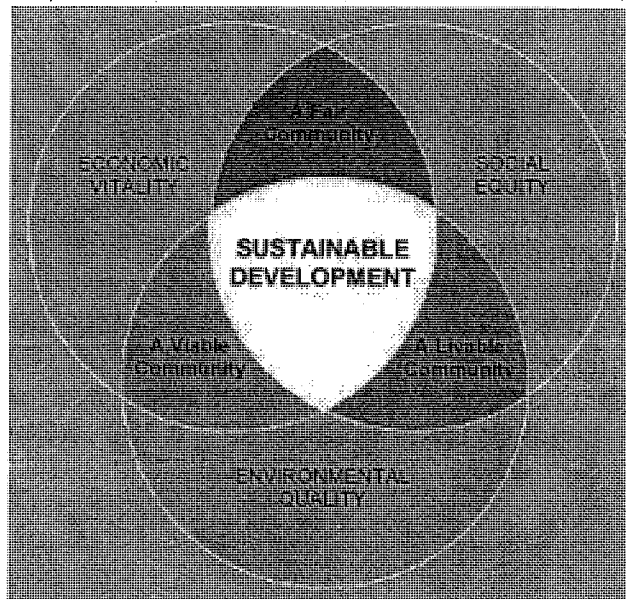
While the City's plan must meet the minimum requirements of the GMA, a plan may have a broader scope than simply how land is used. For example, the City's Vision Statement adopted in 2008 describes a preferred future that includes not just a desired pattern of land uses and buildings, but a range and quality of services, and a variety of demographic, housing, environmental and economic characteristics. Such a broader focus would require coordination with other City departments, programs and initiatives. For example, the City Council's adopted Goals (Attachment B) identify other city

priorities that possibly could be incorporated into policy statements in the Comprehensive Plan. A recent article on this subject is Attachment C.

Are we limited to the 20 year horizon?

While most city comprehensive plans focus on the 20 year horizon to correspond to the job and population allocations from the county, the GMA does not prohibit a city comprehensive plan from looking beyond that horizon. The Vision 2040 multi-county planning policies look out 30 years into the future and many of the City's major capital investments, such as the Interurban Trail, City Hall and Aurora Boulevard improvements, have a life cycle of more than fifty years. The Cascade Agenda looks out 100 years. Moreover, the City's Sustainability Strategy acknowledges the need for a multi-generational outlook when speaking of ecological systems and environmental health. This longer-term time frame, with a broadening of the sustainability concept to the economic and social realms, is acknowledged in the draft Shoreline Town Center Plan.

The City of Shoreline has long been committed to the realization of the three E's of sustainability – environmental quality, economic vitality and social equity. Town Center is a place people want to be in Shoreline in 2030 and is positioned to grow gracefully and sustainably for decades.



Limitations on Staff Resources and Planning Commission Agenda Time

This Comprehensive Plan update will differ significantly from the previous update completed in 2005. At that time, the State funded a large portion of the costs of the update. There are no state funds to speak of for 2011, nor are there funds in the PADS

budget for consulting services, therefore costs of this effort will be borne entirely by the city. Depending on the project scope, there likely will be a need for an environmental impact statement, or EIS supplement, to be prepared in 2012. For that reason, we may raise a funding request as part of the 2012 budget process.

A related limitation for Council to bear in mind is the amount of agenda time that the Planning Commission will need to dedicate to this multi-year effort. We hope and expect several high-profile and agenda-intensive Planning Commission tasks to wrap up in the first quarter of 2011 (i.e., the Town Center Plan and zoning, zoning for the Southeast Neighborhoods Subarea, tree regulations, and plan and zoning amendments for the Aldercrest site.) When the Council reviews proposed comp plan docket requests, or generates its own requests for staff and Planning Commission tasks, it will be important to keep the Comp Plan priority and schedule in mind.

Major Format Questions to discuss

A major consideration in the Plan Update is the fact that we now have a City-wide Vision Statement and Framework Goals adopted by Council in 2009 (Attachment D). Since virtually all of the existing 300+ page Comprehensive Plan was adopted years before the adoption of the Vision Statement/Framework Goal (and years before the Sustainability Strategy, Comprehensive Housing Strategy, and Economic Development Strategy), it raises a fundamental question. Can the Vision be achieved by updating the Comprehensive Plan chapter by chapter, tracking proposed edits through a "revision-format ~~striketrough~~ and underlined" document? Or will it be more effective and efficient to simply start over, using the Vision/Framework Goals as our broad outline?

A related concern has to do with the existing length and detail of the plan. At a recent meeting, the length of the existing Plan (over 300 pages) was identified as a limitation on its accessibility and usefulness. Does the Council wish to "build down" the number of policies or overall amount of text? Should the update place a greater reliance on detailed maps, diagrams and photographs, as opposed to numbered policies and narrative text? As noted above, the GMA describes a Comprehensive Plan as a "generalized" policy document. Should we make city-wide policies very broad and general and focus detailed text/policy only in our subarea plans like Town Center/Aldercrest/potential future light rail stations? If 300 pages is too long, how long is not too long?

Major Council Policy Objectives

Apart from the Council Goals in Attachment B, can the Council identify other major long-term city objectives at this point for inclusion in the Comprehensive Plan? For example, should the City identify diversification and strengthening of its tax base as a major policy objective? Should Shoreline try to encourage growth at a higher rate than the current 2030 targets suggest? Rather than choose between the SR 99/I-5 corridors for regional high capacity transit (see Attachment E), should the City promote the development of both corridors for such regional improvements? Should Shoreline identify station area planning as a high priority? What kind of public involvement and

engagement strategies should the City incorporate in updating the Comprehensive Plan and implementing it?

This not an exhaustive list. These questions are offered simply to get the Council thinking about the kinds of directions/objectives they may wish to set forth at the outset of the Comprehensive Plan Update process. We hope to have such a dialogue with and among the Council members on January 18.

Discussion at the January 3 meeting

To recap, staff requests that the January 18 discussion include, at a minimum, the following items, keeping in mind the limitations of staff time:

1. In addition to Land Use, what other city policy objectives should be addressed in the Plan?
2. What should the Plan's time horizon be?
3. How lengthy should the Plan be?
4. Is the Council expecting that staff will rewrite the entire plan or, alternatively, focus on rewriting specific Plan elements?

At the January 3 meeting, the Council may want to add other items to the ideas suggested above for further discussion at the January 18 meeting.

What happens after the meeting of January 18?

The staff proposes that the output of the Council's discussions be summarized and made available for the public's review and comment. The Planning Commission could then conduct its own review in late February, hear public comment, and forward any comments it wished to offer for Council's consideration. Depending on the timing and items on the Council's annual retreat agenda, it may be possible at that time for the Council to hear a summary of the Commission/Public comment on the draft scope and objectives for the Comprehensive Plan update. The April joint meeting of the City Council and the Planning Commission would be a time for the Council to convey the final iteration of its' preliminary input to the Comprehensive Plan update.

RECOMMENDATION

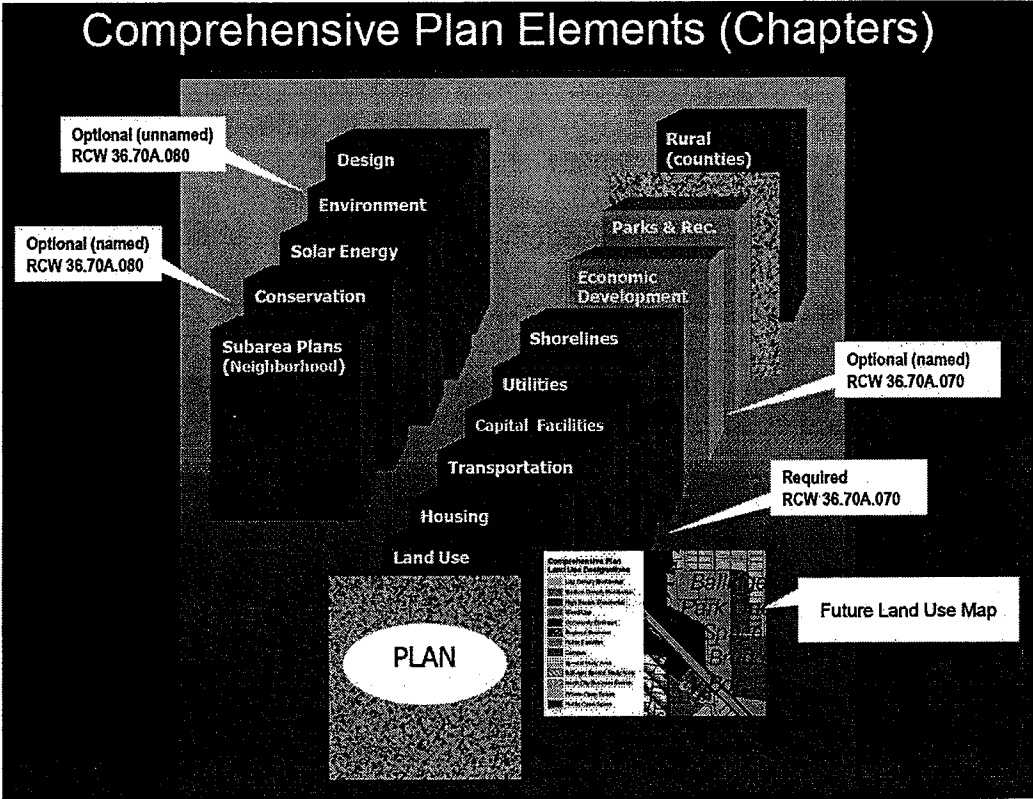
Staff recommends that the Council review this memo and attachments and be prepared at its January 3, 2011 meeting to affirm and/or add to the scope of the discussion for the meeting of January 18, 2011.

ATTACHMENTS

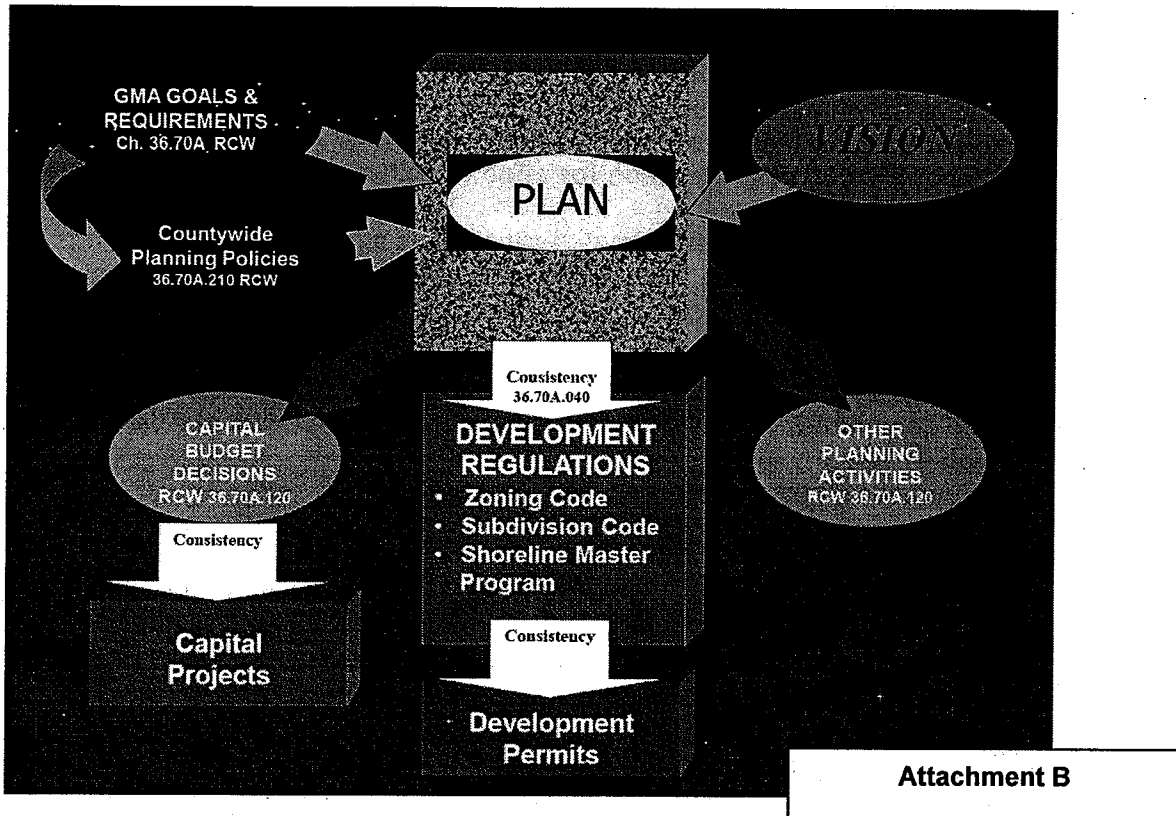
- A. Diagrams of Required Comp Plan Elements (Chapters) and Framework of State Law and Regional Plans
- B. City Council Goals for 2010-2011
- C. *Planning* Magazine article regarding Comprehensive Plans
- D. City of Shoreline Vision Statement and Framework Goals
- E. Sound Transit North Corridor High Capacity Transit (HCT) Project

Attachment A

Required and Optional Comprehensive Plan Elements (Chapters)



Framework of State Law, Regional Plans, Comp Plans, and Regulations



Shoreline City Council - 2010-2011 Goals and Workplan

Goal 1: Implement the adopted Community Vision by updating the Comprehensive Plan and key development regulations in partnership with residents, neighborhoods and businesses

- Adopt the Southeast Area Neighborhoods Subarea Plan
- Adopt updated tree regulations, including citywide goals for urban forest canopy
- Complete draft Urban Design, Capital Facilities and Transportation elements of the Comprehensive Plan
- Adopt the Town Center Subarea Plan
- Make the permit process clear, timely and predictable through Subarea Plans, Planned Actions and other appropriate planning tools

Goal 2: Provide safe, efficient and effective infrastructure to support our land use, transportation and surface water plans

- Update the Transportation Master Plan, including citywide trail, bicycle, and transit elements
- Update the Surface Water Master Plan and priority basin plans
- Work with Sound Transit, neighboring cities, regional agencies and Shoreline neighborhoods to implement the Sound Transit plan to bring light rail through Shoreline

Goal 3: Expand Economic Development opportunities in Shoreline

- Develop a "Transit-oriented Development" plan for the Aurora Park and Ride Lot at N. 192nd Street
- Work with the Shoreline Community College to establish a continuing small business development and assistance program
- Explore economic development opportunities for any surplus property at the Fircrest campus with the State of Washington
- Actively recruit both large and small businesses to Shoreline

Goal 4: Construct the Aurora Improvements from 165th to 205th Streets

- Complete construction of Aurora from N. 165th to N. 185th Streets
- Complete design, acquisition and bid for Aurora from N. 185th to N. 192nd Streets
- Secure funding for the last section of Aurora

Goal 5: Provide enhanced opportunities for effective citizen communication and community engagement

- Implement and evaluate new communication tools such as Council meeting “e-comment,” and social media such as Facebook and Youtube
- Host community forums on key topics of interest
- Enhance communication and partnerships with the Shoreline Community College, School District, utilities and other local public agencies
- Support community, civic and volunteer organizations in efforts to expand capacity.

Goal 6: Develop a “healthy city” strategy

- Adopt updated Parks, Recreation, and Cultural Services Plan
- Work with a citizen advisory committee of community stakeholders to develop a Healthy City Plan
- Develop a scope of work, including identifying stakeholders, cost and timeline, for a Youth Services Master Plan

Goal 7: Acquire Seattle Public Utilities water system in Shoreline

- Develop feasibility analysis and financial plan
- Negotiate acquisition
- Develop transition and implementation plan and schedule

Attachment C

Planning — December 2010

There's Hope for the General Plan *by Robert Paternoster, FAICP*

General plans have gotten a bad name as a failed planning tool — and often for good reason. Let's face it: We have been preparing general plans (or comprehensive plans) for well over a century with little to show for our labors, particularly when we're talking about the plans that languish on the shelves of older cities. I believe, however, that there's a way to make the general plan work, and that is by making it a tool for management as well as for planning.

My first experience with the general plan was in the 1960s as a young planner on the staff of Ed Bacon's Philadelphia Planning Commission. The city had just released its new comprehensive plan, a document that had taken a decade to prepare. But it wasn't long before it became clear that the plan had major shortcomings. For one thing, it was a long-range, 20-year, end-state plan, based upon the premise that its recommendations would stand up as a blueprint for city development. It did not anticipate the constant revision and updating that would be needed — but was never done. The second problem — typical of all master plans of that era — was that the document focused almost exclusively on the physical city, while ignoring Philadelphia's massive social and economic problems.

Moving to the West Coast in 1978, I found myself working in cities with a city manager form of government — a dramatic shift from the strong mayors I knew in the East. I was pleasantly surprised to find that city managers actually welcomed the advice of planners, and some viewed the general plan as a tool for better management. That was true both in Sunnyvale (part of Silicon Valley), where I served as community development director and helped to refine a sophisticated planning and management system (PAMS), and in Ontario (in Southern

California), where planning director Jerry Blum teamed up with his city manager to produce a dynamic, online general plan and business strategy.

What both of these cities have in common is that they began with a long-range vision based on an extensive public outreach effort. The vision was translated into long-range goals and plans (including the traditional land-use plan), which were prepared by or in cooperation with the senior staff of the operating departments and adopted by the city council as the community's long-range general plan.

The success of these cities is part of the reason that I believe that there is hope for the general plan — so long as it is used as a central management tool as well as a primary planning tool. But success requires collaboration between the city manager (or mayor) and the planning director, and must involve the senior staff of all the operating departments. Success also requires reaching out to residents and businesses.

Most important, the focus of this effort must be on a continuous planning process, one that allows for change through the middle-range strategic planning and programming process. That's how we can transform the general plan into a powerful new tool for planning and management.



2029 Vision Statement

Imagine for a moment that it is the year 2029 and you are in the City of Shoreline. This vision statement describes what you will see.

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here.

There always seems to be plenty to do in Shoreline -- going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The city works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life – cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

A City of Neighborhoods

Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times and both blends well with established neighborhood character and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or

ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.

Neighborhood Centers

The city has several vibrant neighborhood "main streets" that feature a diverse array of shops, restaurants and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce and the city.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places – like parks, plazas, cafes and wine bars - provide opportunities for neighbors to meet, mingle and swap the latest news of the day.

Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail and other regional destinations. You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

The Signature Boulevard

Aurora Avenue is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the City.

Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent residential neighborhoods. The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves both local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As a major transportation corridor, there is frequent regional rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and citywide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length.

As you walk down Aurora you experience a colorful mix of bustling hubs – with well designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by the vibrant Town Center, which is focused between 175th and 185th Street. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations.

A Healthy Community

Shoreline residents, city government and leaders care deeply about a healthy community. The city's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known region wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and provide alternative treatment for non-violent and nonhabitual offenders.

In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and city staff strive for efficiency, transparency and consistency to ensure an effective and responsive city government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And, maybe most importantly, the people of Shoreline are committed to making the city even better for the next generation.

Framework Goals

The original framework goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the City's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others.

Shoreline is committed to being a sustainable city in all respects.

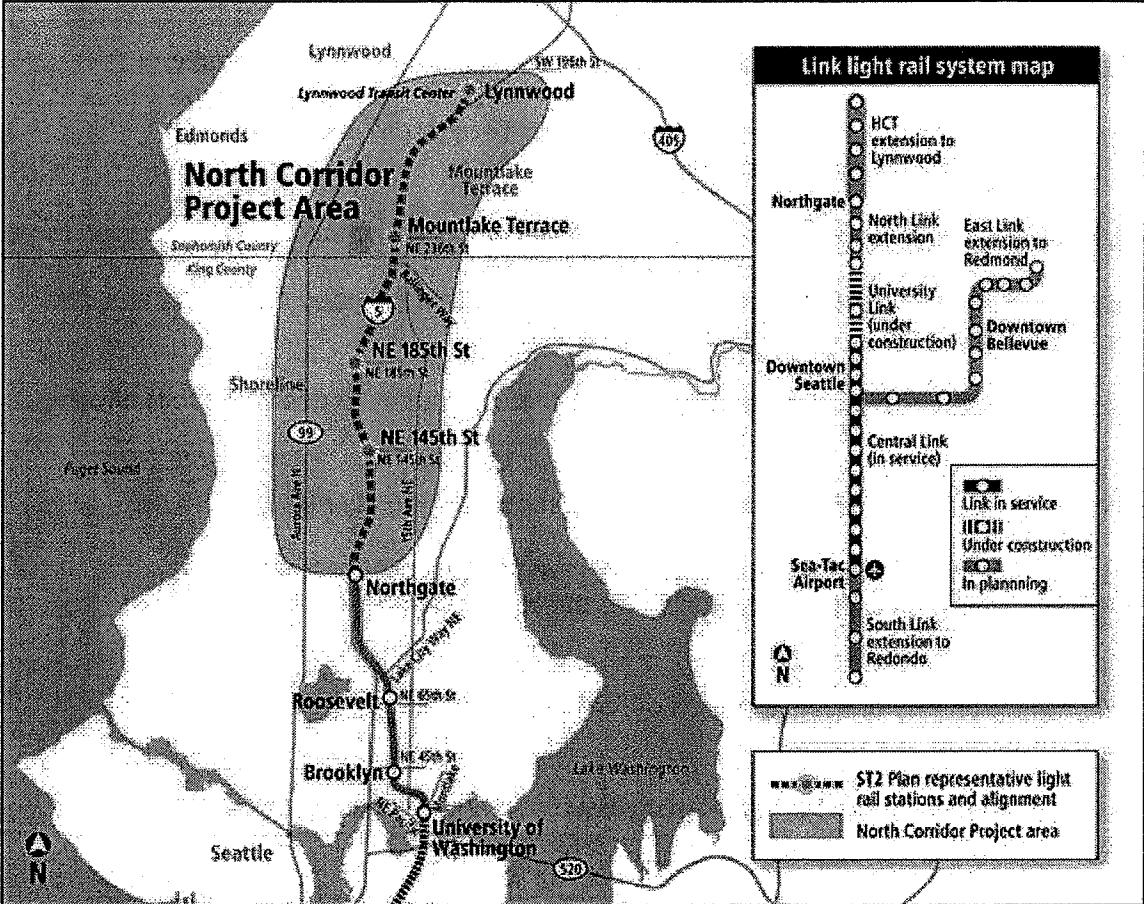
- FG 1:** Continue to support exceptional schools and opportunities for lifelong learning.
- FG 2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.
- FG 3:** Support the provision of human services to meet community needs.
- FG 4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
- FG 5:** Encourage an emphasis on arts, culture and history throughout the community.
- FG 6:** Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG 7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.
- FG 8:** Apply innovative and environmentally sensitive development practices.
- FG 9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
- FG 10:** Respect neighborhood character and engage the community in decisions that affect them.
- 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.
- FG 15:** Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.
- FG 16:** Encourage local neighborhood retail and services distributed throughout the city.
- FG 17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.
- FG 18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

Attachment E

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.



North Corridor Transit Project



Extending mass transit from Northgate to Lynnwood

Sound Transit is preparing to extend mass transit from Northgate to Lynnwood, which voters approved as part of the Sound Transit 2 Plan in 2008, along with funding to continue planning future service all the way to Everett. The North Corridor Transit 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. Construction is currently underway on a light rail extension to the University of Washington scheduled to open in 2016, followed by service to Northgate targeted in 2021. Voter-approved additions over the next few years will bring 36 new miles of service to the north, south and east, creating a 55-mile light rail system serving the region.

The North Corridor Transit Project relies on receiving federal assistance to complete the project. In order to qualify for federal grants, Sound Transit must complete an Alternatives Analysis (AA). This requires examination of reasonable alternatives to meet the needs of the corridor and will help Sound Transit identify a preferred transit mode and route. The Sound

Transit 2 Plan assumed a fully elevated light rail line from Northgate Station to the Lynnwood Transit Center with four new stations north of Northgate as shown on the map but Sound Transit is now examining a broader range of alternatives in conformance with federal requirements.

Federal funding is key to keeping this project affordable, and is especially important as Sound Transit responds to impacts of the current economic recession that have reduced projected revenues by about 25 percent through 2023 and have created schedule risks for this project.

Project benefits

- 8-9 miles of new mass transit service
- Northgate to Lynnwood with several new transit stations
- Frequent, reliable service between south Snohomish County and the University of Washington, downtown Seattle and other regional destinations
- Increased mobility, access and transportation capacity for residents and workers
- Targeted to open for service to public in 2023

Preliminary Schedule

Alternatives Analysis, Conceptual Engineering & EIS Scoping: mid 2010 to 2011

Draft EIS & Advanced Conceptual Engineering: late 2011 to 2012

Preliminary Engineering & Final EIS: mid 2012 to 2014

Final Design: 2015 to 2017

Construction & Testing: 2018 to mid 2022

Target Start of Service: 2023