3 CITY COMPREHENSIVE PLAN GOALS AND POLICIES SUPPORTING TRANSIT-ORIENTED DEVELOPMENT

3.1 Introduction

This section details the elements, goals, and policies within local comprehensive plans that relate to and support TOD in the cities that will be served by the Lynnwood Link Extension. All alternatives would pass through two counties—King and Snohomish—and four cities – Seattle, Shoreline, Mountlake Terrace, and Lynnwood, as shown in Figure 3-1. Each city has an adopted comprehensive plan and, depending on the city, related plans and policies that provide support for TOD. This section includes a summary of relevant comprehensive plan elements for each jurisdiction. Other plans and policies supporting TOD are presented within each station-specific section.

3.2 Seattle

3.2.1 City of Seattle Comprehensive Plan—Toward a Sustainable Seattle

The City of Seattle Comprehensive Plan—Toward a Sustainable Seattle, (City of Seattle 2005a) which was first adopted in 1994 and last amended in 2011, was developed to communicate how Seattle will accommodate residential and employment growth over the next 20 years. The plan consists of 11 elements that each contain goals and policies for guiding growth in Seattle. The five elements that support transit-oriented uses at potential station locations include: Land Use, Urban Village, Neighborhood Planning, Transportation, and Economic Development.

The city of Seattle anticipates completing a major update to the Comprehensive Plan in 2015 and is planning on addressing additional topics in phases between now and then. The first phase includes three topics that may have relevance to Lynnwood Link Extension: climate change, development around transit stations, and urban design. The City Council is expected to adopt a final Plan amendment ordinance in early 2013. Relevant information can be added to this report at that time.

Climate change amendments to the comprehensive plan may include language supporting TOD at transit stations to support Seattle’s goal to be a carbon neutral city by the year 2050. A Climate Action Plan is under development and will include recommendations addressing transportation, land use, building energy, and waste.

With regard to development around transit stations there is a proposed new subsection to the Land Use Element called Transit Communities.

A proposed urban design element could be relevant to Lynnwood Link Extension depending on the specificity of the goals and policies.
Land Use and Urban Village Elements

The Land Use Element includes a goal of providing flexibility in zoning provisions in areas around mass transit stations. Integrating these stations into surrounding neighborhoods is also a goal of the comprehensive plan, which recommends overlay districts or other zoning adjustments to cultivate transit-oriented communities.

The Urban Village Element of the comprehensive plan focuses on Seattle’s Urban Village Strategy, and is designed to concentrate population and job growth in urban villages of varying densities – Urban Center, Hub Urban Village, Residential Urban Village, and Manufacturing/Industrial Center. There are no designated urban villages within 0.5 miles of the NE 130th Street Station or the NE 145th Street Station; however, Lynnwood Link Extension begins at the Northgate Station and is included in this section as described below.

The Northgate Station will be located in the middle of an urban center, and planning has been completed to help achieve the Urban Village Strategy to provide a diverse mix of uses, housing, and employment opportunities at that station. The Northgate Station location is illustrated in Figure 1-1.

The Northgate Station is part of the Northgate Link Extension. The Northgate Link Extension, which is currently in final design, will connect Northgate to downtown Seattle in 13 minutes, with over 15,000 anticipated daily boardings by 2030. Providing additional transit options from Northgate to Lynnwood will further support Seattle’s Urban Village Strategy in the Northgate Station area.

Transportation Element

The Transportation Element includes goals and policies for developing vehicle mode choices that discourage the use of single-occupancy vehicles while increasing transit ridership throughout the city. The Lynnwood Link Extension provides an additional mode choice for North Seattle.

This element also advocates creating a transit-oriented transportation system that builds strong neighborhoods and supports economic development. A related document, the Transportation Strategic Plan (City of Seattle 2005b), contains strategies for achieving these goals, including station area planning to maximize ridership and further economic development, as well as revitalization objectives.
Figure 3-1. North Corridor Jurisdictional Map
Economic Development Element

The Economic Development Element reiterates the Urban Village Strategy. It includes policies both to accommodate most of the job growth in urban centers and villages and to promote the health of neighborhood commercial districts. The Lynnwood Link Extension does not include a station in a designated urban center or urban village, however, it connects the Northgate Urban Center to destinations north of Northgate and it is possible more growth could occur in this urban center due to Lynnwood Link Extension.

3.3 Shoreline

3.3.1 Comprehensive Plan

The City of Shoreline Comprehensive Plan includes a number of elements relevant to station area development: Land Use, Housing, Transportation, and Economic Development (City of Shoreline 2012).

Land Use Element

The Land Use Element includes a relevant policy to place high-density residential housing in areas near employment and commercial areas, where a high level of transit users are present or likely, and in areas currently zoned as high-density residential. This element also includes two policies for park-and-ride lots that suggest park-and-ride expansions should be in the form of structured parking, where feasible, and park-and-ride lots should be evaluated for the addition of compatible mixed uses and shared parking.

Specific goals and policies supporting station area development include the following goal:

LU I: Create plans and strategies that implement the City’s Vision 2029 and Light Rail Station Area Planning Framework Goals for transit-supportive development to occur within a 0.5 mile radius of future light rail stations.

Additional land use goals describe how growth should occur, including neighborhood character, multi-modal connections, and land use patterns that promote walking, biking and using transit.

The Comprehensive Plan includes 24 policies for “Light Rail Station Study Areas”. These study areas are defined as “generally the land within ½ mile of a future light rail station.” Of particular relevance to Lynnwood Link Extension are the following (summarized) policies:

- Evaluate property within a 1/2 mile radius of a light rail station for multifamily residential housing choices (R-18 or greater) and property within a 1/4 mile radius of a light rail station for multifamily residential housing choices (R-48 or greater).
- Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multifamily, mixed-use, and non-residential uses.
• Create and apply innovative methods and tools to address land use.
• Create a strategy in partnership with the adjoining neighborhoods for phasing development of current land uses to those suited for Transit-Oriented Communities (TOCs).
• Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline.
• Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations.
• Regulate design of station areas to provide a gradual transition from high-density multifamily to single-family residential.
• Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
• Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public and provide shortcuts for bicyclists and pedestrians to destinations and transit.

The Land Use Map for the Comprehensive Plan includes the Light Rail Station Study Areas.

A summary of relevant land use policies related to transit and parking include:

• Consider compatible mixed-use and joint-use parking at Park-and-Ride facilities.
• Design parking requirements for the average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses within 0.25 miles of High Capacity Transit.
• Consider the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking.

**Housing Element**

The Housing Element includes goals and policies for encouraging a mix of housing unit types, providing affordable housing, and implementing recommendations from the City's Comprehensive Housing Strategy, adopted in 2008 (City of Shoreline 2008a). Policies relevant to station area development potential include:

• Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.
• Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.

**Transportation Element**

The 10 goals within the Transportation Element reference the City's transportation system and the importance of providing alternate transportation modes, including transit, walking, and bicycling. Policies relevant to the station area development include creating standards for
development of the station areas; prioritizing sidewalk projects abutting or connecting to transit; encouraging development that is supportive of transit; continuing to install and support transit supportive infrastructure; and promoting livable neighborhoods around light rail stations.

This element also refers to the Transportation Master Plan, Shoreline’s functional transportation plan, described in Section 7.2. The Transportation Master Plan also serves as the supporting analysis for the Comprehensive Plan Transportation Element.

**Economic Development Element**

The Economic Development Element focuses on producing a strong economy that will improve the quality of life. One goal relevant to station area development contains a list of actions including:

- Maintain and improve the quality of life in the community by:
  - Maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.

Many of the economic development policies support station area development. A few mention light rail and station areas specifically, including:

- Improve the quality of life by encouraging increased housing density around commercial districts, especially those served by high capacity rapid transit, to expand customer base.
- Promote land use and urban design that allows for smart growth and dense nodes of transit-supportive commercial activity to promote a self-sustaining local economy.
- Focus efforts on City-shaping Placemaking Activities: Plan the Light Rail Station Areas to create connectivity for appropriate growth.

### 3.4 Mountlake Terrace

#### 3.4.1 Comprehensive Plan

The *City of Mountlake Terrace Comprehensive Plan*, which was first adopted in 2003 and last amended in 2011, includes a number of elements related to station area development: Land Use, Community Livability, Transportation, and Economic Vitality (City of Mountlake Terrace 2011).

Of particular relevance to Lynnwood Link Extension:

- Encourage mixed uses in designated areas.
- Provide opportunities for adding new land uses to or near existing or planned parking structures, such as the Community Transit park-and-ride lot at 236th Street SW and I-5.
- Encourage co-location of development and mixed uses to enhance the community’s image and convenience within or near public park-and-ride sites.

- Encourage development to be pedestrian- and bicycle-friendly and convenient for transit.

- Support the regional land use and transportation plans by realizing the vision for the Mountlake Terrace Subregional Growth Center and the North Melody Hill Activity Hub as vibrant centers with jobs, transit access, walkability, and prominence as cultural and economic destinations.

- Encourage parking facilities, including park-and-ride facilities, to provide for mixed uses and multiple purposes.

- Incorporate transit agency participation into the development review process, where applicable, to ensure site plans for new projects are compatible with and provide infrastructure necessary to support public transportation.

- Continue to facilitate the expansion of Link light rail from Seattle to Mountlake Terrace, primarily within the eastern portion of the I-5 freeway right-of-way, and include a light rail station in Mountlake Terrace at approximately I-5 and 236th Street SW, which shall be built in a manner that allows access from the recently built Mountlake Terrace Transit Center.

- Support transit ridership by providing strong pedestrian linkages to the Mountlake Terrace Transit Center and future light rail station.

Section 10.3 provides additional adopted plans and policies related to transit-support near a Mountlake Terrace Transit Center Station or Mountlake Terrace Freeway Station. Section 11.3 includes similar information for a 220th Street SW Station.

### 3.5 Lynnwood

#### 3.5.1 Comprehensive Plan

The City of Lynnwood Comprehensive Plan, which was first adopted in 1995 and last amended in 2011, includes three major elements relevant to station area development: Land Use, Transportation, and Housing (City of Lynnwood 2011). Parks, Recreation, Open Space, and Economic Development also contain relevant policies.

**Land Use Element**

Specific land use policies relevant to Lynnwood Link Extension include:
• Encourage multifamily housing in the City Center by allowing height or density to increase. It is possible for a density increase for affordable housing development.
• Establish regulations for multifamily housing including ensuring diversity of design and high quality pedestrian features.
• Provide incentives to encourage mixed use development.
• Complete an urban design plan, design guidelines, and a design review process.

**Transportation Element**

Objectives of the Transportation Element relevant to the Lynnwood Link Extension include the following:

• Continue working with Sound Transit on the development of improvements to the Park and Ride lot.
• Work with private developers and transit agencies to integrate transit facilities and pedestrian and bicycle connections with residential, retail, manufacturing, commercial office, and other types of developments.

Included in these objectives is the desire to have one light rail station in the core district of the city center and a separate station at Lynnwood Transit Center.

**Housing Element**

Objectives of the Housing Element relevant to the Lynnwood Link Extension include the following:

• Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
• Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
• Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

**Parks, Recreation, and Open Space Element**

• With Community Development, identify parks and open space sites and improvements within the City Center. Develop implementation strategies.

**Economic Development Element**

• Support the implementation of the City Center Plan to encourage development in the City Center.

Section 12.3 provides additional adopted plans and policies related to transit-support near a Lynnwood station location.