



SHORELINE
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July 25, 2018

Ron Lewis
Interim Executive Director, DECM
Sound Transit
401 S Jackson Street
Seattle, 98104-2826

RE: City of Shoreline In-Progress 90% Open House Comments

Dear Mr. Lewis:

The City of Shoreline would like to take this opportunity to thank Sound Transit staff for the collaboration and responsiveness that was employed during the Lynnwood Link Extension Project cost reduction efforts and renewed design advancement over the past year. The project has changed considerably and the community is generally satisfied with the progress to date on the design adjustments.

City staff recently completed review of the In Progress 90% design milestone and Sound Transit provided an update to the community at a June 27 Open House in Shoreline. The public input before the project design is finalized is extremely important, as it will inform project refinements for the City's review of major land use permits for the project. As a reminder, the guideway and two stations of the Project, located within the City of Shoreline, are required to be generally consistent with the City's Guiding Principles for Light Rail Facility Design (Guiding Principles – as adopted February 2016). The project must 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.

City staff has indicated that progress has been made towards consistency with the Guiding Principles and the applicable City codes since the City's last letter in June of 2017. However, while many of the City Council's comments are being addressed with design advancements, two primary concerns still remain. The particular points of concern that the Council requests that Sound Transit continue to focus on are neighborhood place-making through architectural design and sustainability.

The City Council-adopted Guiding Principle for **Neighborhood Character** states that *"stations should connect to the surrounding community to encourage and enhance vibrant place-making."* City staff has expressed concern that the cost reduction efforts at the station sites have not adequately taken into account this guiding principle. As a result, the

place-making architectural elements and the designs no longer convey a sense of place or enhance the surrounding neighborhood character to the extent expected by the City. The City notes that at the 60% design milestone, the station garages included metal screening on the garage openings that converted the night time garage illumination into an artistic visual display. This has been all but completely eliminated and nothing significant has been added back to the design to facilitate the connection and place-making intended by this principle. The current proposed parking garages are now large rectangular concrete structures with a small bit of texture and trees planted for future screening of the lower portions of the garage.

Consideration should be given to reintroducing a sense of place to the parking garages through creative use of architecture where the garages face the public way and adjacent development. The Council would like to see revised designs for screening on all floors of the north and east façades of the Shoreline South/145th Station Parking Garage and the east façade of the Shoreline North/185th Station Parking Garage. These façades are the most visible to the surrounding residential neighborhoods and metal screening or incorporation of a similar treatment would both reduce the impact of the interior light at night on adjacent residences and improve the contribution to place-making and neighborhood character of the design. Without adjustment to the visual design of the garages, the City is concerned that the project may not be sufficiently consistent with the Neighborhood Character guiding principle.

Also in line with the place-making component of the Neighborhood Character guiding principle, the Council inquired about the provisions for water and electric connections in the public gathering spaces at both stations for use during events in those plaza spaces in the future. The City understands that this level of detail has not yet been designed following the cost reduction process and reiterated that as design is advanced at both Shoreline Stations, the City expects to see these utilities included.

The City also adopted **Sustainability** specific criteria for the Light Rail Facility/System that requires Sound Transit to demonstrate that:

“The proposed light rail transit system/facilities uses energy efficient and environmentally sustainable architecture and site design consistent with the City’s guiding principles for light rail system/facilities and Sound Transit’s design criteria manual used for all light rail transit facilities throughout the system and provides equitable features for all proposed light rail transit system/facilities.”

Additionally, the **Sustainability** Guiding Principle states that “all Sound Transit development should consider sustainable and climate friendly practices,” and illustrates some project elements to consider.

When adopting these provisions, the City took Sound Transit comments into consideration and specifically referred to the agency’s Design Criteria Manual because it already identifies many sustainable strategies in station design with the aim of achieving design that is similar to a LEED Silver building standard. City staff just received additional documentation from Sound Transit and is still reviewing this new information. We hope it clearly demonstrates the design elements that will be included for consistency with the City’s Sustainability criteria and Sound Transit’s own standards for sustainability in its Design Criteria Manual.

The project design does not have any photovoltaic (PV) solar panels proposed for installation at either station or parking garages, nor does it include any conduit or reserved space for future solar installation. While the electricity source for Link Light Rail meets state green energy standards, this does not leave room for adaptation to future dispersed power generation approaches and contribution to moving away from hydropower.

The Council was disappointed to learn that the original provisions for electric vehicle (EV) charging at the opening of the stations, with future expansion capacity, was also eliminated from the design during the cost reduction process. The provision of EV charging and conduit to facilitate the future retrofit of parking stalls for this purpose is extremely important for supporting the market growth of electric vehicles. The cost of operation and limited current commuter use at other locations of these systems is a short sighted basis for exclusion of them from the station site designs. The cost and effort to include the conduit and limited installation of EV charging stations is substantially less than trying to retrofit later. The electric vehicle market and needs are developing and changing so rapidly that future use of such facilities by transit riders or providers of rides to and from the light rail stations should not be based on current use.

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. The Council would like Sound Transit to design accommodations, such as conduit and electrical system planning, to allow for future PV solar panel system installation at both stations, if not installation by Sound Transit prior to start of service. Shoreline asks that Sound Transit consider an arrangement with the City that would allow for the City or a community group to install PV at the stations in the future.

Additionally, the Council would like to see EV charging stations installed in both parking garages or at Kiss & Ride short-term parking for the start of service and accommodation in the design for future installation of additional EV charging stations consistent with the optional sustainability measures in the Sound Transit Design Criteria Manual. A flexible approach to the type, location, and use of the EV stations is needed to work through the current challenges Sound Transit sees with EV stations.

The Council encourages Sound Transit to take every effort to adjust the station designs to meet the City's sustainability criteria for light rail and to not preclude future installation and use of technology such as solar power generation or EV charging stations.

Finally, the Council would like to acknowledge how difficult and complicated the project cost reduction process was over the past year. We understand from staff that the key adjustments in Shoreline, including the major redesign of the Shoreline North/185th station, which combined a number of cost-saving measures, was a collaborative effort involving difficult decisions on both sides. The City believes that the redesigned Shoreline North/185th station will provide a comparable transit rider experience to the previous design with transit at the center and balanced rider access between the various modes of travel to and from this multimodal transit hub. The pedestrian connection from the north

end of the station to the north end of the transit loop is a key component of this hub, and the City remains committed to its inclusion in the final design.

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 the final 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,



Will Hall
Mayor

cc: Shoreline City Council
Rod Kempkes, ST Executive Project Director
John Evans, ST Development Manager
Fouad Chihab, ST Corridor Design Manager
Taylor Carroll, ST Light Rail Project Manager
Jon Jordan, ST Design Manager
Debbie Tarry, City Manager
John Norris, Assistant City Manager
Margaret King, City Attorney
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Rachael Markle, Planning and Community Development Director
Juniper Nammi, Shoreline ST Project Manager
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