



**SHORELINE  
CITY COUNCIL**

Chris Roberts  
Mayor

Shari Winstead  
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Jesse Salomon

Keith Scully

December 9, 2016

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

RE: City of Shoreline 30% Open House Comments

Dear Mr. Fazel:

The City of Shoreline would like to take this opportunity to convey to Sound Transit our initial comments in response to the recent 30% Open House for the Shoreline station areas. We appreciate the amount of work that has gone into siting the project, and the opportunity for the public to provide input at this early stage in the process while the station areas are just beginning to take shape. While our comment is necessarily limited as a result of the information that has been provided to the City to date, we understand that the project is only at 30% design and that additional information is coming every week. As Sound Transit moves towards 60% design, we look forward to receiving and reviewing more detailed designs in the near future so that we can better assess and provide more specific comments and feedback regarding how Sound Transit can best incorporate the Council's Guiding Principles for Light Rail Facility Design (Guiding Principles – as adopted February 2016) and application of the City codes to the project.

Our preliminary 30% design comments, therefore, primarily focus on consistency with the Multi-modal Access, Neighborhood Character, Sustainability, Public Safety, Mobility, Public Amenities, Transit Oriented Development, and Public Art provisions in the Guiding Principles.

With respect to providing multi-modal access for trains, buses, bikes, and pedestrians, it is necessary for light rail to be inviting and convenient to the broadest spectrum of the surrounding neighborhoods and the broader Shoreline community. Inclusion of the bus transit areas, multi-use paths connecting the stations to surrounding neighborhoods,



and the 500-stall parking garages at both stations all must contribute to making the stations full-service transit hubs. One of the necessary steps in realizing that goal is for Sound Transit to include the following multi-modal access opportunities:

- Accommodation of the City's potential non-motorized trail along the light rail alignment and connection to and through both the 145<sup>th</sup> and the 185<sup>th</sup> station areas;
- Integration of a non-motorized bridge across Interstate-5 at 147<sup>th</sup>/148<sup>th</sup> Street;
- Connection of the 145<sup>th</sup> station area to 145<sup>th</sup> Street through multi-use pathways and landscaping design now that the station area has shifted north;
- Design of vehicle entrance to the 145<sup>th</sup> station that adequately mitigates for potential conflicts between pedestrians, bikes, buses, and cars, especially during peak hours;
- Connection to and integration with the areas surrounding the 145<sup>th</sup> and 185<sup>th</sup> stations that incorporate the City's vision for Transit Oriented Development in the two recently adopted subareas;
- Additionally, the project design is not yet advanced enough to review way-finding, signs, or other amenities that will encourage transit use.

City staff has explained that the Multi-modal Access Assessment Report and mitigation plan required for the Special Use Permit process should identify access that will contribute to true multi-modal connectivity between the stations and the surrounding neighborhoods. The City looks forward to reviewing that information and providing guidance to Sound Transit on how to best meet the City's vision and priorities for improvements to multi-modal access surrounding the stations once the final report and draft mitigation plan is available.

The City is interested in systemic improvement to the 145<sup>th</sup> Street transportation system and has completed a study and received funding for design to both the 145<sup>th</sup> Street Corridor and the 145<sup>th</sup> Street interchange with Interstate-5. Sound Transit 3 includes funding for Bus Rapid Transit (BRT) service along 145<sup>th</sup> Street in coordination with capital improvements to the corridor. As both the Lynnwood Link Extension and 145<sup>th</sup> Street BRT project move forward, please consider opportunities to coordinate improvements, provide simultaneous opening of Light Rail and 145<sup>th</sup> Street BRT, and minimize the duration of construction disruptions to the 145<sup>th</sup> Street Corridor and Station area.

Compatibility with neighborhood character is also an essential component of the Guiding Principles. This compatibility not only assures vibrant place-making, but also helps achieve other goals and policies adopted by the City Council in the two subarea plans that are centered around the light rail stations. The 30% design does not adequately address this guiding principle. The City expects that Sound Transit will incorporate or further enhance certain aspects of the stations through its design progression to address compatibility, such as:



- Public gathering places, such as plazas, that could be used for a variety of functions that integrate with the surrounding neighborhood;
- Excellent design that conveys a sense of place through pedestrian scale features, facade and sound wall treatment, and complementary lighting;
- Common design elements between both Shoreline stations that uniquely identify these stations as Shoreline;
- Further development of the landscaping design to reflect 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; and
- Use of areas under or near the guideway for pedestrian and bike trail connections between the stations and to the neighborhoods would also enhance neighborhood character and connection with the surrounding community.

The City is committed to environmental sustainability and has been working over the past decade to foster sustainable practices both in City business and the community at large. In keeping with that commitment, the design and construction of the facilities should also be as sustainable as possible. While the 30% design is not advanced enough to determine consistency with the sustainability guiding principle, the City expects to see sustainable and climate friendly practices incorporated into the design, such as:

- Energy efficient building design and incorporation of solar power generation;
- Ample electric vehicle charging facilities and capacity for addition of facilities;
- Incorporation of green building practices to the extent practicable;
- Use of low impact development techniques for stormwater management to the maximum extent feasible as required by the adopted Stormwater Manual;
- Restoration of impacted critical areas and associated buffers as well as providing interpretation for the public of the functions and values of the critical areas restored;
- Use of native plants in landscaping and tree replacement; and
- Increased preservation of significant trees within station areas and along the guideway alignment.

The City understands that Crime Prevention through Environmental Design (CPTED) is actively being integrated through the station and garage design process. The City will continue to review the design as it develops to assure that the station areas incorporate CPTED and looks forward to seeing further development of the plan for security cameras (monitored), emergency call-boxes, and other necessary design elements, such as lighting, to ensure safe, welcoming station areas for people of all ages at all times.



Truly accessible station areas require accommodations for people of all ages and abilities. The 30% design indicates that Sound Transit is working towards providing accommodations for people with mobility challenges. The provision of ADA parking spaces in the drop-off loop of the 185<sup>th</sup> station meets the requirement for provision of these spaces on the same side of

Interstate-5 as the station. As the design moves forward, the City would like more detail on the walking paths, sidewalks, curb ramps and other mobility improvements, and how those will integrate into the surrounding streets, sidewalks, and neighborhood. We also expect to see more planned amenities that will support mobility for vision and hearing impaired customers.

Public amenities are also important to creating a sense of community and activating spaces in and around the station areas. The City expects to see many of the following amenities as the designs progress:

- Distinctive bridge design to create an iconic look where feasible;
- Covered bicycle storage;
- Covered and uncovered seating that is tied into the urban design of the stations;
- Icon-based signage for way-finding;
- Flexible spaces for gathering and entertainment, including the potential for leasable spaces; and
- Weather protection elements for stations, bus transit areas, and the pedestrian connection between the 185<sup>th</sup> Station and Garage across Interstate-5.

Looking at the station design images, we appreciate that there are no overhead power lines depicted. Undergrounding of utilities is consistent with both the City's code and the guiding principles for both neighborhood character and for public amenities by enhancing the visual aesthetic of the neighborhoods around the stations and related road improvements. Shoreline expects to see undergrounding of utility lines continued to be part of the project design going forward at both stations and with associated road restoration or improvement projects. The City also expects mitigation incorporated into the project for the impacts to public amenities such as parks, roads, and utilities.

The City looks forward to seeing what artists Mary Lucking and Buster Simpson envision for public art elements for the station areas. Mr. Simpson's incorporation of stormwater in his art and Ms. Lucking's experience designing art for bridges seem like excellent choices for Shoreline's stations. The City also appreciates that public restrooms are being incorporated into the design of both stations.

As noted in the above comments, future transit oriented development (TOD) is part of the vision for the area around the two stations and will be important to creating future use of the light rail services. Property areas already identified for future TOD is a positive aspect of the 185<sup>th</sup> Station area. The City expects other surplus areas along the alignment within the recently adopted station



areas will lend themselves to additional TOD opportunities. Sound Transit should also consider and demonstrate how the station areas will integrate with and connect to TOD areas adjacent to the stations as they develop.

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 60% 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](mailto:jnammi@shorelinewa.gov).

Sincerely,

Chris Roberts  
Mayor

cc: Shoreline City Council  
Rod Kempkes, ST Executive Project Director  
Michelle Ginder, ST Project Development Manager  
Joel Theodore, ST Corridor Design Manager, Civil  
John Evans, ST Project Manager  
Jon Jordan, ST Design Manager  
Debbie Tarry, City Manager  
John Norris, Assistant City Manager  
Scott MacColl, Intergovernmental Relations  
Program Manager  
Margaret King, City Attorney

Randy Witt, Public Works Director  
Rachael Markle, Planning and Community  
Development Director  
Tricia Juhnke, City Engineer  
Nora Delay-Peng, Senior Transportation Planner  
Kendra Dedinsky, Traffic Engineer  
Kevin Kinsella, Development Review Engineer  
Juniper Nammi, Interim Project Manager/Senior  
Planner  
File #202195 – In Progress 60% Review